



FY2021 - FY2026

Maryland **CONSOLIDATED** **TRANSPORTATION PROGRAM**

**2021 State Report
on Transportation**

Larry Hogan
Governor

Boyd K. Rutherford
Lt Governor

Gregory Slater
Secretary

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) business units; the Transportation Secretary's Office (MDOT TSO), the Maryland Aviation Administration (MDOT MAA), Maryland Port Administration (MDOT MPA), Motor Vehicle Administration (MDOT MVA), State Highway Administration (MDOT SHA), Maryland Transit Administration (MDOT MTA) – and related authorities to the MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project, which includes project details, financial information and construction status as well as a list of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of MDOT's financing and budgeting process and instructions for reading PIFs.

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT's Office of Diversity and Equity at **410-865-1397**.

For the hearing impaired, Maryland Relay 711.

For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov.

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program	1
Significant Changes to the FY 2020- FY 2025 CTP	A-1
FY 2020 Accomplishments.....	A-5
MDOT Operating and Capital Program Summary	A-14
System Preservation Minor Projects Program Levels	A-18
Major Bridge Projects	A-26
Bicycle and Pedestrian Related Projects	BP-1
Regional Aviation Grants.....	RA-1
Multimodal Freight Projects	FRT-1
MDOT The Secretary's Office	TSO-1
MDOT Motor Vehicle Administration	MVA-1
MDOT Maryland Aviation Administration.....	MAA-1
MDOT Maryland Port Administration.....	MPA-1
MDOT Maryland Transit Administration	MTA-1
Washington Metropolitan Area Transit Authority	WMAT-1
MDOT State Highway Administration	SHA-SW-1
Maryland Transportation Authority	MDTA-1
Appendix A – Chapter 30 Scores	APP A-1
Glossary	GL-1





MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six-year capital investment program for transportation, the FY 2021 – FY 2026 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. The MDOT last updated the MTP, the 20-year vision for Maryland's transportation system, in January 2019. The performance measures were updated along with the MTP, with direction from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC to learn more). The MTP and AR are updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and state agencies to ensure they reflect the needs and priorities of Marylanders. To learn more about the 2040 MTP, visit the MTP website at: mdot.maryland.gov/MTP. The 2040 MTP goals are:


- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion

- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

The CTP contains projects and programs across MDOT. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

MAINTAINING PRIORITIES AMID UNCERTAINTY AND SUSTAINING CRITICAL CONNECTIONS DURING COVID-19

This year's CTP reflects the priorities of MDOT as embodied in the goals outlined in the MTP, our mission (below), and the need to maintain essential connections during and after the COVID-19 global pandemic. The State's transportation priorities follow federal and state requirements; local government needs, interests, and concerns; and serving MDOT's customers and the critical supply chain.

	<p>MISSION STATEMENT</p> <p><i>“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.”</i></p>
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The COVID-19 global pandemic had a significant impact on Transportation Trust Fund (TTF) revenues. While use across the system declined dramatically in the Fourth Quarter of Fiscal Year 2020, the MDOT Team stepped up to deliver critical services that helped other front-line workers get to their jobs and maintain connections across the supply chain.

Despite the challenges of operating during a pandemic health crisis, more than 10,000 MDOT employees and our private sector partners continue to deliver outstanding customer service in every business unit across the Department.

As the State's economy and transportation network begins to recover, this CTP looks to the future with a focus on preserving what we have, planning for future projects, and building what we can to further support Maryland's economic recovery. With limited revenues and resources, MDOT must strategically and efficiently ensure our transportation investments maintain and further our priorities, with a focus on:

- Safety
- State of Good Repair
- Customer-Focused MDOT Culture
- Keeping Maryland Moving
- Performance Driven

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) requires MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under consideration for funding in the Consolidated Transportation Program (CTP). Chapter 30 establishes nine goals and twenty-three measures to evaluate these major projects. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT will utilize in its project selection process. The project evaluation results for this year are shown in the appendix of this CTP.



MDOT has created a Chapter 30 scoring model that establishes how the twenty-three measures are defined and measured as well as created a weighting structure to score and prioritize the projects. For more information see the following website: mdot.maryland.gov/Chapter30.

Maintaining a Culture of Safety for Employees and Users of the Transportation Network

Safety continues to be the number one priority for MDOT. The COVID-19 global pandemic presented unique challenges to how MDOT employees across the Department interact with customers to deliver services. The Department also maintained a focus on protecting our employees on the front lines and behind the scenes through enhanced cleaning and disinfecting of facilities and services, providing Personal Protective Equipment, and reengineering worksites to facilitate social distancing. We will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do.

During the COVID-19 pandemic, MDOT MTA implemented and continues to utilize enhanced cleaning and disinfecting measures, including:

- Daily disinfecting of vehicles, with high touchpoints including ticket vending machines and fare gate readers being cleaned and disinfected at least twice daily; and
- Updated features including retrofitting buses with plastic seats and air ionizers that further clean the air inside the bus.

MDOT MVA modified the non-commercial driving skills test to promote customer and employee safety. Driver's license testing agents now score the test from outside of the car. Further, MDOT MVA is working with the Maryland Department of Health, the Maryland State Police, MDOT SHA, and local jurisdictions to administer COVID-19 testing at VEIP stations.

Throughout the COVID-19 pandemic, MDOT continues to uphold its promise to promote safety for both Maryland's citizens and MDOT employees. MDOT MAA has also implemented new safety measures and sanitization protocols at both BWI Marshall and Martin State Airports. Increased touch-point cleaning and social distancing efforts extend from the parking shuttles and garages, through the terminals to the aircraft boarding gates, and within all MDOT MAA staff and support buildings. MDOT MAA has also implemented new safety measures and protocols at the terminal. MDOT is committed to keeping people moving, working, and safe by continuing to offer services with newly implemented health and safety guidelines.

It is critical that we commit to safety and security in our designs, in our construction, as well as how we operate and maintain the State's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. MDOT works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.



Traffic fatalities in Maryland increased from 512 in 2018 to 534 in 2019. Speeding accounts for over 9,800 crashes and 4,500 injuries each year in Maryland. As no life lost is acceptable, MDOT continues to strive to do what it can to reduce traffic fatalities.

Strategic Highway Safety Plan

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by the MDOT State Highway Administration (MDOT SHA) and MDOT MVA Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, State, local, and private sector safety stakeholders, the plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities have developed, or are in the process of developing, local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has

designated this program as a proven countermeasure because it tailor's solutions to local issues and needs.

	HAVE A SAFE AND SOBER RIDE <i>a designated driver, cab, ride share, or public transportation.</i>
	PARK THE PHONE BEFORE YOU DRIVE <i>distractions lead to more than 28,000 injuries per year in Maryland.</i>
	ALWAYS BUCKLE UP! <i>It's the single most important way to save your life in a crash.</i>
	ADAPT YOUR DRIVING <i>leave a little early. You won't feel the need to speed or drive aggressively.</i>
	LOOK TWICE <i>for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.</i>
	USE CROSSWALKS AND BIKE LANES <i>be visible on the road.</i>
	MOVE OVER <i>when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.</i>
	BE IN THE NOW <i>look twice and be alert of your surroundings at all times when walking and cycling.</i>

MDOT continues to urge Marylanders to demonstrate safe behavior when driving by focusing on some simple, common rules of the road.

- Have a safe and sober ride... a designated driver, cab, ride share, or public transportation.
- Park the phone before you drive. Distracted driving accounts for 54,000 crashes and more than 26,000 injuries per year in Maryland.
- Always buckle up! It's the single most important way to save your life in a crash. Seatbelt use in Maryland was 90.4 percent in 2019.
- Adapt your driving. Leave a little early. You won't feel the need to speed or drive aggressively.
- Look twice for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.
- Use crosswalks and bike lanes. Be visible on the road.
- Move over when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

Safeguarding Motorists and Monitoring the Roadways Across the State

The MDOT SHA Coordinated Highways Action Response Team, or “CHART,” and the MDTA’s Courtesy Patrols and Vehicle Recovery Unit are incredibly vital as they continue to safeguard our highways, respond to crashes, and help stranded motorists, among their many other duties. CHART employees also work 24 hours a day, 7 days a week at the Statewide Operations Center (SOC), our comprehensive, command and control facility in Hanover. The MDTA has a similar Emergency Operations Center (EOC).



When an incident occurs, our MDOT SHA and MDTA employees are often the first to respond. CHART drivers patrol 2.4 million miles a year, respond to approximately 32,000 incidents, and assist another 35,000 motorists. That means they’re helping a driver every 8 minutes, even during this COVID-19 emergency. These essential CHART services result in about \$1.4 Billion of annual user cost-savings due to reduced delay, fuel savings and crash reductions. Meanwhile, MDTA drivers last year patrolled more than 1.3 million miles, assisted drivers of 7,398 vehicles and changed 6,261 flat tires. They also removed 7,500 disabled vehicles from roadways.

Key employees are trained in first aid, which they have often been called upon to use. One CHART driver was credited with applying a life-saving tourniquet to a motorist injured in a crash. Another used CPR to resuscitate a baby. In March, a driver for CHART discovered an elderly gentleman, who was the subject of a silver alert, sitting disoriented on the side of the road, ultimately leading to a police response and medical care.

Personnel back in the SOC and EOC keep track of the incidents and maintain data – such as weather conditions and road temperatures – that may help prevent similar incidents in the future. With a reconfiguration of the Statewide

Operations Center (SOC) in Hanover, several major technology-oriented projects and re-organization efforts, MDOT SHA is gearing up for the next generation of CHART services with advanced active traffic management strategies. In addition to providing core CHART services for traffic incident management and travel advisory, CHART will be a key catalyst for successful Transportation Systems Management and Operations of our highway infrastructure.

MDOT Leadership in Safety Efforts

- In 2019, MDOT MVA debuted a pilot program to test the Driver Alcohol Detection System for Safety; this system automatically analyzes the breath for alcohol and, if the driver is found to be above the legal limit, prevents the vehicle from moving. Maryland is the first state to pilot this system in fleet vehicles. Impaired driving accounts for over 6,600 crashes, 3,100 injuries, and 160 fatalities in Maryland each year.
- MDOT MTA continued to be ranked as the safest transit system of the top 12 U.S. transit agencies.
- During winter events, MDOT SHA and MDTA were able to clear the roads on primary and interstate highways in fewer than four hours, on average, for the past ten winter seasons.
- BWI Marshall Airport, for the fourth year in a row, successfully completed the Federal Aviation Administration’s (FAA) annual Airport Safety and Certification Inspection with zero repeat discrepancies highlighting MDOT MAA’s focus on safety, security, system preservation, and improving customer amenities.
- MDOT MVA’s work with REAL ID resulted in Maryland being the first state in the nation to be recertified by the Department of Homeland Security for REAL ID compliance. With more than 72% of driver’s and card holders already REAL ID compliant, MDOT MVA is well on our way to meeting the REAL ID deadline, which has been extended to October 1, 2021.



State of Good Repair

State of Good Repair is the condition in which a transportation asset, such as transportation infrastructure, services or vehicles, is able to operate at a full level of performance. MDOT is committed to ensure that all of our transportation assets remain in a State of Good Repair. In order to ensure this, we continue to catalog and assess our assets, through a renewed emphasis on MDOT's asset management program, which helps us to maximize the use of limited resources, by directing limited resources to the transportation asset that is most in need of improvements.



Asset management is considered an integrated set of processes to minimize the lifecycle costs of infrastructure assets, at an acceptable level of risk, while continuously delivering established levels of service. Asset management is a holistic approach of balancing costs, opportunities, and risks against the desired performance of assets. MDOT houses all of the State's transportation agencies in one organization, ensuring the interconnectivity of the State highways, toll facilities, transit, aviation, ports, and motor vehicle and driver services. MDOT will continue to focus on the transportation infrastructure that is most in need of repair.

Especially in these uncertain times, MDOT must maximize the value of every dollar. Maintaining our system in a state of good repair is our highest priority, and MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects this priority by making continued investments in our statewide bridge program, road and runway resurfacing, rail car

overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

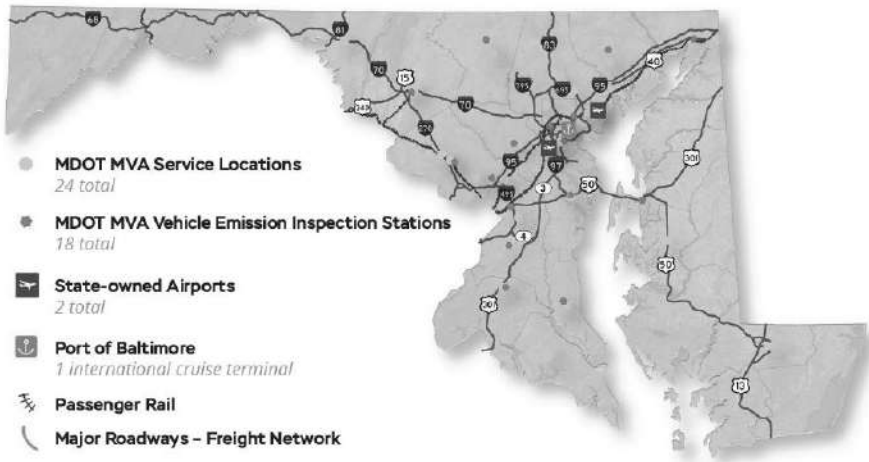
A key focus area is the condition of bridges across Maryland. MDOT SHA continues to make significant progress in reducing the number of poor rated bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. Each year, additional bridges are identified as poor rated, and through our asset management plan, these projects advance to construction as needed. MDOT recorded 36 poor rated MDOT SHA bridges, the lowest level since tracking began and one of the lowest percentages of any state transportation agency in the nation. All of these bridges are in the process of being addressed with 18 structures currently in the construction phase, and the remaining are in the design phase with construction funding in place or pending.

MDOT SHA improved or treated 83% of all State Highway lane miles since the beginning of FY 2015, spending \$209 million of system preservation funds in FY 2020 alone. In CY 2020, 91% of the MDOT SHA highway network was in overall preferred maintenance condition and in CY 2020, 91% of the MDOT SHA and MDTA roadway network was in overall acceptable pavement condition, using MDOT SHA definitions. Using, Federal Highway Administration definitions, MDOT SHA has reported 86% of system in fair/good condition.



On the aviation side, in FY20 MDOT MAA administered \$2.35 million, through the Statewide Aviation Grant program, to public-use airports across the State to support infrastructure preservation, safety equipment acquisitions, and environmental compliance activities. This State investment leveraged over \$30 million in matching FAA funds and \$2.3 million in airport owner investment.

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



182 Million square yards of roadway, airfield, and parking pavement	858 Customer, operations and maintenance, and administrative buildings	6,360 Revenue and non-revenue producing vehicles and equipment
11,254 Structures	188 Miles of passenger and freight rail	150 Major IT Systems
		19.6 Miles of road and rail tunnels

In April 2020, Governor Hogan announced the Bay Bridge westbound right lane deck rehabilitation was complete and open to all motorists. The MDTA delivered on the Governor's directive to expedite the project to fix the bridge deck in this lane that had reached the end of its service life and was severely deteriorated, presenting a safety risk. Completing the project a full year ahead of schedule, it was also accomplished amid the State's response to COVID-19. During Maryland's state of emergency, MDTA and its contractors have worked hard to deliver this critical project, leveraging the lower than normal traffic volumes while adhering to state and federal health and safety guidelines.

Transit Fleet

MDOT MTA is also investing in fleet modernization across all modes to support safe and reliable operations and enhance passenger comfort and convenience. Key highlights include:

- The \$400 million replacement of metro railcars and signal system underway.

- The \$160 million, 53-vehicle light rail vehicle fleet overhaul will be complete in 2022.
- Investment of \$54 million to overhaul 63 MARC III passenger coaches is advancing and seven overhauled coaches are currently in service.
- The CTP dedicates \$280 million to rehabilitating and renewing metro tunnel, track, systems and stations.

MDOT MTA also purchased 140 clean diesel buses and ensured long-term commitment through a five-year replacement contract. MDOT MTA recently received a grant for 60-foot articulated low or no emission vehicles through the Federal Low or No Emission Grant. MobilityLink paratransit vehicles also continue to be replaced.



Customer-Focused MDOT Culture

Under Governor Hogan's leadership, all of MDOT aims to provide premier customer service to all Maryland citizens. There are many examples where MDOT employees are providing exceptional customer service.

MDOT MVA has launched its new *Customer Connect* system, providing additional options and increased flexibility for Marylanders doing business with MDOT MVA. *Customer Connect* provides more access to online transactions, reduces the use of paper forms and enhances security. With more online services now than ever before, MDOT MVA is encouraging residents to take advantage of the convenience provided by *Customer Connect* from the comfort and safety of home.



The federal REAL ID deadline has been extended to October 2021. If you are unsure about your identification status MDOT MVA's REAL ID Lookup Tool (<https://mva.maryland.gov/Pages/realidlookup.aspx>) provides 24/7 access to check REAL ID status by entering a driver's license or ID card number on the secure website. In addition, an Online Document Guide (license.mva.maryland.gov) provides a checklist of documents and allows customers to schedule an appointment at any MDOT MVA branch.

At BWI Marshall Airport, the new Checkpoint Wait Times system uses sensors to calculate the number of passengers in line at each Transportation Security Administration (TSA) security checkpoint. Wait time durations are displayed on the digital signs at each checkpoint and on the BWI Marshall Airport website to assist customers in getting to gates as quickly as possible. MDOT MAA also installed a new comprehensive monitoring and reporting program for aircraft flight track data and aircraft noise event measurements at BWI Marshall Airport.

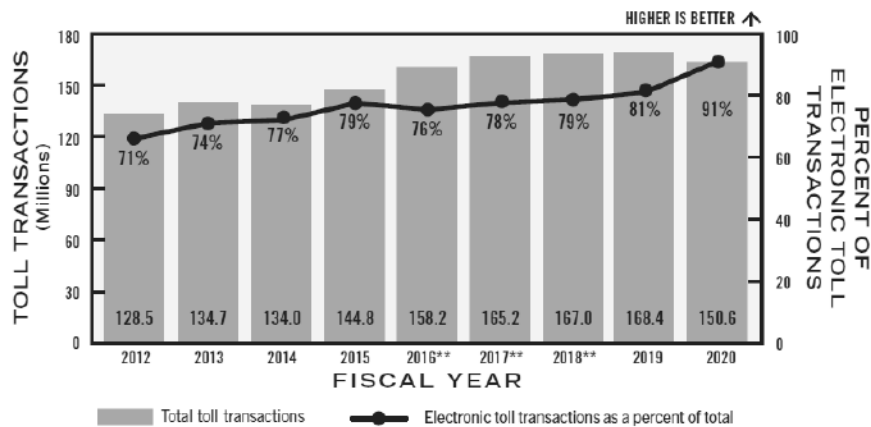
The Maryland Board of Public Works (BPW) approved a contract to enhance Wi-Fi service for BWI Marshall Airport. The approved contract with SmartCity Wireless Solutions of BWI, LLC will replace the existing Wi-Fi infrastructure at the airport with new, advanced technology for an improved level of service. SmartCity Wireless will design, install, operate and maintain a high-speed, free public Wi-Fi system throughout BWI Marshall Airport, including the passenger terminal, parking facilities, shuttle buses and rental car facility. Full implementation of the new system is expected to be in place in early 2021.

All these improvements will improve the customer experience at BWI Marshall Airport and will help with the recovery of passengers at the airport. In June BWI Marshall Airport had more passengers than Northern Virginia's two major airports combined, according to new data released by the Metropolitan Washington Airports Authority.

Modernizing the Customer Experience – All-Electronic-Tolling Statewide

In July 2019, Governor Hogan announced the MDTA toll modernization plan, that would save Marylanders more than \$28 million over five years. As of August 2020, full-time all-electronic (cashless) tolling is permanent across Maryland, including at the John F. Kennedy Memorial Highway (I-95), Fort McHenry Tunnel (I-95), Baltimore Harbor Tunnel (I-895), and Nice/Middleton Bridge (US 301). With all-electronic tolling, drivers do not stop to pay tolls. Instead, tolls are collected through *E-ZPass* + Video Tolling, and soon, Pay-by-Plate. All-electronic tolling provides convenience for motorists, less engine idling for better fuel efficiency and reduced emissions, decreased congestion, and increased safety.





Target: Short-Term Target: 82%, Long-Term Target: 85%

* Toll collections are paid as cash, ticket, or ETC. ETC includes Transponder, I-tolls, and Video Tolls.

** 2016-2018 data has been revised from previous report.

Motorists are urged to join the nearly 1.4 million drivers who pay the lowest tolls with *E-ZPass* Maryland. Transponders are free, there's no monthly fee for Maryland addresses, and sign-up is available 24/7 at: ezpassmd.com.

Drivers will soon also have the option to register their vehicle for a new Pay-By-Plate method that allows tolls to be automatically billed to credit cards at the same rate as cash toll rates for all facilities, except the Intercounty Connector and I-95 Express Toll Lanes (ETL). For the ICC and ETL, customers using Pay-By-Plate will still save at least 20 percent on their tolls compared to the video toll rate.

The toll modernization plan also includes new vehicle classes with lower rates. Toll rates would be reduced 50 percent for motorcycles, and would be cut 25 and 17 percent, respectively, for "light" vehicles towing one-and two-axle trailers, such as those used for watercraft or landscaping equipment.

Lastly, the plan includes a 15 percent discount for Video Tolling customers who pay the toll before their invoices are mailed. Since MDTA won't have to send out a bill, the agency can pass these savings on to the customer.

Regional Transit Plan for Central Maryland

MDOT MTA completed a new Regional Transit Plan for Central Maryland, providing a 25-year vision of mobility. This Plan defines public transportation goals for Central Maryland, including Anne Arundel, Baltimore, Harford and Howard counties as well as Baltimore City. MDOT MTA collaborated with a broad range of partners, including the Central Maryland Regional Transit Plan Commission, local governments, other transit providers, and the public to develop this Plan. The Plan focuses on seven topics to provide a better understanding of what transit resources exist while also exploring opportunities to improve mobility. Those topics include: State of Good Repair, Funding, New Mobility, Customer Experience, Service Quality and Integration, Access, and Corridors. To learn more about the Regional Transit Plan, or to view the Plan, visit rtp.mta.maryland.gov.

Transit Apps

MDOT MTA continues to promote two mobile apps for smart phones. The CharmPass Mobile Ticketing app, introduced in September 2018, allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC Train, and Commuter Bus Services. Electronic and mobile fare payment allowed for the creation of a 90-minute free transfer policy and use of employer-sponsored transit benefits within the app. MDOT MTA continues to provide real-time tracking on the Transit mobile app. Additionally, MDOT MTA launched a partnership with Transit app in June 2018, which provides real-time transit information, trip planning, and step-by-step navigation. Further, through the Transit app, MDOT MTA launched real-time tracking for MARC Train service in August 2020.





Commuter Choice Maryland

To promote commuter travel alternatives and support both the mobility, health and wealth of its community, environment, and business partners, MDOT continues to promote Commuter Choice Maryland. The benefits of Commuter Choice Maryland are significant, as we have seen through mandatory remote work orders in 2020. Commuter Choice Maryland encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work schedules. All of these options help to reduce commuter stress, reduce congestion and conserve energy. We have also seen that Commuter Benefits helps to attract and retain top employee talent.

Maryland businesses who offer Commuter Benefits can also take advantage of the Maryland Commuter Tax Credit, designed to encourage businesses of all sizes to provide Commuter Benefits to their employees.

In 2020, during the COVID-19 pandemic, many people were ordered or strongly encouraged to work from home, which gave us an opportunity to assess how many people could effectively and productively work remotely, while improving the environment and reducing congestion. Studies have shown that many people working remotely are working on average of up to 3 hours more per week and being very productive. We hope that even when people more widely return to their office location, they consider teleworking as an option, as appropriate.

To learn more, please visit [CommuterChoiceMaryland.com](https://www.commuterchoicemaryland.com) or email: commuterchoice@mdot.maryland.gov or call: 410-865-1100 between 8:30 am and 5:00 pm Monday – Friday.



Keeping Maryland Moving During the COVID Crisis

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to keep Maryland moving. Transportation infrastructure provides value and investing in Maryland's transportation system creates jobs and supports essential employees and Maryland industries and businesses. Despite the challenges of operating during a pandemic health crisis, the MDOT Team stepped up and delivered essential services. Even through the pandemic, MDOT has delivered key accomplishments:

- Completed Bay Bridge westbound deck rehabilitation;
- Developed a temporary shuttle route for workers in essential industries, including Hospitals, during the peak of the pandemic supplied logistical support to the Maryland Department of Health to ensure delivery of key resources to the medical community, including PPE (personal protective equipment) and testing equipment;
- Continued to conduct Commercial Driver's License testing, in order to support the economy during the pandemic; and
- Cut the ribbon virtually on the new Watkins Mills Interchange at I-270 and began construction on the Nice Bridge.

The Hogan Administration Maryland Strong Roadmap to Recovery is designed to get Maryland moving again and facilitating economic opportunity in a safe manner. As the economy recovers, so will the Transportation Trust Fund, as more people commute to their jobs, purchase vehicles and travel.



MDOT has reported gradual recoveries after the unprecedented speed and depth of decline of transportation revenues. Revenues for FY 2020 were \$350 million lower than what was estimated for the previous FY 2020 – FY 2025 Final CTP. Current estimates for FY 2021 are \$575 million lower than the previous FY 2020 – FY 2025 Final CTP estimates. Lower revenues are offset by assistance received under the Corona Virus Aid, Relief, and Economic Security (CARES) Act as well as reductions to the operating and capital programs. Over the six-year period, revenues generally trend upward toward recovery as precautions related to COVID-19 are lifted and more normal travel patterns resume.

The current focus is on preserving what we have, planning for future projects, and building what we can to support Maryland's economic recovery.

Port of Baltimore

The Helen Delich Bentley Port of Baltimore helps Maryland stay “Open for Business” by continuing to move cargo and helping to ensure that goods moved efficiently to and from the Port onto Maryland's highways, providing a critical link in the supply chain during 2020. As a result of COVID-19, cargo volumes were down significantly across all import and export trades through

the first half of CY 2020. May and June of 2020 showed a bottoming out of cargo declines. All trade has recovered from the lows of 2020 and we began experiencing year over year gains in containers and general cargo in October 2020.



In FY 2019, the Port of Baltimore handled 11.6 million tons of general cargo and 37.5 million tons of total foreign cargo, with over 1,800 ships calling on the Port. The Port was the top ranked port in the United States for import and export automobile units, import and export Roll-on/Roll-off (Ro/Ro) tons and imported gypsum tons. With over 139,000 direct and indirect Port-supported jobs, the MDOT MPA continues to support Maryland's economy. MDOT MPA secured a new multiyear contract with Finland based Metsa Group. This will consolidate all Metsa's Mid-Atlantic volumes through the Port of Baltimore. As a result, MDOT MPA will be able to use at least four warehousing sheds that have been underutilized or vacant for the past five years. It creates hundreds of jobs, bringing in more than 370,000 tons of forest products used to produce packaging material and pulp - which is used to produce paper products.

Under Governor Hogan's leadership, MDOT partnered with state and federal partners to receive \$125 million in federal discretionary grant funding for the Howard Street Tunnel expansion in partnership with CSX Transportation. This project will facilitate more efficient transport of freight in Maryland and provide a significant boost to the Baltimore economy. We will continue to pursue grant opportunities to maximize our transportation resources and partner with appropriate federal, state, regional and local agencies.

BWI Airport

BWI Marshall Airport has played, and continues to play, an important role in cargo operations during the COVID-19 pandemic receiving medical supplies and personal protective equipment. To ensure the safety of Maryland citizens, MDOT supported Governor Hogan's "Operation Enduring Friendship," which secured testing kits from South Korea, delivered to Maryland on the first-ever direct freight flight from Incheon Airport in South Korea to BWI Marshall Airport in April 2020. Further, the airport supports over 106,000 direct and indirect jobs in order to continue to support the economy.

MDOT MAA completed construction of expanded Midfield Cargo Complex to accommodate growth in cargo activity at BWI Marshall Airport.

General Freight

To meet other freight needs, MDOT is taking an aggressive approach to implement other multimodal freight solutions in Maryland. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP for a listing of all of MDOT's freight projects. In addition to capital projects, MDOT is involved in several freight planning efforts, including a recently completed Statewide Truck Parking Study and is working on updating the State Rail Plan and the State Freight Plan. Additional information on MDOT's freight activities can be found on MDOT's website at: mdot.maryland.gov/freight.

Public-Private Partnerships

Public-Private Partnerships (P3) will continue to be an important tool over the coming years, where we can find opportunities to partner with our federal, state, regional, local, and private partners to advance projects of importance to Maryland. MDOT has a demonstrated history of successful P3 projects at the Port of Baltimore and Travel Plazas owned by MDTA. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work is progressing on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are expected to be operational by summer 2021. The \$116.4 million investment includes \$103 million from Ports America, \$7.8 million from the state and \$6.6 million in federal funding. MDOT remains committed to the construction of the entire 16-mile Purple Line light rail corridor which will connect Prince George's and Montgomery Counties inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. For more information, visit: purplelinemd.com.



The Hogan Administration announced the Traffic Relief Plan (TRP) to reduce traffic congestion, increase economic development, but most importantly, enhance safety and quality of life to Maryland commuters. To help address some of Maryland's transportation challenges, the Traffic Relief Plan will incorporate many projects in the state, the largest being the I-495 and I-270 P3 Program, which includes the historic Capital Beltway Accord between Maryland and Virginia to replace the aging American Legion Bridge and will dramatically reduce congestion for millions of travelers in the National Capital Region. Improvements will transform these overloaded interstates, allow people to reach their destinations faster, provide more reliable trips, enhance existing and planned transit and multi-modal mobility and connectivity, and enhance the economic viability of the region. Up-to-date information is provided on MDOT P3 website at: 495-270-p3.com/.

The second element of the TRP is the proposed Baltimore-area extension of the Express Toll Lanes (ETLs) on I-95 which will provide innovative congestion relief on I-695 (Baltimore Beltway). The third element of the Traffic Relief Plan is the deployment of cutting-edge smart traffic signals to improve traffic operation and ease congestion. There have been 16 of the currently planned 32 corridors across the State completed. The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving. More information on the entire Traffic Relief Plan is available on the MDOT SHA website: roads.maryland.gov.

Walking/Biking

Maryland, like many parts of the country, is seeing an increased interest in biking and walking as significant transportation mode and an integral part of the State's broader transportation approach. Safe infrastructure for people walking and biking is essential in how MDOT contributes to the broader statewide goals of reducing greenhouse gas emissions, alleviating congestion, encouraging healthy activities, and supporting activity-based tourism and economic development.



Walking is the official exercise of Maryland. Governor Hogan announced October 7, 2020 "Walk Maryland Day". The MDOT partnered with the Maryland Department of Planning (MDP), the Maryland Department of Health (MDH), AARP and other agencies to celebrate throughout the month of October with webinars focusing on various walk topics, initiatives, and programs in Maryland as a part of the first-ever "Walktober" campaign. Learn more at www.mdot.maryland.gov/Walktober.

MDOT is committed to improving bicycle and pedestrian safety and access across the State. New technologies like HAWK Beacons are improving pedestrian crossing conditions in Annapolis and Montgomery County. The CTP includes key discretionary programs, such as the Federal Transportation Alternatives Program and the State's Bikeways Program. This year, the Bikeways Program was renamed in honor of longtime advocate Kim Lamphier, with a funding increase to \$3.8 million. The Bikeways Program supports improved access and safety of cycling throughout Maryland. Altogether, these program investments are strengthened by comprehensive guidance for all

MDOT customers in Maryland. Targeted strategies and initiatives identified in this document, along with the 2040 Maryland Transportation Plan, ensure that MDOT is responsive to the changing needs and opportunities to improve active transportation connectivity and safety for all.

Performance Driven

MDOT is a performance driven organization, assessing our transportation system performance through data before making decisions to plan and invest. This is done through the annual Attainment Report on Transportation System Performance, the annual Managing for Results, the MDOT Excellerator, and federal baseline performance measures.



To maintain the highest standards that our customers expect, we must understand where we are succeeding and where extra effort is needed. The Attainment Report provides us with the performance measure information we need to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on our roads and highways, at the Port of Baltimore, in our transit systems, at BWI Marshall Airport and Martin State Airport, and all the various facilities that see thousands of people each day. The Attainment Report lets us know the success of those investments and where we can continue to improve, because we want to ensure our dollars are having the greatest impact in improving the lives of Marylanders.

Maryland is unique in the fact that all of the modes of transportation fall under MDOT. The greatest tool to be able to manage the budget impacts has been the ability to understand all the needs in each of the transportation business units, balancing those needs and working as a team.



Reliable, On-Time Service

The BaltimoreLink, launched in June 2017, continues to provide more people with faster and more reliable access to transit, jobs, and services in the region. Since the launch of BaltimoreLink, on-time performance (OTP) has dramatically increased. To achieve improved OTP, MDOT MTA has implemented new programs and innovations to make riding easier and more efficient than ever. In addition, Transit Signal Priority continues to reduce travel times.

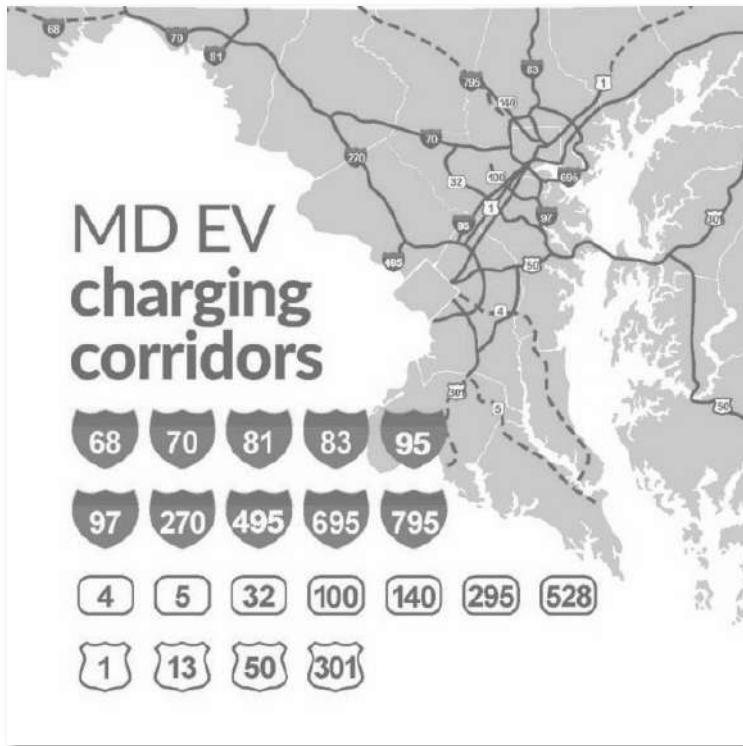
Real-time Global Positioning System (GPS) data is one of the tools MDOT MTA uses to manage and monitor service. MDOT MTA uses real-time data daily to resolve identified service issues along specific routes. MDOT MTA has an online performance dashboard that offers searchable performance data for all CityLink, LocalLink and Express BusLink routes including on-time, early and late arrival percentages. The real-time data is also available to all core and commuter bus riders as well as all MARC users (started August 2020) so passengers through the “Transit” app or the MDOT MTA website can check the status of their bus route or MARC line train. To learn more about the performance improvements, visit: mta.maryland.gov/performance-improvement.

Environmental Stewardship

MDOT is committed to environmental stewardship and continues to be a national leader in implementing innovative and multimodal strategies that protect our natural, cultural, and community resources. The following examples illustrate how MDOT works in coordination with State, local, and national partners, among others, to ensure that we make sustainable progress toward our state and local goals related to air and water quality, as well as energy and land conservation.

Through partnerships with the Maryland Department of Environment (MDE) and the State’s Metropolitan Planning Organizations (MPOs), MDOT is reducing emissions of criteria pollutants, such as particulate matter, as well as the ozone precursors, volatile organic compounds (VOCs) and nitrogen oxides (NOx). In addition to addressing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, set by the US Environmental Protection Agency (EPA), MDOT is also working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland has goals to reduce GHG emissions statewide by 40 percent in 2030, from 2006 emissions levels. In July 2020, the World Resources Institute (WRI) recognized Maryland as the top GHG-reducing state in the Nation. The WRI study on "America's New Climate Economy" found that Maryland has successfully reduced emissions by 38 percent between 2005 and 2017 all while growing our economy. MDOT continues to produce annual reports illustrating the progress made toward reducing transportation sector GHGs and submits those state agency reports to the Maryland Commission on Climate Change and the Maryland General Assembly.

Criteria pollutant and GHG emissions from the transportation sector are greatly reduced through the advancement of vehicles technologies. This includes, the passage of corporate average fuel economy (CAFE) standards, the advent and adoption of electric and hybrid-electric vehicles (EVs), and the burgeoning opportunity afforded through connected and automated vehicle (CAV) technologies. MDOT continues to lead Maryland’s Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) and the Maryland CAV Working Group. We have found success through collaboration, boasting robust growth in EV ownership and publicly available charging infrastructure. Over the 5-year period from July 1, 2016 to July 1, 2020 EV ownership in Maryland increased by nearly 300 percent from 6,988 to 25,742 registrations. Under MDOT’s leadership, Maryland has successfully nominated twenty-one (21) Interstates, US, and State Routes as EV alternative fuel corridors (AFCs) under Federal Highway Administration’s (FHWA) AFC solicitation.

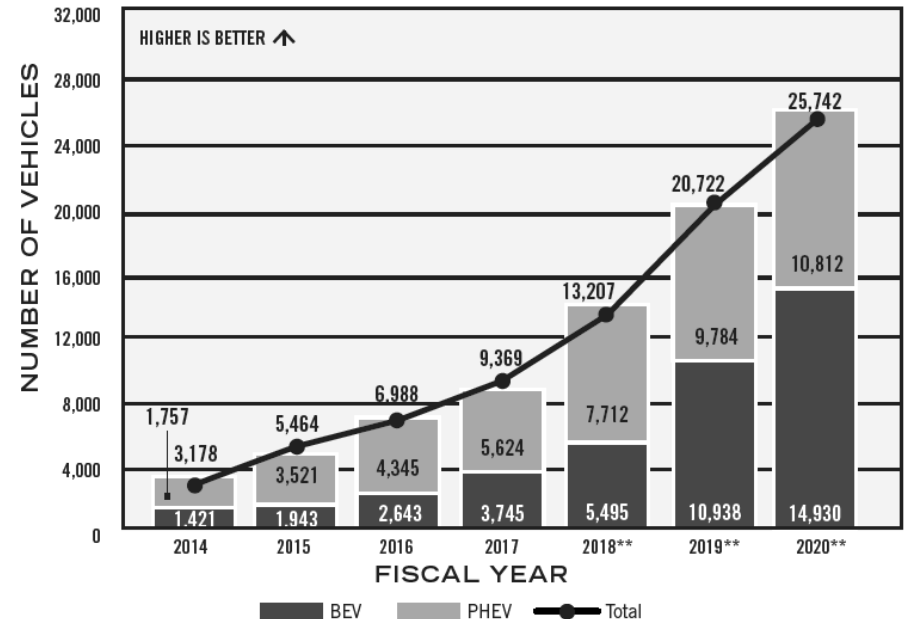


MDOT also invests in a variety of Travel Demand Management (TDM) strategies which provide alternatives to driving alone and limit emissions from the transportation sector. TDM efforts, such as carpooling, car sharing, transit, teleworking, and variable pricing infrastructure, as promoted in the Commuter Choice Maryland program, reduce congestion and lower commuting costs, in addition to providing environmental benefits.

Four MDOT transportation business units (TBUs) were awarded Volkswagen Settlement funds to replace over 40 vehicles. These funds will allow MDOT MAA to incorporate ZEV buses into airport shuttle operations, MDOT MTA to transition to ZEV transit buses, and MDOT SHA and MDOT MPA to replace older vehicles and equipment. Over 200 tons of NOx will be reduced as a result of these vehicle replacements.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State’s Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and

using project mitigation to support the State’s broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting mandated water quality targets. MDOT will contribute \$4.0 million for installation of “smart pond” technology in 2020 at existing stormwater management sites on privately owned land as a part of a public-private partnership (P3) benefiting the Chesapeake Bay.



*2018, 2019, and 2020 data are through July 31st of their respective years.

** 2018-2019 data has been revised from previous report.

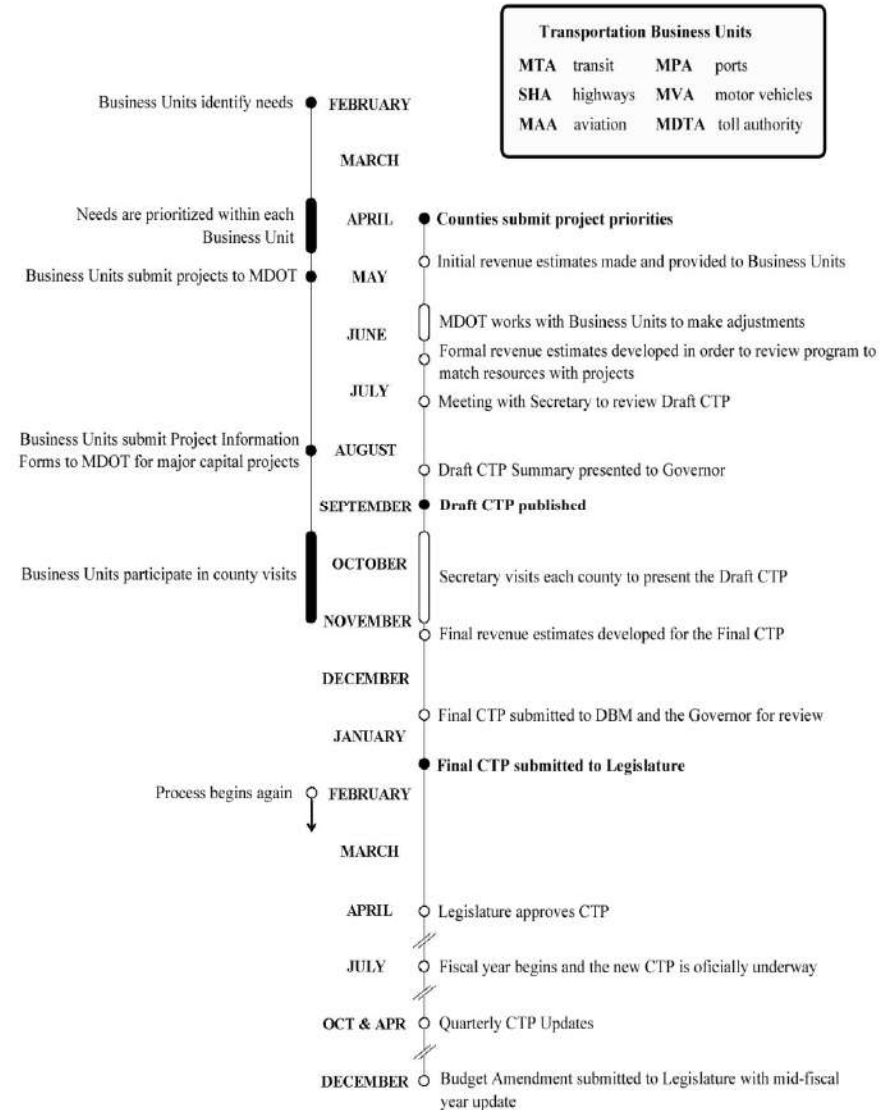
Process for CTP Development

The CTP takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the State by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. MDOT uses the following criteria to identify projects and programs that respond to the State's transportation priorities.

These criteria include:

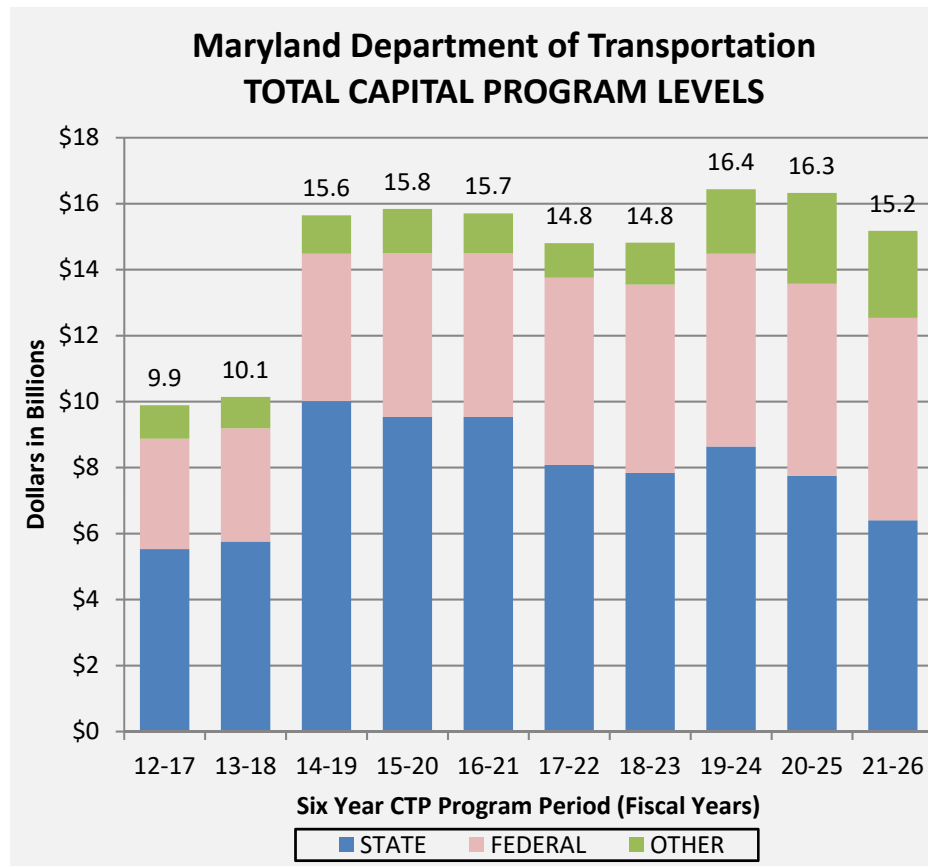
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports the State plans and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).

CTP Development Process
Maryland Department of Transportation - January 2016



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, and transit availability, as well as maintaining the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



State Revenue Projections

The economic challenges and uncertainty surrounding the COVID-19 global pandemic have impacted virtually all MDOT operations and revenues. At the depth of the decline traffic on Maryland roadways, ridership across all MDOT MTA services and passenger traffic at BWI Marshall Airport were all severely down. In response, MDOT has reduced its revenue projections. Estimated State revenues for this Final FY 2021 - FY2026 CTP are \$1.4 billion less than the estimates for the previous Final CTP. Total projected revenues amount to \$29.7 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses.

Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year. This transition was previously planned to occur in FY 2021 and is delayed to FY 2024 due to the financial impacts of COVID-19.
- **Motor Fuel Tax:** This revenue is projected to be \$6.7 billion over the six-year period. As of July 1, 2020, the motor fuel tax rates were 36.3 cents per gallon gasoline and 37.05 cents per gallon diesel fuel, which is a 0.4 cents per gallon decline from the previous tax rate. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.5 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2020 is 9.6 cents per gallon. The rate is estimated to average 9.5 cents per gallon over the program period. This revenue estimate is down \$600 million from the estimate in the previous Final CTP due to the impacts of COVID-19.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.7 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Over the six-year planning period, vehicle sales, which have declined due to the current global pandemic, are projected to recover and to follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle. Although the timing of revenues from this source have been delayed due to MDOT MVA branch closures and later re-opening at reduced capacity, the overall revenue estimate remains the same over the six-year period.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.4 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$6.8 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; only \$645 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$826 million from MDOT MTA, \$295 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Infrastructure Investment Act of 2013. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. This revenue estimate is down \$500 million from the previous Final CTP due to the impacts of COVID-19.
- **Bond Proceeds:** It is projected that \$1.9 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT and is down \$400 million from the previous Final CTP due to the revenue declines from COVID-19. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$611 million. These sources include General Fund revenues, county contributions to MDOT projects, earned interest from trust funds, reimbursements, and miscellaneous revenues.



FEDERAL AID ASSUMPTIONS

The Fixing America's Surface Transportation (FAST) Act, which provides vital federal funding for highway, transit, and other multimodal projects, has been extended through September 30, 2021. Additionally, President Trump has signed the FY2021 Appropriations and COVID Relief legislation on December 27, 2020. Maryland's apportionment for FFY2021 is approximately \$658 million for highways. This legislation also includes a \$2 billion General Fund supplement for highways; of this, Maryland will receive approximately \$11 million for bridge replacement and rehabilitation, and \$10 million for Surface Transportation Block Grant (STBG) program eligible projects. For the COVID relief portion of this legislation, \$10 billion is provided to State DOTs. These funds are not considered as stimulus funds, rather, a recovery (backstop) for lost revenue due to the pandemic. Maryland's share of this backstop funding is approximately \$150 million.

(Please note that the FY2021 Appropriations and COVID Relief legislation provides funds for other modes, such as transit, airports, etc.)

For FFY 21, this CTP includes the Congressional appropriation of FAST Act authorized amounts for FFY 2021 and assumes a reauthorization will occur at the current levels and applies that assumption through FFY 2026.

Federal aid, representing 22 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2022 - FY 2027 Consolidated Transportation Program (CTP).

Highways and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$658 million in highway formula funding and \$201 million in transit formula funding in FFY 2021 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2018 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$565 million in appropriations from the combined FFY 2016 - FFY 2020 Appropriations bills.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent and FFY 2020 was 90.6 percent. Given that Congress has passed a long-term bill with inflation built in, this CTP assumes an OA level of 90.0 percent for FFY 2022 through FFY 2027.



Washington Metropolitan Area Transit Authority — WMATA

Under the Fixing America's Surface Transportation (FAST) Act, in FY 2021, the Washington Metropolitan Area Transit Authority (WMATA) anticipates receiving \$321.1 million in FTA formula grants and \$20million in other federal grants for bus and rail preservation activities. Additionally, FFY 2021 funding of \$148.5 million is once again provided through the federal Continuing Resolution until a successor grant program for the Passenger Rail Investment and Improvement Act (PRIIA) is developed. In total, WMATA expects to receive \$489.6 million in federal capital funding in FY 2021 in addition to the approximately \$767.7 million in CARES Act funding they received.

MDOT's top priority at WMATA remains restoring the safety and reliability of the system. This is demonstrated through investments in safety and state of good repair. In 2018, the jurisdictions cooperated to create a new, dedicated capital funding source for WMATA totaling \$500 million annually. In addition to this new six-year funding commitment of \$1 billion, this CTP includes a total of \$297 million (\$49.5 million each year in FY 2021 through 2026) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing formula funds to match federal grants provided from FY 2010 through FY 2021.

Overall, WMATA's six-year capital budget is \$10.3 billion, not including PRIIA funding in fiscal years 2022 through 2026, as no successor program has yet been ratified by Congress. This includes \$5.9 billion in state/local funding, \$2.2 billion in debt generated from bond sales utilizing the jurisdictional dedicated capital funding, \$2.1 billion from federal sources, and \$44.3 million in reimbursable funds to complete the extension of the Metrorail Silver Line.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MDOT MAA estimates annual AIP entitlement funding will range from \$3.5 million to \$4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The FAA Reauthorization Act of 2018 extended FAA authority to 2023.

In response to the pandemic, Congress enacted the Corona Virus Aid, Relief, and Economic Security (CARES) Act which allocated \$107.7 million in additional funding to Maryland airports, of which 82% went to BWI Marshall and Martin State Airports (\$87.8 million) for operating costs. In FFY 2019, MDOT MAA received \$9.9 million toward the reconstruction of Taxiway Z and in December 2019 received \$3.4 million of Supplemental AIP funding to Rehabilitate Taxiway Lighting & Reconstruct Taxiway F1 to meet EB75 standards. In FFY 2020, the combination of AIP and CARES provided 100% federal funding for the following projects: passenger boarding bridges on Concourse A (\$1.8 million), noise mitigation program initiation (\$0.7 million), and the reconstruction of Taxiway T Phase I (\$11.4 million). The AIP also provided another \$29.8M to other public use airports throughout Maryland.

Martin State Airport continues to receive its annual AIP entitlement funding of \$150,000 which is applied to eligible projects. Several development projects at Martin are expected to become eligible for AIP discretionary funding pending a favorable finding on the ongoing programmatic Environmental Assessment (as required by the National Environmental Policy Act) which is anticipated to be complete in mid- 2021.

In FY 2020, MDOT MAA administered \$2.35 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$30 million in matching FAA funds and \$2.3 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years.

Port of Baltimore

Terminal security efforts continue to be enhanced with federal assistance through the Port Security Grant Program. In August 2020, MDOT MPA was awarded nearly \$1.2 million in federal assistance to improve security at its terminals.

The MDOT MPA received approximately \$300,000 in other environmental related grants to support its efforts in being a good steward of our environment. The MDOT MPA expects to receive approximately \$5.0 million in dredging and environmental grants in FY 21.

Recently, USDOT announced that MDOT MPA was awarded a \$10 million grant through the Better Utilizing Investment to Leverage Development (BUILD) program that will allow MDOT MPA to make \$36.7 million in

investments at Dundalk Marine Terminal that will improve resiliency and make flood mitigation improvements. When the agreement between USDOT and MDOT MPA is finalized, funds will be programmed into the CTP.

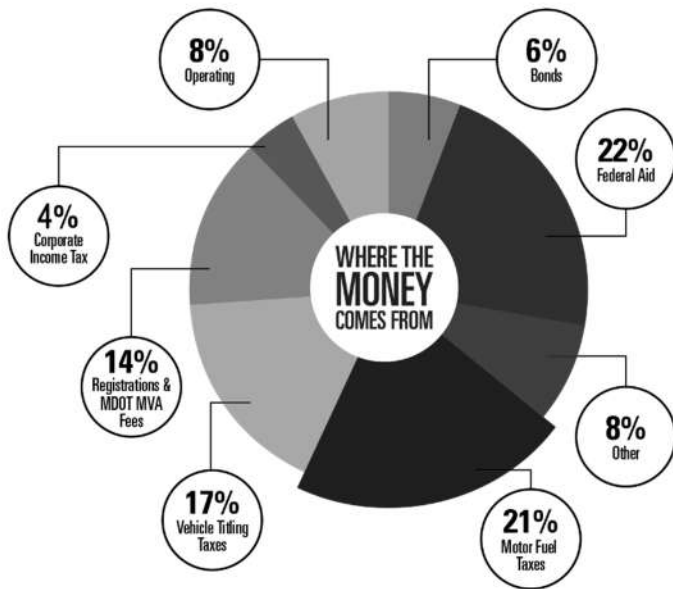
Announced by USDOT in July 2019, Maryland will receive \$125 million as part of the federal Infrastructure For Rebuilding America (INFRA) Grant Program. The funding will allow the state in partnership with CSX to increase clearance of the Howard Street Tunnel and bridges over the rail to allow for double-stack shipping containers. This will increase the number of containers handled by the Port of Baltimore and generate a significant amount of new jobs.

The MDOT MPA was awarded a BUILD Grant of \$6.6M in December of 2018 through the U.S. Department of Transportation to support Ports America Chesapeake, MDOT MPA's tenant, with the Seagirt Marine Terminal Berth 3 modernization project. Construction on this project started in August 2020 and, when completed, will increase capacity for ultra-large containerships and improve the nation's economic competitiveness by making the Port of Baltimore more efficient. The project includes adding a second 50-foot deep berth, landside improvements at the new berth, and dredging to widen and deepen the turning basin.



WHERE THE MONEY COMES FROM...

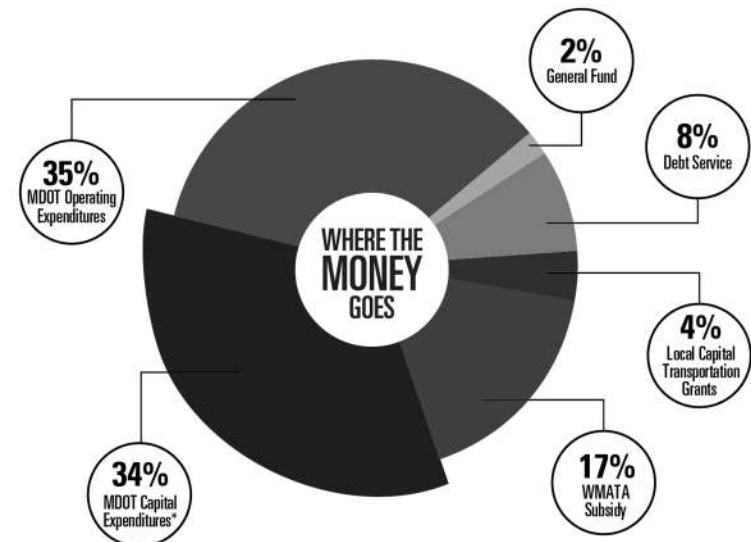
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation, known as the FAST Act, in December 2015, which provides investment in transportation infrastructure only through FFY 2020; however, Congress is expected to pass a continuing resolution to extend this funding at current levels. Revenue estimates are significantly down across all funding sources, which required MDOT to defer certain projects in the FY 2021-2026 CTP.



Total projected Trust Fund revenues amount to \$29.7 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and public-private partnerships.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, WMATA grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. Funding is also provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all State transportation projects. This Final FY 2021 – FY 2026 CTP totals \$15.2 billion, \$12.6 billion of which comes through the Transportation Trust Fund and \$2.6 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, airport revenue bonds, etc.



*Excluding WMATA

Planned Capital Expenditures

FY 2021-2026 FINAL CTP SUMMARY (\$ MILLIONS)						
TRANSPORTATION BUSINESS UNITS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	MDOT TSO	97.5	9.0	1.5	108.0	0.7
	MDOT MVA	115.2	0.0	0.0	115.2	0.8
	Sub-Total	212.7	9.0	1.5	223.2	1.5
Aviation	MDOT MAA **	166.6	69.4	618.3	854.3	5.6
Maritime	MDOT MPA	640.1	152.5	266.6	1,059.2	7.0
Transit	MDOT MTA	1,200.8	1,755.4	175.9	3,132.1	20.6
	WMATA	1,215.2	0.0	1,489.2	2,704.4	17.8
	Sub-Total	2,416.0	1,755.4	1,665.1	5,836.5	38.5
Roads and Bridges	MDOT SHA	1,551.7	4,144.8	90.0	5,786.5	38.1
	HUR	1,417.1	0.0	0.0	1,417.1	9.3
	Sub-Total	2,968.8	4,144.8	90.0	7,203.6	47.5
TOTAL		6,404.2	6,131.1	2,641.5	15,176.8	100.0

Note: Figures may not add perfectly due to rounding.

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

MDOT TSO – Transportation Secretary's Office

MDOT MVA – Motor Vehicle Administration

MDOT MAA – Maryland Aviation Administration

MDOT MPA – Maryland Port Administration

MDOT MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

MDOT SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP;
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, the transportation business units, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2019 using input from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT has also participated in the State's Managing for Results (MFR) effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

Through coordination with MPOs and adjacent state DOTs, MDOT developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures:

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on the Interstate System and the remainder of the NHS.
- Bridge condition on the NHS.
- Fatalities and serious injuries (both number and rate per vehicle miles traveled) on all public roads.
- Traffic congestion.
- On-road mobile source emissions.
- Reliability of truck travel time on the Interstate System.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to ensure we demonstrate the effectiveness of MDOT's programs.

HOW TO READ THIS DOCUMENT

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the Maryland Transportation Plan (MTP). It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project over the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities and to obtain environmental approvals.

Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Utilities – This funding is to pay for utility relocations that are required by the project that are the responsibility of MDOT

Construction – This last stage includes the costs of actually building the designed facility.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

Special – This is the funding coming from the Transportation Trust Fund that is a Special fund in the Governor's budget.

Other – This is funding from sources that are not federal or special. This funding could be from counties, the general fund, or private entities.

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

The CTP also contains information on minor projects. These projects are smaller in scope and cost. They also can include road resurfacing, safety improvements, and sidewalk and bicycle trail construction.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
	Planning	34,402				16,216	6,796	3,035	1,651		
Engineering	20,920	8,920	4,345	3,000	2,000	1,000	1,000	2,000	3,000	12,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,022	34	34	141	141	106	100	500	1,000	1,988	0
Construction	49,639	7,126	2,621	9,806	5,239	2,802	2,819	8,601	13,246	42,513	0
Total	106,983	32,296	13,796	15,982	9,031	6,408	5,919	15,101	22,246	74,687	0
Federal-Aid	55,016	12,533	4,387	14,028	8,261	3,502	2,960	7,610	6,123	42,483	0
Special	51,966	19,762	9,409	1,954	771	2,906	2,960	7,491	16,123	32,204	0
Other										0	

MAJOR PROJECT SIGNIFICANT CHANGES FROM THE FY 2020-2025 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; Changes in the construction year; significant cost increases or decreases, and changes in the scope of the project.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
<u>New Construction Program Projects</u>	
Maryland Aviation Administration	
Airfield Lighting Vault Relocation at BWI Marshall Airport	9.9
Taxiway T Reconstruction Phase 1 at BWI Marshall Airport	13.1
Maryland Port Administration	
Hawkins Point Algal Flow Way TMDL	4.0
Maryland Transit Administration	
Zero Emission Bus Pilots (FTA Grant)	5.9
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	33.6
I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	12.3
US 50/301 Bay Bridge - Convert to Cashless Tolling	47.1
I-95 Fort McHenry Tunnel - Convert to Cashless Tolling	22.8
I-895 Baltimore Harbor Tunnel Thruway - Envelope and Switchgear Replacements at Vent Buildings	58.2

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Motor Vehicle Administration	
Glen Burnie Headquarters Renovation	15.6
State Highway Administration	
US 1, Belair Road - Bridge replacements over Tollgate Road and Winters Run	15.5
The Secretary's Office	
MDOT AdPICS Refactoring Project	15.3
<u>Projects Moved From D&E Program to Construction Program</u>	
Maryland Aviation Administration	
Taxiway F Relocation at BWI Marshall Airport	6.4
Maryland Transit Administration	
Downtown Transfer Center	3.1
Total	262.9

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL FUNDED (\$ MILLIONS)</u>
<u>New D&E Program Projects</u>		
Maryland Transit Administration		
Regional Transit Plan Corridor Studies		3.3
MARC Penn-Camden Connector		1.5
Central MD Regional Coordination Studies		0.8
<u>Projects Moved From Construction Program to D&E Program</u>		
Maryland Aviation Administration		
Concourse A/B Enabling - Central Utility Plant Upgrades	Construction funding deferred due to potential consolidation into the A/B Baggage Handling System & Connector project.	0.1
State Highway Administration		
Bridge replacement over East Branch of the Wicomico River	Construction funding deferred due to reduced revenues from COVID-19 pandemic.	3.8
MD 75, Green Valley Road - Bridge replacement over I-70	Construction funding deferred due to reduced revenues from COVID-19 pandemic.	0.4
	Total	9.9

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2020-2025 CTP, for the following 4 major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
FIS Hall Reconfiguration at BWI Marshall Airport	Project delay from FY 2020 to FY 2021 due to market conditions.	FY 2020 to FY 2022
Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport	Construction delay from FY 2020 to FY 2022 due to economic conditions.	FY 2020 to FY 2022
Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport	Project delay from FY 2020 to FY 2022 due to market conditions.	FY 2020 to FY 2022
State Highway Administration		
MD 4, Pennsylvania Avenue	Project delayed from FY 21 to FY 23 due to the termination of the original contract.	FY 2021 to FY 2023

FY 2020 MAJOR PROJECT COMPLETIONS

The Department completed 23 major projects in FY 2020, at a total cost of 659.4 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Taxiway B Apron Pavement Reconstruction	12.3
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems	22.0
I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation	7.7
MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges	12.4
MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs	7.9
MD 695 Francis Scott Key Bridge Asphalt Resurfacing	11.1
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats	62.5
Maryland Port Administration	
Port of Baltimore Export Expansion Project (TIGER GRANT)	48.5
Pearce Creek Waterline Project	13.6
Maryland Transit Administration	
MARC Positive Train Control	36.8
MARC Camden Station Improvements	7.2
State Highway Administration	
MD 175, Annapolis Road - Intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road	25.4
MD 175, Annapolis Road - Widening from Disney Road to Reece Road	25.0

FY 2020 MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
I-695, Baltimore Beltway - Bridge Replacement at Crosby Road	9.2
MD 2/4, Solomons Island Road - Widening from Fox Run Boulevard to MD 231	49.7
MD 86, Lineboro Road - Bridge Replacement over South Branch of Gunpowder Falls	8.2
MD 254, Cobb Island Road - Bridge replacement over Neale Sound	17.8
MD 355, Urbana Pike - Bridge replacement over CSX railroad	13.8
MD 478, Knoxville Road - Bridge replacement over a branch of the Potomac River	6.4
I-270, Eisenhower Highway - New interchange at Watkins Mill Road	125.6
MD 5, Branch Avenue - New interchange at MD 373 and Brandywine Road Relocated	58.8
US 113, Worcester Highway - Widening from north of MD 365 to Five Mile Branch	72.6
MD 464, Point of Rocks Road - Bridge replacement over Little Catoctin Creek	4.8
	<hr/>
TOTAL	659.4

AWARDS

Highlights of projects awarded by the Department during FY 2020 are listed below:

	<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA	Environmental Assessment at BWI Marshall Airport	3.8
MAA	Concourse A Improvements Phase 2	67.1
MAA	Concourse A/B Mezzanine Renovations	3.0
MAA	Long Term Parking Lot A Culvert Replacement	1.0
MAA	Environmental Assessment at Martin State Airport	2.9
MAA	Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport	64.3
MAA	Taxiway F Relocation Design	3.9
MAA	FIS Hall Reconfiguration at BWI Marshall Airport	10.0
MDTA	US 50/301 Bay Bridge - Crossover Automated Lane Closure System	17.9
MDTA	MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling	23.6
MDTA	I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	41.8
MPA	Repair and Rehabilitation of Underground Electrical, Water and Sewer Facilities at all MPA Facilities.	10.0
MTA	State Center/Cultural Center Station - Charles Center Station	9.6
MTA	Restoration and Mitigation of the Paint Branch Stream	3.9
MVA	Cumberland Branch Office Renovation	4.2
SHA	MD 183, Connecticut Avenue	18.1

AWARDS

<u>PROJECT DESCRIPTION</u>		<u>TOTAL COST</u>
		<u>(\$ MILLIONS)</u>
SHA	Water Treatment Plant Upgrade at District 6 Sideling Hill Rest Area	3.3
		Total
		288.5

**DEPARTMENT OF TRANSPORTATION
FY 2022 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program				
Major Projects	10.1	Facilities and Capital Equipment	J01A0103	22.7
System Preservation Minor Projects	9.1	The Secretary's Office	J01A0105	-
Development and Evaluation Program	3.6	Operating Grants-in Aid	J01A0105	-
Capital Salaries, Wages and Other Support Costs	1.4	Information Technology Services	J01A0108	0.8
		TSO - Other Funds	Other	0.7
TSO - TOTAL	<u>24.3</u>			<u>24.2</u>

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Construction Program				
Major Projects	443.9	WMATA Capital	J01A0105	219.1
System Preservation Minor Projects	-	WMATA Capital - Other Funds	J01A0105	224.9
Development and Evaluation Program	-	WMATA Operating	J01A01OPS	-
Capital Salaries, Wages and Other Support Costs	-			
WMATA - TOTAL	<u>443.9</u>			<u>443.9</u>

MOTOR VEHICLE ADMINISTRATION

Construction Program				
Major Projects	12.9	Major IT Development	J04E0003	10.7
System Preservation Minor Projects	12.8	Motor Vehicle Operations	J04E0003	-
Development and Evaluation Program	-	Motor Vehicle Highway Safety Program	J04E0003	-
Capital Salaries, Wages and Other Support Costs	1.4	Facilities and Capital Equipment	J04E0008	16.3
MVA - TOTAL	<u>27.1</u>			<u>27.1</u>

MARYLAND AVIATION ADMINISTRATION

Construction Program				
Major Projects	199.7	Airport Operations	J06I0003	-
System Preservation Minor Projects	17.3	Facilities and Equipment	J06I0003	46.9
Development and Evaluation Program	0.0	Major IT	J06I0008	-
Capital Salaries, Wages and Other Support Costs	6.5	Other Funds	Other	176.6
MAA - TOTAL	223.6			223.6

MARYLAND PORT ADMINISTRATION

Construction Program				
Major Projects	174.3	Port Operations	J03D0002	-
System Preservation Minor Projects	21.6	Port Facilities and Capital Equipment	J03D0002	147.0
Development and Evaluation Program	1.8	Other Funding	Other	55.6
Capital Salaries, Wages and Other Support Costs	4.9			
MPA - TOTAL	202.6			202.6

MARYLAND TRANSIT ADMINISTRATION

Construction Program				
Major Projects	518.7	Transit Administration	J05H0105	-
System Preservation Minor Projects	84.6	Capital Equipment (Includes MARC)	J05H0105	525.1
Development and Evaluation Program	4.5	Bus Operations	J05H0108	-
Capital Salaries, Wages and Other Support Costs	12.5	Rail Operations (Includes MARC)	J05H0108	-
		Statewide Programs Operations	J05H0108	-
		Major IT Development	J05H0108	4.0
		Other	Other	91.2
MTA - TOTAL	620.3			620.3

STATE HIGHWAY ADMINISTRATION

Construction Program				
Major Projects	240.9	State System Construction and Equipment	J02B0101	758.6
System Preservation Minor Projects	605.6	State System Maintenance	J02B0101	-
Highway User Revenues	252.4	County and Municipality Capital Program	J02B0103	71.9
<u>Development and Evaluation Program</u>	<u>3.7</u>	County and Municipality Program	J02B0103	-
		Highway Safety Operating Program	J02B0105	-
		County and Municipality Program HUR	J02B0105	254.2
		Major IT Development	J02B0108	4.8
		SHA Other Funds	Other	<u>15.0</u>
SHA - TOTAL	<u>1,104.5</u>			<u>1,104.5</u>

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,597.2			
System Preservation Minor Projects	1,007.0			
Development and Evaluation Program	15.4			
Capital Salaries, Wages and Other Support Costs	26.7			
GRAND TOTAL	<u>2,646.3</u>			<u>2,646.2</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2022 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
Washington Metropolitan Area Transit Authority (J01A01)						
WMATA Operating	450.7	-	-	-	-	450.7
WMATA Capital	-	219.1	-	-	-	219.1
WMATA Capital - Other Funds	-	-	224.9	-	-	224.9
Subtotal	450.7	219.1	224.9	-	-	894.6
The Secretary's Office (J01A01)						
Facilities and Capital Equipment	-	22.7	-	-	-	22.7
Information Technology Services	47.8	0.8	-	-	-	48.6
Operating Grants-in Aid	18.7	-	-	-	-	18.7
TSO - Other Funds	-	-	0.7	-	-	0.7
The Secretary's Office	33.5	-	-	-	-	33.5
Subtotal	100.0	23.5	0.7	-	-	124.2
State Highway Administration (J02B01)						
State System Construction and Equipment	-	758.6	-	-	-	758.6
State System Maintenance	284.0	-	-	-	-	284.0
County and Municipality Capital Program	-	71.9	-	-	-	71.9
Highway Safety Operating Program	15.4	-	-	-	-	15.4
County and Municipality Program HUR	-	254.2	-	-	-	254.2
Major IT Development	-	4.8	-	-	-	4.8
SHA Other Funds	-	-	15.0	-	-	15.0
Subtotal	299.4	1,089.5	15.0	-	-	1,403.9
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	186.2	-	-	-	-	186.2
Facilities and Capital Equipment	-	16.3	-	-	-	16.3
Motor Vehicle Highway Safety Program	15.9	-	-	-	-	15.9
Major IT Development	-	10.7	-	-	-	10.7
Subtotal	202.1	27.1	-	-	-	229.2

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2022 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
Maryland Transit Administration (J05H01)						
Transit Administration	122.6	-	-	-	-	122.6
Bus Operations	466.0	-	-	-	-	466.0
Rail Operations (Includes MARC)	247.3	-	-	-	-	247.3
Capital Equipment (Includes MARC)	-	525.1	-	-	-	525.1
Statewide Programs Operations	78.8	-	-	-	-	78.8
Major IT Development	-	4.0	-	-	-	4.0
Other	-	-	91.2	-	-	91.2
Subtotal	914.7	529.1	91.2	-	-	1,535.0
Maryland Port Administration (Other)						
Other Funding	-	-	55.6	-	-	55.6
Port Facilities and Capital Equipment	-	147.0	-	-	-	147.0
Port Operations	49.4	-	-	-	-	49.4
Subtotal	49.4	147.0	55.6	-	-	252.0
Maryland Aviation Administration (J06I00)						
Airport Operations	198.6	-	-	-	-	198.6
Facilities and Equipment	-	46.9	-	-	-	46.9
Other Funds	-	-	176.6	-	-	176.6
Subtotal	198.6	46.9	176.6	-	-	422.2
Debt Service Requirements (J01A04)						
Debt Service Requirements	-	-	-	-	451.3	451.3
DEPARTMENTAL TOTAL	2,214.9	2,082.1	564.0	-	451.3	5,312.4

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR					
	2021	2022	2023	2024	2025	2026	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office AD	35.0	24.3	15.9	18.4	7.5	6.8	108.0
Motor Vehicle Administration	39.0	27.1	17.0	13.3	9.4	9.4	115.2
Maryland Aviation Administration D	142.7	223.6	193.6	167.1	100.4	26.9	854.3
Maryland Port Administration	180.9	202.6	204.3	205.4	164.6	101.5	1,059.3
Maryland Transit Administration D	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Washington Metropolitan Area Transit ACD	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
<u>State Highway Administration B</u>	<u>1,343.1</u>	<u>1,104.5</u>	<u>1,148.5</u>	<u>1,189.7</u>	<u>1,178.6</u>	<u>1,239.2</u>	<u>7,203.5</u>
TOTAL CAPITAL	2,826.4	2,646.3	2,486.0	2,584.0	2,410.5	2,223.6	15,176.8
Special Funds	1,145.3	798.9	1,012.8	1,172.2	1,137.2	1,137.7	6,404.2
Federal Funds	1,299.1	1,283.4	934.9	918.3	891.4	804.0	6,131.0
Other Funds F	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6
<u>OPERATING PROGRAM</u>							
The Secretary's Office A	101.7	100.0	102.0	104.0	106.0	109.0	622.7
Motor Vehicle Administration	202.8	202.1	207.0	212.0	217.0	222.0	1,262.9
Maryland Aviation Administration	195.6	198.6	204.0	209.0	214.0	219.0	1,240.2
Maryland Port Administration	48.6	49.4	50.0	51.0	52.0	53.0	304.0
Maryland Transit Administration	897.5	914.7	1,056.0	1,114.0	1,135.0	1,161.0	6,278.2
Washington Metropolitan Area Transit	424.5	450.7	465.0	479.0	493.0	508.0	2,820.2
<u>State Highway Administration</u>	<u>289.6</u>	<u>299.4</u>	<u>306.0</u>	<u>314.0</u>	<u>322.0</u>	<u>330.0</u>	<u>1,861.0</u>
TOTAL OPERATING	2,160.3	2,214.9	2,390.0	2,483.0	2,539.0	2,602.0	14,389.2
Special Funds	2,054.0	2,099.5	2,284.0	2,377.0	2,433.0	2,496.0	13,743.5
Federal Funds	106.3	115.4	106.0	106.0	106.0	106.0	645.7
Other Funds							

	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR					TOTAL
	2021	2022	2023	2024	2025	2026	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	415.9	451.3	482.0	446.0	453.0	467.0	2,715.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>	<u>4,986.6</u>	<u>4,861.2</u>	<u>4,876.0</u>	<u>5,067.0</u>	<u>4,949.5</u>	<u>4,825.6</u>	<u>29,566.0</u>
Special Funds	3,615.2	3,349.7	3,778.8	3,995.2	4,023.2	4,100.7	22,862.9
Federal Funds	1,405.4	1,398.8	1,040.9	1,024.3	997.4	910.0	6,776.7
Other Funds	381.9	564.0	538.3	493.6	381.9	281.9	2,641.6

A- WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

B- Includes County and Municipality transfer funds from the federal government.

C- Capital Program WMATA Grants line federal funds received by WMATA directly.

D- "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

E- Debt Service for County Bonds is not included in FY 23-26.

F- Funds not received through the Trust Fund. Includes from Passenger and Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2021 - FY 2026 CTP/STIP:

	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025 - 2026</u>	<u>TOTAL</u>
Maryland Transit Administration						
New Starts, Fixed Gудeway, Modernization and Bus	276.7	251.8	163.0	166.3	342.6	1,200.4
Elderly and Persons with Disabilities	0.0	3.8	3.9	4.0	12.5	24.2
Rural Area Formula	0.0	7.2	7.4	7.5	23.5	45.6
Subtotal (MTA)	276.7	262.8	174.3	177.8	378.6	1,270.2
State Highway Administration						
Statewide Planning & Research	20.5	21.2	20.7	21.1	43.0	126.5
Surface Transportation Program	167.8	132.9	164.0	153.6	469.0	1,087.3
Transportation Alternative Program	17.9	12.0	11.9	12.2	23.8	77.8
Special Federal Appropriations	59.9	13.1	0.1	0.0	0.0	73.1
Highway Safety Improvement Program	38.4	28.9	29.0	12.9	52.0	161.2
National Highway Performance Program	256.0	277.3	394.7	395.9	559.5	1,883.4
NHPP Exempt Program	29.9	9.0	9.2	9.3	19.0	76.4
Congestion Mitigation/Air Quality	54.4	54.1	52.8	52.8	93.6	307.7
Subtotal (SHA)	644.8	548.5	682.4	657.8	1,259.9	3,793.4
Grand Total	921.5	811.3	856.7	835.6	1,638.5	5,063.6

**STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR (\$ MILLIONS)**

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2021 - FY 2026 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT	BUDGET	Planning Years			SIX - YEAR TOTAL
	YEAR 2021	YEAR 2022	2023	2024	2025 - 2026	
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	134.3	123.4	143.6	142.4	258.0	801.7
Surface Transportation Program	8.6	7.9	9.2	9.1	16.5	51.3
<u>Congestion Management</u>						
Congestion Mitigation/ Air Quality	5.4	4.1	2.8	2.9	15.2	30.4
National Highway Performance Program	2.7	1.9	1.2	1.2	6.5	13.5
Surface Transportation Program	6.2	4.0	2.6	2.3	13.0	28.1
<u>Environmental Projects</u>						
Highway Safety	3.7	2.2	1.9	1.9	7.3	17.0
National Highway Performance Program	14.3	5.0	4.0	7.2	25.0	55.5
Surface Transportation Program	33.4	14.7	18.9	17.9	58.9	143.8
Transportation Alternative Program	9.4	12.0	11.9	12.2	23.9	69.4
<u>Resurfacing and Rehabilitation</u>						
Highway Safety	1.4	1.6	1.6	1.5	2.9	9.0
National Highway Performance Program	61.0	70.3	67.2	63.9	125.4	387.8
Surface Transportation Program	79.5	91.6	87.5	83.3	163.2	505.1
<u>Safety and Spot Improvements</u>						
Congestion Mitigation/ Air Quality	2.2	0.6	1.4	1.3	3.7	9.2
Highway Safety	17.9	10.5	13.8	13.5	31.9	87.6
National Highway Performance Program	23.3	11.6	16.6	16.5	41.7	109.7
Surface Transportation Program	75.1	36.1	57.9	56.8	144.0	369.9
<u>Urban Reconstruction/Revitalization</u>						
National Highway Performance Program	0.0	0.0	0.0	0.0	0.0	0.0
Surface Transportation Program	23.3	14.4	3.2	0.0	0.0	40.9
Grand Total	501.7	411.9	445.3	433.9	937.1	2,729.9

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
(\$ MILLIONS)**

The following listing estimates system preservation program levels for FY 2021 through FY 2026. Anticipated projects for FY 2021 and FY 2022 within these totals are listed in the project detail section of this document.

PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
MARYLAND AVIATION ADMINISTRATION							
AIR - Airside Development	13.4	3.0	0.0	3.3	0.0	0.0	19.7
Operating Facilities	2.8	3.0	0.0	3.3	0.0	0.0	9.1
Pavement Mgmt - BWI Airside	8.5	0.0	0.0	0.0	0.0	0.0	8.5
Pavement Mgmt -BWI Landside	2.1	0.0	0.0	0.0	0.0	0.0	2.1
AIT - Airport Technology	4.4	1.3	1.3	1.3	1.3	0.0	9.6
ANN - Annual	5.1	2.9	1.8	1.8	1.8	0.0	13.5
Annual Fees and Inspection Program	0.9	0.8	0.8	0.8	0.7	0.0	4.0
GIS	2.8	1.5	0.6	0.6	0.6	0.0	6.0
Planning	1.4	0.6	0.5	0.5	0.5	0.0	3.5
BWI - Baltimore/Washington	5.3	1.9	4.5	4.5	4.4	14.1	34.8
Building Permits & Inspections	0.6	0.1	0.1	0.1	0.1	0.0	0.9
Construction Management & Inspection	1.2	0.5	0.4	0.4	0.4	0.0	3.0
COVID-19	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Critical Utility	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Engineering Program Support	0.5	0.5	0.5	0.5	0.5	0.0	2.5
Misc Office Support	0.6	0.3	0.3	0.3	0.3	0.0	1.7
Out Year Unallocated Budget (BTC)	0.0	0.0	2.9	2.8	2.8	14.1	22.6
Pre-Construction Project Env, Plan, Eng	0.5	0.2	0.2	0.2	0.2	0.0	1.3
Program Management	0.2	0.1	0.1	0.1	0.1	0.0	0.6
Protective Land Acquisition	0.8	0.0	0.0	0.0	0.0	0.0	0.8
Real Estate Services	0.8	0.1	0.1	0.1	0.1	0.0	1.3
ENV - Environmental Compliance	0.9	0.9	0.9	0.9	0.9	0.0	4.5
Environmental Compliance	0.7	0.3	0.3	0.3	0.3	0.0	1.9
Environmental Planning	0.3	0.6	0.6	0.6	0.6	0.0	2.7
EQP - Equipment	5.6	3.9	0.2	0.2	0.2	0.0	9.9
MTN - Martin State	3.5	0.9	0.0	0.0	0.0	0.0	4.4
RCF - Consolidated Rental Car Facility	1.2	0.0	0.0	0.0	0.0	0.0	1.2
SEC - Security	0.6	0.3	0.3	0.3	0.3	0.0	1.8

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
MARYLAND AVIATION ADMINISTRATION (cont'd)							
SND - Sound Mitigation	1.2	0.7	0.1	0.1	0.1	0.0	2.2
TDE - Terminal Development	8.5	1.6	0.0	4.2	2.3	4.0	20.7
Commercial Management	0.4	0.2	0.0	0.2	0.0	0.0	0.8
Elevators, Escalators, and Walkways	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Future Development	1.2	0.4	0.0	4.0	2.3	4.0	12.0
Tenant Facilities	2.0	0.0	0.0	0.0	0.0	0.0	2.0
Terminal Facilities	4.1	1.0	0.0	0.0	0.0	0.0	5.1
Total	49.6	17.3	9.1	16.6	11.3	18.1	122.1
MARYLAND PORT ADMINISTRATION							
ALT - All Terminals	11.7	11.3	9.2	9.8	8.1	4.7	54.8
Agency Wide Building Repairs	2.3	2.5	1.8	1.8	0.0	0.0	8.4
Agency Wide Utility Upgrades Program	3.4	2.9	3.2	2.2	2.5	0.0	14.2
Comprehensive Paving Program	3.5	2.8	1.6	2.2	2.1	2.0	14.3
Waterfront Structures Program	2.4	3.1	2.6	3.6	3.5	2.7	17.9
DMT - Dundalk Marine Terminal	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAC- Facilities and Equipment	1.1	0.8	0.9	1.5	0.3	0.3	5.0
OPN - Open-Ended Consulting	9.7	4.9	4.2	4.5	4.1	8.7	36.0
OTH - Port - Wide	1.7	0.7	0.5	32.7	30.2	40.0	105.8
General System Preservation	0.0	0.0	0.0	30.0	30.0	40.0	100.0
Information Systems Division	1.7	0.7	0.5	0.9	0.2	0.0	4.0
Landside System Preservation	0.0	0.0	0.0	1.7	0.0	0.0	1.7
Planning and Finance	0.0	0.0	0.0	0.1	0.0	0.0	0.1
SEC - Security	0.1	0.1	0.1	0.1	0.1	0.1	0.5
SEC - Security Projects	2.2	0.4	0.1	0.0	0.0	0.0	2.6
SER - Safety, Environment and Risk Management	2.3	1.8	1.0	0.8	0.4	0.4	6.6
Safety, Environment and Risk Management (SERM)	2.3	1.8	1.0	0.8	0.4	0.4	6.6

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2023	2024	2025	2026	TOTAL
	2021	2022					
MARYLAND PORT ADMINISTRATION (cont'd)							
WTC - World Trade Center	2.2	1.7	2.1	1.2	1.2	0.5	8.9
Total	31.1	21.6	18.0	50.5	44.4	54.7	220.3
MARYLAND TRANSIT ADMINISTRATION							
AGY - Agency Wide	30.3	20.3	14.4	130.4	122.9	127.4	445.8
AGY - ADA Compliance	0.5	1.4	1.0	0.4	1.1	1.0	5.3
AGY - Capital Program Support	1.9	1.5	0.8	1.8	2.9	3.0	11.7
AGY - Communications Systems	0.9	0.5	0.7	0.9	1.2	0.9	5.0
AGY - Corrosion Control	1.0	0.3	0.5	0.7	0.6	0.6	3.7
AGY - Engineering Initiatives	0.0	0.0	0.2	0.2	0.2	0.2	0.6
AGY - Environmental Compliance	2.2	2.5	2.5	2.9	2.5	2.5	15.1
AGY - Facilities - Pavement	0.1	0.3	1.1	1.1	1.1	1.1	4.6
AGY - Guideway	4.3	2.4	2.4	2.7	2.0	2.5	16.2
AGY - Non-Revenue Vehicles	1.2	1.0	1.5	1.5	1.5	1.5	8.2
AGY - Owner Controlled Insurance Program	1.1	1.0	1.0	2.4	1.0	1.0	7.4
AGY - Planning Initiatives	4.8	4.5	1.8	2.5	2.5	3.0	19.0
AGY - Safety Initiatives	0.6	0.2	0.7	0.5	0.5	0.5	2.9
AGY - Stations	0.8	0.0	0.0	0.0	0.0	0.0	0.8
AGY - Stormwater Management	0.9	0.0	0.0	0.0	0.0	0.8	1.6
AGY - System Preservation	0.0	0.0	0.0	100.0	100.0	100.0	300.0
AGY - Systems	1.5	0.2	0.0	2.9	1.0	1.0	6.5
AGY - Telecommunications	1.3	0.4	0.4	0.8	0.5	0.5	3.8
AGY - TMDL Compliance	2.1	2.1	0.0	1.5	3.0	4.0	12.7
AGY - Transit Asset Management	1.8	0.1	0.1	1.4	1.6	1.6	6.4
BUS - Facilities	(0.0)	0.0	0.0	0.0	0.0	1.6	1.6
MAG-LEV	(1.1)	0.0	0.0	0.0	0.0	0.0	(1.1)
MOL - Systems	0.4	0.0	0.0	0.0	0.0	0.0	0.4

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR
	YEAR	YEAR	2023	2024	2025	2026	TOTAL
	2021	2022					
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
AGY - Agency Wide (cont'd)							
MTR - Systems Maintenance	0.0	0.0	0.0	0.0	0.0	0.4	0.4
NS - Purple Line	3.0	2.0	0.0	0.0	0.0	0.0	5.0
POL - Equipment	0.4	0.0	0.0	0.0	0.0	0.0	0.4
POL - Systems	0.7	0.0	0.0	6.7	0.0	0.0	7.4
BUS - Bus	9.9	7.8	6.4	7.9	7.3	4.5	43.9
BUS - Equipment	0.2	0.0	2.2	0.0	0.0	0.0	2.4
BUS - Facilities	5.8	6.6	3.1	6.3	5.7	2.8	30.4
BUS - Revenue Vehicles	3.5	1.2	1.1	1.6	1.7	1.8	10.7
BUS - Systems	0.4	0.0	0.0	0.0	0.0	0.0	0.4
ITP - Information Technology	3.2	3.6	1.8	2.6	7.4	4.0	22.6
AGY - IT	2.9	3.6	1.8	2.6	7.4	4.0	22.2
AGY - Transit Innovation	0.3	0.0	0.0	0.0	0.0	0.0	0.3
LOTS - Lots	0.1	0.6	1.0	1.0	0.0	0.0	2.6
LTR - Light Rail	17.6	30.2	16.6	12.3	45.4	25.2	147.3
LTR - Bridge Preservation	0.8	2.8	2.2	0.7	2.0	2.0	10.5
LTR - Catenary Preservation	0.5	0.5	0.7	0.9	1.0	1.0	4.6
LTR - Drainage	4.1	1.6	1.5	2.7	3.0	3.0	15.8
LTR - Facilities Maintenance	0.3	0.0	0.0	0.0	0.0	0.0	0.3
LTR - Guideway - Ops	2.1	2.4	2.5	4.1	3.0	3.0	17.0
LTR - Guideway - T&S	4.9	15.7	8.5	2.5	23.2	11.1	65.8
LTR - Safety Initiatives	0.5	0.2	0.2	0.3	0.3	0.8	2.2
LTR - Systems Maintenance	4.6	7.0	1.0	1.3	13.0	3.6	30.4
MTR - Systems Maintenance	0.0	0.0	0.0	0.0	0.0	0.8	0.8
MARC	4.2	5.9	6.2	7.2	4.2	3.0	30.7
AGY - Planning Initiatives	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MARC - Facilities - FE	0.3	0.0	0.0	0.0	0.0	0.0	0.3

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PROGRAM NAME	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
MARYLAND TRANSIT ADMINISTRATION (cont'd)							
MARC (cont'd)							
MARC - Facilities - Ops	1.9	2.3	4.2	4.5	2.7	1.5	17.1
MARC - Facilities - T&S	0.3	0.0	0.0	0.0	0.0	0.0	0.3
MARC - Guideway	0.1	0.2	0.4	0.9	0.0	0.0	1.6
MARC - Revenue Vehicles	1.5	3.4	1.7	1.7	1.5	1.5	11.4
MARC - Systems	0.0	0.0	0.0	0.0	0.0	0.0	0.0
METRO - Metro	13.9	15.4	13.0	14.2	23.8	17.8	98.1
MTR - Bridge & Elevated Structures	2.0	2.5	4.0	2.4	2.3	3.2	16.3
MTR - Facilities Maintenance	4.5	6.2	5.2	4.4	4.6	4.4	29.1
MTR - Guideway - Ops	1.4	0.9	0.3	1.4	1.5	1.5	7.0
MTR - Guideway - T&S	0.0	0.0	0.0	0.0	0.0	1.0	1.0
MTR - Safety Initiatives	1.6	1.3	0.0	0.0	0.0	0.0	2.9
MTR - Systems Maintenance	2.3	3.0	2.0	3.5	10.7	4.3	25.8
MTR - Tunnel Preservation	2.2	1.5	1.5	2.6	4.8	3.4	16.0
MOBILITY - Mobility	2.2	0.9	0.9	0.8	0.8	0.8	6.5
MOL - Facilities	1.1	0.9	0.9	0.8	0.8	0.8	5.4
MOL - Systems	1.1	0.0	0.0	0.0	0.0	0.0	1.1
Total	81.5	84.7	60.4	176.4	211.8	182.7	797.5
MOTOR VEHICLE ADMINISTRATION							
BUI - Building Improvements	6.0	2.4	2.4	1.6	1.7	1.7	15.8
Comprehensive Planning	0.3	0.2	0.3	0.2	0.2	0.2	1.4
Environmental	0.3	0.2	0.2	0.2	0.3	0.3	1.4
Facility	5.4	1.9	1.9	1.2	1.3	1.3	13.0
IT - Information Technology	5.6	6.3	4.1	3.8	4.4	4.4	28.7
IT Hardware/Equipment	3.1	2.3	1.6	1.4	1.9	1.9	12.2

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	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
MOTOR VEHICLE ADMINISTRATION (cont'd)							
IT - Information Technology (cont'd)							
IT Software/System Enhancements	2.5	4.0	2.6	2.4	2.5	2.5	16.5
ITP - Information Technology Project (Appr 8)	0.0	0.0	0.0	1.5	0.0	0.0	1.5
SAF - Safety	0.5	0.3	0.6	0.6	0.4	0.4	2.8
MHSO	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Safety and Security	0.5	0.3	0.6	0.6	0.4	0.4	2.8
VEIP	1.3	3.8	0.6	0.3	0.4	0.4	6.8
Total	13.4	12.8	7.7	7.8	6.9	6.9	55.6
STATE HIGHWAY ADMINISTRATION							
Safety, Congestion Relief, Highway and Bridge	570.5	483.3	565.7	611.4	685.3	767.0	3,683.2
ADA Retrofit	5.3	4.0	3.7	3.9	7.7	9.6	34.2
Bicycle Retrofit	5.8	4.0	3.8	3.9	7.7	9.6	34.7
Bridge Replacement/Rehabilitation	170.1	150.9	193.4	196.7	204.4	199.2	1,114.8
C.H.A.R.T.	14.5	9.0	6.4	5.9	15.1	22.2	73.2
Commuter Action Improvements	2.5	2.4	1.9	2.5	4.1	9.6	23.0
Drainage Improvements	9.8	15.4	15.1	15.5	20.7	34.3	110.9
Emergency	0.6	0.0	6.2	4.8	0.0	0.0	11.5
Environmental Projects	2.8	1.3	2.4	2.5	4.7	8.9	22.6
General System Preservation	0.0	0.0	0.0	50.0	50.0	50.0	150.0
Intersection Capacity	18.1	6.7	12.5	12.5	11.4	27.8	89.1
Neighborhood Conservation	27.7	16.5	4.1	0.0	0.0	0.0	48.3
Quick Response	21.6	2.2	12.2	11.8	18.8	25.6	92.2
Resurfacing And Rehabilitation	168.9	188.0	197.7	193.1	211.0	217.7	1,176.5
RR Crossings	2.1	0.9	3.0	3.0	2.9	5.6	17.4
Safety And Spot Improvement	42.7	26.0	37.6	36.7	31.5	51.8	226.3

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	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
STATE HIGHWAY ADMINISTRATION (cont'd)							
Safety, Congestion Relief, Highway and Bridge (cont'd)							
Sidewalk Program	4.7	3.0	3.8	3.9	7.7	9.6	32.7
Statewide Planning And Research	27.4	27.4	27.4	27.4	27.4	30.3	167.1
Traffic Management	46.0	25.5	34.5	37.2	60.1	55.3	258.7
Communications	4.7	2.2	2.1	2.4	2.3	11.1	24.9
Environmental Compliance	0.6	0.0	2.3	2.4	3.5	7.8	16.5
Facilities	6.6	1.0	6.6	9.5	15.6	21.2	60.6
Equipment	11.9	2.7	4.0	4.9	9.3	18.1	50.9
Truck Weight	11.0	5.0	3.2	2.8	4.7	10.9	37.6
HUR	236.9	254.2	263.5	269.7	195.7	197.1	1,417.1
SPP Reimbursables	13.6	15.0	15.0	15.0	12.6	12.5	83.7
Program 3/ Includes State in Aid in Lieu	71.9	71.9	71.9	78.5	78.3	78.3	450.8
Major IT Projects	4.7	4.8	5.4	4.8	4.9	5.0	29.7
Noise Barriers	0.2	0.2	1.1	1.2	1.8	5.6	10.0
TMDL Compliance	37.5	4.4	14.3	14.3	21.7	35.6	127.8
Transportation Enhancements	12.2	15.0	14.9	15.4	15.2	14.5	87.2
Total	982.4	859.8	970.0	1,032.2	1,051.0	1,184.7	6,080.1
THE SECRETARY'S OFFICE							
Grants	4.7	1.0	0.6	0.8	0.6	0.6	8.2
Airport Citizens Committee Grant Program	0.1	0.1	0.3	0.3	0.3	0.3	1.2
Major Projects	3.4	0.0	0.0	0.0	0.0	0.0	3.4
Secretary Grants	1.2	0.9	0.3	0.6	0.3	0.3	3.6
Information Technology Project	4.3	2.1	1.3	0.4	0.7	0.7	9.5
MDOT IT Enhancement Program	2.9	1.4	0.6	0.0	0.0	0.0	4.9
MDOT IT Preservation Program	1.4	0.7	0.7	0.4	0.7	0.7	4.6

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BY FISCAL YEAR
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	YEAR	YEAR	2023	2024	2025	2026	
	2021	2022					
THE SECRETARY'S OFFICE (cont'd)							
Program 8 - Major IT Projects	(0.0)	0.0	0.0	0.1	0.0	0.0	0.1
The Secretary's Office	10.6	6.1	3.8	8.1	2.1	1.3	31.9
CMAPS Preservation	0.5	0.4	0.4	0.4	0.5	0.0	2.3
Environmental Service Funds	0.7	0.6	0.5	0.1	0.0	0.0	1.8
Homeland Security & Rail Safety	0.4	0.4	0.3	0.2	0.2	0.2	1.9
Major Projects	7.6	3.9	0.8	5.5	0.8	0.8	19.4
MBE Disparity Studies	0.1	0.0	1.3	1.5	0.2	0.0	3.1
MDOT HQ Building Preservation	0.5	0.2	0.1	0.2	0.1	0.1	1.2
Planning Services & Studies	0.3	0.3	0.2	0.1	0.0	0.0	1.0
Real Estate Services	0.4	0.2	0.0	0.0	0.1	0.1	0.8
TOD Implementation	0.1	0.1	0.2	0.0	0.1	0.1	0.5
Total	19.7	9.1	5.7	9.4	3.3	2.6	49.8
<hr/>							
CTP SYSTEM PRESERVATION PROJECTS	1,177.7	1,005.3	1,070.8	1,292.9	1,328.8	1,449.8	7,325.4

MAJOR BRIDGE PROJECTS

The following is a list of major bridge reconstruction, rehabilitation and replacement projects. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major PIF's as referenced.

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Allegany		
<u>Secondary Construction Program</u>		
MD 36, Mount Savage Road	Replace Bridge 01008 over Jennings Run. Bicycle and pedestrian accommodations will be provided where appropriate.	1
MD 51, Industrial Boulevard	Rehabilitation of bridge 01092 over CSX and Canal Parkway.	2
MD 51, Old Town Road	Replace Bridge 01047 over Town Creek.	3
Baltimore County		
<u>Interstate Construction Program</u>		
I-695, Baltimore Beltway	Replace Bridge 03174 on Putty Hill Avenue over I-695.	3
I-695, Baltimore Beltway	Replaced Bridge 03125 on Crosby Road over I-695.	4
I-695, Cromwell Bridge Road	Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.	2
I-83, Harrisburg Expressway	Replacement of Dual Bridges 0306201 and 0306202 on I-83 over Padonia Road.	1
<u>Secondary Construction Program</u>		
MD 151/MD151B, Sparrows Point Boulevard	Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.	10
US 1, Washington Boulevard	Replace Bridge 03008 over CSX.	11
US 40, Pulaski Highway	Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.	12
Carroll		
<u>Secondary Construction Program</u>		
MD 86, Lineboro Road	Replace Bridge 06019 over South Branch of Gunpowder Falls.	2

MAJOR BRIDGE PROJECTS

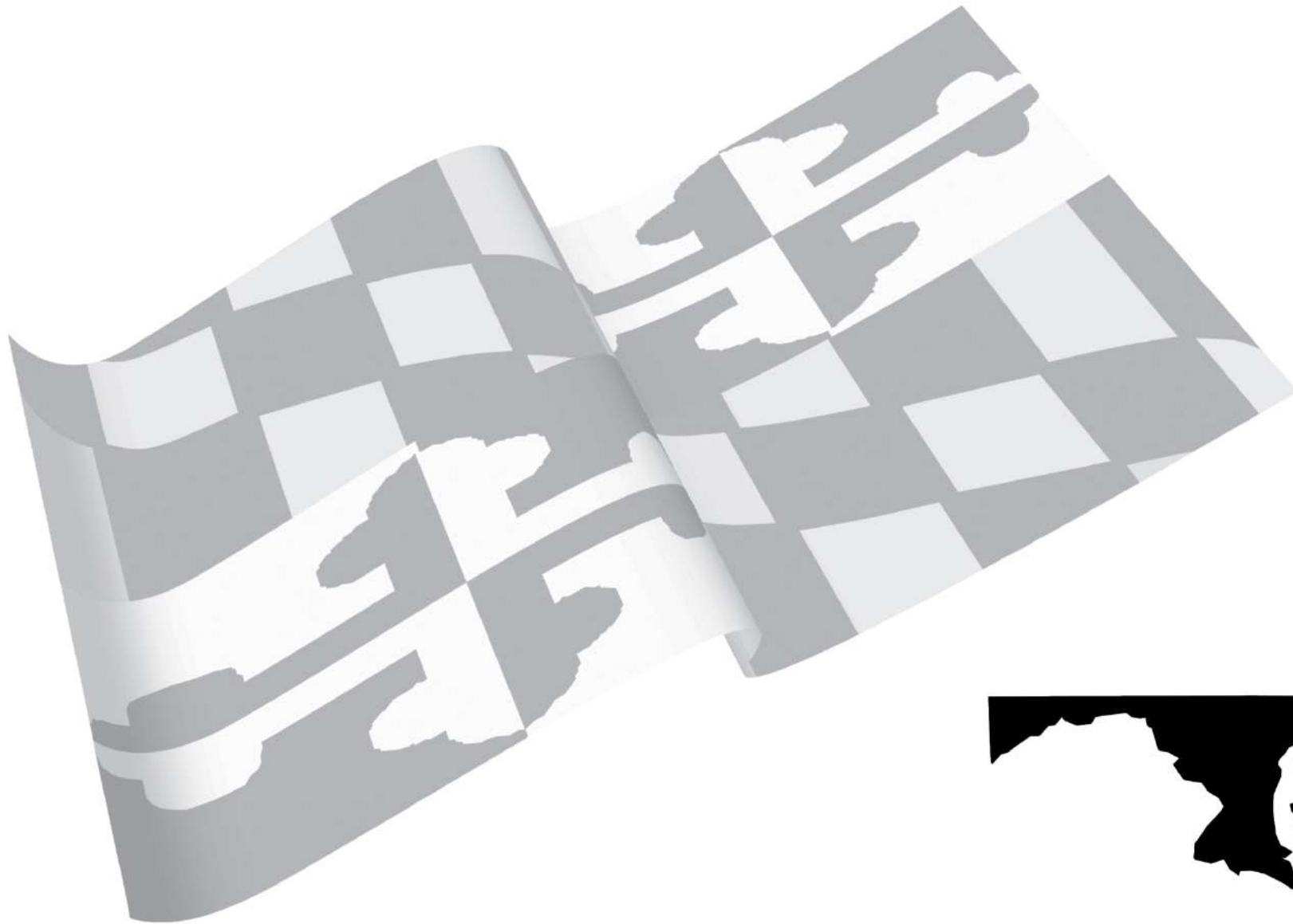
<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Cecil		
<u>Secondary Construction Program</u>		
MD 272, Mauldin Ave	Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.	1
MD 273, Telegraph Rd	Replace Bridge 0704400 over Big Elk Creek.	2
Charles		
<u>Secondary Construction Program</u>		
MD 225, Hawthorne Road	Replace Bridge 08021 over Mattawoman Creek.	1
MD 254, Cobb Island Road	Replace Bridge 08038 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.	2
Frederick		
<u>Secondary Development & Evaluation Program</u>		
MD 75, Green Valley Road	Replace Bridge 105600 over I-70.	11
<u>Secondary Construction Program</u>		
MD 355, Urbana Pike	Replace Bridge 10086 over Bennett Creek.	4
MD 355, Urbana Pike	Replace Bridge 10084 over the CSX railroad.	5
MD 464, Point of Rocks Road	Replaced Bridge 10090 over Little Catoctin Creek.	6
MD 478, Knoxville Road	Replaced Bridge 10089 over a branch of the Potomac River.	7
Garrett		
<u>Secondary Construction Program</u>		
MD 39, Hutton Road	Replace Bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.	1
US 219, Garrett Highway	Replace Bridge 11024 over Youghiogheny River (0.04 miles).	3
Harford		
<u>Secondary Construction Program</u>		
US 1, Belair Road	Replace Bridge No. 1206600 over Tollgate Road and Bridge No. 1206500 over Winters Run.	1

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Montgomery		
<u>Secondary Construction Program</u> MD 355, Frederick Road	Replace Bridge 15053 over Little Bennett Creek.	5
Prince George's		
<u>Interstate Construction Program</u> I-95/I-495, Capital Beltway	Replaced Bridges 1616205 and 1616206 over Suitland Road.	1
I-95/I-495, Capital Beltway	Replace Bridges 1616005 and 1616006 over Suitland Parkway.	2
<u>Primary Construction Program</u> I-95/I-495, Capital Beltway	Replace Bridges 1615305 and 1615306 over MD 214.	3
MD 4, Pennsylvania Avenue	Replace Bridges 1609903 and 1609904 over MD 717 and Bridges 1610803 and 1610804 over Race Track Road.	5
<u>Secondary Construction Program</u> MD 382, Croom Road	Replace Bridge 16061 over Charles Branch.	11
MU 277, Riverdale Road	Replace Bridge 16090 over Northeast Branch Anacostia River.	9
Washington		
<u>Interstate Construction Program</u> I-70, Eisenhower Memorial Highway	Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.	2
I-81, Maryland Veterans Memorial Highway	Upgraded and widened I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.	1
Wicomico		
<u>Primary Development & Evaluation Program</u> US 13 Business, Salisbury Boulevard	Replace Bridge 2200400 over East Branch Wicomico River in Salisbury.	1

MAJOR BRIDGE PROJECTS

<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>	<u>PIF LINE #</u>
Worcester <u>Primary Development & Evaluation Program</u> US 50, Ocean Gateway - Sinepuxent Bay	Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.	2



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycle and pedestrian programs. Program funds are used for both design and construction. Several programs are administered as competitive grant programs, in which available funds are awarded to projects managed by local governments and other partners.

<u>PROGRAM NAME</u>	<u>PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION</u>	<u>FY2021-2026 CTP BIKE/PED FUNDING[^]</u>
<u>Motor Vehicle Administration</u>		
MVA - Maryland Highway Safety Office	--	58,694
<u>State Highway Administration</u>		
ADA Program	11,135,844	34,175,000
Retrofit Bicycle Program	11,680,000	34,747,000
Neighborhood Conservation*	8,320,765	7,582,794
Primary/ Secondary Program**	4,293,936	4,293,936
Retrofit Sidewalk Program	7,468,770	32,684,000
Recreational Trails Program***	--	5,610,000
Transportation Alternatives Program***	56,459,481	44,650,000
<u>The Secretary's Office</u>		
Kim Lamphier Bikeways Network Program	12,069,585	12,068,918
Total	111,428,381	175,870,342

[^] Includes planning, design and construction funds

* Funding is estimated as a portion of total program funding based on recent bike/ped expenditures

** Additional funding is expected as major projects advance to construction and bicycle and pedestrian costs are itemized

*** Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects;
see typical awards on pages below

^^ No additional earmark projects are expected at this time. Ongoing earmark projects are listed below.

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION		
<u>ADA Program</u>		
<u>Anne Arundel County</u> Sidewalk Improvements on various locations(Anne Arundel and Charles)		\$ 3,817,197
<u>Baltimore County</u> Sidewalk Improvements on various locations(Baltimore and Harford)		\$ 1,540,280
<u>Carroll County</u> MD 31 - New Windsor		\$ 2,177,000
<u>Montgomery County</u> Sidewalk Improvemnts on various locations(Montgomery and Prince George's)		\$ 3,601,367
	Total	\$ 11,135,844
<u>Retrofit Bicycle Program</u>		
MD 214 - Dosh Drive to MD 117		\$ 3,279,000
<u>Prince George's County</u> US 1 Trolley Trail		\$ 5,505,000
<u>Worcester County</u> US 50 - MD 611 to bridge over Sinepuxent Bay		\$ 2,896,000
	Total	\$ 11,680,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Neighborhood Conservation</u>		
<u>Calvert County</u> MD 261 - 9th Street to Anne Arundel Line		\$ 474,451
<u>Carroll County</u> MD 30 Bus - Hampstead Urban Reconstruction		\$ 2,220,455
<u>Frederick County</u> MD140 - East of North Avenue to Timbermill Run MD180 - MD383 to Old Holter Road		\$ 300,488 \$ 555,740
<u>Kent County</u> MD 291 - School Street to Crane Street		\$ 394,680
<u>Prince George's County</u> MD 212 A - Pine Street to US 1 MD 5 Naylor Mill MD 500 - MD 208 to D.C. Line		\$ 1,353,373 \$ 1,203,546 \$ 1,272,539
<u>Washington County</u> MD 845 A - South of Keedysville to north of Keedysville		\$ 545,493
Total		\$ 8,320,765

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program</u>		
<u>Allegany County</u>		
MD 36 - Bridge over Jennings Run Shoulders	0.1	\$ 15,000
<u>Anne Arundel County</u>		
MD 175 - Disney Road to Reece Road Shoulders	1.1	\$ 165,000
Side Walk	1.1	\$ 151,008
MD 175 - Mapes Road to Reece Road Shoulders	0.6	\$ 90,000
Side Walk	0.6	\$ 82,368
<u>Baltimore County</u>		
MD 140 - Painters Mill Road to Garrison View Road Wide Curb Lanes	0.2	\$ 30,000
<u>Calvert County</u>		
MD 2/4 - Fox Run Boulevard to Commerce Lane Shoulders	0.8	\$ 120,000
Side Walk	0.8	\$ 109,824
<u>Carroll County</u>		
MD 30 Bus. - North Woods Trail to CSX Railroad Shoulders	1.6	\$ 240,000
Side Walk	1.6	\$ 219,648

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>Cecil County</u>		
MD 272 - Bridge over Amtrak		
Shoulders	0.1	\$ 15,000
Side Walk	0.1	\$ 13,728
<u>Charles County</u>		
MD 254 - Cobb Island Road		
Side Walk	0.2	\$ 27,456
Wide Curb Lanes	0.2	\$ 30,000
<u>Frederick County</u>		
MD 180 - North of I-70 west crossing to I-70 east crossing		
Shoulders	0.7	\$ 105,000
Side Walk	0.7	\$ 96,096
<u>Garrett County</u>		
MD 39 - Bridge over the Youghiogheny River		
Shoulders	0.1	\$ 15,000
<u>Montgomery County</u>		
I-270 - Watkins Mill Road Extended		
Side Walk	0.5	\$ 68,640
MD 185 - At Jones Bridge Road Phase 3		
Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 355 - Woodmont Ave. to South Wood Road		
Side Walk	0.5	\$ 68,640
Wide Curb Lanes	0.5	\$ 75,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Primary/ Secondary Program (cont'd)</u>		
<u>Montgomery County (cont'd)</u>		
MD 97 - South of Brookeville , near Gold Mine Road, to north of Brookeville Shoulders	0.7	\$ 105,000
<u>Prince George's County</u>		
MD 210 - At Kerby Hill Road/ Livingston Road Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 212A - Pine Street to US 1 Side Walk	1.6	\$ 219,648
MD 4 - At Suitland Parkway Side Walk	0.1	\$ 13,728
Wide Curb Lanes	0.1	\$ 15,000
MD 500 - MD 208 to D.C. Line Side Walk	1.2	\$ 164,736
MD5 - Curtis Drive to the Washington D.C. Line Side Walk	1.2	\$ 164,736
US 1 - College Avenue to MD 193 (Segment 1) Shoulders	1.5	\$ 375,000
Side Walk	1.5	\$ 205,920
<u>Washington County</u>		
US 113 - North of MD 365 to Five Mile Branch Shoulders	4.3	\$ 645,000
Side Walk	4.3	\$ 590,304
Total		\$ 4,293,936

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Retrofit Sidewalk Program</u>		
<u>Anne Arundel County</u> MD 214 from MD 2 to MD 253		\$ 1,012,770
<u>Carroll County</u> MD 27 from Tuc Road to Hahn Road		\$ 3,281,000
<u>Howard County</u> MD 7D from MD 281 to Cresswell Avenue		\$ 2,375,000
US 1 from Crestmount Road to Cedar Avenue		\$ 800,000
	Total	\$ 7,468,770
<u>Transportation Alternatives Program</u>		
<u>Allegany County</u> Baltimore Street Access		\$ 2,040,000
Bel Air Elementary School Pedestrian Bridge Replacement (SRTS)		\$ 320,000
<u>Anne Arundel County</u> Bicycle Safety Training Project		\$ 145,121
Broadneck Peninsula Trail III		\$ 2,600,000
Cowhide Branch Stream Restoration and Fish Passage		\$ 1,800,000
South Shore Trail Phase II		\$ 2,138,046
WB&A Trail Bridge at Patuxent		\$ 4,700,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Baltimore City</u>		
Baltimore Greenway Trails Network		\$ 250,000
Bus Stop Accessibility Upgrade at Rail Stations		\$ 172,000
Improving the First Mile of American Railroading		\$ 1,183,379
Inner Harbor Crosswalk and Bicycle Way		\$ 1,050,000
Jones Falls Trail - Phase V		\$ 2,050,000
Passerelle Replacement at Rogers Avenue Metro Station		\$ 600,000
Patapsco Pedestrian and Bicycle Connection		\$ 624,000
Pedestrian Acces Improvements at Sharp-Leadenhall & Hamburg Street Light Rail Station		\$ 240,000
Potomac Street Cycle Track		\$ 418,431
Rehabilitation of the MARC Camden Station		\$ 4,164,401
SRTS Pimlico		\$ 257,577
Transit Priority Initiative Belair Road		\$ 880,000
Transit Priority Initiative Garrison Blvd		\$ 880,000
<u>Baltimore County</u>		
Pedestrian Improvments & Connections for Edgemere ES, Sparrows Point MS-HS		\$ 160,000
Warren Rd Light Rail Station SWM Pond Repair and Retrofit		\$ 700,000
<u>Calvert County</u>		
SRTS Route 261 Safety Upgrades		\$ 130,000
<u>Carroll County</u>		
SRTS Eldersburg Elementary School (Johnsonville Rd)		\$ 255,565

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Cecil County</u>		
SRTS Jethro Street Sidewalk Installation		\$ 38,055
<u>Charles County</u>		
Indian Head Boardwalk		\$ 3,314,000
Indian Head Trailhead		\$ 360,000
<u>Dorchester County</u>		
Cannery Park Trails to Trails		\$ 220,700
SRTS Bayly Road Sidewalk		\$ 200,000
<u>Frederick County</u>		
East Street Rails with Trails		\$ 479,000
Golden Mile Multimodal Access		\$ 686,309
<u>Harford County</u>		
Aberdeen Connectivity Improvements		\$ 700,000
Ma and Pa Phase II		\$ 1,992,573
Ma and Pa Phase III		\$ 2,756,586
<u>Howard County</u>		
Dobbin and McGaw Road Bike Ped Improvements		\$ 220,000
Patuxent Branch Trail		\$ 1,092,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>Montgomery County</u>		
Enhancing Bicycle Safety		\$ 49,960
Flower Avenue Green Street project		\$ 1,040,000
MD 355 - Clarksburg Shared Path		\$ 651,000
North Branch Hiker Biker Trail		\$ 2,000,000
North Stonestreet Avenue and Sidewalk Improvements		\$ 280,000
Scott Veirs Shared Use Path		\$ 60,000
Sligo Creek Trail		\$ 548,000
Takoma Park Improvements 2020		\$ 80,494
Towpath Rehabilitation: A Safe Towpath Phase III		\$ 1,027,632
<u>Prince George's County</u>		
Central Avenue Phase 1		\$ 640,000
Central Avenue Phase 3		\$ 109,000
Chamber Ave Green Street		\$ 250,000
PG County Bike Share Program - Phase 2+3		\$ 223,000
PG County Bike Share Program - Phase One		\$ 737,000
SRTS Crittenden		\$ 179,000
SRTS US 1 Hollywood		\$ 79,000
University Park Traffic Safety Improvements		\$ 77,738
<u>Somerset County</u>		
RT413 - Hiker Biker Trail-Phase II		\$ 442,812

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
STATE HIGHWAY ADMINISTRATION (cont'd)		
<u>Transportation Alternatives Program (cont'd)</u>		
<u>St. Mary's County</u>		
MD 5 Pedestrian and Bicycle Trail		\$ 1,741,000
Three Notch Trail, Phase VII		\$ 3,510,803
<u>Washington County</u>		
Marsh Run Multi Use Trail		\$ 200,000
SRTS Hagerstown Miscellaneous Safety Improvements		\$ 156,000
SRTS Haven Rd and Pennsylvania Ave Safety Upgrades		\$ 440,000
SRTS Potomac Street at Howard Street		\$ 249,000
Towpath Rehabilitation: A Safe Towpath, Phase IV		\$ 1,147,776
<u>Wicomico County</u>		
Salisbury Scenic Drive Rails with Trails		\$ 722,523
Total		\$ 56,459,481

THE SECRETARY'S OFFICE

Kim Lamphier Bikeways Network Program

Anne Arundel

Anne Arundel BWI Odenton Connector

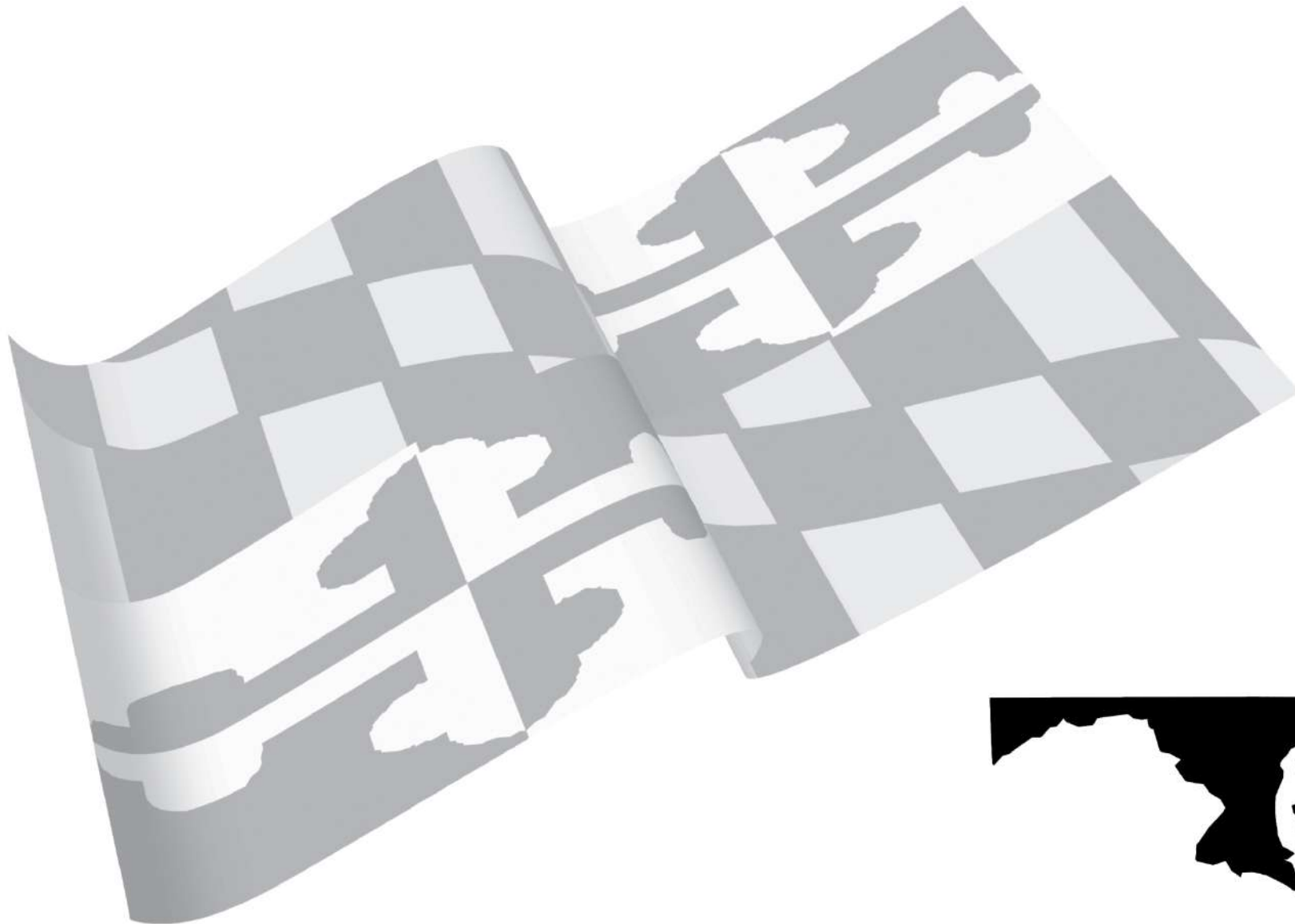
\$ 80,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Anne Arundel (cont'd)</u>		
Broadneck Peninsula Trail (phase !B)		\$ 800,000
Poplar Trail Extension to South Shore Trail		\$ 80,000
<u>Areawide</u>		
Design Of Baltimore Greenway Feasibility Study		\$ 360,000
Route 413 Hiker Biker Trail		\$ 798,403
<u>Baltimore City</u>		
Eutaw Street/Place Separated Bike Lane Design		\$ 70,000
Melrose Ave Bicycle Blvd		\$ 99,600
<u>Baltimore County</u>		
Baltimore Wolfe Washington Cycletrack		\$ 159,920
Bloomsbury Crossing Design		\$ 55,000
Towson Univ Neighborhood Bikeway		\$ 603,622
<u>Frederick</u>		
Frederick and Pennsylvania Line Trail , Phase 1		\$ 208,000
<u>Howard</u>		
Dobbin Road Pathway		\$ 98,000
Downtown Columbia to Stevens Forest Road Pathway Design		\$ 100,000
North Laurel Connections Design		\$ 140,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

<u>PROJECT NAME</u>	<u>MILES</u>	<u>ESTIMATED BIKE/PED COST</u>
THE SECRETARY'S OFFICE (cont'd)		
<u>Kim Lamphier Bikeways Network Program (cont'd)</u>		
<u>Montgomery</u>		
New Hampshire Ave Bikeway Design		\$ 240,000
New Hampshire Avenue Bikeway Design plans		\$ 235,000
<u>Prince George's</u>		
College Park Rhode Island Bike Lane		\$ 112,000
Indian Head Rail Trail Extension Feasibility Study		\$ 64,000
<u>Saint Mary's</u>		
St. Mary's Three Notch Phase 7		\$ 625,000
<u>Statewide</u>		
Undesignated Funds		\$ 6,793,040
<u>Washington</u>		
Bicycle Master Plan Implementation - Phase 2		\$ 48,000
Park & Street Design - Williamsport, MD		\$ 200,000
<u>Wicomico</u>		
Northwest Salisbury Bikeways, Phase I		\$ 100,000
Total		\$ 12,069,585



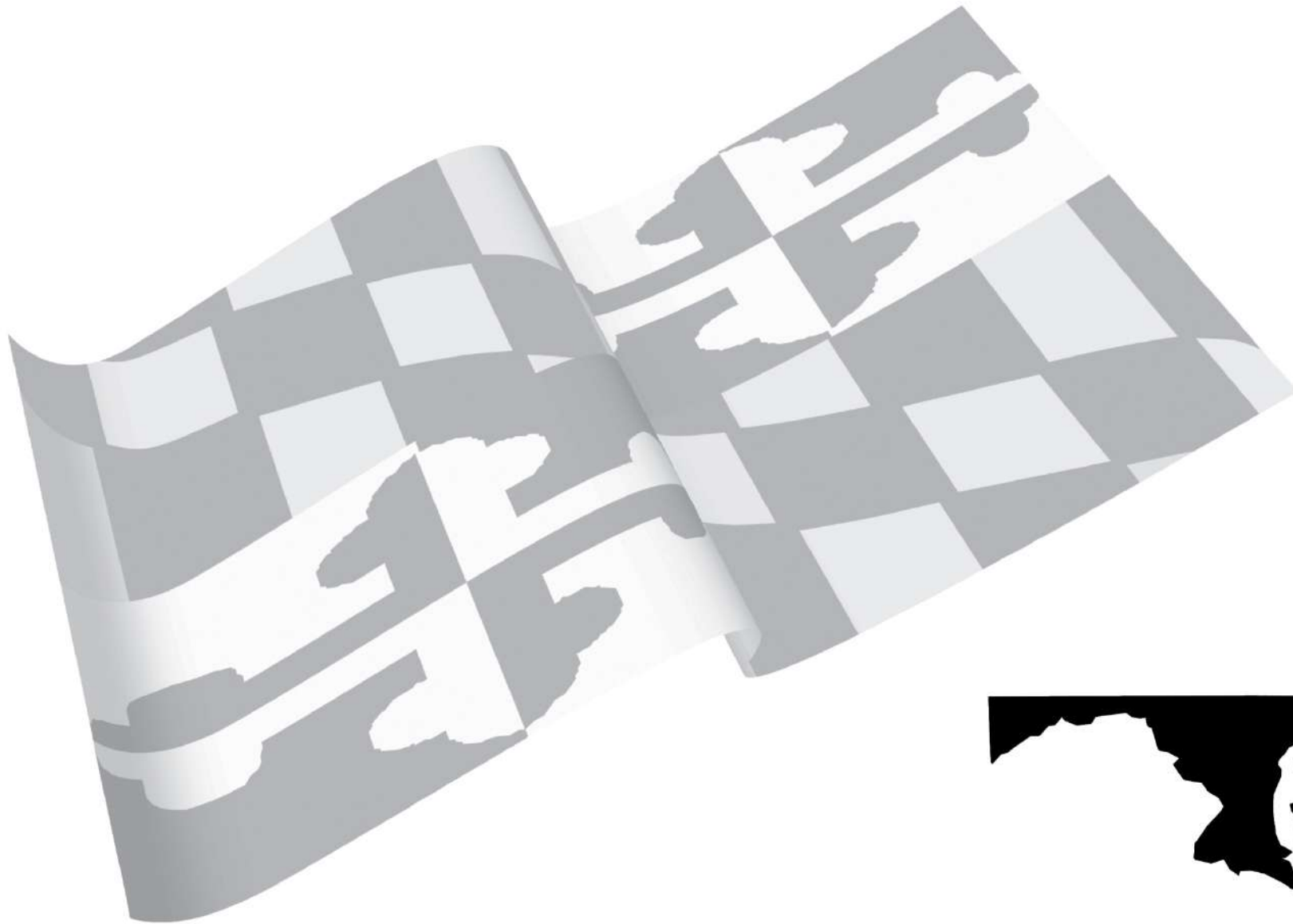
REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2021
(\$ in 000s)

The following is a list of General Aviation Airport Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>LOCAL</u>	<u>TOTAL</u>
Baltimore County	Essex Skypark	\$ -	\$ 36	\$ 4	\$ 40
Charles	Maryland Airport	\$ -	\$ 495	\$ 165	\$ 660
Dorchester	Cambridge-Dorchester	\$ -	\$ 110	\$ 37	\$ 147
Montgomery	Davis Airport	\$ -	\$ 118	\$ 13	\$ 131
Prince George's	Potomac Airpark	\$ -	\$ 131	\$ 15	\$ 145
Somerset	Crisfield-Somerset County	\$ -	\$ 46	\$ 15	\$ 62
Somerset	Crisfield-Somerset County	\$ -	\$ 43	\$ 14	\$ 58
Talbot	Easton Airport	\$ -	\$ 292	\$ 97	\$ 389
Talbot	Easton Airport	\$ -	\$ 68	\$ 23	\$ 91
Washington	Hagerstown Regional	\$ -	\$ 135	\$ 45	\$ 181
Wicomico	Salisbury Regional Airport	\$ -	\$ 315	\$ 412	\$ 727
Worcester	Ocean City Municipal	\$ -	\$ 111	\$ 37	\$ 148
Total			\$ 1,900		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. The COVID-19 global pandemic has made the importance of maintaining the critical supply chain network clearer than ever. During this crisis the reliance on goods movement has been essential to keeping front line workers safe and goods on the shelves as a vital part of our economy. The freight network is still a priority of the Maryland Department of Transportation (MDOT) to ensure that the network of highways, railways, waterways, and airports are ready to handle the current level and changed patterns of freight movement and the anticipated growth of goods movement.

MDOT is working to keep Maryland moving toward recovery and is still implementing many multimodal freight mobility solutions, advancing supply chains through transportation improvements, and expanding freight transportation options throughout the State. Investing in freight related projects will help improve logistical transportation for over 82,000 freight industry businesses to continue to employ about 1.5 million people and contribute \$123.4 billion annually to the State's economy.

How is Maryland accommodating goods movement today?

With everyone dealing with the COVID-19 pandemic MDOT is still moving forward with multiple plans and programs which include freight projects in various stages of development from concept to construction. Highway improvement, maintenance, and capacity projects run the gamut of Intelligent Transportation Systems (ITS) applications for protecting roadways from damage to increasing safe havens for truck drivers. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

Public Partnerships and Megaprojects Propel Movement of Goods into the Future

The Port of Baltimore and the entire supply chain network will continue to benefit from key partnerships with the private sector that support essential goods movement. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work is progressing on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are expected to be operational by summer 2021. Together, with support from USDOT, CSX Transportation and the MDOT Maryland Port Administration will be reconstructing the 125-year old Howard Street Tunnel and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and the entire East Coast. This project will unlock immeasurable potential for Maryland's freight rail network and increase Baltimore's already well-positioned reach into the American heartland.

Also, MDOT is looking to update the Maryland Strategic Goods Movement Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT will partner again with carriers, shippers, and freight network users to update the strategy so it continues to work for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for state funding priorities and to help Maryland's ability to meet the national freight goals established in federal surface transportation authorization.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$3.0 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective sections later in this document.

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

PROJECT NAME

SIX YEAR TOTAL

Maryland Port Administration

Dredged Material Placement and Monitoring	\$	72,067
Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)	\$	34,000
South Locust Point Cruise Terminal	\$	35
Chrome Ore Processing Residue Remediation (COPR)	\$	20,601
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	\$	68,610
Dredged Material Management Program	\$	5,797
Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements	\$	33,964
Howard Street Tunnel Project (INFRA GRANT)	\$	441,000
Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements	\$	1,500
Hawkins Point Algal Flow Way TMDL	\$	4,000
Mid-Chesapeake Bay Island Ecosystem Restoration Project	\$	32,414
Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island	\$	63,044
Mid-Bay Island Option	\$	32,414
Hart-Miller Island Related Projects	\$	17,473

Maryland Transportation Authority

I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County	\$	6,407
I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study	\$	57,574
US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge	\$	517,287
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension	\$	817,084

State Highway Administration

ANNE ARUNDEL

MD 175, Annapolis Rd: Md 175 from Brock Ridge to MD 295 Interchange (Anne Arundel)	\$	54,761
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BALTIMORE COUNTY

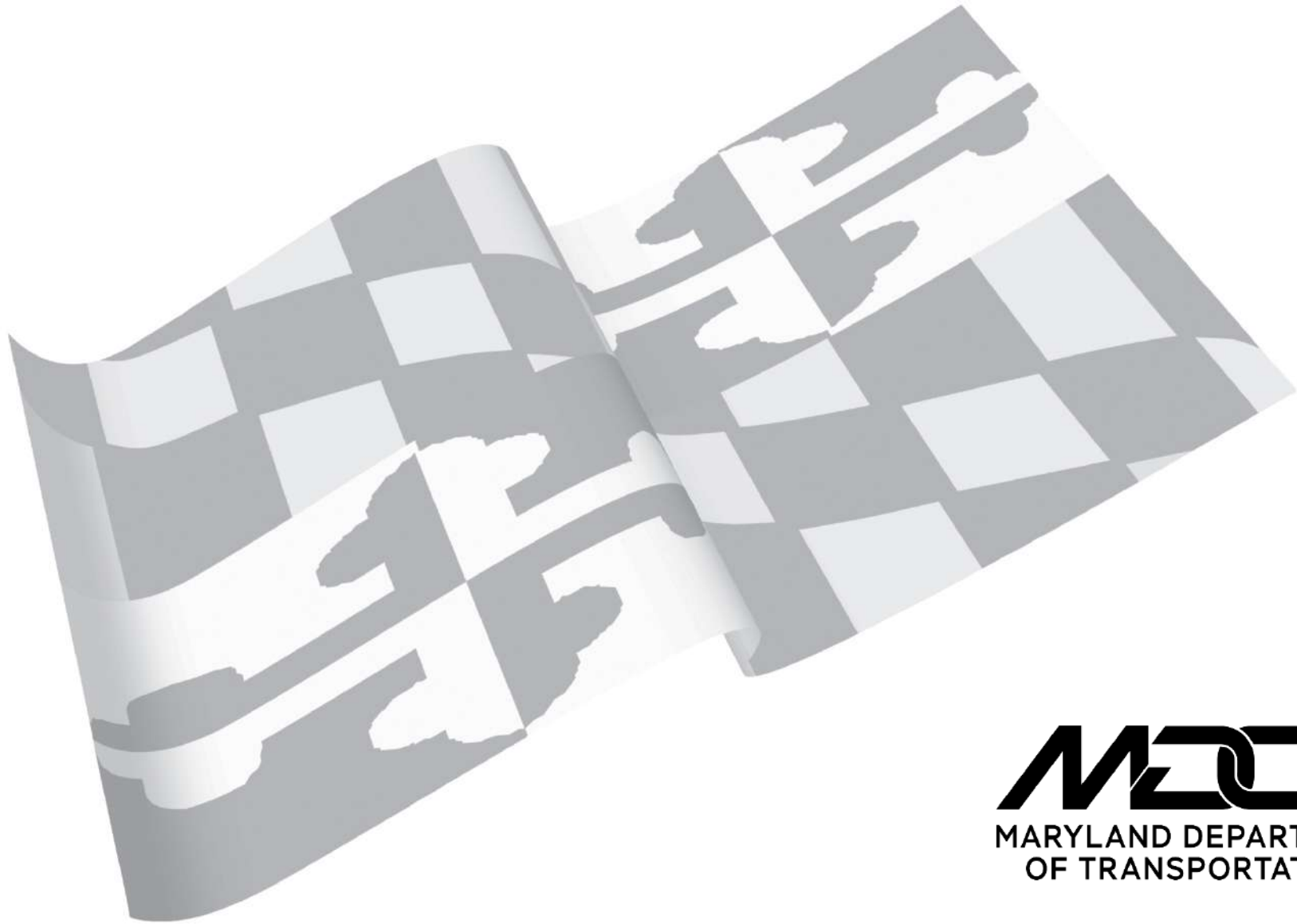
I-83, Harrisburg Expressway	\$	9,515
I-695, Baltimore Beltway, Bridge on Putty Hill Avenue	\$	13,080
I-695, Baltimore Beltway, US 40 to MD 144	\$	32,692
I-695, Baltimore Beltway. Traffic Management	\$	175,229

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
BALTIMORE COUNTY (cont'd)	
I-695, Baltimore Beltway - Interchange reconstruction at I-70	\$ 176,638
CALVERT	
MD 2/4, Solomons Island Road - Widening from Fox Run Boulevard to MD 231	\$ 8,406
FREDERICK	
MD 180, Jefferson Pike	\$ 6,528
GARRETT	
US 219, Garrett Highway	\$ 5,601
MONTGOMERY	
I-270, Eisenhower Highway (ICM)	\$ 51,324
MD 355, Frederick Road, bridge over Little Bennett Creek.	\$ 2,389
MD 355, Rockville Pike, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive.	\$ 4,291
PRINCE GEORGE'S	
I-95/I-495, Capital Beltway, Bridges over Suitland Road	\$ 7,619
I-95/I-495, Capital Beltway, Bridges over Suitland Parkway	\$ 13,238
MD 210, Indian Head Highway	\$ 11,014
STATEWIDE	
Highway Safety Facilities and Equipment	\$ 37,640
Railroad Crossing	\$ 17,402
Traffic Relief Plan (Phase 2) Smart Traffic Signals	\$ 21,984
Traffic Relief Plan - Capital Beltway/I-270 Managed Lanes	\$ 40,119

MULTIMODAL FREIGHT REPORT
(\$ in 000'S)

<u>PROJECT NAME</u>	<u>SIX YEAR TOTAL</u>
<u>State Highway Administration (cont'd)</u>	
WASHINGTON	
I-81, Maryland Veterans Memorial Highway	\$ 11,626
I-70, Eisenhower Memorial Highway	\$ 29,131
I-81, Maryland Veterans Memorial Highway	\$ 1,184
WICOMICO	
Bridge replacement over East Branch of the Wicomico River	\$ 1,074
WORCESTER	
US 113, Worcester Highway - Widening from north of MD 365 to Five Mile Branch	\$ 4,155
<u>The Secretary's Office</u>	
Port of Baltimore Incentive Pilot Program	\$ 1,402
Rosedale Grade Crossing Improvement Grant	\$ 777
Snow Hill Line Rehabilitation Grant	\$ 800



THE SECRETARY'S OFFICE

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

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	9.6	10.1	8.8	7.5	2.7	2.7	41.4
System Preservation Minor Projects	19.7	9.1	5.7	9.4	3.3	2.6	49.8
<u>Development & Evaluation Program</u>							
	4.0	3.6	-	-	-	-	7.6
SUBTOTAL	33.2	22.9	14.4	16.9	6.0	5.3	98.8
<u>Capital Salaries, Wages & Other Costs</u>							
	1.8	1.4	1.5	1.5	1.5	1.5	9.2
TOTAL	35.0	24.3	15.9	18.4	7.5	6.8	108.0
Special Funds	29.3	20.4	15.7	18.2	7.3	6.6	97.5
Federal Funds	5.0	3.2	0.3	0.2	0.2	0.2	9.0
Other Funds	0.8	0.7	-	-	-	-	1.5

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: Transportation Alternatives Program

DESCRIPTION: Projects that may be considered include: pedestrian or bicycle facilities; provision of safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities - including historic railroad facilities and canals; preservation of abandoned railway corridors - including conversion for use as bicycle or pedestrian trails; archaeological planning and research. Project sponsors are required to provide matching funds.

PURPOSE & NEED SUMMARY STATEMENT: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Moving Ahead for Progress in the 21st Century Act's (MAP-21) Transportation Alternatives Program provides that 2% of the apportioned funds be set aside for the program. This new program now includes eligibility for most projects that used to be funded under the Transportation Enhancement Program, as well as Recreational Trails and Safe Routes to School programs.

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

ASSOCIATED IMPROVEMENTS:
None

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Transportation Alternatives projects will improve connectivity by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting and preservation of historical

STATUS: Projects approved for funding appear in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	2,461	2,461	1,185	0	0	0	0	0	0	0	0
Engineering	12,041	607	396	1,474	1,960	2,000	2,000	2,000	2,000	11,434	0
Right-of-way	260	260	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	92,982	17,248	9,095	10,728	13,052	12,862	13,390	13,242	12,460	75,734	0
Total	107,745	20,577	10,677	12,202	15,012	14,862	15,390	15,242	14,460	87,168	0
Federal-Aid	84,429	15,009	7,109	9,422	12,026	11,926	12,195	12,121	11,730	69,420	0
Special	23,316	5,568	3,568	2,780	2,986	2,937	3,195	3,121	2,730	17,749	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added funding in FY26.



PROJECT: Transportation Emission Reduction Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Ongoing

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	65,899	50,407	3,119	2,051	1,835	2,482	3,707	2,708	2,708	15,491	0
Total	65,899	50,407	3,119	2,051	1,835	2,482	3,707	2,708	2,708	15,491	0
Federal-Aid										0	
Special	65,899	50,407	3,119	2,051	1,835	2,482	3,707	2,708	2,708	15,492	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$27.8M decrease in State funding due to removal of existing project and deferral due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



PROJECT: Kim Lamphier Bikeways Network Program

DESCRIPTION: Program funds are made available to local jurisdictions and other eligible entities for projects that address improve bicycle network access and safety and advance the goals outlined in the 2040 Maryland Bicycle and Pedestrian Master Plan (2019 Update)

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

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

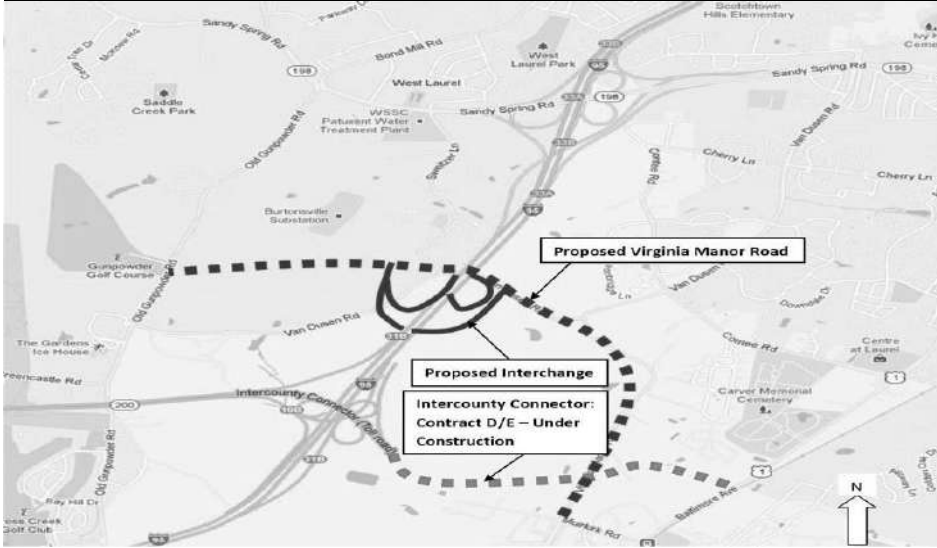
ASSOCIATED IMPROVEMENTS: Sidewalk Program (SHA Line SW- 2), Transportation Alternatives Program (TSO Line - 1)

STATUS: A total of 121 Bikeways projects have been completed in 10 grant cycles. Another 37 Bikeways projects are active including 19 awards from the FY2021 cycle. Additional projects will be solicited through the annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$3.8M with the additional funding in FY 24

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	748	3	3	745	0	0	0	0	0	745	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	26,176	14,851	1,310	2,721	1,792	3,011	3,800	0	0	11,324	0
Total	26,924	14,855	1,314	3,466	1,792	3,011	3,800	0	0	12,069	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0	0
Special	25,629	13,560	1,314	3,466	1,792	3,011	3,800	0	0	12,069	0
Other										0	

Fund Program # 00434



PROJECT: Virginia Manor Road Relocated (Konterra Drive), Old Gunpowder Road to Ritz Road

DESCRIPTION: A Secretary's grant to Prince George's County for construction/reconstruction of Virginia Manor Road Relocated between the InterCounty Connector and Old Gunpowder Road (Approximately 3.2 miles). Connections will be made to both the InterCounty Connector and the new I-95/Contee Road Interchange. Bicycle and Pedestrian access will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will enable Prince George's County to construct a critical roadway connection to the InterCounty Connector and I-95/Contee Road Interchange. This will enhance the supporting roadway network east and west of I-95 in the area that is planned for significant growth and development.

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

ASSOCIATED IMPROVEMENTS:
 MD 200, InterCounty Connector (MdTA Line - 31)

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The new interchange at I-95 and Contee Road Relocated and Virginia Manor Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

STATUS: Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The \$10.8M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	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	27,000	16,001	0	0	0	0	0	0	0	0	10,999
Total	30,000	19,001	0	0	0	0	0	0	0	0	10,999
Federal-Aid											0
Special	30,000	19,001	0	0	0	0	0	0	0	0	10,999
Other											0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
 None



PROJECT: MDOT AdPICS Refactoring Project

DESCRIPTION: The project will modernize AdPICS for MDOT into a modern programming language and database, migrate the applications from the current legacy mainframe hardware into Amazon Web Services (AWS) or hosted in the MDOT server environment, and implement modern enhancements to the user experience.

PURPOSE & NEED SUMMARY STATEMENT: Modernizing AdPICS will enhance the user experience, improve system and process functionality, lessen the number of application on the mainframe and allow for future integration with eMMA.

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

ASSOCIATED IMPROVEMENTS:
None

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

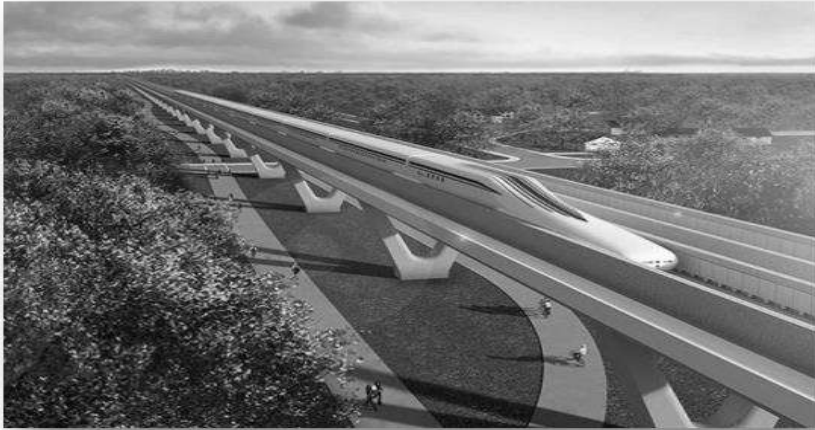
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will enhance the user experience and efficiency of AdPICS.

STATUS: Project underway

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL					PLANNING FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	15,276	1,432	1,432	4,068	6,516	3,260	0	0	0	13,844	0	0
Total	15,276	1,432	1,432	4,068	6,516	3,260	0	0	0	13,844	0	0
Federal-Aid										0		
Special	15,276	1,432	1,432	4,068	6,516	3,260	0	0	0	13,844	0	0
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the Construction Program



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Planning activities are underway.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				TOTAL		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	34,749	27,152	6,009	4,000	3,597	0	0	0	0	7,597	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	34,749	27,152	6,009	4,000	3,597	0	0	0	0	7,597	0	
Federal-Aid	27,800	21,722	4,807	3,200	2,878	0	0	0	0	6,078	0	
Special										0		
Other	6,949	5,430	1,202	800	719	0	0	0	0	1,519	0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
None

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

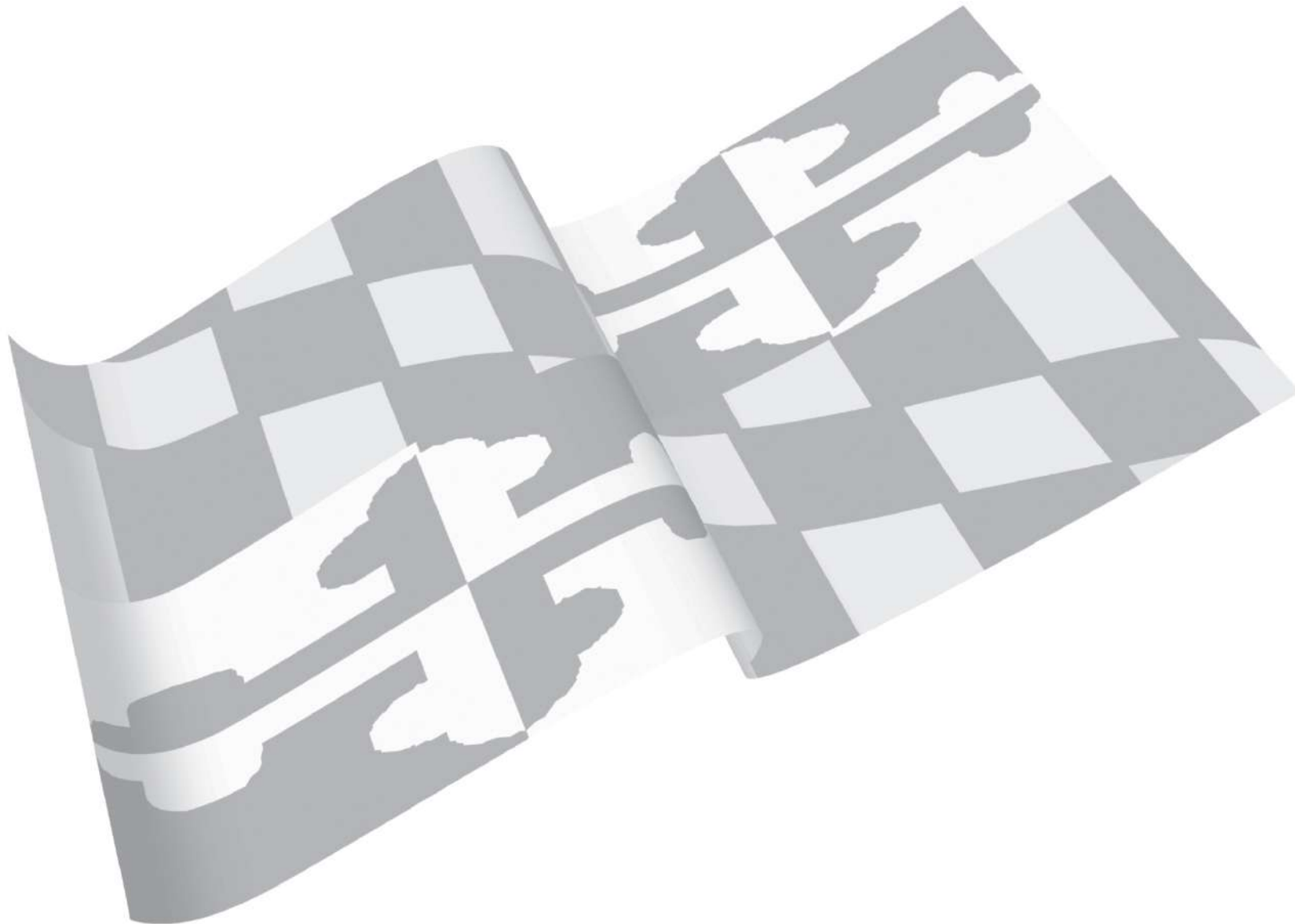
THE SECRETARY'S OFFICE - LINE 7

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Airport Citizens Committee Grant Program</u>			
TSO0078	Airport Citizens Committee	\$ 6,344	Ongoing
<u>CMAPS Preservation</u>			
TSO0211	Capital Management and Programming System (CMAPS)	\$ 6,250	Underway
<u>Environmental Service Funds</u>			
TSO0126	Environmental Compliance Oversight	\$ 4,572	Underway
TSO0237	USACE Feasibility Study	\$ 937	Underway
TSOPRJ000241	Resource to Expedite Project Reviews at USEPA	\$ 248	Underway
TSOPRJ000260	Support for Stream Gauge Monitoring by USGS	\$ 165	Ongoing
<u>Homeland Security & Rail Safety</u>			
TSO0032	Rail Safety Oversight	\$ 4,651	Ongoing
<u>Major Projects</u>			
TSO0206	Port of Baltimore Incentive Pilot Program	\$ 5,000	Underway
TSO0218	OPCP 17 - Consultant Contract	\$ 22,656	Ongoing
TSO0219	Rosedale Grade Crossing Improvement Grant	\$ 777	FY 2021
TSO0233	Innovative Stormwater Pond Management Pilot Program	\$ 2,600	Underway
TSOPRJ000262	Oyster Reseeding-TSO	\$ 2,000	FY 2021
<u>MBE Disparity Studies</u>			
TSO0234	2021 MBE Disparity Study	\$ 3,050	FY 2022
<u>MDOT HQ Building Preservation</u>			
TSO008106	Parking & Stormwater Remediation	\$ 1,135	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

THE SECRETARY'S OFFICE - LINE 7

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Secretary Grants</u>			
TSO0154	MD Department of Planning Grant	\$ 2,782	Ongoing
TSO0167	I-95/Forestville Road Improvement Grant	\$ 2,000	Completed
TSO0194	Washington County Grant	\$ 1,119	Completed
TSO0228	Keep Maryland Beautiful Grant	\$ 250	Underway
TSO0236	Grant to Harford County Airport for Airfield Expansion	\$ 3,000	Completed
TSO0238	Snow Hill Line Rehabilitation Grant	\$ 2,000	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

**MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	24.2	12.9	7.9	4.0	1.1	1.1	51.2
System Preservation Minor Projects	13.4	12.8	7.7	7.8	6.9	6.9	55.6
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	37.6	25.7	15.6	11.8	8.0	8.0	106.8
<u>Capital Salaries, Wages & Other Costs</u>							
	1.4	1.4	1.4	1.4	1.4	1.4	8.4
TOTAL	39.0	27.1	17.0	13.3	9.4	9.4	115.2
Special Funds	39.0	27.1	17.0	13.3	9.4	9.4	115.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



Top Activities
 Renew Vehicle Registration or
 Renew License or
 Check Wait Time At Local
 Service Center
 Schedule An Appointment of

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: New Kiosks provide customers with the ability to receive real-time registration stickers, the option to pay in-cash or with a credit card, and the capability to receive certified and non-certified driving records, as well as the option to order scenic and personalized license plates. Providing this advanced functionality is a benefit to the public and enhances customer satisfaction.

PROJECT: Alternative Service Delivery Systems

DESCRIPTION: This project includes the design and implementation of electronic delivery of MVA services through the Internet, kiosks and telephone Interactive Voice Response (IVR) systems.

PURPOSE & NEED SUMMARY STATEMENT: Alternative delivery systems provide MVA customers with the ability to conduct more than 50% of core service transactions electronically. Web-based services, customer service kiosks, interactive voice recognition systems and other advancements not only make interaction with the MVA an efficient and pleasant experience, they will in turn reduce customer wait time and increase overall customer satisfaction.

- 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

ASSOCIATED IMPROVEMENTS:
 Customer Connect (MVA Line - 2)

STATUS: Enhancement and expansion of ASD services are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,701	1,234	0	227	118	122	0	0	0	467	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	31,135	24,317	1,193	1,586	1,080	1,049	1,003	1,050	1,050	6,818	0
Total	32,836	25,551	1,193	1,813	1,198	1,171	1,003	1,050	1,050	7,285	0
Federal-Aid										0	
Special	32,836	25,551	1,193	1,813	1,198	1,171	1,003	1,050	1,050	7,285	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Total estimated cost declined by \$1.5 million. State funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



PROJECT: Customer Connect

DESCRIPTION: Customer Connect (formerly Project Core) is an enterprise-wide IT project with an emphasis on modernizing the MVA IT infrastructure, replacing legacy systems and enhancing the agency's ability to provide customers and employees with a 360 degree view of their services and needs.

PURPOSE & NEED SUMMARY STATEMENT: Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to maximize service using electronic commerce and a network of branch locations.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Enable the MVA to maximize customer service by updating IT infrastructure. Provide the ability to conduct driver licensing, vehicle registration and titling transactions at any workstation or through any customer preferred interaction model including via the web and mobile devices. Improve data processing and efficiency for customers and customer service agents.

ASSOCIATED IMPROVEMENTS:
 Alternative Service Delivery Systems (MVA Line - 1)

STATUS: The implementation phase of the project is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	15,600	13,354	18	1,866	380	0	0	0	0	2,246	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	65,603	39,378	23,270	15,389	10,338	498	0	0	0	26,225	0
Total	81,203	52,732	23,288	17,255	10,718	498	0	0	0	28,471	0
Federal-Aid										0	
Special	81,203	52,732	23,288	17,255	10,718	498	0	0	0	28,471	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: An increase of \$9.8M was added for the next phase of the project .



PROJECT: Glen Burnie Headquarters Renovation

DESCRIPTION: Improvements and renovation of the Glen Burnie Headquarters site and facility ground floor and main branch office. Consolidate Driver Licensing functions located in the Annex Building and trailers into the branch office of the main building. Improve vehicular and pedestrian site circulation and maximize parking. Renovate aging infrastructure and site utilities.

PURPOSE & NEED SUMMARY STATEMENT: Improve customer service, operational efficiency, safety, security, and work environment. Improve service and efficiency by consolidating Driver and Vehicle transactions conducted in multiple buildings/trailers into a single main office, while separating customers from back office functions located on other floors. Contain all branch functions on the ground floor of the Headquarters Building. Reconfigure traffic and driving test courses, separate employee and customer parking while adding to total parking spaces. Upgrade fire protection system and improve energy efficiency through equipment and window replacement. Replace HVAC distribution equipment plumbing piping and fixtures, electrical service and distribution, and site utilities.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

ASSOCIATED IMPROVEMENTS:
Customer Connect (MVA Line - 2)

EXPLANATION: MVA is building the IT infrastructure to support 360 degree customer service, and needs to configure the main branch location to allow for delivery of comprehensive service from each workstation. At the same time, the aging Glen Burnie site and facilities will be renovated, creating a safer, more secure, efficient and environmentally improved workplace, and space for customers.

STATUS: Phase I Site Improvements are underway.

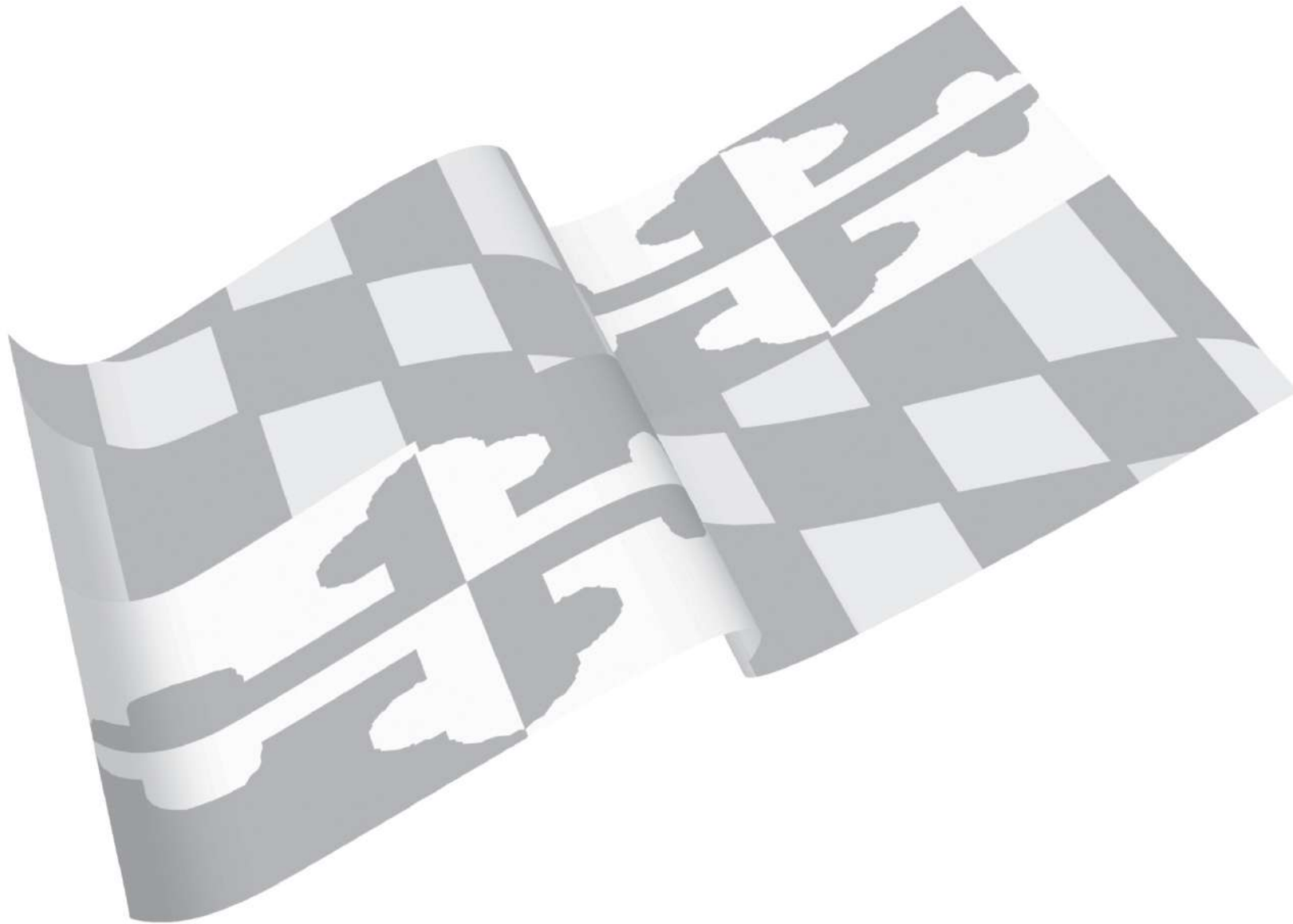
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	157	157	0	0	0	0	0	0	0	0	0
Engineering	1,950	41	2	1,159	750	0	0	0	0	1,909	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	13,525	0	0	4,000	275	6,250	3,000	0	0	13,525	0
Total	15,632	198	2	5,159	1,025	6,250	3,000	0	0	15,434	0
Federal-Aid										0	
Special	15,632	198	2	5,159	1,025	6,250	3,000	0	0	15,434	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funds are added for Phase II Branch Office/Ground Floor.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MOTOR VEHICLE ADMINISTRATION - LINE 4

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Facility</u>			
MVA0742	Cumberland Office Interior Modifications and Site Work	\$ 4,557	Underway
<u>MHSO</u>			
MVA0777	Maryland Highway Safety Office Bicycle Programs	\$ 367	Ongoing
<u>VEIP</u>			
MVAPRJ000183	VEIP RFP Transition	\$ 4,000	FY 2021



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

**MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	85.3	199.7	178.0	143.5	82.1	1.8	690.4
System Preservation Minor Projects	49.6	17.3	9.1	16.6	11.3	18.1	122.1
<u>Development & Evaluation Program</u>	1.2	0.0	-	-	-	-	1.2
SUBTOTAL	136.2	217.1	187.1	160.1	93.4	19.9	813.8
<u>Capital Salaries, Wages & Other Costs</u>	6.5	6.5	6.5	7.0	7.0	7.0	40.5
TOTAL	142.7	223.6	193.6	167.1	100.4	26.9	854.3
Special Funds	61.9	23.2	17.7	22.5	18.4	22.9	166.6
Federal Funds	19.3	23.7	14.3	4.0	4.0	4.0	69.4
Other Funds	61.5	176.6	161.6	140.6	78.0	-	618.3

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: Regional Aviation Assistance Program

DESCRIPTION: The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, ramps, and lighting systems, as well as, for the removal of trees and other obstacles from runway approaches. If the airport meets the program criteria the Federal Aviation Administration (FAA) will cover 90% of the costs with the State and the airport each contributing 5 percent of the total project cost. Assistance is also provided to private-owned airports, open to the public, for financial grants to improve runways, taxiways, navigation aids, and other safety related projects.

PURPOSE & NEED SUMMARY STATEMENT: This program supports the goals of the Maryland Department of Transportation to meet air service needs of Maryland and to promote safety and security, environmental stewardship, and economic development. There are over 130 licensed and registered airports in the State, of which 35 are public use facilities with three offering air carrier service.

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

ASSOCIATED IMPROVEMENTS:

None.

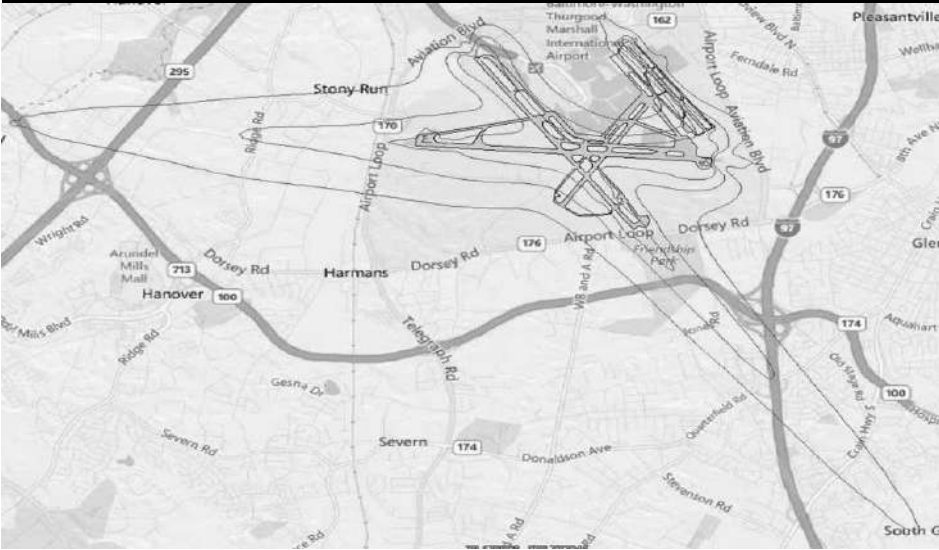
STATUS: Grants issued during State fiscal year 2019 are either completed or ongoing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2023...	...2024...	...2025...		
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	229	0	0	229	0	0	0	0	0	229	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	72,237	61,301	2,538	2,386	1,650	1,650	1,650	1,800	1,800	10,936	0
Total	72,465	61,301	2,538	2,615	1,650	1,650	1,650	1,800	1,800	11,165	0
Federal-Aid										0	
Special	72,465	61,301	2,538	2,615	1,650	1,650	1,650	1,800	1,800	11,165	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Increase of \$2.2 million due primarily to addition of fiscal year 2026.

USAGE:

OPERATING COST IMPACT:



PROJECT: Residential Sound Insulation Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise for residential properties that currently fall within the 65 DNL Noise Exposure Map (NEM) contours approved by the Federal Aviation Administration. Under this multi-year program, eligible homeowners may elect to have their homes sound insulated to an interior noise level of 45 DNL in accordance with MAA and FAA standards. The program also includes voluntary residential property acquisition for specific eligible properties within the approved 65 DNL corridor. The State will receive an avigation easement for each property participating in the program.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the NEM contours by providing sound insulation improvements to eligible homes. Long term compatible land use is promoted through voluntary property acquisition of eligible properties based on local land use plans and zoning.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

None.

EXPLANATION: This program enhances the environment of neighboring communities by providing homeowner sound mitigation for people living within designated noise zones near BWI Marshall Airport or acquires eligible residential parcels to accelerate transition to compatible land use.

STATUS: Five year program manager contract awarded January 2020. Federal AIP grant awarded in September 2020 for the initial implementation phase of the program. Additional design/construction phases and corresponding funding requests from the AIP Noise and Environmental Set Aside will be pursued.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,381	33	33	1,127	1,127	1,094	0	0	0	3,348	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	30,998	0	0	10,332	10,333	10,333	0	0	0	30,998	0
Total	34,379	33	33	11,459	11,460	11,427	0	0	0	34,346	0
Federal-Aid	27,502	0	0	9,168	9,167	9,167	0	0	0	27,502	0
Special										0	
Other	6,877	33	33	2,291	2,293	2,260	0	0	0	6,844	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
None.

USAGE:

OPERATING COST IMPACT:

2197 Other funding source is Passenger Facility Charge (PFC) revenue.



PROJECT: Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

DESCRIPTION: This project will purchase a maximum of fifty, 40-foot and 60-foot buses to be powered by clean diesel and electric for shuttle bus services to and from airport operated parking facilities and the Amtrak BWI Rail Station. Electrical charging infrastructure is now part of the project scope.

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 49 buses was purchased in 2004 and have passed their useful life of 12 years. The timely replacement of the existing buses will ensure sufficient capacity to handle customer growth, maintain service levels, and ensure passenger delays are not due to equipment.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Forty clean diesel buses in passenger service. Purchasing eight electric buses. Letter of Intent to be issued January 2021 with anticipated delivery in January 2022.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Passenger ease of movement and airport access is a primary focus of the airport. These improvements provide reliable connections to and from airport operated parking facilities, and Amtrak/MARC rail station. BWI Marshall Airport supports the movement of people, goods and State economy.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:

None.

USAGE: Over 1,000 daily trips with approximately 4 million riders annually.

OPERATING COST IMPACT: Operating costs will be recovered thru airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	37,348	24,827	13,166	21	12,500	0	0	0	0	12,521	0
Total	37,348	24,827	13,166	21	12,500	0	0	0	0	12,521	0
Federal-Aid	95	95	95	0	0	0	0	0	0	0	0
Special	21	0	0	21	0	0	0	0	0	21	0
Other	37,232	24,732	13,071	0	12,500	0	0	0	0	12,500	0

2210 Other funding source is Certificate of Participation (COPS).



PROJECT: Midfield Cargo Area Improvements at BWI Marshall Airport

DESCRIPTION: This project consists of improvements to the Midfield Cargo Complex facilities, expansion of apron and taxiway, aircraft parking positions. Improvements include vehicle service road, expansion for new pavement, security enhancements, building modifications, apron pavement rehabilitation, additional aircraft parking positions, overlay and extension of Taxiway Z, and tenant relocation costs.

PURPOSE & NEED SUMMARY STATEMENT: These improvements will provide additional facility and apron space for expanded cargo operations, and preserves the existing airfield pavement to minimize aircraft exposure to Foreign Object Debris (FOD).

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

ASSOCIATED IMPROVEMENTS:

None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project provides compliance with FAA Part 139 regulations. Pavement and deicing improvements, new aircraft parking positions, taxiway modifications, and FAA standards ensure airfield pavement and safety is maximized. The expansion of BWI Marshall Airport cargo operations supports the movement of people, goods and State economy.

STATUS: Taxiway Z open to use. Vehicle service road bids received November 2020 with Spring 2021 construction start.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	219	219	0	0	0	0	0	0	0	0	0
Engineering	1,865	1,827	374	38	0	0	0	0	0	38	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	31,857	30,024	14,816	1,834	0	0	0	0	0	1,834	0
Total	33,941	32,070	15,190	1,872	0	0	0	0	0	1,872	0
Federal-Aid	12,345	12,318	8,921	27	0	0	0	0	0	27	0
Special	21,596	19,751	6,268	1,845	0	0	0	0	0	1,845	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decrease of \$2.0 million due to completion of Taxiway Z under budget.

USAGE: Accommodate expanded cargo operations.

OPERATING COST IMPACT: Operating cost recovered mostly through airport user fees.

2195, 2203, 2213, 2223



PROJECT: Concourse A Improvements Phase 2 at BWI Marshall Airport

DESCRIPTION: This project represents the second phase of improvements envisioned during the original Concourse A/B Expansion. The project adds 5 gates sized for B737-800 aircraft by extending the existing Concourse A approximately 234 feet to the northwest, creating a 55,000 square foot addition. The improvements include gates, restrooms, loading bridges, concessions, electrical, mechanical and storage.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide holdrooms designed to ensure required capacity relative to aircraft seats to be used at the new gates for life safety, provide additional aircraft parking positions and gates to deal with capacity constraints during peak periods and provide the ability to reconfigure the existing apron level for safer, improved circulation for people and goods.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Project substantially complete August 2020. Closeout work to continue through December 2020.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Passenger ease of movement and travel options is a primary focus of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and State economy.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increase of \$3.9 million due to extension of construction schedule. Federal grant for \$1.7 million received for three passenger boarding bridges.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	8,337	14,804	8,983	(6,468)	0	0	0	0	0	(6,468)	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	60,010	36,333	32,761	23,677	0	0	0	0	0	23,677	0
Total	68,361	51,152	41,744	17,209	0	0	0	0	0	17,209	0
Federal-Aid	1,895	124	124	1,771	0	0	0	0	0	1,771	0
Special	8,717	11,255	2,405	(2,538)	0	0	0	0	0	(2,538)	0
Other	57,750	39,773	39,215	17,977	0	0	0	0	0	17,977	0

9598 Other funding source is MDTA Loan and Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Concourse D HVAC Replacement at BWI Marshall Airport

DESCRIPTION: This project will replace the existing HVAC systems serving Concourse DY and commuter portions of Concourse D. Improvements will include: hydronic unit replacement, new 600 ton chiller, new piping and controls, commuter concourse rooftop expansion unit replacement, and the replacement of ceiling systems through Concourses DX, DY and the commuter portions of the concourse.

PURPOSE & NEED SUMMARY STATEMENT: Existing HVAC systems in the DY and commuter portion of the terminal were installed in 1987 and have reached the end of their service life. Replacement systems will improve operational efficiency, reduce operational costs, and improve overall reliability. Replacement of the ceiling will create a uniform appearance throughout the Concourse.

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

ASSOCIATED IMPROVEMENTS:

None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Maintaining the infrastructure to provide passengers with a consistent travel experience throughout the airport is a primary focus at BWI Marshall Airport. These improvements represent an allocation of funding toward system preservation improvements to meet these goals. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Construction bids received November 2020. Passenger Facility Charge (PFC) application approved March 2019.

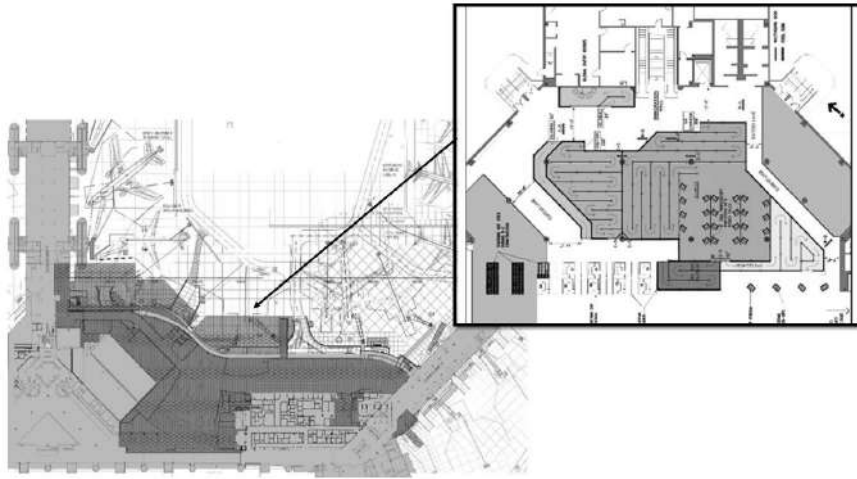
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,274	1,342	1,013	724	208	0	0	0	0	932	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	19,875	0	0	8,931	9,694	0	1,249	0	0	19,874	0
Total	22,148	1,342	1,013	9,655	9,902	0	1,249	0	0	20,806	0
Federal-Aid										0	
Special	5,830	536	274	2,345	1,700	0	1,249	0	0	5,294	0
Other	16,319	806	739	7,310	8,202	0	0	0	0	15,512	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increase of \$2.6 million based on revised cost estimate.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

2192 Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: FIS Hall Reconfiguration at BWI Marshall Airport

DESCRIPTION: This project will improve passenger flow in the Federal Inspection Service (FIS) area by implementing Customs and Border Protection’s (CBP) new biometrics and “Baggage First” processing approach, and reconfiguring the current Immigration and Customs Halls to provide more space for queuing, passport kiosks, and CBP processing areas.

PURPOSE & NEED SUMMARY STATEMENT: To accommodate international travel demand, eight new international arrival gates have been added at BWI Marshall Airport. Currently during peak periods, passengers are often required to wait on the aircraft because of lack of processing space in the FIS hall. FIS hall reconfiguration optimizes the facility to support timely processing of existing passengers and accommodate additional international passengers from the new arrival gates.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: These improvements will improve the passenger processing experience through immigrations by optimizing the facility to process current passenger volumes and accommodate additional international passengers from the new arrival gates. BWI Marshall Airport supports the movement of people, goods and State economy.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: State and Other funding delayed due to reduced PFC revenues.

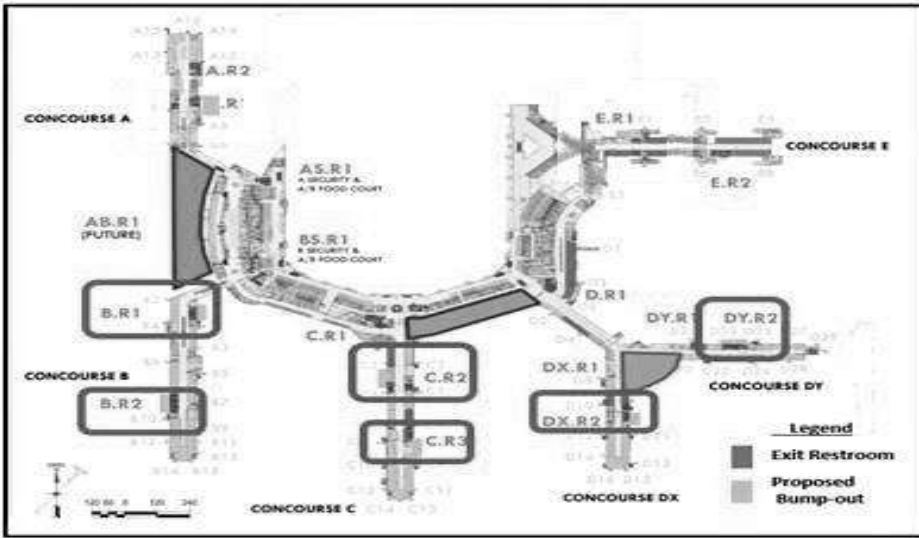
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...			...2024...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,202	3	3	1,148	50	0	0	0	0	1,198	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	8,800	0	0	4,428	4,372	0	0	0	0	8,800	0	
Total	10,002	3	3	5,576	4,422	0	0	0	0	9,998	0	
Federal-Aid										0		
Special	222	2	2	138	82	0	0	0	0	220	0	
Other	9,780	2	2	5,438	4,340	0	0	0	0	9,778	0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

2193 Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Restroom Improvement Program at BWI Marshall Airport

DESCRIPTION: This multi-year program will renovate restroom facilities at BWI Marshall Airport. The improvements will vary by restroom depending on the current condition and projected usage. Renovations will range from circulation and cosmetic improvements to full reconstruction. Improvements also include the installation of nursing stations throughout the airport.

PURPOSE & NEED SUMMARY STATEMENT: Restrooms are consistently the top complaint in passenger service feedback. Many of the restrooms throughout the terminal have exceeded their design life as it has been 15-40 years since their last refurbishment. Other restrooms, particularly in Concourses A and B, were designed to handle 30% fewer passengers than the current demand resulting in a significant shortcoming in restroom capacity.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The quality of the passenger experience is a primary focus of the airport and customer satisfaction with restrooms tops the list. These system preservation improvements will improve the condition of old and new facilities plus expand restrooms to address increased passenger traffic. BWI Marshall Airport supports the movement of people, goods and State economy.

- 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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Project advertised November 2020. Passenger Facility Charge (PFC) application approved March 2019.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,988	3,223	2,777	1,871	880	13	0	0	0	2,764	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	58,685	99	19	21,222	21,182	16,182	0	0	0	58,586	0
Total	64,673	3,321	2,795	23,093	22,063	16,196	0	0	0	61,352	0
Federal-Aid										0	
Special	515	515	(6)	0	0	0	0	0	0	0	0
Other	64,158	2,807	2,802	23,093	22,063	16,196	0	0	0	61,352	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increase of \$10 million reflects modification of design standards and project scope.

USAGE: Accommodate current and projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

2194 Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

DESCRIPTION: This project provides infrastructure improvements in support of the development of a full-service aircraft maintenance facility at BWI Marshall Airport. The improvements include utility infrastructure and site grading. Landside and airside access routes will be provided to support operations.

PURPOSE & NEED SUMMARY STATEMENT: At BWI Marshall Airport, airlines need to perform periodic or incidental maintenance on their aircraft. There is insufficient space at either the airline gates or within the terminal and adjacent areas for airlines to perform aircraft maintenance functions. The site provides sufficient area for a facility that will support aircraft maintenance needs.

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

ASSOCIATED IMPROVEMENTS:

Line 11 - Taxiway F Relocation.

STATUS: Project delayed due to economic conditions. Ready to advertise early in calendar year 2021. Target FY 2022 for construction start.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project provides airlines with a location to locally perform periodic or incidental maintenance on their aircraft fleet. Reliable aircraft ensures airlines maintain schedules and minimize delay impact on passengers. Opening of the facility will increase local employment. BWI Marshall Airport supports the movement of people, goods and State economy.

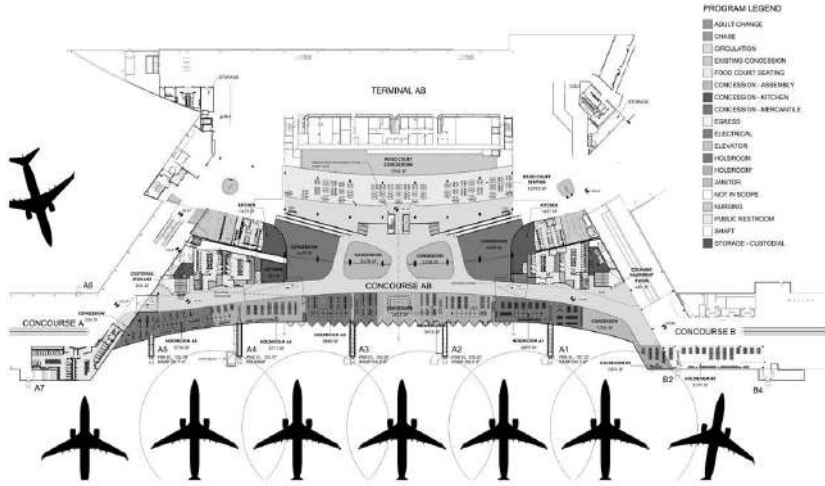
SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decrease of \$1.4 million reflects reallocation of engineering costs.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Operating cost responsibility of airline.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,653	3,259	633	394	0	0	0	0	0	394	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	64,048	1,014	63	34	21,865	21,865	19,270	0	0	63,034	0
Total	67,701	4,273	696	428	21,865	21,865	19,270	0	0	63,428	0
Federal-Aid	423	423	423	0	0	0	0	0	0	0	0
Special	4,278	3,850	273	428	0	0	0	0	0	428	0
Other	63,000	0	0	0	21,865	21,865	19,270	0	0	63,000	0

9720, 9721, 9722 Other funding source is Maryland Transportation Authority (MDTA) Loan.



PROJECT: Concourse A/B Connector and Baggage Handling System Replacement at BWI Marshall Airport

DESCRIPTION: This project will comprise a two-level building addition between Concourses A and B to provide space for a new fully in-line baggage handling system, operational spaces, a connector between the concourses and upgrades to the Central Utility Plant. The project will also provide expanded holdrooms, new restrooms, and concessions.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules that are using aircraft with larger seating capacity is dependent upon attaining the maximum utilization of bag screening technology. In addition, the project will expand holdrooms to ensure required capacity relative to aircraft seats, improve passenger amenities, and provide a same level connection between the two concourses.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

Line 14 - Concourse A/B Enabling - Central Utility Plant Upgrades.

EXPLANATION: Passenger ease of movement and travel options is a primary focus of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Design to complete early calendar year 2021. Target FY 2022 for construction start.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	95,158	19,968	17,892	5,090	19,886	19,886	19,886	10,443	0	75,191	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	354,932	32	0	0	84,500	101,400	101,400	67,600	0	354,900	0
Total	450,090	20,000	17,892	5,090	104,386	121,286	121,286	78,043	0	430,091	0
Federal-Aid	386	386	386	0	0	0	0	0	0	0	0
Special	24,705	19,615	17,507	5,090	0	0	0	0	0	5,090	0
Other	425,000	0	0	0	104,386	121,286	121,286	78,043	0	425,000	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Draft CTP moved project to Development & Evaluation Program. Project returning to Construction Program with revised schedule.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

9590, 9591, 9592, 9593, 9594, 9597 Other funding source is MDOT revenue bonds.



PROJECT: Taxiway F Relocation at BWI Marshall Airport

DESCRIPTION: Phase 1 of this project will reconstruct, in concrete, 2500 linear feet of taxiway parallel to Runway 10-28 at a proposed offset of 750 feet. The construction will include clearing, grading, paving, airfield lighting, signage and pavement marking improvements.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Line 9 - Aircraft Maintenance Facility Infrastructure.

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and realignment to FAA standards ensure airfield pavement is free of cracks and maximizes aircraft safety. BWI Marshall Airport supports the movement of people, goods and State economy.

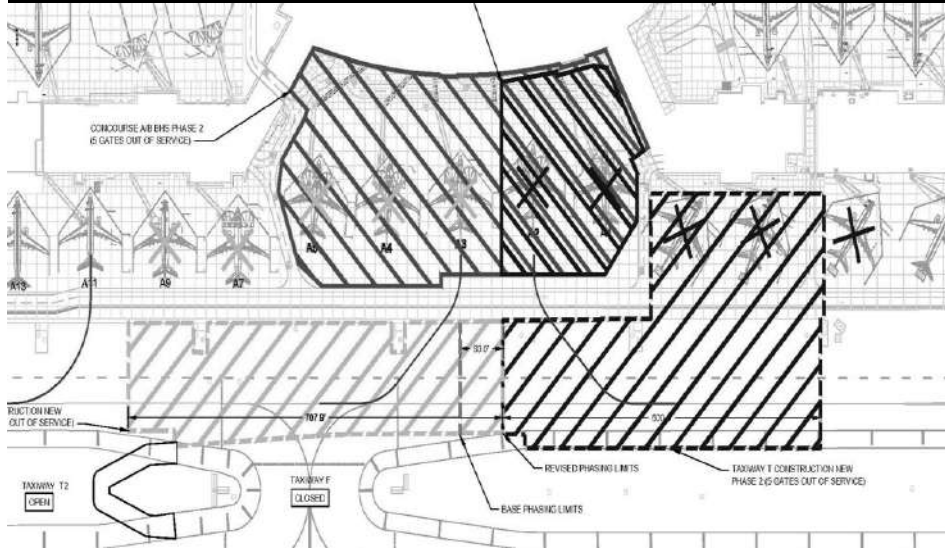
STATUS: Ready to advertise early in calendar year 2021. Target FY 2022 construction start.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project moved from Development & Evaluation Program to Construction Program. Cost increase of \$3.8 million due to addition of construction estimate.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost fully recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,119	828	659	196	2,650	445	0	0	0	3,291	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,321	0	0	0	1,160	1,160	0	0	0	2,320	0
Total	6,440	828	659	196	3,810	1,606	0	0	0	5,612	0
Federal-Aid	5,000	358	358	0	3,482	1,161	0	0	0	4,642	0
Special	1,440	469	300	196	329	445	0	0	0	970	0
Other										0	



PROJECT: Taxiway T Reconstruction Phase 1 at BWI Marshall Airport

DESCRIPTION: This project will reconstruct a portion of Taxiway T behind gates A7 thru B2 from the existing asphalt pavement to concrete. The project is intended to address the existing pavement condition and meet FAA Design Standards for Taxiway Geometry. The Pavement Condition Index (PCI) for portions of this pavement ranges from fair to poor. All taxiway lighting and signage will be replaced with high efficiency LED lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. Pavement sections within the limits of the project have PCI ranges from 42-64 according to the 2019 Pavement Management Plan Update. In addition, the replacement of taxiway lighting and signage will enhance safety.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Bids accepted October 2020. Construction starts Spring 2021.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the taxiway area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and State economy.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: New project added to Construction Program. Federal AIP and CARES grants received for \$11.4 million.

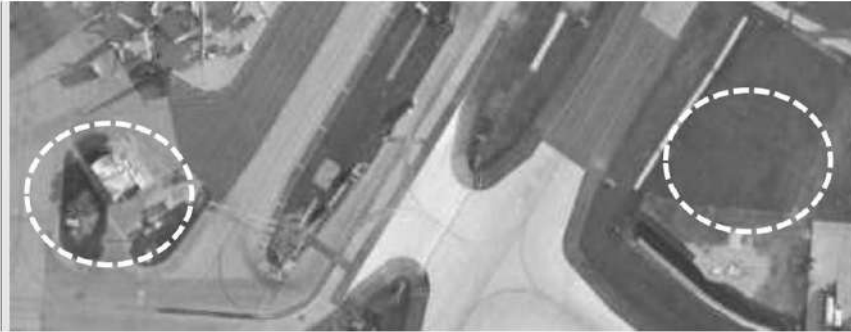
USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost fully recovered through airport user fees.

POTENTIAL FUNDING SOURCE:											
						<input type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,139	562	428	577	0	0	0	0	0	577	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	11,976	0	0	5,990	5,985	0	0	0	0	11,975	0
Total	13,115	562	428	6,567	5,985	0	0	0	0	12,552	0
Federal-Aid	11,416	0	0	5,777	5,639	0	0	0	0	11,416	0
Special	1,699	562	428	790	347	0	0	0	0	1,136	0
Other										0	

PROJECT: Airfield Lighting Vault Relocation at BWI Marshall Airport

DESCRIPTION: This project will relocate the existing Airfield Lighting Vault, demolish the existing facility and convert the site to aircraft apron pavement. In addition, the demolition will allow for taxiway and apron improvements between Taxiways T and P. The building will be replaced with a dedicated facility that incorporates all new airfield lighting control and infrastructure, purpose design layout incorporating circuit resiliency by segregating portions of the airfield into different sections reducing the possibility of a single point of failure and a state of the art nitrogen inerting fire protection system.



PURPOSE & NEED SUMMARY STATEMENT: The existing facility is a repurposed fire station and does not meet the requirements of a proper Airfield Lighting Vault. The existing facility represents a potential single point of failure in a catastrophic event and the existing site constrains airfield capacity into the Concourses B-C alley. The existing regulators, power transformers, emergency power generator and fire protection system are all in need of replacement.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Under design for early calendar year 2021 advertisement. Project contingent upon receipt of federal funding.

EXPLANATION: This project provides compliance with FAA Part 139 regulations. New airfield lighting control and infrastructure combined with new aircraft travel patterns that increase airfield capacity ensure airfield movement and safety is maximized. The replacement of the Airfield Lighting Vault supports the movement of people, goods and State economy.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: New project added to Construction Program based on \$8.0 million of projected federal AIP grants.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	15	15	0	0	0	0	0	0	0	0	0
Engineering	1,909	809	645	1,100	0	0	0	0	0	1,100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,929	0	0	0	1,679	4,000	0	2,250	0	7,929	0
Total	9,853	824	645	1,100	1,679	4,000	0	2,250	0	9,029	0
Federal-Aid	8,046	117	117	0	1,679	4,000	0	2,250	0	7,929	0
Special	1,807	707	528	1,100	0	0	0	0	0	1,100	0
Other										0	



PROJECT: Concourse A/B Enabling - Central Utility Plant Upgrades

DESCRIPTION: This project will replace and upsize existing Chillers 3 and 4 along with their associated cooling towers. Cooling towers supporting previously upsized Chillers 1 and 2 will be right sized to meet the chilled water needs. In addition, the project will upgrade the condenser water loop and pumps to support the water flow needed for the four chillers.

PURPOSE & NEED SUMMARY STATEMENT: Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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

ASSOCIATED IMPROVEMENTS:

Line 10 - Concourse A/B Connector and Baggage Handling System.

STATUS: State funding reduced due to potential inclusion in Concourse A/B Connector & Baggage Handling System Replacement project scope.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Maintaining the infrastructure to provide passengers with a consistent travel experience throughout the airport is a primary focus at BWI Marshall Airport. These improvements represent an allocation of funding toward system preservation improvements to meet these goals. BWI Marshall Airport supports the movement of people, goods and State economy.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	94	94	94	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	94	94	94	0	0	0	0	0	0	0	0
Federal-Aid	71	71	71	0	0	0	0	0	0	0	0
Special	23	23	23	0	0	0	0	0	0	0	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project moved to Development & Evaluation Program from Construction Program. Cost decrease of \$10.7 million reflects removal of all design and construction costs after fiscal year 2020.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost mostly recovered through airport user fees.



PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) approved by the FAA in July 2011.

PURPOSE & NEED SUMMARY STATEMENT: In accordance with Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Inter-agency coordination began in 2013. Updated draft Environmental Assessment documents submitted to FAA in September 2020.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Anticipated project completion is now mid to late calendar year 2021.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				2020	2021	2022	...2023...		
Planning	2,792	2,273	87	519	0	0	0	0	0	519	0
Engineering	3	3	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,795	2,276	87	519	0	0	0	0	0	519	0
Federal-Aid	310	310	52	0	0	0	0	0	0	0	0
Special	2,485	1,966	35	519	0	0	0	0	0	519	0
Other										0	

USAGE:

OPERATING COST IMPACT:

2010, 2011, 2012



PROJECT: Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) approved by the FAA in November 2014.

PURPOSE & NEED SUMMARY STATEMENT: In accordance with Federal Aviation Administration Order 5050.4B, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Environmental Assessment began Summer 2016. FAA issued Finding of No Significant Impact/Record of Decision (FONSI/ROD) received November 2020.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Public notice and final documentation issued by FAA in November 2020.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	...2023...		
Planning	3,764	3,058	293	706	0	0	0	0	0	706	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,764	3,058	293	706	0	0	0	0	0	706	0
Federal-Aid	135	135	135	0	0	0	0	0	0	0	0
Special	3,629	2,923	158	706	0	0	0	0	0	706	0
Other										0	

USAGE:

OPERATING COST IMPACT:

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Annual Fees and Inspection Program</u>			
MAA1023	Bridge Inspection (SHA Consultant)	\$ 1,655	Ongoing
MAA2017	Utility Designating	\$ 409	Ongoing
<u>Building Permits & Inspections</u>			
MAAPRJ000164	Building Permits and Inspections	\$ 254	Ongoing
<u>Consolidated Rental Car Facility</u>			
MAA2130	CRCF Security Improvements	\$ 1,066	Underway
MAA2132	CRCF - BMF Equipment Replacement	\$ 1,375	Underway
MAA2133	CRCF - BMF Bus Wash Replacement	\$ 0	Underway
MAA2134	CRCF - CSB Front Lane Pvm Concrete Rebuild	\$ 179	Completed
MAA2135	CRCF - CSB Bus Entry Gate Replacement	\$ -	Completed
MAA2136	CRCF - Facility Re-evaluation BMF and CSB	\$ 122	Completed
<u>Critical Technology</u>			
1456	IT Equipment	\$ 13,509	Ongoing
MAA2199	Terminal Electronic Wayfinding Signage Ph 1-3	\$ 3,595	Under Construction
MAAPRJ000166	IT Equipment	\$ 6,000	Ongoing
<u>D/E Connector</u>			
MAA9711	D/E Connector Sterle Corridor Security Doors	\$ 449	Under Construction
<u>Elevators, Escalators, and Walkways</u>			
MAA2351	FAA ATCT Elevator Replacement	\$ 837	Under Construction
<u>Environmental Compliance</u>			
MAA8106	Terminal Environmental Mitigation MC16-012	\$ 572	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Planning			
MAA1948	Stream & Wetland Restoration Mitigation Services MC 15-013	\$ 493	Completed
MAA2088	Wildlife Management Services	\$ 841	Ongoing
MAAPRJ000198	Environmental Permitting	\$ 23	Ongoing
Future Development			
MAA2044	Airport Road Electronic Signage Repl - Design Only	\$ 649	Deferred
MAA2220	ALSF-2 Shelter Relocation	\$ 4,114	Design Underway
MAA2334	MAA/ARFF Training Facility	\$ 192	Concepts Underway
MAA2336	BWI Fuel Storage Tank Additions	\$ 487	Design Underway
MAA2343	Concourse D Summer Boilers - DE only	\$ 2	Design Underway
MAA2344	Midfield Fuel Farm Improvements - DE only	\$ 31	Design Underway
MAA2345	MTN AOA Fence Upgrade - DE only	\$ 53	Design Underway
MAA2347	Cell Phone Charging Power Supply - Design Only	\$ 9	Design Underway
MAA2348	Cargo Building H - Design Only	\$ 66	Design Underway
MAA2349	Red Column Tile Repair - Design Only	\$ 231	Design Underway
MAA2350	Glycol Dump Relocation - Design Only	\$ 192	Design Underway
MAA2352	BWI AOA Fence Upgrade - Design Only	\$ 67	Design Underway
MAA2354	Concourse D/E Ambiance - Design Only	\$ 7	Design Underway
MAA7775	ARFF Airfield Access Road	\$ 165	Study Underway
MAA9588	Conc AB Enabling - LL Road Improvements	\$ 550	Design Underway
MAAPRJ000154	Terminal Upper Level Crosswalk Phase 2 - Design Only	\$ 60	Study Underway
MAAPRJ000155	Long Term Lot B Pavement Rehab - Design Only	\$ 113	Study Underway
MAAPRJ000170	BGE Airport Feeder and Substation Upgrades	\$ 976	Study Underway
MAAPRJ000171	Security Overlooks	\$ 9	Study Underway
MAAPRJ000172	Human Resources Interview Room - DE Only	\$ 1	Study Underway
MAAPRJ000173	Building 137 Restroom Renovation - DE Only	\$ 1	Study Underway
MAAPRJ000174	Terminal Flooring - DE Only	\$ 24	Study Underway
MAAPRJ000175	SCADA - DE Only	\$ 4	Study Underway
MAAPRJ000176	TSA Checkpoints BC and DE Sun Glare Study - DE Only	\$ 35	Study Underway
GIS			
MAA2040	Airport Project Administration System (AirPass)	\$ 3,496	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
GIS			
MAA2079	Security and Life Safety Systems CAD Update	\$ 894	Ongoing
MAA2085	Prof Services GIS, SUE and Eng Data Part I - SV 17-003	\$ 1,892	Ongoing
MAA2086	Prof Services GIS, SUE and Eng Data Part II - SV17-014	\$ 364	Ongoing
MAA2222	MDOT Asset Management	\$ 529	Underway
MAA7600	Facility Management Program	\$ 1,617	Ongoing
MTN Facilities			
MAA2332	MTN Snow Equip Storage Building	\$ 2,442	Under Construction
MAAPRJ000213	MTN Hangar Storm Damage Repair	\$ 1,390	Design Underway
MAAPRJ000216	MTN EQ - ATCT Radio Replacements	\$ 112	Design Underway
Noise Support			
MAA2306	MTN Airport Noise Zone	\$ 208	Concepts Underway
MAA2307	BWI Part 150 / Airport Noise Zone Update	\$ 1,950	Concepts Underway
MAA2309	BWI Community Roundtable	\$ 327	Underway
Operating Facilities			
MAA1931	Hrly Garage Parking Guidance System Upgrade - Design Only	\$ 3,933	Design Underway
MAA2211	RTR Relocation	\$ 6,302	Design Underway
MAA2226	BWI Erosion - Non Movement Area	\$ 959	Completed
MAA2227	BWI Erosion - Movement Area	\$ 1,346	Completed
MAA2333	Hourly Garage Storm Water Pump Station Repl	\$ 2,224	Under Construction
MAA2342	Hourly Garage Level 6 Pedestrian Ramp Repair	\$ 372	Underway
Pavement Mgmt - BWI Airside			
MAA2356	Taxiway T2 Connector (TW F Reloc EB75)	\$ 8,729	Under Construction
MAA2357	Taxiway T Electrical Replacement	\$ 602	Completed
MAAPRJ000177	Runway 15R-33L Pavement Rehab	\$ 1,980	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

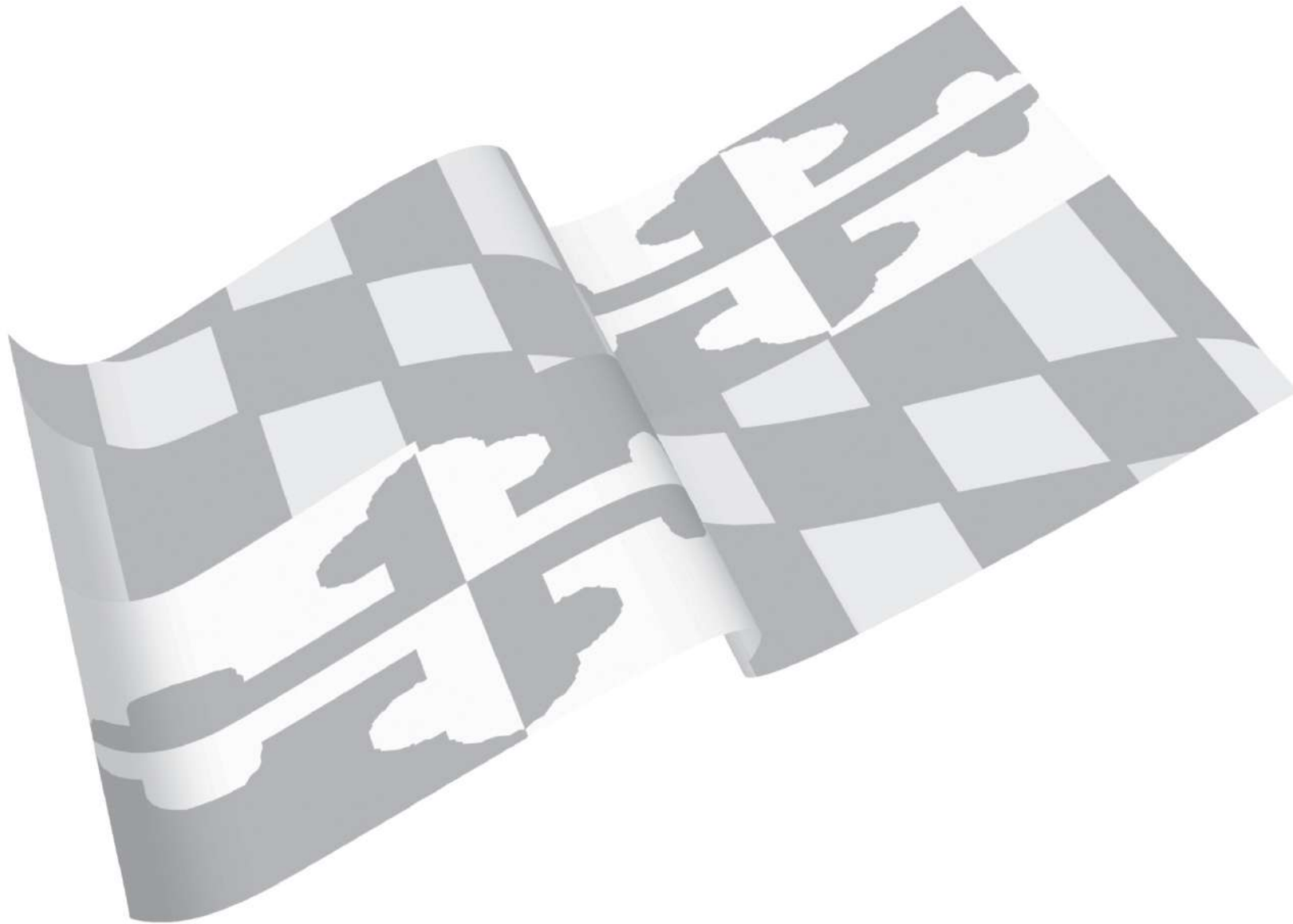
MARYLAND AVIATION ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Pavement Mgmt -BWI Landside</u>			
MAA2330	LL Roadway Curbside & Column Marking	\$ 116	Underway
MAA2338	ARFF Road Rehabilitation	\$ 1,054	Completed
MAA2341	Employee Parking Lot Sidewalk Repair	\$ 153	Underway
MAA2353	Long Term Parking Lot A Culvert Rplmt	\$ 1,758	Under Construction
<u>Planning</u>			
1486	Comprehensive Regional Air Passenger Survey	\$ 788	FY 2023
MAA2216	C/D Connector Study	\$ 1,437	Concepts Underway
MAAPRJ000181	MD Aviation System Plan Update	\$ 337	Underway
<u>Pre-Construction Project Env, Plan, Eng</u>			
MAA1943	Pavement Management BWI/MTN AE13-001	\$ 2,752	Ongoing
<u>Protective Land Acquisition</u>			
MAA1137	Protective Land Acquisition	\$ 13,938	Underway
<u>Real Estate Services</u>			
MAA7810	10-01 RPZ Property Acquisition	\$ 560	Underway
<u>Security</u>			
MAA2028	Concourse A/B Anti-Backflow Improvments	\$ 863	Completed
<u>Terminal Facilities</u>			
MAA1939	BWI New Air Traffic Control Tower	\$ 1,898	Concepts Underway
MAA2329	D/E Concourse Patio & Storage Room Impv	\$ 827	Under Construction
MAA2335	Concourse E Existing Gate Transition Buildings	\$ 3,257	Completed
MAA2355	Concourse D/E Transition Ramp	\$ 105	Under Construction
MAA9595	Conc A/B Enabling - Mezzanine Renov	\$ 4,406	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND AVIATION ADMINISTRATION - LINE 17

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Terminal Facilities			
MAA9596	Terminal AB 737-800 Modifications	\$ 3,158	Completed
MAAPRJ000159	Concourse A Enabling Chilled Water Pipe Mod	\$ 490	Completed
MAAPRJ000215	BGE Ph 1 - S Substation Transformer T1 Repl	\$ 2,000	Design Underway
Vehicles and Equipment			
MAA2067	Snow Equip Repl - Tandum Dump #9834	\$ 156	Completed
MAA2198	BWI Mobile Lounge Refurbishment	\$ 1,805	Underway
MAA2202	MTN Equip Repl - Tug	\$ -	Completed
MAA2205	ARFF Silver Gear Replacement	\$ -	Study Underway
MAA2224	MTN Equipment Replacement FY 2020	\$ 656	Underway
MAA2225	BWI Equip Replacement FY 2020	\$ 1,846	Underway
MAA2230	BWI Equip Replacement FY 2021	\$ 1,871	Underway
MAA2231	MTN Equipment Replacement FY 2021	\$ 759	Underway
MAA2232	AED Defibrulators Replacement	\$ 288	Underway
MAAPRJ000160	BWI Equipment - Runway Surface Friction Tester	\$ 184	Underway
MAAPRJ000178	BWI Equipment Replacement - FY2022	\$ 1,948	FY 2022
MAAPRJ000179	MTN Equipment Replacement - FY2022	\$ 833	FY 2022



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

**MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	142.9	174.3	179.7	149.5	114.8	40.8	801.9
System Preservation Minor Projects	31.1	21.6	18.0	50.5	44.4	54.7	220.3
<u>Development & Evaluation Program</u>							
	2.1	1.8	1.6	0.4	0.4	1.0	7.3
SUBTOTAL	176.0	197.7	199.3	200.4	159.6	96.5	1,029.6
<u>Capital Salaries, Wages & Other Costs</u>							
	4.9	4.9	5.0	5.0	5.0	5.0	29.8
TOTAL	180.9	202.6	204.3	205.4	164.6	101.5	1,059.3
Special Funds	128.0	102.7	92.3	103.1	112.6	101.5	640.1
Federal Funds	13.7	44.3	33.0	31.5	30.0	-	152.5
Other Funds	39.2	55.6	79.0	70.8	22.0	-	266.6

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion, South Cell, of the site is open for passive recreation, and MDOT MPA is coordinating with the Department of Natural Resources on the development of the northern portion for wildlife habitat.

PURPOSE & NEED SUMMARY STATEMENT: During its operational life, Hart Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the redevelopment of the site for public and ecological benefit.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Dredge Material Placement Monitoring -- Line 2 Dredged Material Program -- Line 14

EXPLANATION: The dredged material placed in the Hart Miller Island facility was collected from Harbor and Bay channels and berths. The placement of this material at Hart-Miller Island allowed vessels to transport cargo to and from the Port of Baltimore.

STATUS: The facility ceased in-flow operations December 31, 2009. Maintenance and monitoring will continue until the North Cell is developed.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,604	7,604	54	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	100,120	82,647	2,762	2,973	2,500	3,000	3,000	3,000	3,000	17,473	0
Total	107,724	90,251	2,816	2,973	2,500	3,000	3,000	3,000	3,000	17,473	0
Federal-Aid										0	
Special	107,724	90,251	2,816	2,973	2,500	3,000	3,000	3,000	3,000	17,473	0
Other										0	

5002, 5003, 5004



PROJECT: Dredged Material Placement and Monitoring

DESCRIPTION: This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore. Costs associated with this program enable design and construction of containment sites, monitoring during and after placement, site operations at dredged material facilities, and innovative and beneficial reuse of dredged material.

PURPOSE & NEED SUMMARY STATEMENT: The Governor’s Strategic Plan for Dredged Material Management identifies either specific sites and projects, or types of sites and projects for future dredged material placement. This program funds the development, construction and monitoring of selected dredged material management sites and projects to maintain the navigation channels that help the Port remain competitive and increase economic development.

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

ASSOCIATED IMPROVEMENTS:
 Hart Miller Island Related Projects - Line 1, Dredged Material Management Program - Line 11, Cox Creek Dredged Material Containment Facility - Line 8, Innovative Use of Dredged Material - Line 13, Mid-Chesapeake Bay Island Restoration Project - Line 14, Poplar Island - Line 15

STATUS: MDOT MPA continues to evaluate alternative dredged material placement sites and options. The Masonville and Cox Creek Dredged Material Containment Facilities and the Poplar Island Ecosystem Restoration project are accepting dredged material.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$265.3 million decrease in State funding due to reduced revenues from COVID-19 pandemic as well as projects being reallocated to other PIFs. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support. The largest project change was the \$81M deferral for the expansion of the Masonville Dredge Placement Facility.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
Planning	50,661	40,273	3,318	1,478	600	1,864	1,296	950	4,200	10,388	0
Engineering	40,334	16,228	3,198	5,658	4,950	6,032	2,466	2,500	2,500	24,106	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	293,670	256,096	12,253	12,674	12,900	3,000	3,000	3,000	3,000	37,574	0
Total	384,665	312,598	18,770	19,809	18,450	10,896	6,762	6,450	9,700	72,067	0
Federal-Aid	21,758	6,059	161	5,799	9,900	0	0	0	0	15,699	0
Special	362,907	306,539	18,609	14,010	8,550	10,896	6,762	6,450	9,700	56,368	0
Other										0	

5206, 5232, 5235, 5237, 5245, 5246, 5260, 5401, 5418, 5419, 5420, 5425, 5426, 5427, 5421, 5422, 5423



PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase III (Berth 3)

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. Phase II funded Berth 4 reconstruction; Phase III will fund Berth 3 reconstruction.

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are too distant from the warehouses and automobile lots.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Funding of this project allows vessels with deeper drafts to make calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

STATUS: Construction for Phase I (Berths 5 & 6) was completed in December 2006 and Phase II construction (Berth 4) was completed in November 2016. Phase III (Berth 3) is scheduled to begin during FY21.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
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	34,000	0	0	8,300	10,300	14,300	1,100	0	0	34,000	0
Total	34,000	0	0	8,300	10,300	14,300	1,100	0	0	34,000	0
Federal-Aid										0	
Special	34,000	0	0	8,300	10,300	14,300	1,100	0	0	34,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$19.9M decrease due to the deletion of a completed project.



PROJECT: Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements

DESCRIPTION: Phase One will improve Seagirt Marine Terminal Berth 3 which will provide a second 50-foot deep berth at the Seagirt Marine Terminal (SMT). Phase Two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT is required to remain competitive. As the world's fleet evolved to larger ships. This project also leverages third party funds of approximately \$18.4M

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Having a second deep water berth at Seagirt will allow more frequent calls from the large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1950 direct, induced and indirect jobs resulting in an increase of \$195 million in Total Economic activity.

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements (Line 15)

STATUS: MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6M grant BUILD grant through USDOT - MARAD.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
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	33,964	0	0	30,525	3,439	0	0	0	0	33,964	0	
Total	33,964	0	0	30,525	3,439	0	0	0	0	33,964	0	
Federal-Aid	6,555	0	0	5,867	688	0	0	0	0	6,555	0	
Special	9,000	0	0	9,000	0	0	0	0	0	9,000	0	
Other	18,409	0	0	15,658	2,751	0	0	0	0	18,409	0	

5251, This includes funding from Ports America Chesapeake in the amount of \$18.4M. 5251



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. Recent projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; expanded Customs and Border Protection inspection area and erecting a new cruise entrance which will improve vehicular circulation

PURPOSE & NEED SUMMARY STATEMENT: This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

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

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

ASSOCIATED IMPROVEMENTS:
None

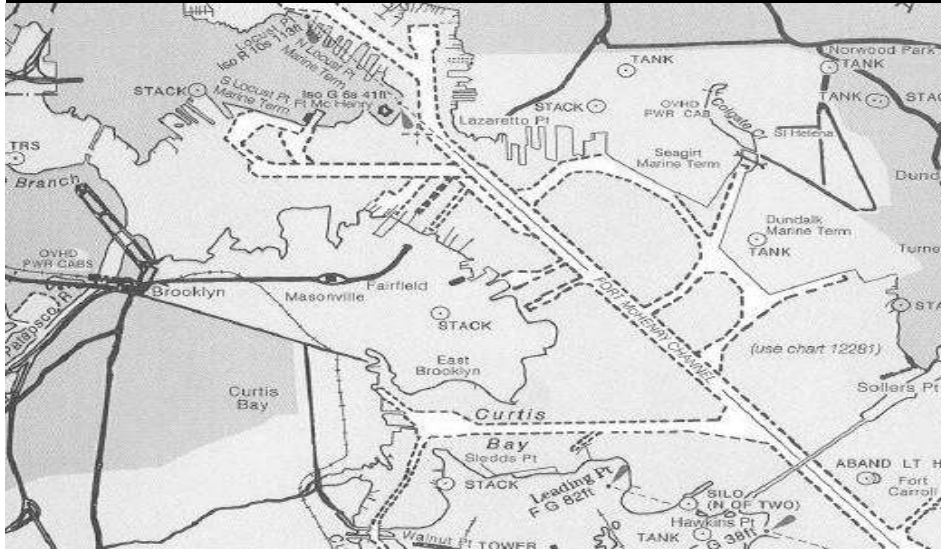
EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

POTENTIAL FUNDING SOURCE:													
	<input checked="" type="checkbox"/> SPECIAL										<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY							
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
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	7,987	7,951	438	35	0	0	0	0	0	35	0		
Total	7,987	7,951	438	35	0	0	0	0	0	35	0		
Federal-Aid										0			
Special	7,987	7,951	438	35	0	0	0	0	0	35	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

1615, 1616, 1635, 1638, 1640, 1641, 1644, 1645, 1655



PROJECT: Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land adjacent to or in the vicinity of existing marine terminals at the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The desired parcels will allow for greater capacity at existing terminals and will be used to store autos and RoRo equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Purchase of property adjacent to the existing terminal allows the MPA to increase cargo activity in the Port of Baltimore. The increased activity will have a positive impact on local and state jobs.

- 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

ASSOCIATED IMPROVEMENTS:
None

STATUS: In FY17, MPA acquired a substantial parcel of land at Point Breeze

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR			
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	84,928	84,928	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	84,928	84,928	0	0	0	0	0	0	0	0	0	
Federal-Aid										0		
Special	84,928	84,928	0	0	0	0	0	0	0	0	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$5M in State funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: After years of COPR investigations, and submission of a Corrective Measures Alternative Analysis (CMAA), MDE directed MPA and Honeywell to implement enhanced isolation and containment of the COPR at Dundalk Marine Terminal (DMT). This requires relining storm drains in the COPR areas and installing enhanced long-term monitoring and maintenance of the site.

PURPOSE & NEED SUMMARY STATEMENT: Originally chromium was believed to be good fill material; unfortunately, it is now known that a large portion of the chromium at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the chromium remediation. The CMAA was approved by MDE in July 2012.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
None

EXPLANATION: Remediation of the affective areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measures will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

STATUS: The Corrective Measures Alternative Analysis was approved by Maryland Department of the Environment in July 2012. Corrective actions are underway.

POTENTIAL FUNDING SOURCE:													
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
Planning	734	584	15	25	25	25	25	25	25	150	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	70,121	49,670	3,479	3,565	3,286	3,400	3,400	3,400	3,400	20,451	0		
Total	70,855	50,254	3,494	3,590	3,311	3,425	3,425	3,425	3,425	20,601	0		
Federal-Aid	15	15	0	0	0	0	0	0	0	0	0		
Special	70,840	50,239	3,494	3,590	3,311	3,425	3,425	3,425	3,425	20,601	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
Decrease of \$2.9M due to reduced cost estimates



PROJECT: Cox Creek Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Cox Creek Dredged Material Containment Facility (DMCF) is an existing 144-acre dredged material placement site located in Anne Arundel County. The footprint of the DMCF is being expanded into the adjacent 93-acre upland area owned by MDOT MPA. The expansion will increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State’s 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing DMCF are also being raised as part of the expansion.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State’s DMMP. Expansion and raising of the existing dikes at Cox Creek are necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

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

ASSOCIATED IMPROVEMENTS:
None

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The placement of this material at Cox Creek allows vehicles to transport cargo to and from the Port of Baltimore

STATUS: Construction of the foundation for the dike raising will commence this year and engineering designs for the dike raising are currently being completed. Dredged material placement is planned to continue during the construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	215,227	114,117	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Total	223,853	122,743	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Federal-Aid										0	
Special	223,853	122,743	28,132	39,178	7,389	6,000	6,043	5,000	5,000	68,610	32,500
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$17.6M in State funding for expansion of Cox Creek has been deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

DESCRIPTION: The project consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast. The project was added to the CTP following the September 2019 INFRA award from the US Department of Transportation

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel with allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

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

ASSOCIATED IMPROVEMENTS:
None

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The project will create double-stack rail access to and from the Port of Baltimore which will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner with minimal impact to the public and the environment.

STATUS: MDOT MPA is working with CSX and the Federal Railroad Administration to complete pre-construction activities such as NEPA approval, engineering and permitting in 2020. Construction is expected to begin in 2021.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				YEAR TOTAL	TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	4,500	2,500	0	2,000	0	0	0	0	0	2,000	0	
Engineering	8,000	0	0	8,000	0	0	0	0	0	8,000	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	453,500	22,500	0	12,500	115,000	125,000	105,000	73,500	0	431,000	0	
Total	466,000	25,000	0	22,500	115,000	125,000	105,000	73,500	0	441,000	0	
Federal-Aid	128,000	0	0	0	33,500	33,000	31,500	30,000	0	128,000	0	
Special	68,000	0	0	0	30,000	13,500	3,000	21,500	0	68,000	0	
Other	270,000	25,000	0	22,500	51,500	78,500	70,500	22,000	0	245,000	0	

MPA000177



PROJECT: Hawkins Point Algal Flow Way TMDL

DESCRIPTION: To Construct an Algal Flow-way (AFW) at Hawkins Point. The AFW is a best management practice for treating stormwater. We will receive credits as if we are treating stormwater on one of the cargo terminals. The AFW removes Nitrogen, Phosphorus and Sediment by growing algae and using the water from the Patapsco River. The algae uses the nutrients from the river to grow, and thus, removes the unwanted nutrients from the water system. The algae is then removed and disposed of at a landfill.

PURPOSE & NEED SUMMARY STATEMENT: A Condition of our Permit that requires that we comply with our Water Discharge Permit, for treating water quality. The conditions state that we must have the work completed prior to 2025, which includes design and construction.

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

ASSOCIATED IMPROVEMENTS:

EXPLANATION: This is in response to the Presidential Executive Order to improve the water quality of the Chesapeake Bay by 2025. Maryland Department of the Environment has put Bay restoration requirements in stormwater discharge permits. The MPA is required to treat 20% of the impervious surfaces. This funding will allow MPA to stay in compliance with MDE permits and to help improve the health of the Bay.

STATUS: We have completed the 30% design of the HP AFT

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
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	4,000	0	0	0	0	0	0	4,000	0	4,000	0
Total	4,000	0	0	0	0	0	0	4,000	0	4,000	0
Federal-Aid										0	
Special	4,000	0	0	0	0	0	0	4,000	0	4,000	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the Construction Program



PROJECT: Innovative Use of Dredged Material

DESCRIPTION: MPA continues to implement the Innovative Reuse and Beneficial Use Strategy to advance the reuse of dredged material from channels serving the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The Dredged Material Management Act of 2001 (DMMA) established the Dredged Material Management Program (DMMP) and the DMMP Executive Committee to ensure that the federal navigation channels in the Chesapeake Bay and Baltimore Harbor remain open for waterborne commerce and to provide oversight and guidance over the Port of Baltimore's dredging needs through a rolling 20-year capacity and placement plan. Further, DMMA prioritizes beneficial use and innovative reuse alternatives over traditional dredged material placement methods. Solutions that can reuse dredged material extend the placement capacity at the Port of Baltimore's dredged material placement sites.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Dredged Material Placement Monitoring - Line 2 Dredged Material Program - Line 14

EXPLANATION: This project provides enhanced dredge placement capacity as well as environmental benefits.

STATUS: MDOT MPA continues to explore and test new methods to reuse dredged material from the Port of Baltimore harbor channels.

POTENTIAL FUNDING SOURCE:											
	<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	11,876	2,430	607	926	2,010	1,676	820	1,857	2,157	9,446	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	2,700	110	47	1,484	845	181	80	0	0	2,590	0
Total	14,576	2,540	654	2,410	2,855	1,857	900	1,857	2,157	12,036	0
Federal-Aid										0	
Special	14,576	2,540	654	2,410	2,855	1,857	900	1,857	2,157	12,036	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: This project was broken out and separated from the Dredged Material Placement and Monitoring project.



PROJECT: Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island

DESCRIPTION: The Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island is an international model for the beneficial use of dredged material restoring remote island habitat in the mid-Chesapeake Bay. In 1996, only five acres remained of the 1,140 acres that were documented in 1847. MDOT MPA working with the US Army Corp of Engineers began restoring Poplar Island in the 1990s. In 2017, an expansion project began to increase the site's placement capacity and create 1,715 acres of restored habitat consisting of 777 acres of tidal wetlands, 828 acres of upland habitat, open water ponds, and a 110-acre open water embayment. This project is cost shared with US Army Corp of Engineers and the money shown here is just the state contribution.

PURPOSE & NEED SUMMARY STATEMENT: Poplar Island receives approximately 2 million cubic yards of dredged material, drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels. This capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The placement of this material at the Paul S. Sarbanes Ecosystem Restoration Project at Poplar Island allows vessels to transport cargo to and from the Port of Baltimore and restores lost habitat due to sea level rise and erosion.

ASSOCIATED IMPROVEMENTS:

Dredge Material Placement Monitoring -- Line 2 Dredged Material Program -- Line 14

STATUS: The Paul S. Sarbanes Ecosystem Project at Poplar Island continues to accept dredged material placement.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17,459	12,840	1,303	1,453	1,100	1,100	466	500	0	4,619	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	191,775	133,350	5,903	5,726	7,241	10,686	16,472	8,800	9,500	58,425	0
Total	209,234	146,190	7,206	7,179	8,341	11,786	16,938	9,300	9,500	63,044	0
Federal-Aid										0	
Special	209,234	146,190	7,206	7,179	8,341	11,786	16,938	9,300	9,500	63,044	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: This project was broken out and separated from the Dredged Material Placement and Monitoring project.



PROJECT: Mid-Chesapeake Bay Island Ecosystem Restoration Project

DESCRIPTION: The Mid-Chesapeake Bay Island Ecosystem Restoration Project (Mid-Bay Project) will restore two eroding Chesapeake Bay islands, James and Barren, providing long term capacity for sediment removed from the shipping channels serving the Chesapeake Bay. This project will restore of 2,000 acres of important, scarce remote island habitat, both upland and wetlands, and provide shoreline protection from erosion by reducing wave energy. This project is cost shared with US Army Corp of Engineers and the money shown here is just the state contribution.

PURPOSE & NEED SUMMARY STATEMENT: The Mid-Bay project will be used to place dredged material drawn from the approach channels to the Baltimore Harbor and C&D Canal's southern approach channels as Poplar Island reaches its capacity. This new capacity allows the Port of Baltimore to maintain its channels to their authorized depths and allow safe passage of cargo ships entering and leaving the Port of Baltimore. This project is part of the Governor's Strategic Plan for Dredged Material Management that identifies either specific sites and projects, or types of sites and projects for future dredged material placement.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

ASSOCIATED IMPROVEMENTS:

Dredged Material Placement Monitoring - Line 2 Dredged Material Program - Line 14

EXPLANATION: The placement of material at the Mid-Chesapeake Bay Island Ecosystem Restoration Project will allow vessels to transport cargo to and from the Port of Baltimore and will restore lost habitat due to sea level rise and erosion.

STATUS: This project is currently in the engineering and design phase of the project.

POTENTIAL FUNDING SOURCE:													
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	5,935	1,993	1,993	3,895	47	0	0	0	0	3,942	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	28,472	0	0	0	2,472	3,400	6,300	8,300	8,000	28,472	0		
Total	34,407	1,993	1,993	3,895	2,519	3,400	6,300	8,300	8,000	32,414	0		
Federal-Aid										0			
Special	34,407	1,993	1,993	3,895	2,519	3,400	6,300	8,300	8,000	32,414	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: This project was broken out and separated from the Dredged Material Placement and Monitoring project.



PROJECT: Dredged Material Management Program

DESCRIPTION: This project conducts detailed studies with the US Army Corps of Engineers to identify and assess potential dredged material placement sites consistent with Maryland’s Dredged Material Management program emphasizing beneficial uses of dredged material for projects such as island and shoreline restoration..

PURPOSE & NEED SUMMARY STATEMENT: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredged material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

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

ASSOCIATED IMPROVEMENTS:
 Hart Miller Island Related Projects - Line 1, Dredge Material Placement and Monitoring - Line 2, Cox Creek Dredged Material Containment Facility - Line 8, Innovative Use of Dredged Material - Line 11, Mid-Chesapeake Bay Island Restoration Project - Line 13, Poplar Island - Line 12

STATUS: Feasibility Studies are Underway

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	9,421	7,455	599	396	500	570	0	0	500	1,966	0
Engineering	8,301	7,274	381	403	388	136	0	0	100	1,027	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	50,358	47,554	2,000	804	400	400	400	400	400	2,804	0
Total	68,080	62,282	2,979	1,603	1,288	1,106	400	400	1,000	5,797	0
Federal-Aid										0	
Special	68,080	62,282	2,979	1,603	1,288	1,106	400	400	1,000	5,797	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: This program decreased by \$39 M to reduced revenues from COVID-19 pandemic as well as projects being reallocated to other PIFs. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.



PROJECT: Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

DESCRIPTION: This is phase two of the Seagirt Modernization project. Phase two widens and deepens the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consisted of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3..

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East coast ports by improving access to Seagirt Marine Terminal. This will also improve safety for ships entering and exiting the Seagirt Marine Terminal

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

ASSOCIATED IMPROVEMENTS:
 Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements-(Line 4)

STATUS: Studies are underway to widen and deepen the channel to Seagirt Marine Terminal.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased \$30.8M due to elimination of balance to complete. \$1.5M increase in funding added to augment the study.

POTENTIAL FUNDING SOURCE:														
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER														
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2023...	...2024...	...2025...			...2026...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0	0		
Engineering	1,500	0	0	500	500	500	0	0	0	1,500	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1,500	0	0	500	500	500	0	0	0	1,500	0	0		
Federal-Aid											0			
Special	1,500	0	0	500	500	500	0	0	0	1,500	0	0		
Other											0			

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 16

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Agency Wide Building Repairs</u>			
MPA1854	Agency Wide Facility Improvements	\$ 11,330	Underway
<u>Agency Wide Utility Upgrades Program</u>			
MPA1837	Agency Wide Utility Installation	\$ 14,168	Underway
<u>All Terminals</u>			
MPA1829	EPC Capital Projects	\$ 4,482	Completed
<u>Comprehensive Paving Program</u>			
MPA1842	Agency Wide Paving Repairs	\$ 15,991	Underway
<u>Information Systems Division</u>			
MPA3124	CTIPP Equipment	\$ 5,284	Ongoing
<u>Landside - Security Enhancements</u>			
MPA1779	CCTV Camera EOL Replacement	\$ 650	FY 2021
MPA1791	Port Security Grant Program 2019	\$ 943	Underway
MPA1912	DMT POV Gate Upgrade	\$ 720	Underway
MPA1940	Security Systems Integration	\$ 524	Completed
<u>Landside - WTC Preservation</u>			
MPA3107	WTC Property Management	\$ 22,650	Underway
<u>Landside Facility and Capital Equipment</u>			
MPA1140	Facility Inventory Control Bldg, Demo Bldg 91C	\$ 7,036	Completed
MPA3106	Railroad Inspection and Construction	\$ 7,645	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

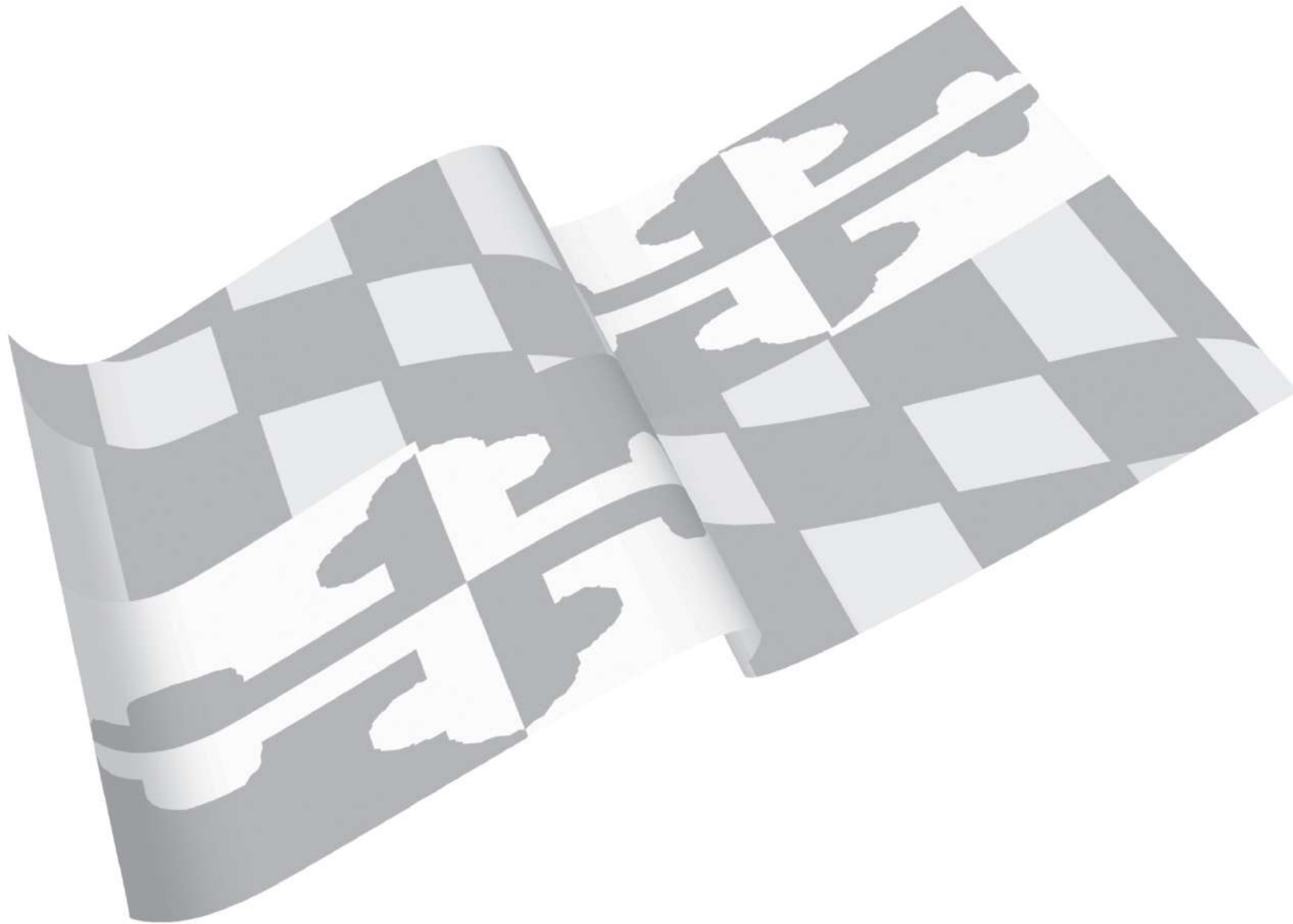
MARYLAND PORT ADMINISTRATION - LINE 16

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Landside Major Projects</u>			
MPA2714	Kurt Iron Slip Stormwater management	\$ 6,200	Deferred
MPA3167	DMT Berth 11 & 12 Deck and Beam Replacement	\$ 17,059	Completed
<u>Landside Minor Projects</u>			
MPA1648	Paving the Fruit Slip	\$ 3,072	Underway
MPA1659	Pier 10 Stabilization	\$ 2,412	Underway
<u>Landside Studies and Open Ended Contracts</u>			
MPA1275	Portwide Engineering and Design M&N	\$ 5,664	Ongoing
MPA1276	Portwide Engineering and Design JMT	\$ 6,000	Ongoing
MPA1277	Portwide engineering and Design FY 16 WBCM	\$ 6,000	Ongoing
MPA1278	Portwide Engineering & Design FY 16 STV	\$ 3,000	Ongoing
MPA1279	Portwide Engineering and Design FY 16 WRA	\$ 3,000	Ongoing
MPA1281	CMI FY 18 - FY 23	\$ 7,000	Underway
MPA1286	Portwide Engineering and Design Contracts	\$ 40,957	Underway
<u>Landside System Preservation</u>			
MPA3212	Broening Highway Project Support	\$ 2,000	Underway
<u>Safety, Environment and Risk Management (SERM)</u>			
MPA1400	Environmental Remediation	\$ 643	Underway
MPA1707	Hawkins Point O&M	\$ 15,575	Ongoing
MPA1951	Mercedes Pond Rehabilitation -TMDL	\$ 755	Underway
MPA1952	City Zoo TMDL project	\$ 684	Completed
MPA1953	TMDL Project Arlington Echo	\$ 28	Completed
MPA1961	Low Emission Vehicles Upgrade (VW Settlement)	\$ 3,420	Underway
<u>Waterfront Structures Program</u>			
MPA1839	Agency Wide Berth Substructure Repairs IV	\$ 9,869	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND PORT ADMINISTRATION - LINE 16

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Waterfront Structures Program			
MPA1865	Agency Wide Substructure Repair	\$ 8,000	Ongoing



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	546.0	518.7	375.8	340.8	248.8	177.6	2,207.7
System Preservation Minor Projects	81.5	84.7	60.4	176.4	211.8	182.7	797.5
<u>Development & Evaluation Program</u>	6.4	4.5	9.2	6.3	17.8	2.1	46.3
SUBTOTAL	633.9	607.9	445.4	523.5	478.5	362.4	3,051.5
<u>Capital Salaries, Wages & Other Costs</u>	12.1	12.5	13.0	14.0	14.0	15.0	80.6
TOTAL	646.0	620.4	458.4	537.5	492.5	377.4	3,132.0
Special Funds	127.6	16.3	228.8	315.1	302.4	210.5	1,200.8
Federal Funds	449.8	512.8	213.8	222.1	190.0	166.9	1,755.4
Other Funds	68.6	91.2	15.8	0.3	-	-	175.9

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition, and construction of maintenance, layover, and storage facilities. Includes design and acquisition of property at MARC Martin State Airport facility for future development and the acquisition and construction of a heavy maintenance building at the Riverside.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed maintenance facility for the MARC fleet as well as real estate for future development required to store MARC trainsets. The storage facility upgrades will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

STATUS: Design of Martin State Airport storage tracks complete. Acquisition of the Riverside Yard was completed in FY 20. Design is underway for the construction of a new heavy maintenance building at the Riverside location.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$5.0M due to updated construction cost estimates for the MARC Riverside Heavy Maintenance Building.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				YEAR TOTAL	TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY						
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...			
Planning	926	894	0	32	0	0	0	0	0	32	0	
Engineering	9,669	4,735	2,384	3,186	1,748	0	0	0	0	4,934	0	
Right-of-way	21,123	21,118	20,749	5	0	0	0	0	0	5	0	
Utility	23	0	0	23	0	0	0	0	0	23	0	
Construction	70,169	642	636	12,563	40,054	16,037	874	0	0	69,528	0	
Total	101,911	27,389	23,769	15,809	41,802	16,037	874	0	0	74,522	0	
Federal-Aid	79,511	20,107	18,900	13,605	33,040	12,128	632	0	0	59,404	0	
Special	21,400	7,282	4,869	2,163	8,360	3,419	175	(0)	0	14,118	0	
Other	1,000	0	0	41	402	490	67	0	0	1,000	0	

1177, 1217, 1545, 1572



PROJECT: MARC Improvements on Camden, Brunswick, and Penn Lines

DESCRIPTION: Ongoing improvement program of the MARC Camden, Brunswick, and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak construction agreements. CSX efforts include projects such as interlocking replacements and other track improvements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station, interlocking work, and other track improvements.

PURPOSE & NEED SUMMARY STATEMENT: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Projects such as interlocking replacements and platform improvements are needed to keep the system in a state of good repair.

STATUS: Replacement of Carroll and W. Baltimore/Lansdowne interlockings will be completed in FY 21. Upgrades to the signals at Greenbelt will be completed in FY 21. Improvements to the Jessup yard will be completed in FY 22. Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$22.1M due to the addition of FY 26 and miscellaneous preservation program adjustments.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,098	5,783	42	315	0	0	0	0	0	315	0
Right-of-way	1,684	1,607	0	76	0	0	0	0	0	76	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	456,168	262,584	28,802	31,949	33,439	26,203	27,073	51,309	23,612	193,585	0
Total	463,950	269,973	28,844	32,341	33,439	26,203	27,073	51,309	23,612	193,977	0
Federal-Aid	362,836	206,708	18,821	23,834	26,214	20,962	21,658	41,047	22,412	156,128	0
Special	101,113	63,265	10,023	8,506	7,225	5,241	5,415	10,262	1,200	37,848	0
Other										0	

0183, 0687, 1460, 1544, 1571



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, the overhaul of MARC IV railcars and truck components, and the overhaul or replacement of 60 MARC multi-level railcars.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: This project includes railcar purchases and overhauls of MARC coaches to refurbish and update mechanical systems, car bodies, and truck components.

STATUS: Overhaul of 63 MARC III coaches is underway. Seven overhauled coaches are operating in revenue service with all coaches anticipated to be overhauled by FY 22.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,098	598	0	0	0	0	0	250	1,250	1,500	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	68,336	24,104	3,632	12,662	14,441	4,829	12,300	0	0	44,232	0
Total	70,434	24,702	3,632	12,662	14,441	4,829	12,300	250	1,250	45,732	0
Federal-Aid	55,381	19,731	2,731	10,129	10,617	3,863	9,840	200	1,000	35,650	0
Special	15,053	4,971	901	2,532	3,824	966	2,460	50	250	10,082	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost was reduced by \$160.9M due to the completion of the 54 MARC IV multi-level coaches procurement project.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Overhaul eight diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives.

PURPOSE & NEED SUMMARY STATEMENT: Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally-mandated maintenance regulations. Replacement diesel locomotives have higher horsepower and meet EPA air quality emissions standards.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Locomotive overhauls and replacements are needed to maintain a state of good repair.

STATUS: The first two of six overhauled GP-39 locomotives are expected to deliver in FY 21.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				TOTAL		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,250	1,296	1	454	0	0	0	0	500	954	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	86,619	1,769	(934)	5,308	5,873	13,329	15,350	22,495	22,495	84,850	0	0
Total	88,869	3,065	(933)	5,763	5,873	13,329	15,350	22,495	22,995	85,805	0	0
Federal-Aid	70,030	1,284	451	4,719	4,699	10,657	12,280	17,996	18,396	68,746	0	0
Special	18,840	1,781	(1,384)	1,044	1,175	2,672	3,070	4,499	4,599	17,059	0	0
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$45.1M with the completion of the Diesel Locomotives procurement project, updated cost estimate to overhaul locomotives in the new Heavy Maintenance Building, the addition of FY 26, and miscellaneous adjustments to the preservation program.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

PURPOSE & NEED SUMMARY STATEMENT: PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Ensure the safe operation of MARC service.

STATUS: All MARC diesel locomotives and cab cars available for service are equipped with the Interoperable Electronic Train Management System and are operating PTC on all three MARC service lines (Penn/Camden/Brunswick).

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	742	141	117	601	0	0	0	0	0	601	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	36,033	31,595	1,920	4,438	0	0	0	0	0	4,438	0
Total	36,775	31,736	2,037	5,039	0	0	0	0	0	5,039	0
Federal-Aid	29,452	25,172	1,446	4,280	0	0	0	0	0	4,280	0
Special	7,323	6,564	591	759	0	0	0	0	0	759	0
Other										0	

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing station; including a more passenger-friendly station with additional seating.

PURPOSE & NEED SUMMARY STATEMENT: Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project includes inspection and repairs to garages as well as maintenance repairs and passenger improvements to the station.

STATUS: Construction of MARC BWI Station was substantially completed in FY 20, and the station is open for use. Punch list items will be completed in FY 21. Design for structural evaluation of the MARC BWI garage will commence in FY 21.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	3,955	2,646	0	354	0	0	430	225	300	1,309	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	13,380	9,569	1,406	791	0	0	145	175	2,700	3,811	0
Total	17,740	12,620	1,406	1,145	0	0	575	400	3,000	5,120	0
Federal-Aid	10,553	6,869	1,120	504	0	0	460	320	2,400	3,684	0
Special	7,187	5,751	286	641	0	0	115	80	600	1,436	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$3.3M for current and future BWI garage preservation efforts.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: MARC Camden Station Improvements

DESCRIPTION: Complete replacement of the temporary MARC Camden Station at Howard and Conway Streets, including indoor passenger waiting area and amenities, police substation, fiber and systems cabinets and conduit, bike racks, and a new brick and steel façade. The new station will also provide wayfinding/maps for connection to local trails and attractions.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure at MARC Camden Station was intended to be temporary when constructed over two decades ago. A new facility is needed to accommodate MARC Train riders with a permanent facility at the Camden Line's northern terminus, that is contextual with the historic Camden Yards campus.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Project includes replacement of a temporary facility to make it permanent and to compliment the surrounding architecture.

STATUS: Construction of MARC Camden Station was substantially completed in FY 20, and the station is open for use. Remaining construction items will be completed in FY 21.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,142	1,089	384	53	0	0	0	0	0	53	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	6,059	4,776	1,480	1,283	0	0	0	0	0	1,283	0
Total	7,201	5,865	1,864	1,336	0	0	0	0	0	1,336	0
Federal-Aid	4,161	3,055	1,039	1,106	0	0	0	0	0	1,106	0
Special	3,040	2,810	825	230	0	0	0	0	0	230	0
Other										0	

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.



PROJECT: Homeland Security

DESCRIPTION: Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MDOT MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MDOT MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

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

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: This project enhances MDOT MTA's systems, law enforcement resources, and physical infrastructure.

STATUS: Construction for FY 17, FY 18, and FY 19 Homeland Security grants are underway. The FY 16 grant completed in FY 2020.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	535	533	32	2	0	0	0	0	0	2	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	7,685	6,741	1,164	791	152	0	0	0	0	943	0
Total	8,219	7,274	1,196	792	152	0	0	0	0	944	0
Federal-Aid	7,797	6,972	1,070	672	153	0	0	0	0	825	0
Special	422	302	126	120	0	0	0	0	0	120	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Freight Rail Program

DESCRIPTION: The MDOT MTA Freight Rail program supports inspection, design, maintenance, and rehabilitation projects for State-owned freight rail lines, structures, and grade crossings. Projects include regular inspection and rehabilitation of freight railroad bridges in compliance with Federal regulations, grade crossing inspection and repair, and track improvements.

PURPOSE & NEED SUMMARY STATEMENT: Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines may also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding totaling \$15.9M was deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

USAGE:

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	21	21	0	0	0	0	0	0	0	0	0
Engineering	15,809	14,343	1,320	1,211	255	0	0	0	0	1,466	0
Right-of-way	344	66	63	278	0	0	0	0	0	278	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	40,076	36,848	2,338	270	2,958	0	0	0	0	3,228	0
Total	56,250	51,278	3,721	1,759	3,213	0	0	0	0	4,972	0
Federal-Aid	687	0	0	0	687	0	0	0	0	687	0
Special	55,477	51,278	3,721	1,759	2,440	0	0	0	0	4,199	0
Other	86	0	0	0	86	0	0	0	0	86	0

0212, 0213, 0590, 1625, 1661, 1662, 1663, 1737, 1744



PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of Light Rail vehicles. A 15-year inspection and overhaul of the major and sub-assemblies of the vehicles will be performed. The effort will also involve identifying and replacing obsolete parts to improve vehicle performance. Project also supports ongoing overhauls of systems to ensure reliability and safety.

PURPOSE & NEED SUMMARY STATEMENT: Major overhaul of the Light Rail vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Projects include an ongoing and major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

STATUS: MDOT MTA continues to receive overhauled vehicles for use in revenue service. This project is on track for completion in FY 23. Ongoing minor overhauls are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,051	3,154	0	347	0	0	250	200	100	897	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	207,970	138,738	18,449	19,900	17,502	28,555	275	2,600	400	69,232	0
Total	212,021	141,892	18,449	20,247	17,502	28,555	525	2,800	500	70,129	0
Federal-Aid	119,766	91,671	24,561	12,678	13,616	1,632	0	169	0	28,095	0
Special	92,255	50,221	(6,112)	7,569	3,886	26,923	525	2,631	500	42,034	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.



PROJECT: Howard Street Rail Replacement

DESCRIPTION: Full rehabilitation of the light rail tracks throughout Baltimore Central Business District (CBD) area from Camden Yards to Martin Luther King Boulevard. The project is approximately 1.2 miles along Howard Street.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability, availability, speed of transit service all along Howard Street, reduce ongoing maintenance costs and system failure.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project includes rail replacement to maintain a state of good repair.

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

ASSOCIATED IMPROVEMENTS:
Rail State of Good Repair - Line 12

STATUS: Design will be completed in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	777	800	213	(23)	0	0	0	0	0	(23)	0
Engineering	1,509	967	457	542	0	0	0	0	0	542	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	39,714	0	0	0	17,206	22,508	0	0	0	39,714	0
Total	42,000	1,767	670	519	17,206	22,508	0	0	0	40,233	0
Federal-Aid	21,299	0	0	0	13,103	8,196	0	0	0	21,299	0
Special	17,733	1,767	670	519	1,135	14,312	0	0	0	15,966	0
Other	2,968	0	0	0	2,968	0	0	0	0	2,968	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.



PROJECT: Rail State of Good Repair

DESCRIPTION: Funding to implement safety enhancements and improve Light Rail and Metro operations throughout the system. Projects include Maintenance of Way improvements such as grade crossing replacements and track repairs, cable replacement, and network upgrade/replacements.

PURPOSE & NEED SUMMARY STATEMENT: Repairs and replacements of equipment throughout the Light Rail and Metro systems are required to reduce system failures and improve reliability.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Howard Street Rail and Interlocking Replacement project - Line 11
 Metro Interlockings - Line 14

EXPLANATION: This project includes inspection and repairs to Light Rail and Metro to ensure safe and reliable service.

STATUS: Construction is underway for the cable replacement and maintenance of way preservation projects.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	221	221	0	0	0	0	0	0	0	0	0
Engineering	14,102	9,838	1,001	1,106	158	0	3,000	0	0	4,264	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	98,739	47,797	12,337	13,895	14,535	8,547	4,965	9,000	0	50,942	0
Total	113,062	57,856	13,338	15,002	14,693	8,547	7,965	9,000	0	55,207	0
Federal-Aid	16,496	3,113	2,866	1,970	3,213	0	1,000	7,200	0	13,383	0
Special	96,567	54,743	10,472	13,032	11,480	8,547	6,965	1,800	0	41,823	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$13.9M due to the merging of the Light Rail Safety Improvements and Metro Safety Improvements pages and the removal of the Rail Electrical Systems preservation project.

USAGE: In FY 19, Light Rail annual ridership exceeded 6.9 million and Metro annual ridership exceeded 7.2 million.



PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components.

PURPOSE & NEED SUMMARY STATEMENT: The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety. On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Metro Maintenance Facility Improvements - Line 15

EXPLANATION: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable service.

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,677	5,650	(33)	27	0	0	0	0	0	27	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	525,431	157,590	38,533	53,069	91,878	115,786	106,108	500	500	367,841	0
Total	531,108	163,240	38,500	53,096	91,878	115,786	106,108	500	500	367,868	0
Federal-Aid	392,423	116,052	30,384	41,378	72,893	86,409	75,691	0	0	276,371	0
Special	126,610	47,188	8,116	11,718	6,910	29,377	30,417	500	500	79,422	0
Other	12,075	0	0	0	12,075	0	0	0	0	12,075	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.



PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at Charles Center, State Center, Old Court, Milford Mill, Owings Mills, Rogers Avenue, Reisterstown Plaza, and the Northwest Yard.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
 Rail State of Good Repair - Line 12

EXPLANATION: Interlocking renewals are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

STATUS: Rehabilitation of the interlockings at Charles and State Center will be completed in FY 21. Design is underway for all remaining interlockings.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,133	9,160	1,177	974	0	0	0	0	0	974	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	67,621	24,722	2,856	13,351	9,334	5,114	15,100	0	0	42,899	0
Total	77,754	33,881	4,032	14,325	9,334	5,114	15,100	0	0	43,873	0
Federal-Aid	42,595	21,166	4,351	9,871	7,467	4,091	0	0	0	21,430	0
Special	35,159	12,716	(318)	4,453	1,867	1,023	15,100	0	(0)	22,443	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million



PROJECT: Metro Maintenance Facility Improvements

DESCRIPTION: Replace, upgrade, and install maintenance equipment in the Wabash Rail Shop to support the maintenance of new Metro vehicles while concurrently maintaining the old fleet throughout the transition.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Metro Railcar and Signal System Overhauls and Replacement - Line 13

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, preserve MDOT MTA assets that are beyond a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

STATUS: Design efforts underway with construction expected to begin in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,363	788	452	1,375	200	0	0	0	0	1,575	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	16,213	1	1	71	5,778	1,376	1,010	0	7,977	16,212	0
Total	18,576	788	452	1,447	5,978	1,376	1,010	0	7,977	17,788	0
Federal-Aid	14,600	476	423	1,157	4,683	1,101	800	0	6,382	14,124	0
Special	3,976	312	29	289	1,294	275	210	0	1,595	3,664	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$8.0M as a result of updated cost estimates.

USAGE: Metro annual ridership in FY 2019 exceeded 7.2 million.



PROJECT: Metro Station Rehabilitation and Lighting Program

DESCRIPTION: Rehabilitation of Metro stations. Work will include painting, surface finish upgrades, major plumbing repairs, equipment and lighting upgrades, signage upgrade to include next train arrival display, above ground station platform repairs, staircase repair/replacement, structural repairs, and water intrusion abatement.

PURPOSE & NEED SUMMARY STATEMENT: Station repairs/upgrades and equipment replacement are needed to stop leaks, increase energy efficiency, and extend the service life of Metro SubwayLink stations.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Rehabilitating Metro Stations and upgrading station lighting will increase safety and reliability for metro riders. Upgrades to current lighting will mitigate energy consumption.

STATUS: Construction to begin in FY 23.

POTENTIAL FUNDING SOURCE:														
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER														
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	FOR PLANNING PURPOSES ONLY					
									...2023...			...2024...	...2025...	...2026...
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	200	0	0	0	0	0	0	0	200	200	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	15,200	0	0	0	0	5,000	5,000	5,200	0	15,200	0			
Total	15,400	0	0	0	0	5,000	5,000	5,200	200	15,400	0			
Federal-Aid	4,160	0	0	0	0	0	0	4,160	0	4,160	0			
Special	11,240	0	0	0	0	5,000	5,000	1,040	200	11,240	0			
Other										0				

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$10.2M to address additional customer facing rehabilitation needs at several Metro stations.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.



PROJECT: Kirk Bus Facility Replacement

DESCRIPTION: Construct replacement for the existing Kirk Bus Division. Phase I of the project will construct a new maintenance facility on an expanded site. Phase II will construct an enclosed storage/operations facility.

PURPOSE & NEED SUMMARY STATEMENT: The existing Kirk facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. MDOT MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies will be realized and the community's environmental justice concerns will be addressed.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: The project enables the MDOT MTA to service hybrid diesel-electric and articulated buses at the Kirk Bus Division and incorporates sustainable design practices in the new Kirk facilities.

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction is underway with anticipated completion in FY 21.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	3,366	3,366	0	0	0	0	0	0	0	0	0
Engineering	12,892	12,891	(1)	1	0	0	0	0	0	1	0
Right-of-way	5,942	5,296	649	646	0	0	0	0	0	646	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	147,259	128,343	30,258	18,916	0	0	0	0	0	18,916	0
Total	169,459	149,896	30,906	19,563	0	0	0	0	0	19,563	0
Federal-Aid	108,627	94,272	23,633	14,355	0	0	0	0	0	14,355	0
Special	60,832	55,623	7,272	5,208	0	0	0	0	0	5,208	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost decreased by \$2.7M due to project savings.

USAGE:



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of buses to replace those that have been in service for 12 or more years. The MDOT MTA has more than 700 buses in its Active Fleet.

PURPOSE & NEED SUMMARY STATEMENT: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses will reduce emissions, fuel consumption, and noise levels.

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

ASSOCIATED IMPROVEMENTS:
 Zero Emission Bus Pilots - Line 19
 Bus Communications Systems Upgrade - Line 20
 Bus Network Improvements - Line 21

STATUS: Two pilot buses from the 350 bus procurement were delivered and put into revenue service in FY 20. A total of 93 buses will be delivered in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	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	501,740	183,345	38,478	65,048	33,044	32,561	43,827	87,915	56,000	318,395	0
Total	502,081	183,686	38,478	65,048	33,044	32,561	43,827	87,915	56,000	318,395	0
Federal-Aid	341,810	146,320	30,783	53,342	28,088	27,677	37,253	14,110	35,021	195,491	0
Special	155,314	37,367	7,696	11,706	0	4,884	6,574	73,805	20,979	117,948	0
Other	4,957	0	0	0	4,957	0	0	0	0	4,957	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The bus procurement program was increased by \$56.0M due to the addition of FY 26.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.



PROJECT: Zero Emission Bus Pilots

DESCRIPTION: Purchase of three 60-foot Battery Electric Buses (BEBs) and charging stations based at Northwest Bus Division.

PURPOSE & NEED SUMMARY STATEMENT: Maryland’s 2019 Greenhouse Gas Emissions Reduction Act draft plan requires MDOT MTA to upgrade 50 percent of its fleet (approximately 375 buses) to zero-emission technology by 2030. MDOT MTA has committed to meet this target. To accomplish this ambitious goal, MDOT MTA’s next large bus procurement needs to be for zero-emission buses.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 18
 Zero Emission Vehicles & Environmental Planning Initiatives - Line 38

EXPLANATION: This project will allow MDOT MTA to pilot emerging low and/or no emission technologies.

STATUS: MDOT MTA was awarded an FTA Low or No Emissions grant to pilot three buses and six charging stations. This project will begin in FY 21.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Total	5,900	0	0	1,000	2,450	2,450	0	0	0	5,900	0
Federal-Aid	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Special	2,950	0	0	500	1,225	1,225	0	0	0	2,950	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the construction program.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MDOT MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MDOT MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project provides an integrated system for MDOT MTA's existing bus fleet that will offer enhanced safety and security as well as improved communications and information systems for customers.

- SMART GROWTH STATUS:** Project Not Location Specific 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 |

ASSOCIATED IMPROVEMENTS:
 Bus Procurement - Line 18
 Bus Network Improvements - Line 21

STATUS: Construction began in FY 17. Testing on a pilot mini-fleet was completed in early FY 21. Production installations on the remaining fleet will be completed by the end of FY 21.

POTENTIAL FUNDING SOURCE:													
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	4,952	4,375	(577)	577	0	0	0	0	0	577	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	33,652	20,501	11,326	9,151	4,000	0	0	0	0	13,151	0		
Total	38,604	24,877	10,750	9,727	4,000	0	0	0	0	13,727	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0		
Special	38,604	24,877	10,750	9,727	4,000	0	0	0	0	13,727	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.



PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for transitways (dedicated bus lanes), priority corridors, transit hubs, bus shelters, and Transit Signal Prioritization (TSP), and. This project includes a portion of Governor Hogan's \$135M BaltimoreLink initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improvements to the bus network will meet the needs of MDTA MTA customers and better connect riders to jobs and other transit modes through a high-frequency network.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

ASSOCIATED IMPROVEMENTS:

- Bus Procurement - Line 18
- Bus Communications Systems Upgrade - Line 20
- North Avenue Rising - Line 23

STATUS: Phase II of Transit Signal Priority (TSP) along Liberty Heights Avenue and Belair Road were completed in FY 20, and additional potential sites are being analyzed in FY 21. Dedicated Bus Lane projects are ongoing in FY 21. Concrete bus pads construction was completed in FY 20.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$6.9M with the addition of transit priority initiatives that include bus shelters, transit hubs, and priority corridors.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	6,164	6,108	41	57	0	0	0	0	0	57	0
Engineering	5,625	4,498	595	276	850	0	0	0	0	1,126	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	28,715	21,702	2,207	4,202	1,561	1,250	0	0	0	7,013	0
Total	40,504	32,308	2,843	4,535	2,411	1,250	0	0	0	8,196	0
Federal-Aid	15,666	15,400	115	266	0	0	0	0	0	266	0
Special	24,838	16,908	2,728	4,269	2,411	1,250	0	0	0	7,930	0
Other										0	

1469, 1470, 1471, 1519, 1536, 1537, 1756



PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the BaltimoreLink system who do not have access to mobile technology. MDOT MTA bus operators currently lack sufficient restrooms while operating their routes.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Quality & Efficiency
- Maintain & Modernize
- Environmental Protection
- Economic Opportunity & Reduce Congestion
- Fiscal Responsibility
- Better Transportation Choices & Connections

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

STATUS: Construction on operator comfort stations, real-time signage (RTIS), and blue light phones will begin in FY 21. Additional locations are under evaluation as potential sites for operator comfort stations.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	100	31	5	69	0	0	0	0	0	69	0
Engineering	400	262	245	139	0	0	0	0	0	139	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	5,118	55	55	2,222	541	2,300	0	0	0	5,063	0
Total	5,618	347	304	2,430	541	2,300	0	0	0	5,271	0
Federal-Aid	2,600	180	180	1,987	433	0	0	0	0	2,420	0
Special	3,018	167	124	443	108	2,300	0	0	0	2,851	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.



PROJECT: North Avenue Rising

DESCRIPTION: Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

ASSOCIATED IMPROVEMENTS:
 Bus Network Improvements - Line 21

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will improve service and safety in the North Avenue corridor.

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	811	762	9	49	0	0	0	0	0	49	0
Engineering	2,698	2,645	87	52	0	0	0	0	0	52	0
Right-of-way	25	12	12	12	1	0	0	0	0	13	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	24,050	9,813	9,158	10,228	4,009	0	0	0	0	14,237	0
Total	27,584	13,233	9,267	10,341	4,010	0	0	0	0	14,351	0
Federal-Aid	9,999	4,841	3,850	4,500	657	0	0	0	0	5,158	0
Special	14,985	7,189	4,214	4,443	3,353	0	0	0	0	7,796	0
Other	2,600	1,203	1,203	1,397	0	0	0	0	0	1,397	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:

This project will be funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration. 1489



PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement.

PURPOSE & NEED SUMMARY STATEMENT: Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: 50 cutaway buses, 50 Ford Escapes, and 10 ramp-equipped vans will be delivered in FY 21.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2.4M with the addition of FY 26 and miscellaneous program adjustments.

USAGE: Demand Response Mobility annual ridership in FY 19 exceeded 2.1 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	10	0	0	10	0	0	0	0	0	10	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	130,369	83,141	8,465	6,965	7,160	7,304	8,949	9,099	7,751	47,228	0
Total	130,379	83,141	8,465	6,975	7,160	7,304	8,949	9,099	7,751	47,238	0
Federal-Aid	73,258	39,762	6,772	5,580	3,835	5,842	5,959	6,079	6,201	33,496	0
Special	57,121	43,379	1,693	1,395	3,325	1,462	2,990	3,020	1,550	13,742	0
Other										0	



PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MDOT MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MDOT MTA facilitates federal funds for locally-sponsored projects.

PURPOSE & NEED SUMMARY STATEMENT: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

ASSOCIATED IMPROVEMENTS:
 Assistance to Private Non-Profits for the Transport of the Elderly and Persons with Disabilities - Line 26
 Montgomery County Local Bus Program - Line 27
 Prince George's County Local Bus Program - Line 28

STATUS: Funds are awarded based on an annual application cycle.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$30.1M due to the addition of FY 26 and federal discretionary grants awarded to locally operated transit systems.

USAGE:

POTENTIAL FUNDING SOURCE:													
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
Planning	396	211	27	24	24	24	24	24	24	144	44		
Engineering	41,318	32,589	1,404	1,948	801	1,495	1,495	1,495	1,495	8,729	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	316,414	186,496	20,335	36,008	18,736	8,897	20,086	20,048	22,913	126,688	3,231		
Total	358,128	219,296	21,766	37,979	19,561	10,416	21,605	21,566	24,431	135,558	3,275		
Federal-Aid	305,125	183,358	18,074	33,057	19,315	9,107	19,052	19,345	21,892	121,767	0		
Special	47,887	32,114	1,398	3,630	246	1,309	2,552	2,221	2,540	12,498	3,275		
Other	5,117	3,824	2,294	1,293	0	0	0	0	0	1,293	0		



PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MDOT MTA works with non-profits to apply for federal aid and meet compliance requirements.

PURPOSE & NEED SUMMARY STATEMENT: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

ASSOCIATED IMPROVEMENTS:
 Locally Operated Transit Systems - Line 25

STATUS: Funds are awarded based on a biennial application cycle.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	75,842	47,082	3,189	5,181	5,894	6,192	4,499	3,264	3,731	28,761	0
Total	75,842	47,082	3,189	5,181	5,894	6,192	4,499	3,264	3,731	28,761	0
Federal-Aid	66,227	37,255	2,973	5,392	5,894	6,192	4,499	3,264	3,731	28,972	0
Special	4,573	4,785	216	(212)	0	0	0	0	0	(212)	0
Other	5,042	5,042	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$3.2M due to the addition of FY 26 and miscellaneous program adjustments.

USAGE:



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25
 Corridor Cities Transitway (CCT) - Line 50

STATUS: Funds are awarded on an annual basis for local bus replacements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	744	254	254	490	0	0	0	0	0	490	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	75,752	63,259	0	2,000	2,493	2,000	2,000	2,000	2,000	12,493	0
Total	76,496	63,513	254	2,490	2,493	2,000	2,000	2,000	2,000	12,983	0
Federal-Aid	29,822	19,018	254	2,090	2,314	1,600	1,600	1,600	1,600	10,804	0
Special	46,674	44,495	0	400	179	400	400	400	400	2,179	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$2M due to the addition of FY 26.

USAGE:



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

PURPOSE & NEED SUMMARY STATEMENT: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

ASSOCIATED IMPROVEMENTS:
 Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	538	19	19	519	0	0	0	0	0	519	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	13,227	7,456	364	2,773	1,098	400	500	500	500	5,771	0
Total	13,765	7,475	383	3,293	1,098	400	500	500	500	6,291	0
Federal-Aid	6,538	1,322	310	2,739	878	400	400	400	400	5,216	0
Special	7,227	6,153	73	554	220	(0)	100	100	100	1,074	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Fare Collection System Enhancements and Equipment Preservation

DESCRIPTION: Complete replacement of the current fare system including ticket vending machines, faregates, fareboxes and smart card/mobile app readers, back-office software and other related components as well as on-going overhaul and replacement of system components as needed.

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MDOT MTA upgrade software and overhaul and/or replace critical system components to ensure reliable system operation. This project will improve customer service and operations with efficiencies and options provided by a new fare system. The current system is very close to its end of useful life and an increasing number of components and replacement parts are no longer available.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project updates and preserves the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design efforts are underway in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,029	1,157	555	434	148	0	0	0	0	582	290
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	91,410	16,474	2,183	861	2,187	7,265	26,500	1,600	0	38,413	36,523
Total	93,439	17,630	2,737	1,296	2,335	7,265	26,500	1,600	0	38,996	36,813
Federal-Aid	6,185	5,699	825	486	0	0	0	0	0	486	0
Special	87,254	11,931	1,912	810	2,335	7,265	26,500	1,600	0	38,510	36,813
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$33.1M due to the addition of funding for future fare collection equipment and software replacements.

USAGE:



PROJECT: Agencywide Roof Replacement

DESCRIPTION: Inspection and replacement of roofs on MDOT MTA facilities.

PURPOSE & NEED SUMMARY STATEMENT: Roof repairs/replacements are needed to stop leaks, increase energy efficiency, and extend service life of MDOT MTA facilities.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction on Metro Wabash Maintenance Facility, West Coldspring Lane Substation, and Northwest Bus Division roofs expected to begin in FY 21. Design is underway for future roof replacements.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$4.3M for current and future roof preservation efforts.

USAGE:

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,109	4,168	585	441	500	500	500	500	500	2,941	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	29,225	11,386	618	3,920	3,170	2,029	2,030	3,529	3,162	17,840	0
Total	36,334	15,554	1,203	4,361	3,670	2,529	2,530	4,029	3,662	20,781	0
Federal-Aid	19,822	8,910	1,159	2,396	756	1,359	1,601	2,800	2,000	10,912	0
Special	16,512	6,644	44	1,964	2,914	1,170	929	1,229	1,662	9,868	0
Other										0	



PROJECT: Agencywide Elevator and Escalator Rehabilitation

DESCRIPTION: Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators up to full compliance with modern ADA requirements.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

STATUS: Rehabilitation of the escalators at Penn-North Metro station to begin construction in FY 21. Design for future elevator/escalator rehabilitation efforts are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,449	851	604	599	0	0	0	0	0	599	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	125,957	2,164	118	1,776	12,071	17,000	38,000	20,889	18,500	108,236	15,556
Total	127,406	3,015	722	2,375	12,071	17,000	38,000	20,889	18,500	108,835	15,556
Federal-Aid	48,375	0	0	396	619	3,772	16,063	12,724	14,800	48,375	0
Special	79,031	3,015	722	1,979	11,452	13,228	21,937	8,165	3,700	60,461	15,556
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$55.5M in preparation for a system-wide overhaul and replacement program.

USAGE:



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MDOT MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MDOT MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MDOT MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

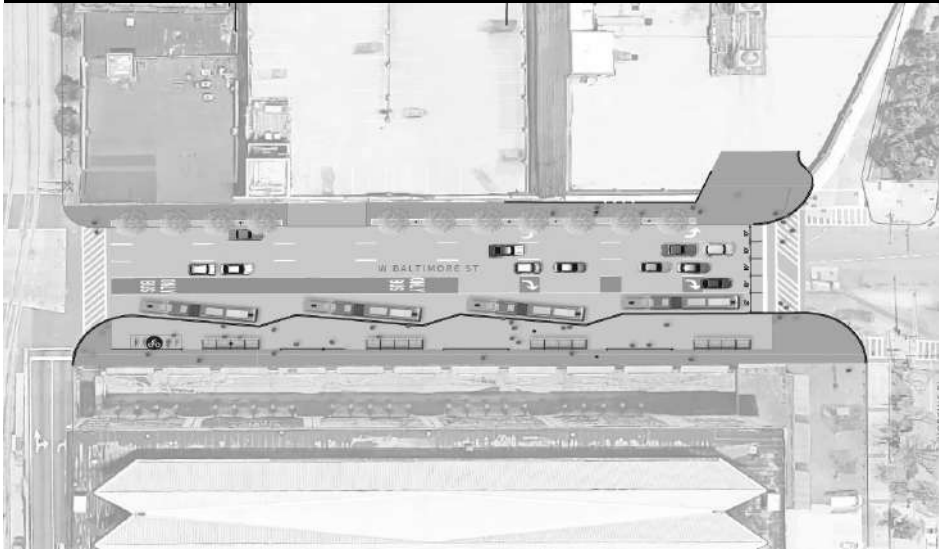
EXPLANATION: MDOT MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	433	433	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	29,747	13,614	4,133	2,010	6,128	7,995	0	0	0	16,133	0
Total	30,180	14,048	4,134	2,010	6,128	7,995	0	0	0	16,133	0
Federal-Aid	11,173	2,998	2,998	1,917	4,902	1,356	0	0	0	8,175	0
Special	19,007	11,050	1,136	93	1,226	6,639	0	0	0	7,957	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Downtown Transfer Center

DESCRIPTION: Design of a transfer facility in Downtown Baltimore. Concept facility includes four bus bays on Baltimore Street near Royal Farms Arena.

PURPOSE & NEED SUMMARY STATEMENT: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow enhanced operational efficiency.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION:

STATUS: Design will be completed in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER						
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	716	485	300	231	0	0	0	0	0	231	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	2,427	0	0	0	1,677	750	0	0	0	2,427	0
Total	3,143	485	300	231	1,677	750	0	0	0	2,658	0
Federal-Aid										0	
Special	3,143	485	300	231	1,677	750	0	0	0	2,658	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project moved from D&E to Construction program. Project total increased by \$2.1M to fully fund construction.

USAGE:



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

Purple Line: Third-Party Funded Projects - Line 35

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

STATUS: As of 9/28/2020, MDOT MTA has assumed direction of the subcontractors and suppliers in order continue to advance the project. MDOT MTA is working to complete the design, advance construction in the field, and begin the re-solicitation process to obtain a new design-build team.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$200.0M to close out the original P3 agreement.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0
Engineering	299,442	270,420	24,360	13,840	15,182	0	0	0	0	29,022	0
Right-of-way	249,600	243,128	35,264	6,472	0	0	0	0	0	6,472	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	1,076,207	832,805	273,087	113,573	102,062	27,767	0	0	0	243,402	0
Total	1,678,256	1,399,360	332,711	133,885	117,244	27,767	0	0	0	278,896	0
Federal-Aid	1,040,370	627,967	224,002	176,440	235,964	0	0	0	0	412,404	0
Special	475,592	689,992	88,709	(62,555)	(179,613)	27,767	0	0	0	(214,401)	0
Other	162,294	81,401	20,000	20,000	60,893	0	0	0	0	80,893	0

USAGE: Daily ridership estimated at 72,000 in 2040.



PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are adding additional access features.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

- 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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 34

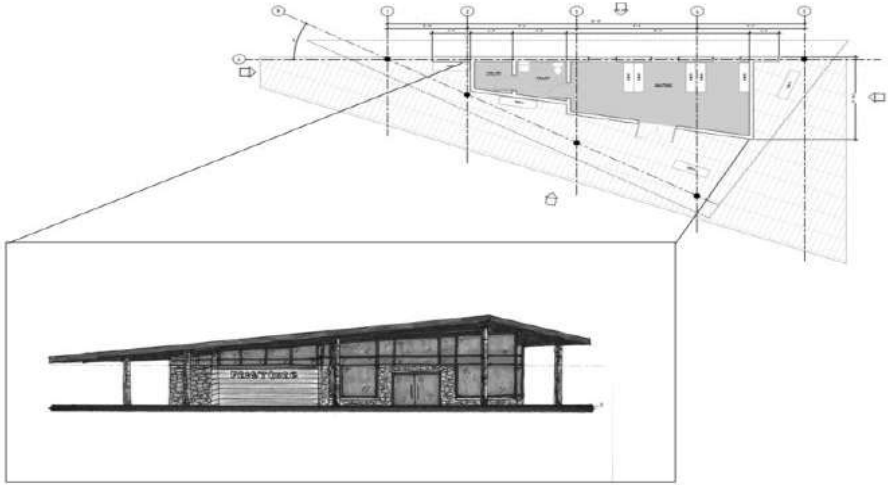
STATUS: As of 9/28/2020, MDOT MTA has assumed direction of the subcontractors and suppliers in order continue to advance the project. MDOT MTA is working to complete the design, advance construction in the field, and begin the re-solicitation process to obtain a new design-build team.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	2,730	0	0	2,730	0	0	0	0	0	2,730	0
Engineering	190	190	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	145,542	60,275	18,076	48,949	36,318	0	0	0	0	85,267	0
Total	148,462	60,465	18,076	51,679	36,318	0	0	0	0	87,997	0
Federal-Aid	2,000	0	0	2,000	0	0	0	0	0	2,000	0
Special	53	(15,241)	18,076	3,851	26,500	(15,057)	0	0	0	15,294	0
Other	146,409	75,706	0	45,828	9,818	15,057	0	0	0	70,703	0

USAGE:

1453, 1487, 1488, 1525, 1526, 1573, 1597



PROJECT: Transit Innovation Grant

DESCRIPTION: A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

PURPOSE & NEED SUMMARY STATEMENT: To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

STATUS: Projects from the first and second round of awards are underway.

POTENTIAL FUNDING SOURCE:											
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Total	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Federal-Aid										0	
Special	4,501	262	262	317	1,072	350	500	1,000	1,000	4,239	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$1.5M to provide for future innovation awards.

USAGE:



PROJECT: Communications System Upgrade and Replacement

DESCRIPTION: Replace the existing phone system for Mobility and the Transit Information Contact Center.

PURPOSE & NEED SUMMARY STATEMENT: The existing Transit Information Contact Center and Mobility phone systems are nearing the end of their useful life. The replacement phone systems will act as a back-up to each other, reducing the probability of service outages.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

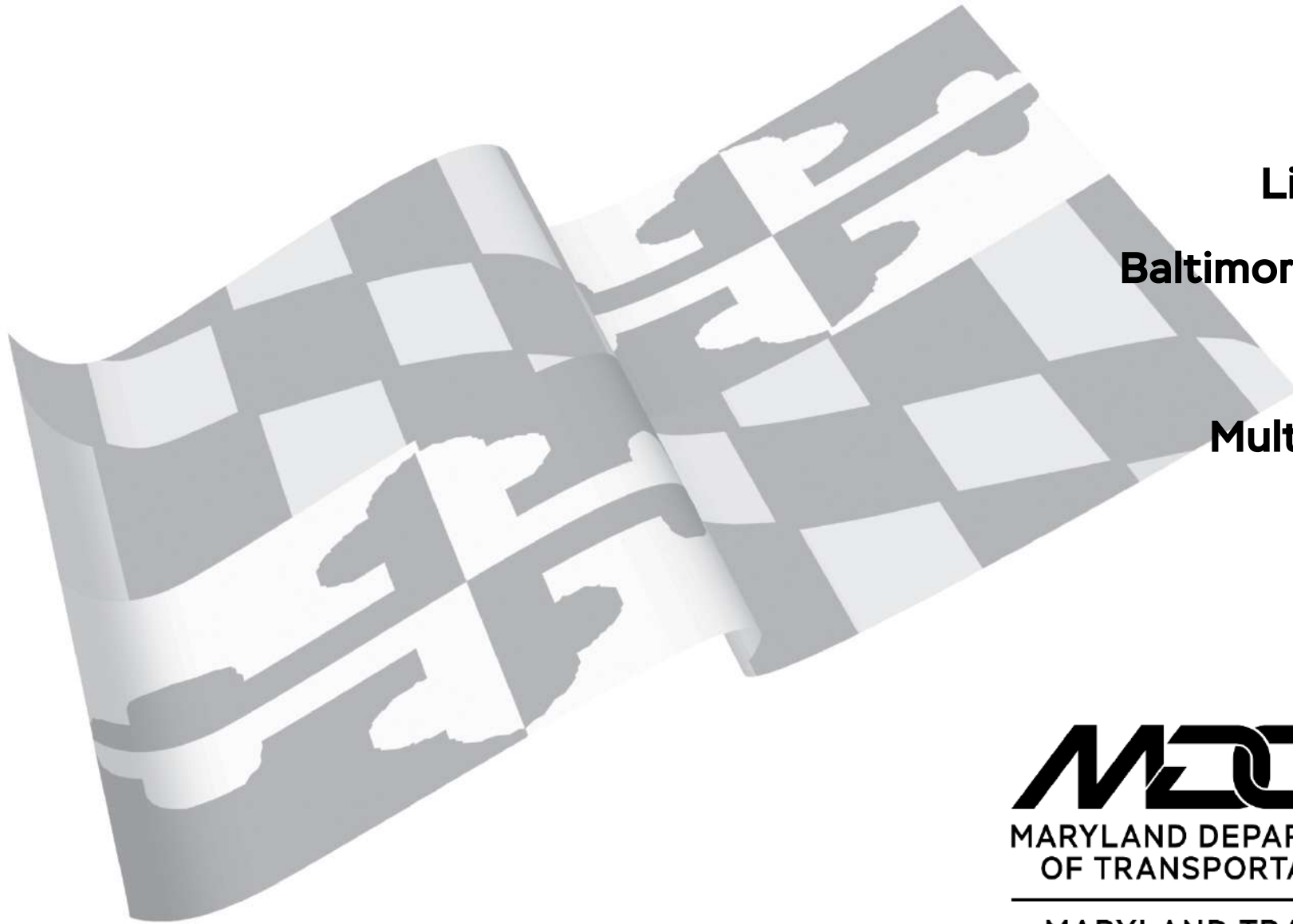
EXPLANATION: Replacing of the end-of-life phone system will reduce outages, reduce maintenance costs, and increase employee efficiency.

STATUS: Design is underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
						(\$000)	CLOSE YEAR	2020	2021				
Planning	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	5,000	0	0	0	0	0	0	5,000	0	5,000	0	0	
Total	5,000	0	0	0	0	0	0	5,000	0	5,000	0	0	
Federal-Aid	4,000	0	0	0	0	0	0	4,000	0	4,000	0	0	
Special	1,000	0	0	0	0	0	0	1,000	0	1,000	0	0	
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



MARC

Light Rail

Baltimore Metro

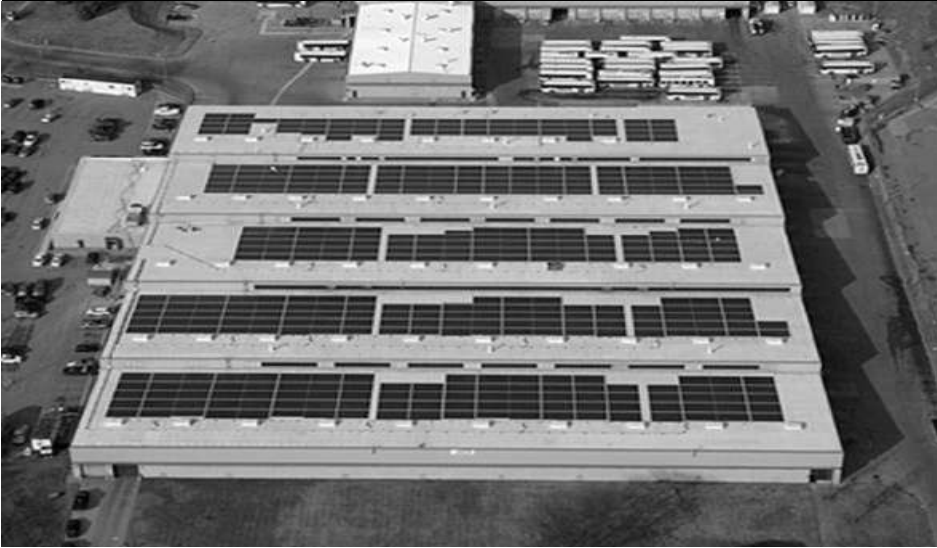
Bus

Multi-Modal



**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Zero Emission Vehicles & Environmental Planning Initiatives

DESCRIPTION: Environmental planning and sustainability initiatives to mitigate negative environmental impacts from transit-related activities. Determine the feasibility of Zero Emissions Vehicle integration to the current system. Plan and design the outfitting of at least two MDOT MTA bus operations and maintenance facilities to accommodate zero emission vehicles.

PURPOSE & NEED SUMMARY STATEMENT: Supports initiatives that ensure environmental sustainability throughout the region. MDOT MTA must replace 50% of the bus fleet to zero emission vehicles by 2030 to meet goals set in the Maryland Greenhouse Gas Reduction Act plan.

SMART GROWTH STATUS: Project Not Location Specific 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

ASSOCIATED IMPROVEMENTS:
Zero Emission Bus Pilots - Line 19

STATUS: Feasibility evaluation for the preparation of transitioning the agency's fleet of buses to zero emissions vehicles will be completed in FY 21.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	5,699	1,620	922	1,993	261	0	0	825	1,000	4,079	0
Engineering	5,000	0	0	0	1,000	4,000	0	0	0	5,000	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	10,699	1,620	922	1,993	1,261	4,000	0	825	1,000	9,079	0
Federal-Aid										0	
Special	10,699	1,620	922	1,993	1,261	4,000	0	825	1,000	9,079	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$7.8M due to the addition of the Zero-Emission Vehicle Infrastructure project, FY 26, and miscellaneous program adjustments.

USAGE:



PROJECT: Agency Innovation and Technology Initiatives

DESCRIPTION: Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

PURPOSE & NEED SUMMARY STATEMENT: Promoting enhanced efficiency throughout the agency will allow MDOT MTA to improve safety, reliability, and the overall customer experience.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Ongoing planning efforts to investigate innovative methods are underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased by \$1.3M for current and future innovative initiatives.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	2,469	417	417	952	0	0	0	500	600	2,052	0
Engineering	105	44	44	61	0	0	0	0	0	61	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	2,574	461	461	1,014	0	0	0	500	600	2,114	0
Federal-Aid	98	28	28	70	0	0	0	0	0	70	0
Special	2,466	432	432	934	0	0	0	500	600	2,034	0
Other	10	0	0	10	0	0	0	0	0	10	0

USAGE:



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design efforts planned for FY 25 have been deferred due to reduced revenues from COVID-19 pandemic. MDOT MTA is pursuing discretionary grant opportunities to fund this project.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding totaling \$1M was deferred due to reduced revenues from COVID-19 pandemic.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...			
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	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	
Special	0	0	0	0	0	0	0	(0)	0	0	0	
Other										0		

USAGE:



PROJECT: Shared Mobility and Micro-Transit Work Plan

DESCRIPTION: The agencywide Shared Mobility Work Plan will improve first and last mile journeys, quality of mode choices, and equitable and accessible mobility by integrating shared mobility modes into MDOT MTA's core service area. Projects include carsharing, microtransit, on-demand paratransit, and, in coordination with BCDOT, use of transit stations as equity zones for dockless vehicles (scooters and bikes).

PURPOSE & NEED SUMMARY STATEMENT: Valued MDOT MTA riders will benefit from enhanced safe, efficient, and reliable transit opportunities.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: The agency-wide Shared Mobility Work Plan was completed in August 2020. Future planning efforts are underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	106	34	34	72	0	0	0	0	0	72	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	106	34	34	72	0	0	0	0	0	72	0
Federal-Aid										0	
Special	106	34	34	72	0	0	0	0	0	72	0
Other										0	

USAGE:



PROJECT: Regional Transit Plan

DESCRIPTION: Development of a Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel County, Baltimore County, Baltimore City, Harford County, and Howard County.

PURPOSE & NEED SUMMARY STATEMENT: This long-term plan will be used to enhance transit to valued riders throughout central Maryland.

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

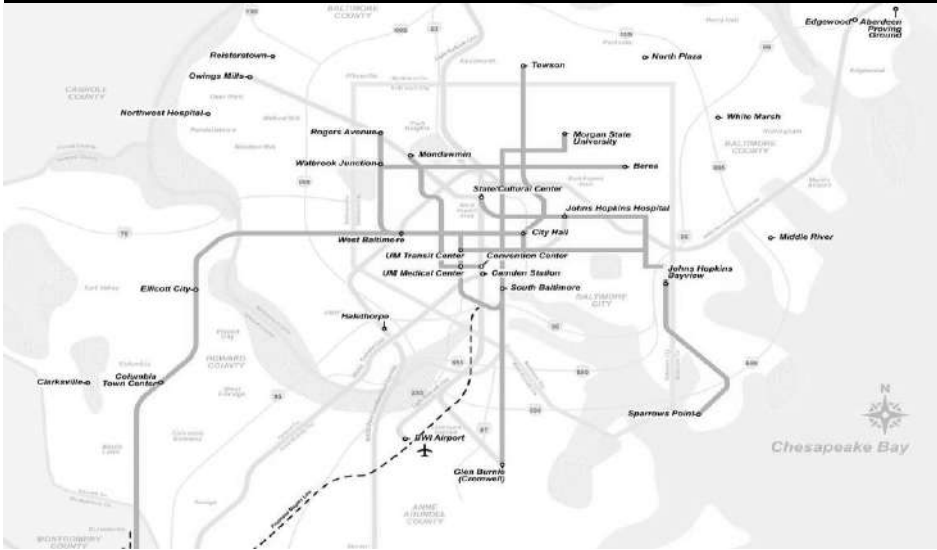
ASSOCIATED IMPROVEMENTS:
 Regional Transit Plan Corridor Studies - Line 43
 Central MD Regional Coordination Studies - Line 44

STATUS: The Central Maryland Regional Transit Plan (RTP) was issued for public review and comment from April to June 2020, and the Plan was finalized in September 2020. RTP implementation is underway with strategies identified for five-year action plan outlined in the RTP document.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	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	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	0
Federal-Aid	0	0	0	(0)	0	0	0	0	0	(0)	0
Special	4,371	2,622	1,357	1,749	0	0	0	0	0	1,749	0
Other										0	

USAGE:



PROJECT: Regional Transit Plan Corridor Studies

DESCRIPTION: Planning Studies for early opportunity corridors identified in the Central Maryland Regional Transit Plan (RTP). The RTP identified regional corridors for additional transit assets. Corridor-specific planning studies will evaluate potential routes and alignments, transit demand, and potential stop and station locations in further detail.

PURPOSE & NEED SUMMARY STATEMENT: Regional transit corridors are important step in achieving the RTP's objectives and increasing access to quality transit.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
Regional Transit Plan - Line 42

EXPLANATION: Completing corridor planning studies will advance the identified corridors with specific data analysis and public input.

STATUS: Two corridor planning studies will be initiated in FY 21.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	FOR PLANNING PURPOSES ONLY ...2023...	...2024...	...2025...	...2026...		
Planning	1,275	0	0	250	750	275	0	0	0	1,275	0
Engineering	2,000	0	0	0	0	1,225	775	0	0	2,000	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	3,275	0	0	250	750	1,500	775	0	0	3,275	0
Federal-Aid	1,020	0	0	200	600	220	0	0	0	1,020	0
Special	2,255	0	0	50	150	1,280	775	0	0	2,255	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:



PROJECT: Central MD Regional Coordination Studies

DESCRIPTION: The Regional Transit Plan (RTP) has identified a series of strategies for implementation, including: conduct ADA accessibility surveys/passenger amenity reviews and implement improvements at all Light Rail and Metro Subway stations; inventory/document functionality/condition of existing RTIS throughout the system and prioritize upcoming investments; convene a Task Force of MDOT MTA, state agencies, city and county agencies, business representatives, community representatives, and riders to focus on growing ridership; and investigate industrywide best practices to reduce assaults on operators/prepare coordinated operator training on dealing with mental health issues.

PURPOSE & NEED SUMMARY STATEMENT: Regional coordination studies are an important step in achieving the RTP's objectives and increasing access to quality transit across the State of Maryland.

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

ASSOCIATED IMPROVEMENTS:
Regional Transit Plan - Line 42

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Coordination plans will describe tools and opportunities for supporting fixed-route, schedule-based transit service in different site contexts and land use types throughout the region, including case studies of peer regions, and will identify existing and potential adoption of technology across all transit providers in the region.

STATUS: Planning activities will begin in FY 21.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	830	0	0	415	415	0	0	0	0	830	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	830	0	0	415	415	0	0	0	0	830	0
Federal-Aid	480	0	0	240	240	0	0	0	0	480	0
Special	350	0	0	175	175	0	0	0	0	350	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:



PROJECT: Transit Oriented Development Initiatives

DESCRIPTION: Support to State and MDOT initiatives on Transit Oriented Development (TOD) at rail stations and transit hubs throughout the system.

PURPOSE & NEED SUMMARY STATEMENT: TOD promotes economic prosperity through efforts to mitigate costs related to reliance on transportation services, reducing pollution, and granting transit users access to business opportunities.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Concept Plans were deferred at the close of FY 2020 due to reduced revenues from COVID-19 pandemic.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE			
	ESTIMATED COST (\$000)	EXPENDED THRU YEAR				YEAR 2020	YEAR 2021	YEAR 2022	FOR PLANNING PURPOSES ONLY					
									...2023...			...2024...	...2025...	...2026...
Planning	3,278	3,255	189	23	0	0	0	0	0	23	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	3,278	3,255	189	23	0	0	0	0	0	23	0			
Federal-Aid										0				
Special	3,278	3,255	189	23	0	0	0	0	0	23	0			
Other										0				

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Eastern Bus Facility

DESCRIPTION: Design replacement for the existing Eastern Bus Division.

PURPOSE & NEED SUMMARY STATEMENT: The existing Eastern facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. Replacing this facility will promote substantial operational efficiencies.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:
None.

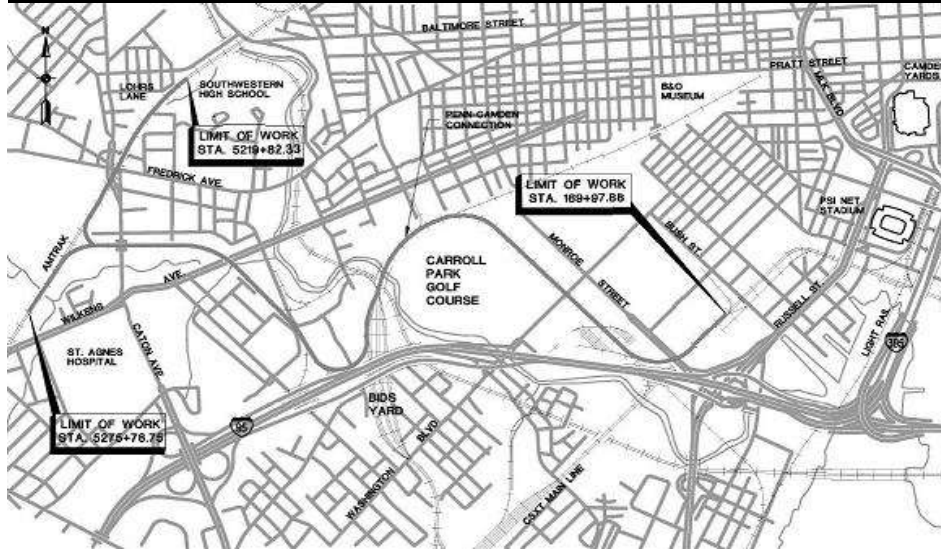
EXPLANATION:

STATUS: Design is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	1,101	89	89	12	1,000	0	0	0	0	1,012	0
Engineering	23,991	0	0	0	0	3,000	5,000	15,991	0	23,991	0
Right-of-way	10	0	0	10	0	0	0	0	0	10	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	9	0	0	0	0	0	0	9	0	9	0
Total	25,111	89	89	22	1,000	3,000	5,000	16,000	0	25,022	0
Federal-Aid										0	
Special	25,111	89	89	22	1,000	3,000	5,000	16,000	0	25,022	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project total increased by \$24.8M to continue planning and begin design efforts.

USAGE:



PROJECT: MARC Penn-Camden Connector

DESCRIPTION: The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

PURPOSE & NEED SUMMARY STATEMENT: The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to the Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The connection will allow MARC to more efficiently bring its locomotives from both Penn and Camden lines to MARC's Riverside Maintenance Facility.

- 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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning activities will begin in FY 21.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	1,500	0	0	50	300	300	300	300	250	1,500	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	0	0	50	300	300	300	300	250	1,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,500	0	0	50	300	300	300	300	250	1,500	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to D&E program.

USAGE:



PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

PURPOSE & NEED SUMMARY STATEMENT: These plans are used by individual LOTS to enhance transit.

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

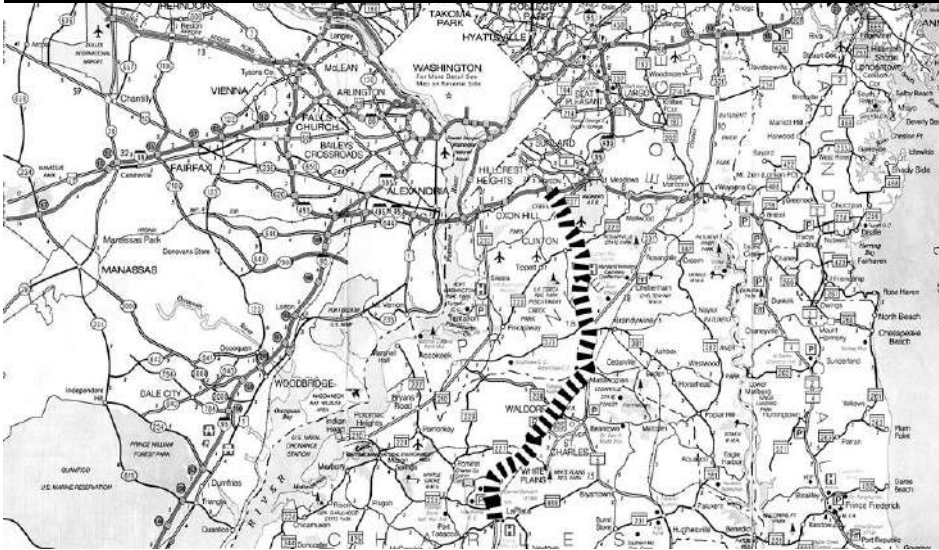
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						YEAR
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL		
Planning	4,755	2,143	293	784	788	406	196	204	233	2,611	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	4,755	2,143	293	784	788	406	196	204	233	2,611	0	
Federal-Aid	3,242	893	195	734	691	361	174	181	207	2,349	0	
Special	1,430	1,167	98	51	97	45	22	23	26	263	0	
Other	83	83	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



PROJECT: Southern Maryland Rapid Transit Study

DESCRIPTION: Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George's County.

PURPOSE & NEED SUMMARY STATEMENT: Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high-capacity transit service in the corridor.

SMART GROWTH STATUS: Project Not Location Specific 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

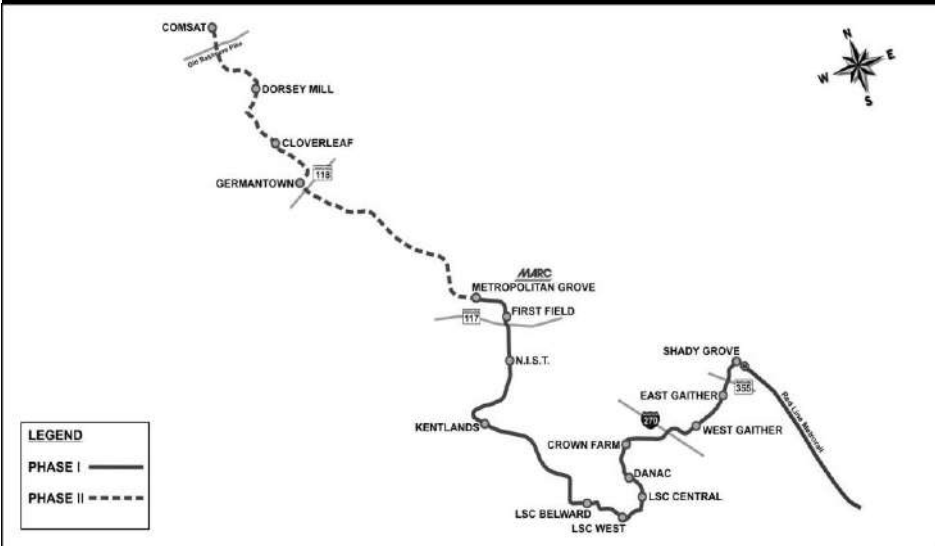
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Study is complete.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	6,261	4,847	0	0	0	0	0	0	0	0	1,414
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	6,261	4,847	0	0	0	0	0	0	0	0	1,414
Federal-Aid											0
Special	6,261	4,847	0	0	0	0	0	0	0	0	1,414
Other											0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:
None

USAGE:



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

ASSOCIATED IMPROVEMENTS:
 Montgomery County Local Bus Program - Line 27

STATUS: The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	39,907	39,906	(1)	1	0	0	0	0	0	1	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	39,907	39,906	(1)	1	0	0	0	0	0	1	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	0
Special	38,406	38,405	(1)	1	0	0	0	0	0	1	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

USAGE:



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 51

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>AGY - Systems</u>			
MTA1482	AGY TRAPEZE INSTALLS AND UPGRADES	\$ 1,399	Underway
<u>AGY - TMDL Compliance</u>			
MTAPRJ001632	AGY TMDL MARTINS SWM REPAIR AND RETROFIT	\$ 232	Design Underway
<u>BUS - Facilities</u>			
MTA1518	BUS BUSH DIVISION BOILER REPLACEMENT	\$ 3,695	FY 2022
<u>BUS - Revenue Vehicles</u>			
MTA1510	BUS MINI OVERHAUL	\$ 762	Underway
<u>BUS - Systems</u>			
MTA1504	BUS DIVISION WIRELESS UPGRADE	\$ 637	Underway
<u>LTR - Systems Maintenance</u>			
MTA1499	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE	\$ 1,477	Underway
MTA1521	LTR TRAIN CONTROL SIGNALS UPS UPGRADE	\$ 1,717	Design Underway
MTA1522	LTR CATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT	\$ 2,766	Design Underway
MTA1531	LIGHT RAIL NORTH END 5kV SIGNAL POWER SYSTEM REPLACEMENT	\$ 6,052	Underway
<u>MARC - Guideway</u>			
MTA1600	MARC PENN STATION TOD SUPPORT	\$ 100	FY 2021
<u>MOL - Systems</u>			
MTA1497	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE	\$ 1,105	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSIT ADMINISTRATION - LINE 52

PROJECT ID	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>MTR - Safety Initiatives</u>			
MTA1480	METRO STAT X FIRE EXTINGUISHING AGENT REPLACEMENT	\$ 2,263	Underway
<u>MTR - Systems Maintenance</u>			
MTA1535	METRO UPS BATTERY REPLACEMENT	\$ 4,415	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Allegany County FY 2020 Completions</u>		
Preventive Maintenance (FY19)	\$ 350	Complete
<u>Allegany County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 305 (FY18)	\$ 300	FY21
1 Medium Replacement Bus (FY13)	\$ 309	FY21
1 Small Bus Replacement - 634 (FY20)	\$ 92	FY21
3 Small Bus Replacements (FY21)	\$ 225	FY21
Garage Door Replacement (FY21)	\$ 43	FY21
Medium Duty under 30' Replacement 303 (FY17)	\$ 175	FY21
1 Heavy Duty Bus Replacement - 299 (FY20)	\$ 137	FY22
1 Medium Replacement Bus - 304 (FY18)	\$ 300	FY22
Medium Replacement Bus - 307 (FY19)	\$ 249	FY22
Preventive Maintenance (FY21)	\$ 350	FY22
Preventive Maintenance (FY20)	\$ 350	Ongoing
Transportation Development Plan (FY19)	\$ 100	Underway
Vehicle Cameras APC (FY15)	\$ 237	Underway
<u>Annapolis County FY 2020 Completions</u>		
40 Bus Stop Shelters (FY14)	\$ 422	Complete
Maintenance Shop Rehabilitation (FY14)	\$ 105	Complete
Preventive Maintenance (FY20)	\$ 45	Complete
<u>Annapolis County FY 2021 and 2022</u>		
1 Medium Bus Replacement - 253 (FY20)	\$ 386	FY21
1 Medium Bus Replacement - 256 (FY20)	\$ 386	FY21
Maintenance Lifts (FY21)	\$ 174	FY21
Office Furniture (FY20)	\$ 10	FY21
Preventative Maintenance (FY21)	\$ 450	FY21
2 Heavy Duty Bus Replacements - 5209 & 5409 (FY21 5339)	\$ 562	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Anne Arundel County FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 197	Complete
<u>Anne Arundel County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 9544 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9545 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9547 (FY20)	\$ 139	FY21
1 Medium Replacement Bus - 9710 (FY19 5339)	\$ 180	FY21
1 Medium Replacement Bus - 9711 (FY19 5339)	\$ 180	FY21
1 Medium Replacement Bus - 9548 (FY18)	\$ 194	FY21
1 Medium Replacement Bus - 9549 (FY18)	\$ 194	FY21
7 Small Cutaway Expansion Buses (FY21 5339)	\$ 551	FY21
Mobile Radios (FY19 5339)	\$ 35	FY21
Ridesharing (FY21)	\$ 197	FY21
<u>Baltimore City FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 82	Complete
<u>Baltimore City FY 2021 and 2022</u>		
Ridesharing (FY21)	\$ 82	FY21
Ridesharing (FY20)	\$ 82	Ongoing
<u>Baltimore County FY 2020 Completions</u>		
1 Small Bus Replacement - 30381 (FY20)	\$ 61	Complete
1 Small Bus Replacement - 30382 (FY20)	\$ 61	Complete
BMC Ridesharing (FY18)	\$ 170	Complete
BMC Ridesharing (FY19)	\$ 170	Complete
<u>Baltimore County FY 2021 and 2022</u>		
12 Medium Buses - Expansion (FY19 5339 Discretionary)	\$ 1,924	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Baltimore County FY 2021 and 2022 (cont'd)</u>		
4 Small Bus Replacements (FY21 5339)	\$ 243	FY21
BMC Ridesharing (FY21)	\$ 170	FY21
Bus Shelters (FY19 5339 Discretionary)	\$ 120	FY21
Bus Signage (FY19 5339 Discretionary)	\$ 10	FY21
Workforce Development (FY19 5339 Discretionary)	\$ 10	FY21
BMC Ridesharing (FY20)	\$ 170	Ongoing
Transportation Development Plan (FY20)	\$ 95	Ongoing
<u>Calvert County FY 2020 Completions</u>		
1 Medium Replacement Bus (FY16 5311 & 5307)	\$ 148	Complete
1 Small Bus Replacement - 140 (FY20 5339)	\$ 69	Complete
Preventive Maintenance (FY19 5311)	\$ 137	Complete
Ridesharing (FY19)	\$ 9	Complete
<u>Calvert County FY 2021 and 2022</u>		
1 Small Bus Replacement - 138 (FY20 5339)	\$ 63	FY21
2 Small Bus Replacements - 135 & 136 (FY21 5339)	\$ 157	FY21
Preventive Maintenance (FY20 5307)	\$ 32	FY21
Ridesharing (FY21)	\$ 9	FY21
Transportation Development Plan (FY20 5304)	\$ 95	FY21
Dispatch Software (FY21 5339)	\$ 81	FY22
Preventive Maintenance (FY21 5307)	\$ 32	FY22
Preventive Maintenance (FY21 5311)	\$ 119	FY22
Preventive Maintenance (FY19 5307)	\$ 36	Ongoing
Preventive Maintenance (FY20 5311)	\$ 119	Ongoing
Ridesharing (FY20)	\$ 9	Ongoing
AVL Equipment (FY18 5339)	\$ 4	Underway
<u>Carroll County FY 2020 Completions</u>		
1 Small Bus Replacement - 3381 (FY20)	\$ 62	Complete
1 Small Bus Replacement - 3386 (FY20)	\$ 66	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Carroll County FY 2020 Completions (cont'd)</u>		
1 Small Bus Replacement - 3387 (FY20)	\$ 66	Complete
Preventive Maintenance (FY19)	\$ 200	Complete
<u>Carroll County FY 2021 and 2022</u>		
1 Small Bus Replacement - 3392 (FY21)	\$ 68	FY21
1 Small Bus Replacement - 3395 (FY21)	\$ 68	FY21
1 Small Bus Replacement - 3396 (FY21)	\$ 68	FY21
3 Light Duty Bus Replacements (FY19 Discretionary 5339)	\$ 147	FY21
Preventive Maintenance (FY21)	\$ 150	FY21
Preventive Maintenance (FY20)	\$ 150	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
Replacement Tablets (18) (FY18)	\$ 9	Underway
<u>Cecil County FY 2020 Completions</u>		
1 Replacement Bus 35' (FY15)	\$ 226	Complete
2 Expansion 35' HD Buses	\$ 451	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete
Medium duty 35' Expansion (FY17)	\$ 300	Complete
Small Cutaway Bus - 230 (FY20)	\$ 77	Complete
Small Cutaway Bus - 232 (FY20)	\$ 77	Complete
Small Cutaway Bus - 233 (FY20)	\$ 77	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
<u>Cecil County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 225 (FY18)	\$ 210	FY21
3 Bus Wraps (FY20)	\$ 13	FY21
Automatic Annunciators (FY20)	\$ 80	FY21
Automatic Passenger Counters (FY20)	\$ 70	FY21
Integrated Mobility Innovation (IMI) (FY20 5312 Discret.)	\$ 704	FY21
Land Acquisition - Transit Hub	\$ 1,000	FY21
Medium Replacement Bus - 229 (FY19 5307)	\$ 274	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Cecil County FY 2021 and 2022 (cont'd)</u>		
Preventive Maintenance (FY21)	\$ 170	FY21
Small Bus Expansion (FY19)	\$ 83	FY21
Preventive Maintenance (FY20)	\$ 170	Ongoing
Bus Wraps for Cutaway Buses (FY16)	\$ 7	Underway
Hub Study - Phase II (FY18)	\$ 175	Underway
Mobile Radios (FY17)	\$ 7	Underway
<u>Central MD Non-Profits FY 2020 Completions</u>		
Central MD Regional Transit (FY16/17 5310) - Mobility Management	\$ 1,104	Complete
Central MD Regional Transit (FY16/17 5310) - Travel Training	\$ 464	Complete
Central MD Regional Transit (FY18/19 5310) - Mobility Management	\$ 411	Complete
Central MD Regional Transit (FY18/19 5310) - Travel Training	\$ 38	Complete
New Freedom Program (Partners In Care)	\$ 20	Complete
<u>Charles County FY 2020 Completions</u>		
Onboard Security Camera System (FY16)	\$ 138	Complete
Preventive Maintenance (FY19)	\$ 227	Complete
<u>Charles County FY 2021 and 2022</u>		
1 Light Duty Paratransit Bus - T82 (FY20)	\$ 62	FY21
1 Light Duty Paratransit Bus - T87 (FY20)	\$ 62	FY21
1 Medium Replacement Bus - T29 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T30 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T31 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T32 (FY19 5339)	\$ 100	FY21
1 Medium Replacement Bus - T33 (FY19 5339)	\$ 100	FY21
2 Small Cutaway Buses - T82 & T1708 (FY21 5339)	\$ 153	FY21
Design & Engineering for Facility (FY20)	\$ 500	FY21
Preventive Maintenance (FY21)	\$ 114	FY21
Shelter and Bus Stop Improvements (FY17)	\$ 50	FY21
Design & Engineering for Facility (FY21)	\$ 500	FY22

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Charles County FY 2021 and 2022 (cont'd)</u>		
Preventive Maintenance (FY20)	\$ 114	Ongoing
Feasibility Study Phase II (FY15)	\$ 300	Underway
<u>Dorchester County FY 2020 Completions</u>		
(2) Gas Engines (FY19 5311)	\$ 7	Complete
(2) Gas Transmissions (FY19 5311)	\$ 7	Complete
Preventive Maintenance (FY19)	\$ 50	Complete
Transportation Development Plan (TDP) (FY16)	\$ 90	Complete
<u>Dorchester County FY 2021 and 2022</u>		
1 Small Bus Replacement - 193 (FY21 5339)	\$ 77	FY21
1 Small Bus Replacement - 197 (FY20)	\$ 77	FY21
1 Van Replacement - 189 (FY20)	\$ 50	FY21
Air Conditioning Recovery Machine (FY21 5339)	\$ 7	FY21
Preventive Maintenance (FY21)	\$ 50	FY21
Scan Diagnostic Tool	\$ 5	FY21
Preventive Maintenance (FY20)	\$ 50	Ongoing
<u>Eastern Shore Non-Profits FY 2021 and 2022</u>		
Delmarva Community Transit - 2 Minivan Expansions (FY19 5339 Discret.)	\$ 70	FY21
Delmarva Community Transit - 4 Minivans w/ Wheelchairs (FY19 5339 Discret.)	\$ 200	FY21
Delmarva Community Transit - 6 Security Cameras (FY19 5339 Discret.)	\$ 30	FY21
Delmarva Community Transit - Electric Upgrade to 220 AMP (FY19 5339 Discret.)	\$ 10	FY21
Delmarva Community Transit - Transportation Development Plan	\$ 95	FY21
Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	\$ 137	FY21
Delmarva Community Transit- Mobility Management (FY18/19)	\$ 324	Ongoing
Delmarva Community Transit- Mobility Management (FY20/21)	\$ 460	Ongoing
<u>Elderly/ Disabled Non-Profits FY 2020 Completions</u>		
Allegheny County HRDC, Inc. - Ride To Wellness (FY18/19)	\$ 182	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2020 Completions (cont'd)		
ARC of Northern Chesapeake Region - 1 Small Bus Expansion(FY20/21)	\$ 56	Complete
ARC of Northern Chesapeake Region - 2 Small Bus Replacements (FY20/21)	\$ 120	Complete
ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	\$ 45	Complete
ARC of Southern Maryland - 2 Small Bus Expansions(FY20/21)	\$ 100	Complete
ARC of Southern Maryland - Mobility Management (FY18 SS)	\$ 114	Complete
ARC of Washington County - 1 Small Bus Replacement (FY20/21)	\$ 62	Complete
Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	\$ 63	Complete
Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	\$ 69	Complete
Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	\$ 3	Complete
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	\$ 5	Complete
Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	\$ 3	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #4 (FY20/21)	\$ 63	Complete
Daybreak Adult Day Services - 1 Small Replacement Bus - #8 (FY20/21)	\$ 63	Complete
Diakon - Preventive Maintenance (FY18/19)	\$ 4	Complete
Diakon - 1 Small Replacment Bus - #UGH307 (FY20/21)	\$ 63	Complete
Easter Seals Hagerstown - 1 Small Replacement Bus - Phoenix (FY20/21)	\$ 67	Complete
Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	\$ 8	Complete
Friends Aware - Preventive Maintenance (FY16/17)	\$ 42	Complete
Friends Aware - Preventive Maintenance (FY18/19)	\$ 23	Complete
Harford Center - 1 Small Replacement Bus - 02 (FY20/21)	\$ 60	Complete
Harford Center - 1 Small Replacement Bus - 23 (FY20/21)	\$ 60	Complete
Hopkins Elder Plus - 1 Small Replacement Bus - 24-001 (FY20/21)	\$ 68	Complete
Hopkins Elder Plus - Preventive Maintenance (FY18/19)	\$ 35	Complete
Hopkins Elder Plus - Preventive Maintenance (FY20/21)	\$ 52	Complete
Hopkins Elder Plus - 1 Small Expansion Bus (FY20/21)	\$ 68	Complete
Humanim- 1 Small Replacement Bus-43 (FY20/21)	\$ 60	Complete
Humanim- 1 Small Replacement Bus-W4 (FY20/21)	\$ 60	Complete
LifeBridge Health - Mobility Management (FY18/19)	\$ 100	Complete
Lifestyles, Inc. - Preventive Maintenance (FY16/17)	\$ 2	Complete
Mosaic-2 Small Bus Expansions (FY20/21)	\$ 121	Complete
Partners in Care-Mobility Management (18/19)	\$ 336	Complete
Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	\$ 30	Complete
Spring Dell -2 Small Bus Replacements (FY20/21)	\$ 126	Complete
St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	\$ 3	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2020 Completions (cont'd)</u>		
St. Mary's Adult Medical Day Care - Small Bus Expansion (FY20/21)	\$ 59	Complete
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	\$ 6	Complete
The League for People with Disabilities - 1 Small Bus Expansion (FY20/21)	\$ 61	Complete
The League for People with Disabilities - 1 Small Bus Replacement (FY20/21)	\$ 64	Complete
The League for People with Disabilities - Preventive Maintenance (FY16/17)	\$ 7	Complete
Unified Community Connections- 2 Small Bus Replacements (FY20/21)	\$ 110	Complete
Washington County CAC - 2 Small Replacment Buses (FY20/21)	\$ 126	Complete
Washington County CAC - Mobility Management(FY18 SS)	\$ 10	Complete
Washington County CAC - Mobility Management(FY18/19)	\$ 101	Complete
Washington County CAC - Preventive Maintenance (FY18/19)	\$ 15	Complete
Way Station- 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
Winter Growth - Preventive Maintenance (FY16/17)	\$ 2	Complete
Winter Growth - Preventive Maintenance (FY20/21)	\$ 2	Complete
Worcester County Comm on Aging - Mobility Management (FY18 SS)	\$ 45	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	\$ 15	Complete
Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	\$ 5	Complete
Worcester County Developmental Center - 2 Small Replacement Buses (FY20/21)	\$ 120	Complete
<u>Elderly/ Disabled Non-Profits FY 2021 and 2022</u>		
Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	\$ 50	FY21
Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	\$ 26	FY21
Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	\$ 50	FY21
Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	\$ 50	FY21
ARC of Southern Maryland - Preventive Maintenance (FY18/19)	\$ 5	FY21
ARC of Washington County - 2 Minivans Expansion (FY20/21)	\$ 100	FY21
Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	\$ 500	FY21
Bayside Community Network - Mobility for All (FY20 Discret.)	\$ 50	FY21
Bayside Community Network - Preventive Maintenance (FY18/19)	\$ 23	FY21
Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	\$ 150	FY21
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	\$ 19	FY21
Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	\$ 10	FY21
Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	\$ 100	FY21
Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	\$ 50	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Elderly/ Disabled Non-Profits FY 2021 and 2022 (cont'd)		
Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	\$ 25	FY21
Easter Seals Baltimore - Preventive Maintenance (FY20/21)	\$ 30	FY21
Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	\$ 100	FY21
Freedom Landing - 2 Expansion Minivans (FY16/17)	\$ 80	FY21
Freedom Landing - Preventive Maintenance (FY18/19)	\$ 3	FY21
Friends Aware - 1 Minivan Expansion (FY20/21)	\$ 50	FY21
Harford Center - 1 Minivan - Expansion (FY20/21)	\$ 50	FY21
Humanim-2 Minivans-Expansion (FY20/21)	\$ 100	FY21
Kent Center - Office Equipment (FY18/19)	\$ 4	FY21
Kent Center - Preventive Maintenance (FY18/19)	\$ 5	FY21
Partners in Car-Preventive Maintenance (FY20/21)	\$ 40	FY21
Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	\$ 90	FY21
Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	\$ 7	FY21
Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	\$ 50	FY21
Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	\$ 100	FY21
Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	\$ 13	FY21
Prologue, Inc. - 2 Minivan Replacements (FY20/21)	\$ 100	FY21
Providence Center- 10 Minivan Expansion (FY20/21)	\$ 500	FY21
Shore Up! - Preventive Maintenance (FY18/19)	\$ 12	FY21
Spring Dell- Minivan Replacement (FY 20/21)	\$ 50	FY21
Star Community-2 Minivans Expansion (FY20/21)	\$ 100	FY21
The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	\$ 50	FY21
The League for People with Disabilities - 1 Minvan Replacement (FY20/21)	\$ 50	FY21
Washington County CAC - 1 Minivan Replacement (FY20/21)	\$ 50	FY21
Winter Growth-1 Minivan Expansion (FY20/21)	\$ 50	FY21
Winter Growth-1 Small Replacement Bus (FY20/21)	\$ 75	FY21
Worcester County Comm on Aging - Computer/Software (FY18/19)	\$ 20	FY21
Action in Maturity - Preventive Maintenance (FY20/21)	\$ 25	Ongoing
Allegany County HRDC, Inc. - Mobility Management (FY18/19)	\$ 100	Ongoing
Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	\$ 27	Ongoing
ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	\$ 9	Ongoing
ARC of Washington County - Preventive Maintenance (FY18/19)	\$ 8	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY18/19)	\$ 55	Ongoing
Associated Catholic Charities - Preventive Maintenance (FY20/21)	\$ 55	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Elderly/ Disabled Non-Profits FY 2021 and 2022 (cont'd)</u>		
Athelas - Preventive Maintenance (FY18/19)	\$ 10	Ongoing
Bayside Community Network - Preventive Maintenance (FY16/17)	\$ 30	Ongoing
Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	\$ 24	Ongoing
Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	\$ 20	Ongoing
Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Diakon - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 17	Ongoing
Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	\$ 48	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	\$ 24	Ongoing
Easter Seals Baltimore - Preventive Maintenance (FY18/19)	\$ 44	Ongoing
Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Freedom Landing - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Friends Aware - Preventive Maintenance (FY20/21)	\$ 30	Ongoing
Harford Center - Preventive Maintenance (FY20/21)	\$ 6	Ongoing
Humanim-Preventive Maintenance (FY16/17)	\$ 20	Ongoing
Kent Center - Preventive Maintenance (FY16/17)	\$ 9	Ongoing
Kent Center - Preventive Maintenance (FY17 SS)	\$ 6	Ongoing
Mosaic-Preventive Maintenance (FY20/21)	\$ 60	Ongoing
Partners In Care - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Partners in Care-Mobility Managemen-All Programs (FY20/21)	\$ 591	Ongoing
Shore Up! - Preventive Maintenance (FY16/17)	\$ 12	Ongoing
Spring Dell - Preventive Maintenance (FY18/19)	\$ 42	Ongoing
St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	\$ 13	Ongoing
Star Community - Preventive Maintenance (FY16/17)	\$ 3	Ongoing
Washington County CAC - Mobility Management(FY20/21)	\$ 135	Ongoing
Worcester County Comm on Aging - Mobility Management (FY20/21)	\$ 106	Ongoing
Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	\$ 20	Ongoing
Worcester County Developmental Center - Preventive Maintenance (FY18/19)	\$ 61	Ongoing
Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	\$ 1	Underway
<u>Frederick County FY 2020 Completions</u>		
1 Electric Bus - 35927 (FY18)	\$ 585	Complete
Preventive Maintenance (FY18 5311)	\$ 70	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Frederick County FY 2020 Completions (cont'd)		
Preventive Maintenance (FY19 5307)	\$ 700	Complete
Ridesharing (FY19)	\$ 124	Complete
Frederick County FY 2021 and 2022		
3 Heavy Duty Electric Replacment Buses - LONO (FY18 5339)	\$ 1,765	FY21
Facility Construction (FY21)	\$ 2,500	FY21
Preventive Maintenance (FY20 5311)	\$ 70	FY21
Preventive Maintenance (FY21 5307)	\$ 700	FY21
Rideshare (FY21)	\$ 124	FY21
Transportation Development Plan (TDP) (FY20)	\$ 95	FY21
2 Heavy Duty Bus Replacements (FY21)	\$ 800	FY22
Preventive Maintenance (FY21 5311)	\$ 70	FY22
Preventive Maintenance (FY19 5311)	\$ 70	Ongoing
Preventive Maintenance (FY20 5307)	\$ 700	Ongoing
Rideshare (FY20)	\$ 124	Ongoing
Facility Expansion Construction (FY18)	\$ 500	Underway
Facility Expansion Construction (FY20)	\$ 2,500	Underway
Garrett County FY 2020 Completions		
Preventive Maintenance (FY19)	\$ 267	Complete
Transportation Development Plan (FY18)	\$ 95	Complete
Garrett County FY 2021 and 2022		
1 Small Bus Replacement - 188 (FY20)	\$ 58	FY21
1 Small Bus Replacement - 208 (FY20)	\$ 58	FY21
2 Minivan Replacements - 185 & 186 (FY21 5339)	\$ 78	FY21
Preventive Maintenance (FY21)	\$ 267	FY22
Preventive Maintenance (FY20)	\$ 267	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Harford County FY 2020 Completions (cont'd)		
A/C for Training Room (FY15)	\$ 15	Complete
Bus Wash System (FY17)	\$ 280	Complete
Preventive Maintenance (FY19)	\$ 600	Complete
Ridesharing (FY19)	\$ 88	Complete
Support Vehicle - 8015 (FY19)	\$ 45	Complete
Harford County FY 2021 and 2022		
1 Heavy Duty Bus Replacement - 817 (FY20 5339)	\$ 413	FY21
1 Heavy Duty Bus Replacement - 819 (FY20)	\$ 413	FY21
1 Heavy Duty Bus Replacement - 824 (FY20)	\$ 413	FY21
1 Medium Bus (FY13)	\$ 198	FY21
1 Medium Replacement Bus - 8013 (FY19 5339)	\$ 265	FY21
1 Medium Replacement Bus - 814 (FY19 5307)	\$ 265	FY21
1 Medium Replacement Bus (FY16)	\$ 196	FY21
2 Small Cutaway Bus Replacements (FY21 5339)	\$ 186	FY21
3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	\$ 586	FY21
4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	\$ 355	FY21
5 Small Cutaway Bus Replacements (FY21 5307)	\$ 464	FY21
6 CNG Replacmt Buses, Garage Rehab, Fuel Infrastrct (FY20 5339 Discretionary)	\$ 3,969	FY21
Preventive Maintenance (FY21)	\$ 850	FY21
Ridesharing (FY21)	\$ 88	FY21
Routematch Replacement Tablets & Docks (FY20)	\$ 60	FY21
Security Cameras (FY18)	\$ 100	FY21
1 Heavy Duty Bus Replacement - 827 (FY21 5307)	\$ 406	FY22
Preventive Maintenance (FY20)	\$ 700	Ongoing
Ridesharing (FY20)	\$ 88	Ongoing
Bus Shelters (FY18)	\$ 130	Underway
Bus Wash (FY18)	\$ 150	Underway
Fare Collection (FY18)	\$ 130	Underway
Feasibility Study	\$ 150	Underway
Office Space Buildout (FY18)	\$ 150	Underway
Operator Training Room A/C Funds (FY16)	\$ 25	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Howard County FY 2020 Completions		
1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	\$ 365	Complete
1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	\$ 365	Complete
Ridesharing (FY19)	\$ 131	Complete
Howard County FY 2021 and 2022		
3 HD Bus Replacements & Bus Stop Annunciators (FY20 5339 Discretionary)	\$ 1,517	FY21
Preventive Maintenance (FY21)	\$ 53	FY21
Ridesharing (FY21)	\$ 131	FY21
Transportation Development Plan (FY21)	\$ 95	FY21
1 Heavy Duty Bus Replacement - 9546 (FY20)	\$ 423	FY22
1 Heavy Duty Bus Replacement - 9552 (FY20)	\$ 423	FY22
3 Heavy Duty Bus Replacements (FY21 5339)	\$ 1,184	FY22
Preventive Maintenance (FY20)	\$ 53	Ongoing
Ridesharing (FY20)	\$ 131	Ongoing
Montgomery County FY 2020 Completions		
Bus Replacement (FY19 WAG)	\$ 2,000	Complete
Ridesharing (FY19)	\$ 372	Complete
Montgomery County FY 2021 and 2022		
Bus Replacement (FY20 WAG)	\$ 2,000	FY21
Ridesharing (FY21)	\$ 372	FY21
Bus Replacement (FY21 WAG)	\$ 2,000	FY22
Ridesharing (FY20)	\$ 372	Ongoing
Ocean City FY 2020 Completions		
Transit Campus Construction (FY18 5311)	\$ 6,250	Complete
Transit Campus Construction (FY19 5311)	\$ 7,500	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Ocean City FY 2021 and 2022</u>		
Preventive Maintenance (FY21)	\$ 675	FY21
Transit Facility Construction (FY21)	\$ 2,500	FY21
Preventive Maintenance (FY20)	\$ 600	Ongoing
Facility Construction Oversight (FY19 5311)	\$ 488	Underway
Facility Construction Oversight (FY20 5311)	\$ 200	Underway
Transit Facility Construction (FY20 5311)	\$ 6,263	Underway
Transit Facility D & E (FY17)	\$ 520	Underway
<u>Prince George's County FY 2020 Completions</u>		
Ridesharing (FY19)	\$ 269	Complete
<u>Prince George's County FY 2021 and 2022</u>		
Bus Replacement (FY19 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY16 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY17 WAG)	\$ 500	FY21
Bus Stop Improvements (Buses)(FY18 WAG)	\$ 500	FY21
Bus Stop Improvements (FY15)	\$ 500	FY21
Ridesharing (FY21)	\$ 269	FY21
5 Clean Diesel Expansion Buses (FY19 5339 LowNo)	\$ 2,588	FY22
Bus Replacement (FY20 WAG)	\$ 500	FY22
Bus Replacement (FY21 WAG)	\$ 500	FY22
Ridesharing (FY20)	\$ 269	Ongoing
Bus Stop Improvements (FY13 & FY14)	\$ 735	Underway
<u>Queen Anne's County FY 2020 Completions</u>		
Transportation Development Plan (FY17)	\$ 90	Complete
<u>Queen Anne's County FY 2021 and 2022</u>		
3 Small Bus Replacements (FY21 5339)	\$ 204	FY21
Preventive Maintenance (FY21 5311 & LU)	\$ 92	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Queen Anne's County FY 2021 and 2022 (cont'd)</u>		
Small Cutaway Replacement Bus - 263 (FY20 5339)	\$ 72	FY21
Small Cutaway Replacement Bus - 264 (FY20 5339)	\$ 74	FY21
Preventive Maintenance (FY20 5311 & LU)	\$ 85	Ongoing
<u>Somerset County FY 2020 Completions</u>		
1 Small Replacement Bus - 15 (FY20 5310)	\$ 60	Complete
1 Small Replacement Bus - 22 (FY20 5310)	\$ 60	Complete
<u>Southern MD Non-Profits FY 2020 Completions</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY19)	\$ 109	Complete
<u>Southern MD Non-Profits FY 2021 and 2022</u>		
Tri-County Council of Southern Maryland - Ridesharing (FY21)	\$ 109	FY21
Tri-County Council of Southern Maryland - Ridesharing (FY20)	\$ 109	Ongoing
<u>St. Mary's County FY 2020 Completions</u>		
4 Medium Replacement Buses (FY15 5339 & 5307 & 5311)	\$ 500	Complete
Preventive Maintenance (FY17 5307 & 5311)	\$ 94	Complete
Preventive Maintenance (FY19 5307 & 5311)	\$ 125	Complete
<u>St. Mary's County FY 2021 and 2022</u>		
1 Medium Replacement Bus - 45 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus - 46 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus - 47 (FY19 5339)	\$ 189	FY21
1 Medium Replacement Bus (FY17 5339)	\$ 138	FY21
3 30' HD Replacement Buses (FY16 5307 & 5311)	\$ 414	FY21
Bus Stop Signs (FY21)	\$ 4	FY21
Maintenance Facility Addition (FY19 5339 Discret.)	\$ 85	FY21
Preventive Maintenance (FY21 5307 & 5311)	\$ 175	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

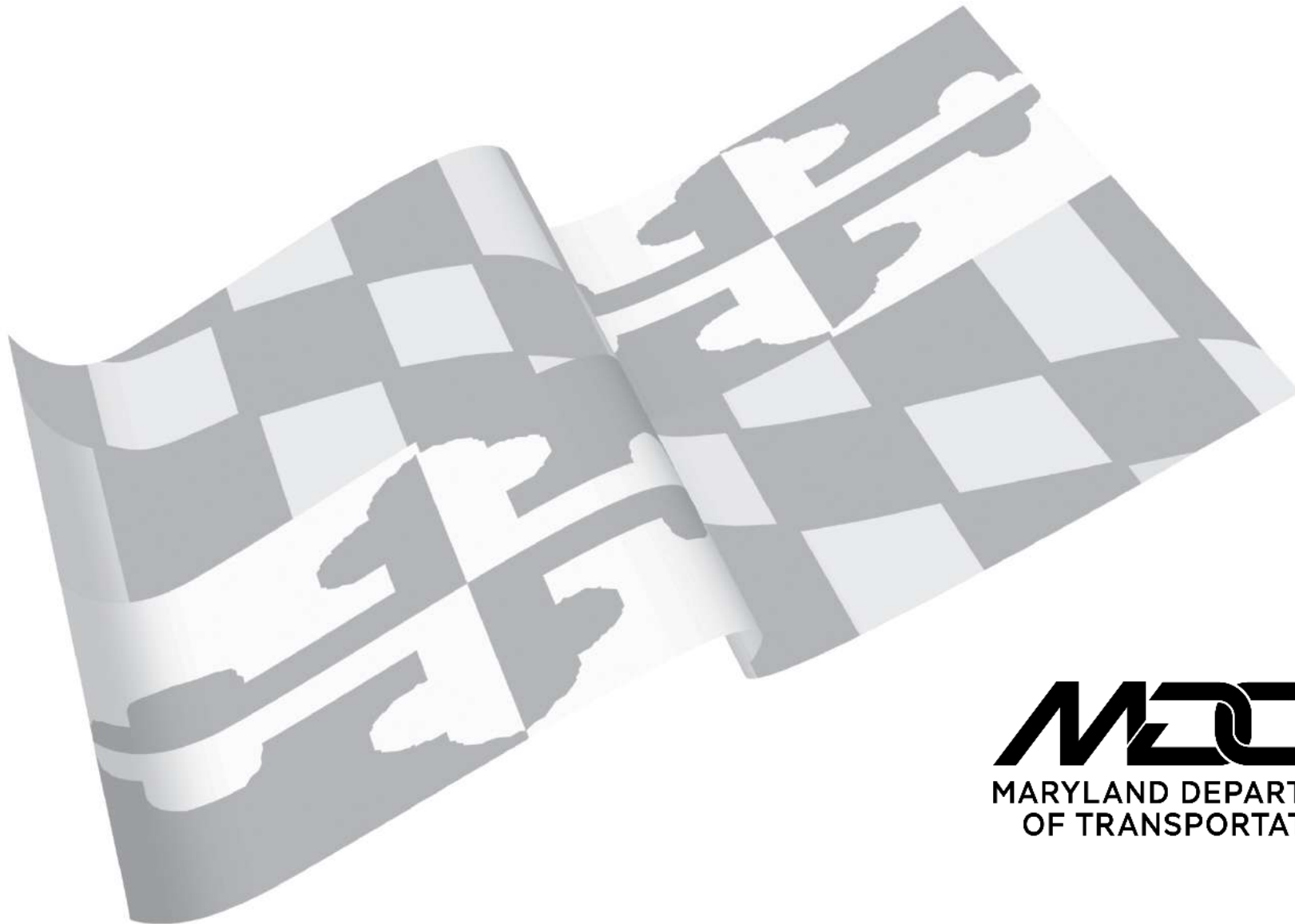
Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
St. Mary's County FY 2021 and 2022 (cont'd)		
Routing Software (FY20 5307 & 5311)	\$ 446	FY22
Preventive Maintenance (FY20 5307 & 5311)	\$ 124	Ongoing
Transportation Development Plan (FY18)	\$ 95	Ongoing
Talbot County FY 2020 Completions		
Preventive Maintenance (FY19 5311)	\$ 50	Complete
Talbot County FY 2021 and 2022		
1 Medium Replacement Bus - 2192 (FY19 5339)	\$ 194	FY21
1 Medium Replacement Bus - 2193 (FY18 5339)	\$ 175	FY21
1 Small Bus Replacement - 801 (FY20 5339)	\$ 77	FY21
1 Van Replacement - 20 (FY20 5339)	\$ 50	FY21
2 Medium Duty Replacement Buses (FY14)	\$ 223	FY21
6 Computers/Monitors (FY21 5311)	\$ 7	FY21
Preventive Maintenance (FY21 5311)	\$ 30	FY21
Preventive Maintenance (FY20 5311)	\$ 30	Ongoing
Tri-County Council for Lower Eastern Shore FY 2020 Completions		
1 Small Bus Replacement - 83 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 94 (FY20 5339)	\$ 72	Complete
1 Small Bus Replacement - 98 (FY20 5339)	\$ 72	Complete
Mobility Management (FY20 5307)	\$ 143	Complete
Preventive Maintenance (FY19 5307)	\$ 800	Complete
Tri-County Council for Lower Eastern Shore FY 2021 and 2022		
1 Medium Bus Replacement - 267 (FY20 5339)	\$ 169	FY21
1 Medium Bus Replacement - 405 (FY20 5339)	\$ 169	FY21
1 Medium Bus Replacement - 420 (FY20 5339)	\$ 169	FY21
1 Medium Replacement Bus - 406 (FY19 5339)	\$ 165	FY21
1 Small Replacement Bus - 407 (FY19 5339)	\$ 73	FY21

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

Maryland Transit Administration - Locally Operated Transit Systems - LINE 53

PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Tri-County Council for Lower Eastern Shore FY 2021 and 2022 (cont'd)		
2 Small Bus Replacements - 96 & 97 (FY21 5339)	\$ 143	FY21
3 Medium Duty Bus Replacements (FY19 5339 Discret.)	\$ 600	FY21
3 Small Bus Replacements (FY19 5339 Discret.)	\$ 300	FY21
6 Propane Conversions (FY19 5339 Discret.)	\$ 100	FY21
Mobility Management (FY21 5307)	\$ 143	FY21
Preventive Maintenance (FY21 5307)	\$ 800	FY21
Transportation Development Plan (FY21)	\$ 95	FY21
2 Medium Bus Replacements - 262 & 264 (FY21 5339)	\$ 218	FY22
Preventive Maintenance (FY20 5307)	\$ 800	Ongoing
Washington County FY 2020 Completions		
Passenger Shelter Installs (FY13)	\$ 100	Complete
Preventive Maintenance (FY19 5307)	\$ 300	Complete
RouteMatch Fixed Route System (FY17)	\$ 310	Complete
Transportation Development Plan (FY17)	\$ 90	Complete
Washington County FY 2021 and 2022		
1 Medium Replacement Bus - 705 (FY19 5339)	\$ 249	FY21
1 Medium Replacement Bus - 706 (FY19 5339)	\$ 249	FY21
1 Medium Replacement Bus - 707 (FY20 5339)	\$ 401	FY21
1 Minivan Replacement - S-2 (FY21 5339)	\$ 49	FY21
1 Small Bus Replacement - 505 (FY21 5339)	\$ 88	FY21
2 Medium Replacement Buses - 701, 702 (FY18 5307)	\$ 652	FY21
2 Medium Replacement Buses - 703, 704 (FY18 5307)	\$ 652	FY21
Preventive Maintenance (FY21 5307)	\$ 375	FY21
1 Heavy Duty Bus Replacement - 710 (FY21 5339)	\$ 392	FY22
Preventive Maintenance (FY20 5307)	\$ 350	Ongoing



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
System Preservation Minor Projects	-	-	-	-	-	-	-
<u>Development & Evaluation Program</u>	-	-	-	-	-	-	-
SUBTOTAL	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	439.7	443.9	448.3	452.8	457.5	462.2	2,704.4
Special Funds	242.8	219.1	181.4	185.9	190.6	195.4	1,215.2
Federal Funds	-	-	-	-	-	-	-
Other Funds	196.9	224.9	266.9	266.9	266.9	266.9	1,489.2



PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects

PURPOSE & NEED SUMMARY STATEMENT: WMATA's FY 2021 - 2026 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2021 - 2026 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

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

ASSOCIATED IMPROVEMENTS:
 Matching Funding for "Passenger Rail Investments and Improvement Act of 2008" - P.L.110-432 - Line 3 Series 2017B and 2018 Debt Service - Line 5 Governor's Capital Dedicated Funding - Line 6

STATUS: The FY 2021 - 2026 CIP was adopted by the WMATA Board of Directors on April 2, 2020.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	3,601,377	2,392,231	155,559	190,470	194,718	199,093	203,600	208,242	213,023	1,209,146	0
Total	3,601,377	2,392,231	155,559	190,470	194,718	199,093	203,600	208,242	213,023	1,209,146	0
Federal-Aid											0
Special	1,508,980	974,054	55,689	90,600	19,848	99,223	103,730	108,372	113,153	534,926	0
Other	2,092,397	1,418,177	99,870	99,870	174,870	99,870	99,870	99,870	99,870	674,220	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$154.9M due to the addition of FY 2026 funding, offset by WMATA budget requests.



PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

PURPOSE & NEED SUMMARY STATEMENT: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Project cost increased \$1.0M due to the addition of funding for FY 2026.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Total	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Federal-Aid										0	
Special	25,760	19,760	1,300	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Other										0	



PROJECT: Matching Funding for "Passenger Rail Investment Act of 2008" - P.L.110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia and The District of Columbia. This program provides Maryland's share of the match to federal funds.

PURPOSE & NEED SUMMARY STATEMENT: Funding is used for capital improvements to improve safety and state of good repair of the rail system, including replacement of all 1000 series railcars and other investments called for in recommendations made by the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB).

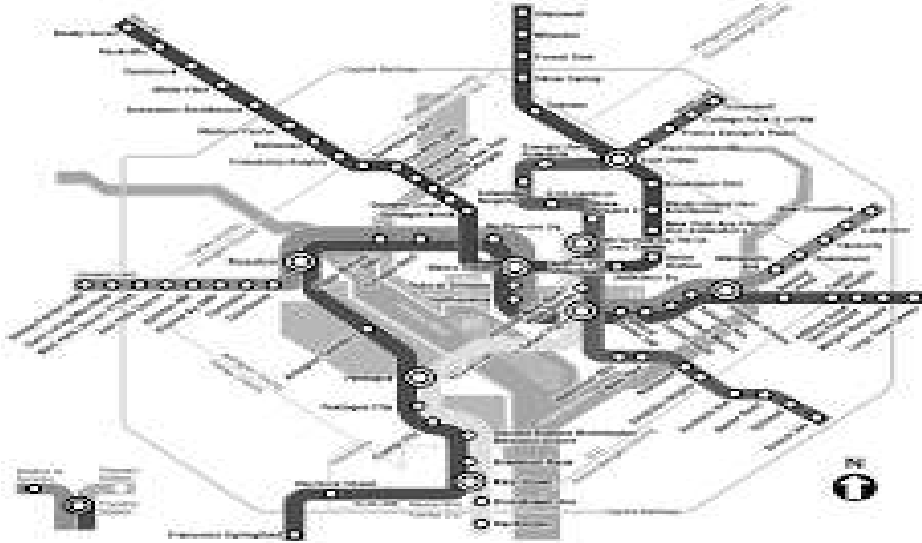
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvements Program - Line 1

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2020 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2026.

POTENTIAL FUNDING SOURCE:														
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER														
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				2020	2021	2022	FOR PLANNING PURPOSES ONLY					
									...2023...			...2024...	...2025...	...2026...
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	800,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0			
Total	800,000	500,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0			
Federal-Aid										0				
Special	750,000	500,000	50,000	50,000	0	50,000	50,000	50,000	50,000	250,000	0			
Other	50,000	0	0	0	50,000	0	0	0	0	50,000	0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$50.0M due to the addition of funding in FY 2026.



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland’s share of the required contributions under the term of the Metro Matters Funding Agreement.

PURPOSE & NEED SUMMARY STATEMENT: The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005 - 2010. The program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters Program.

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland’s share of the annual contributions to the Metro Matters Program is approximately \$9.9M during FY 2021 - 2026. The final maturity date of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$8.9M due to the addition of FY 2026.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Total	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Federal-Aid										0	
Special	172,359	113,933	9,911	9,391	9,391	9,911	9,911	9,911	9,911	58,426	0
Other										0	



PROJECT: Series 2017B and 2018 Debt Service

DESCRIPTION: WMATA debt service represents the amount of bond debt taken on by the Authority after agreement by the state to cover the costs of debt repayment and associated fees. This includes the 2017B Series debt for FY 2018 Series debt for FY 2019. This debt was approved for funding Maryland's share of WMATA's Capital Improvement Program (CIP).

PURPOSE & NEED SUMMARY STATEMENT: These series of debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its CIP.

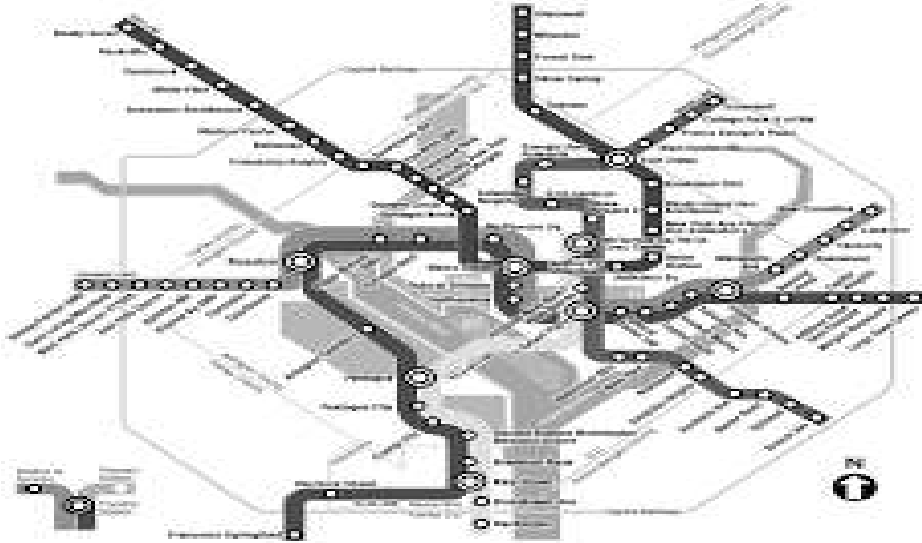
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvements Program - Line 1

STATUS: Maryland's share of WMATA debt payment with programmed funding beginning in FY 2020 and continuing through FY2021 - FY2026.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
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	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Total	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Federal-Aid										0	
Special	150,146	21,300	21,300	21,823	21,823	21,300	21,300	21,300	21,300	128,846	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project costs increased \$22.3M due to the addition of FY 2026.



PROJECT: Governor's Capital Dedicated Funding

DESCRIPTION: In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167 million will be appropriated to WMATA annually as Maryland's portion of the dedicated fund towards its capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500 million dedicated capital fund.

PURPOSE & NEED SUMMARY STATEMENT: The funding is mandated by state legislation. Maryland will provide \$167M annually to WMATA's Capital Improvement Program beginning in FY 2020.

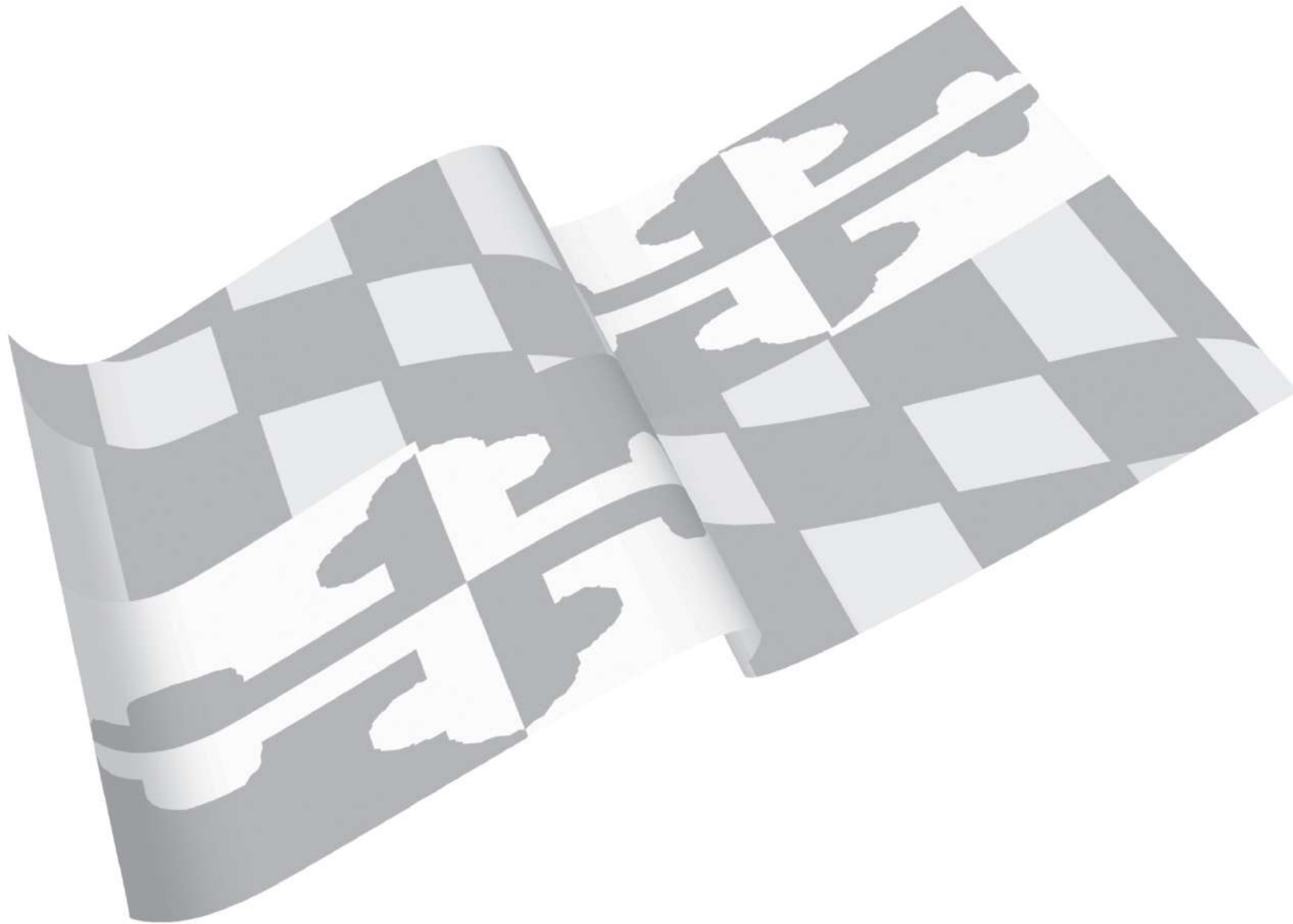
SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 WMATA Capital Improvement Program - Line 1

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
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	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Total	1,169,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0
Federal-Aid										0	
Special	329,000	92,000	92,000	70,000	167,000	0	0	0	0	237,000	0
Other	840,000	75,000	75,000	97,000	0	167,000	167,000	167,000	167,000	765,000	0

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The project cost increased \$167.0M due to the addition of funding in FY 2026.



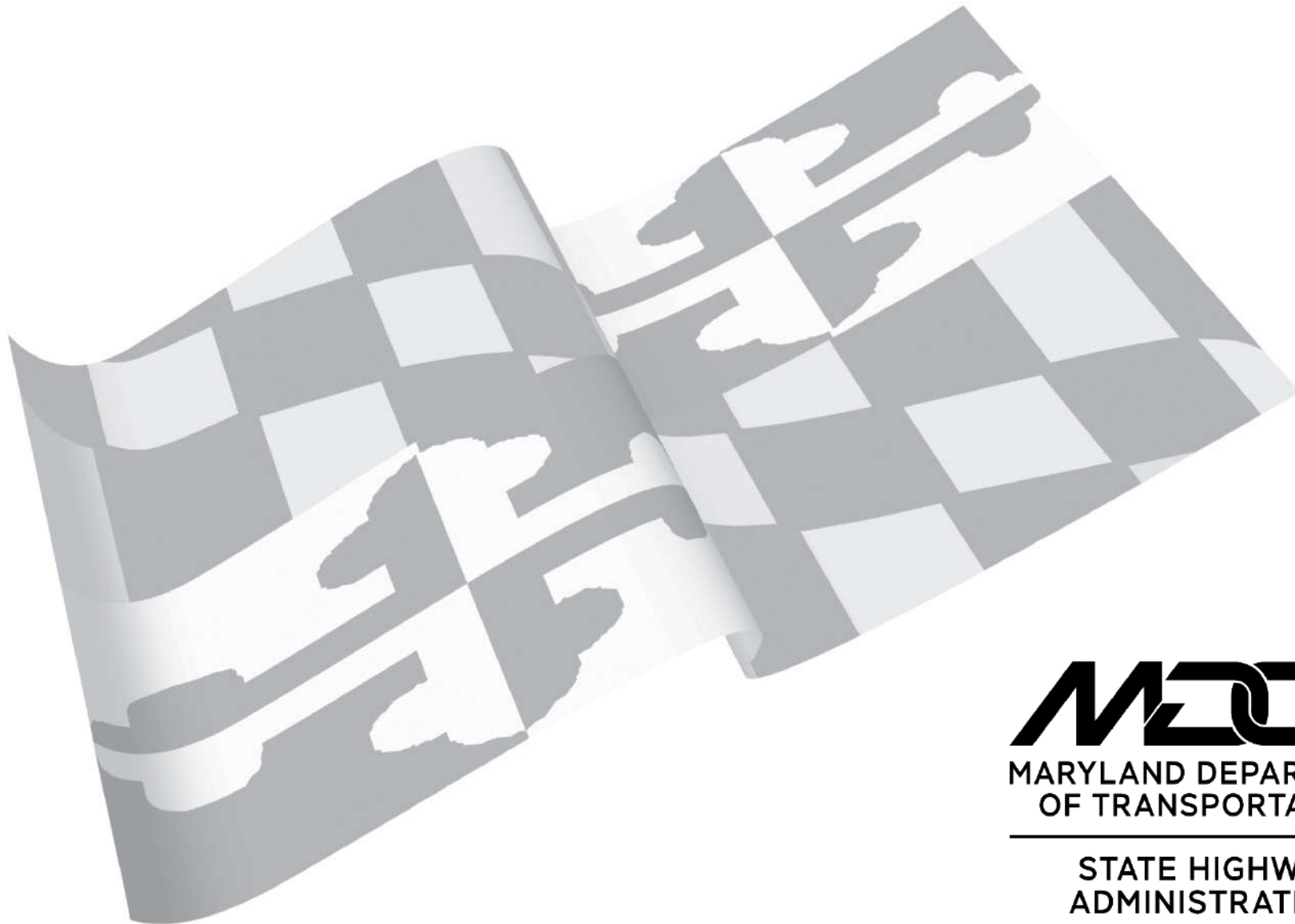
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	329.0	240.9	175.2	153.2	117.2	52.1	1,067.6
System Preservation Minor Projects	745.5	605.6	706.5	762.5	855.4	987.6	4,663.0
Highway User Revenues	236.9	254.2	263.5	269.7	195.7	197.1	1,417.1
<u>Development & Evaluation Program</u>	31.7	3.7	3.3	4.4	10.3	2.5	55.9
SUBTOTAL	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
Special Funds	516.7	390.1	460.0	514.2	496.4	591.3	2,968.8
Federal Funds	811.3	699.3	673.6	660.5	667.1	632.9	4,144.8
Other Funds	15.0	15.0	15.0	15.0	15.0	15.0	90.0

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

MDOT SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components. 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

ASSOCIATED IMPROVEMENTS:

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: This represents a summary of the Statewide CHART program. Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	38,245	20,059	10,639	3,035	1,651	2,500	2,000	4,000	5,000	18,186	0
Engineering	19,444	7,444	2,869	3,000	2,000	1,000	1,000	2,000	3,000	12,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,017	29	29	141	141	106	100	500	1,000	1,988	0
Construction	49,970	8,971	4,466	8,292	5,239	2,802	2,819	8,601	13,246	40,999	0
Total	109,676	36,503	18,003	14,468	9,031	6,408	5,919	15,101	22,246	73,173	0
Federal-Aid	55,152	14,183	6,037	12,514	8,261	3,502	2,960	7,610	6,123	40,969	0
Special	54,524	22,320	11,966	1,954	771	2,906	2,960	7,491	16,123	32,204	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to State highways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage along State highways.

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

ASSOCIATED IMPROVEMENTS:

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. It also provides safer access to transit service for both bus and fixed rail systems.

STATUS: Individual projects are shown in the System Preservation Minor Projects Program pages in the county where the project is located.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...		
Planning	2,502	302	195	0	0	300	300	600	1,000	2,200	0
Engineering	8,756	2,156	1,302	0	0	1,000	1,000	2,000	2,600	6,600	0
Right-of-way	7	7	0	0	0	0	0	0	0	0	0
Utilities	346	0	0	346	0	0	0	0	0	346	0
Construction	28,638	5,100	2,368	4,354	3,000	2,473	2,607	5,138	5,966	23,538	0
Total	40,248	7,564	3,864	4,700	3,000	3,773	3,907	7,738	9,566	32,684	0
Federal-Aid	25,326	2,807	1,178	4,277	2,850	2,536	2,603	5,169	5,083	22,519	0
Special	14,922	4,757	2,686	423	150	1,237	1,304	2,569	4,483	10,165	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

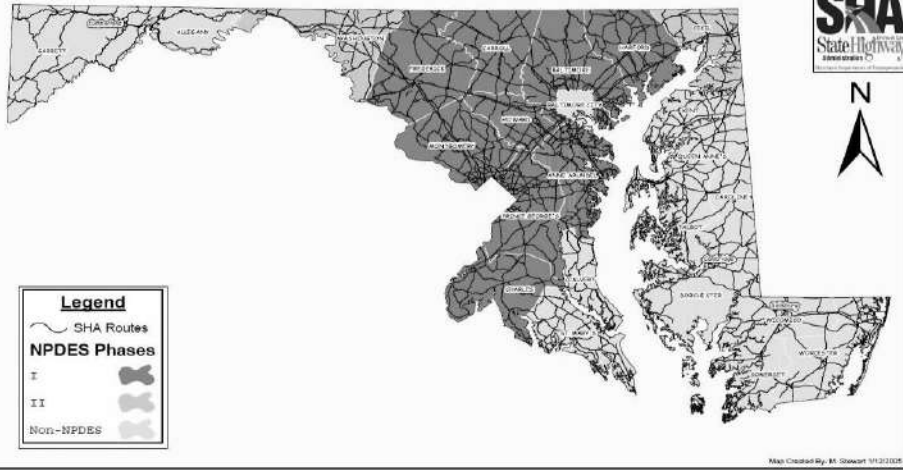
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A

NPDES Jurisdictions



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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION:

PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase 1 and Phase II counties in order to meet the US Environmental Protection Agency (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland's commitment in its Watershed Implementation Phase 1 Plan (WIP 1).

PURPOSE & NEED SUMMARY STATEMENT: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Phase 1 and Phase II Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning, Engineering Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	13,821	9,321	4,404	0	0	500	500	1,000	2,500	4,500	0
Engineering	30,613	17,734	3,567	78	0	3,801	2,000	2,500	4,500	12,879	0
Right-of-way	3,999	1,002	41	344	153	500	500	500	1,000	2,997	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	245,380	137,915	76,660	37,050	4,261	9,525	11,296	17,740	27,593	107,465	0
Total	293,813	165,972	84,672	37,472	4,414	14,326	14,296	21,740	35,593	127,841	0
Federal-Aid	144,263	54,760	38,760	35,409	3,777	7,851	10,056	15,614	16,797	89,504	0
Special	149,550	111,212	45,912	2,063	637	6,475	4,240	6,126	18,797	38,338	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A



PROJECT: Traffic Relief Plan (Phase 2) Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operation and ease congestion.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The Smart Traffic Signals will improve traffic operations and reduce 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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,508	1,221	828	573	430	283	0	0	0	1,286	0
Engineering	4,209	1,791	426	967	378	375	349	349	0	2,418	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	20	20	20	0	0	0	0	0	0	0	0
Construction	45,616	7,183	4,944	2,715	4,271	3,329	3,560	2,192	2,213	18,280	20,153
Total	52,353	10,215	6,217	4,255	5,079	3,987	3,909	2,541	2,213	21,984	20,153
Federal-Aid	37,433	4,959	3,035	3,192	4,796	3,761	3,714	2,414	2,102	19,979	12,495
Special	14,920	5,256	3,182	1,064	283	226	195	127	111	2,006	7,658
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning and preliminary design activities in support of the Traffic Relief Plan, which is considering managed lanes along I-270 and I-495. Pre-NEPA activities are underway for I-270 from I-370 in Montgomery County to I-70 in Frederick. Future planning activities will occur on I-495 from MD 5 to the Woodrow Wilson Bridge.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the I-495 & I-270 Public-Private Partnership (P3) Program is to provide long-term congestion relief on I-495 and I-270 by providing new options and opportunities for travelers while also being responsible to the community and the environment.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange Construction at Watkins Mill Road (Montgomery County Line 2)
- I-270, Innovative Congestion Management (Montgomery County Line 1)
- I-95/I-495, Bridge Replacements over Suitland Road (Prince George's County Line 1)
- I-95/I-495 Bridge Replacement over Suitland Parkway (Prince George's County Line 2)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a P3 Phase Agreement for predevelopment activities to a partner, which will lead to long-term design, build, operations and maintenance P3 Section Agreements in the future. Any upfront expenses will be reimbursed at P3 financial close.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$2.8M is due to additional wetland credits in the Patuxent Watershed. The wetland mitigation project cash flows were moved from construction to engineering.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	130,130	101,822	57,973	28,308	0	0	0	0	0	28,308	0	
Engineering	12,315	504	504	10,611	1,200	0	0	0	0	11,811	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	142,445	102,326	58,477	38,919	1,200	0	0	0	0	40,119	0	
Federal-Aid	20,190	0	0	19,050	1,140	0	0	0	0	20,190	0	
Special	122,255	102,326	58,477	19,869	60	0	0	0	0	19,929	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

PURPOSE & NEED SUMMARY STATEMENT: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the Counties and the Municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2024). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes are effective July 1, 2019. This change increases local transportation funding and is included in the 6-year CTP total funding level.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,618,895	237,151	237,151	234,619	248,537	258,423	261,619	188,905	189,641	1,381,744	0
Total	1,618,895	237,151	237,151	234,619	248,537	258,423	261,619	188,905	189,641	1,381,744	0
Federal-Aid										0	
Special	1,618,895	237,151	237,151	234,619	248,537	258,423	261,619	188,905	189,641	1,381,744	0
Other										0	

Classification:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) N/A

PROJECTED (2040) N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AT7622	-	CLEAN/PAINT BRIDGES-VARIOUS BRIDGES ON OCEAN HIGHWAY, SALISBURY BYPASS, OCEAN CITY EXPRESSWAY	\$ 1,477	Completed
XX163C	-	BRIDGE REHABILITATION-MOVABLE AND FIXED BRIDGES, CULVERTS AND WALLS - STATEWIDE	\$ 11,327	Completed
XX163D	-	BRIDGE REHABILITATION-PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND WALLS, STATEWIDE.	\$ 9,028	Completed
XX163E	-	BRIDGE REHABILITATION-PRESERVATION AND REHAB OF BRIDGES, CULVERTS AND WALLS STATEWIDE	\$ 8,894	Completed
XX163F	-	BRIDGE REHABILITATION-PRESERVATION AND REHAB OF BRIDGES, CULVERTS AND WALLS STATEWIDE.	\$ 8,904	Completed
XX163G	-	BRIDGE REHABILITATION-PRESERVATION AND MINOR REHAB OF FIXED BRIDGES, CULVERTS, AND WALLS, STATEWIDE.	\$ 8,856	Completed
XX163H	-	BRIDGE REHABILITATION-PRESERVATION AND REHAB OF BRIDGES, CULVERTS AND WALLS IN DISTRICT 6.	\$ 2,115	Completed
AZ0221	-	BRIDGE INSPECTION-BRIDGE INSPECTION STATEWIDE	\$ 4,415	Under Construction
AZ0291	-	BRIDGE INSPECTION-BRIDGE INSPECTION STATEWIDE	\$ 4,353	Under Construction
XX163P	-	PRESERVATION OF MINOR REHAB OF FIXED BRIDGES, CULVERTS AND RETAINING WALLS.	\$ 13,728	Under Construction
C.H.A.R.T. Projects				
AT6223	-	MISCELLANEOUS-STATEWIDE CHART CCTV DEPLOYMENT - PHASE 6	\$ 3,765	Completed
AT6204	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	\$ 5,882	Under Construction
AT6205	-	MISCELLANEOUS-STATEWIDE CHART DMS DEPLOYMENT - PHASE 6	\$ 5,393	Under Construction
AX1225	-	SOC FLOOR RECONFIGURATION - CHART (CONSTRUCTION)	\$ 5,861	Under Construction
AZ0401	-	US 1 IN HOWARD, ANNE ARUNDEL, AND BALTIMORE COUNTIES.	\$ 7,260	Under Construction
Environmental Preservation				
AX8584	-	LANDSCAPE-WELCOME CENTER - POLLINATOR INITIATIVE IMPROVEMENTS - STATEWIDE	\$ 206	Completed
AT0442	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 2,088	Under Construction
AX4472	-	LANDSCAPE-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 424	Under Construction
Noise Barriers				
XX6691	-	NOISE ABATEMENT-NOISE BARRIER PRESERVATION AND REMEDIATION - STATEWIDE	\$ 2,240	Completed
XX6701	-	NOISE ABATEMENT-NOISE BARRIER PRESERVATION AND REMEDIATION AT VARIOUS LOCATIONS	\$ 200	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
AW9261	IS70	BALTIMORE NATIONAL PIKE-SAFETY AND RESURFACE-CARROLL COUNTY LINE TO EAST OF MD 75	\$ 2,544	Completed
XX1121	-	PATCHING-ALONG VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 8,625	Completed
XX2321	-	AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 642	Completed
XX412C	-	RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTIES	\$ 1,892	Completed
XX412F	-	PATCHING-AT VARIOUS LOCATIONS IN KENT AND QUEEN ANNE'S COUNTIES	\$ 1,888	Completed
XX412H	-	PATCHING-AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTIES	\$ 1,822	Completed
XY1801	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 5,662	Completed
XY2293	-	JOINT SEALING-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 5,404	Completed
XY2332	-	SIDEWALKS-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 1,392	Completed
XY2371	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 1,566	Completed
XY237A	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,000	Completed
XY2412	-	JOINT SEALING-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 465	Completed
XY2422	-	SIDEWALKS-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 1,049	Completed
XY2423	-	SIDEWALKS-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 2,149	Completed
XY2442	-	JOINT SEALING-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, QUEEN ANNE'S AND TALBOT COUNTIES	\$ 337	Completed
XY2445	-	JOINT SEALING-AT VARIOUS LOCATIONS IN CALVERT, CHARLES AND ST MARY'S COUNTIES	\$ 1,390	Completed
XY2454	-	GUARD RAIL-AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 2,038	Completed
XY2455	-	GUARD RAIL-AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES AND ST MARY'S	\$ 2,020	Completed
XY2456	-	GUARD RAIL-AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTIES	\$ 2,396	Completed
XY2457	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,341	Completed
XY245E	-	AREAWIDE TRAFFIC BARRIER UPGRADES IN DISTRICT 7.	\$ 4,569	Completed
XY2461	-	PATCHING-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 1,845	Completed
XY2467	-	SIDEWALKS-AT VARIOUS LOCATIONS IN CARROLL, FREDERICK AND HOWARD COUNTIES	\$ 3,795	Completed
XY2472	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 574	Completed
XY2477	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,595	Completed
XY2478	-	VARIOUS LOCATIONS IN DISTRICT 1	\$ 1,143	Completed
XY2495	-	RESURFACE-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 2,134	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY249B	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN DISTRICT 4 - ULTRA THIN BONDED WEARING COURSE	\$ 4,137	Completed
XY2501	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 1,469	Completed
XY2503	-	PAVEMENT MARKING- VARIOUS LOCATIONS IN DISTRICT 3	\$ 1,790	Completed
XY2504	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 4 - THERMO THINLINE STRIPING	\$ 1,743	Completed
XY2505	-	PAVEMENT MARKING-VARIOUS LOCATIONS IN DISTRICT 5 - THERMO THINLINE STRIPING	\$ 2,358	Completed
XY2506	-	PAVEMENT MARKING-VARIOUS LOCATIONS IN WASHINGTON COUNTY.	\$ 1,128	Completed
XY2522	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 3,302	Completed
XY2581	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 3,681	Completed
XY2582	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 2,730	Completed
XX1535	-	AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTY	\$ 1,003	FY 2021
XX1536	-	AT VARIOUS LOCATIONS IN KENT AND QUEEN ANNE'S COUNTY	\$ 1,032	FY 2021
XY233C	-	AT VARIOUS LOCATIONS IN CAROLINE, CECEIL, KENT AND QUEEN ANNES'S COUNTY	\$ 857	FY 2021
XY2418	-	AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 837	FY 2021
XY2428	-	VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO, AND WORCESTER COUNTIES.	\$ 600	FY 2021
XY244E	-	CHIP SEAL IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,644	FY 2021
XY2479	-	TRAFFIC BARRIER UPGRADES AT VAR LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 1,754	FY 2021
XY252H	-	UTBWC AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,503	FY 2021
XY258H	-	MICRO-SURFACING AND FOG SEAL VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S	\$ 2,439	FY 2021
XX112A	-	VARIOUS INTERSTATES IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES.	\$ 5,000	Under Construction
XX1531	-	PATCHING-AT VARIOUS LOCATIONS IN CECIL COUNTY.	\$ 951	Under Construction
XX1532	-	PATCHING-AT VARIOUS LOCATIONS IN KENT & QUEEN ANNE'S COUNTY.	\$ 1,048	Under Construction
XX1533	-	PATCHING-AT VARIOUS LOCATIONS IN CAROLINE AND TALBOT COUNTY	\$ 688	Under Construction
XX1568	-	JOINT SEALING-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 1,109	Under Construction
XX2261	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CALVERT, CHARLES AND SAINT MARY'S COUNTY	\$ 1,300	Under Construction
XX3347	-	AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,288	Under Construction
XX3861	-	AREAWIDE PATCHING AND RESURFACING IN BALTIMORE AND HARFORD COUNTIES.	\$ 13,914	Under Construction
XX412J	-	ASPHALT PATCHING/BRIDGE APPROCHES AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,500	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XX5365	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,786	Under Construction
XY1221	-	SAFETY AND RESURFACE-VARIOUS SERVICE ROADS IN MONTGOMERY AND PRINCE GEORGE'S COUNTY	\$ 2,395	Under Construction
XY229B	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES.	\$ 5,000	Under Construction
XY2339	-	SIDEWALKS-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,082	Under Construction
XY233E	-	AREAWIDE SIDEWALK UPGRADES IN DISTRICT 7.	\$ 4,235	Under Construction
XY2373	-	GUARD RAIL-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,870	Under Construction
XY237B	-	W-BEAM UPGRADES AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES.	\$ 2,000	Under Construction
XY241E	-	DISTRICT 7 AREAWIDE CRACK AND JOINT SEALING.	\$ 2,288	Under Construction
XY241G	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL,CALVERT,CHARLES AND ST. MARY'S COUNTY	\$ 1,373	Under Construction
XY242C	-	SIDEWALK, CONCRETE AND ADA COMPLIANCE IN A.A., CALV, CHAR	\$ 1,144	Under Construction
XY2449	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S, AND TALBOT COUNTY	\$ 1,782	Under Construction
XY244D	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTY	\$ 694	Under Construction
XY245B	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 2,986	Under Construction
XY245D	-	AREAWIDE TRAFFIC BARRIER UPGRADES AT VARIOUS LOC IN BALTIMORE	\$ 3,467	Under Construction
XY2463	-	SIDEWALKS-AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES	\$ 1,737	Under Construction
XY246A	-	AT VARIOUS LOCATIONS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES.	\$ 4,000	Under Construction
XY2471	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTIES	\$ 977	Under Construction
XY2502	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 1,947	Under Construction
XY2507	-	PAVEMENT MARKING-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,175	Under Construction
XY250C	-	AT VARIOUS LOCATIONS IN ANNE ARUNDEL, CALVERT, CHARLES	\$ 2,000	Under Construction
XY251E	-	ROADWAY LINE STRIPING IN CARROLL, FREDERICK, AND HOWARD COUNTIES.	\$ 755	Under Construction
XY252A	-	RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 2,281	Under Construction
XY258A	-	SURFACE TREATMENT-AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 2,259	Under Construction
XY2595	-	SIDEWALKS-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 1,904	Under Construction
XY3412	-	JOINT SEALING- AT VARIOUS LOCATIONS IN CAROLINE,KENT,QUEEN ANNE'S AND TALBOT COUNTY	\$ 114	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY3472	-	GUARD RAIL- AT VARIOUS LOCATIONS IN CAROLINE, CECIL, KENT, QUEEN ANNE'S AND TALBOT COUNTY	\$ 1,458	Under Construction
XY6191	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 7,379	Under Construction
Safety/Spot Improvement				
XX1331	-	RUMBLE STRIPS-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 363	Completed
XX1497	-	GUARD RAIL-AT VARIOUS LOCATIONS IN FREDERICK, CARROLL AND HOWARD COUNTIES	\$ 2,211	Completed
XX228A	-	RPM-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 517	Completed
XX228B	-	AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 944	Completed
XX2317	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 1,697	Completed
XX5357	-	SIDEWALKS-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 2,616	Completed
XX668B	-	AT VARIOUS LOCATIONS IN BALTIMORE AND HARFORD COUNTIES.	\$ 266	Completed
XY1691	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 6	\$ 8,786	Completed
XY2351	-	GUARD RAIL-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 2,322	Completed
XX3674	-	ADA SIDEWALK UPGRADES DISTRICT 4	\$ 2,990	FY 2021
XYXY21	-	TRAFFIC BARRIER UPGRADES AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 1,754	FY 2021
AW4652	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 2	\$ 3,445	Under Construction
AX7662	-	DRAINAGE IMPROVEMENT-SWM AT VARIOUS LOCATIONS IN DISTRICT 7 - GROUP 1	\$ 7,038	Under Construction
XX1334	-	AREAWIDE SAFETY AND OPERATIONS IMPROVEMENTS FOR LOCATIONS IN BALTIMORE AND HARFORD COUNTIES	\$ 7,291	Under Construction
XX1338	-	AT VARIOUS LOCATIONS IN DORCHESTER, SOMERSET, WICOMICO AND WORCESTER COUNTY	\$ 275	Under Construction
XX1671	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTIES	\$ 3,144	Under Construction
XX1673	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 7	\$ 3,971	Under Construction
XX1674	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 3,708	Under Construction
XX1675	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 5,019	Under Construction
XX228C	-	RPM'S AT VARIOUS LOCATIONS IN AA, CAL, CH,	\$ 1,254	Under Construction
XX228D	-	AT VARIOUS LOCATIONS IN ALLEGANY, GARRETT AND WASHINGTON COUNTY	\$ 1,014	Under Construction
XX228E	-	INSTALL RAISED PAVEMENT MARKERS AT VAR LOCATIONS IN CAR, FRED AND HOW COUNTIES	\$ 1,600	Under Construction
XX2293	-	GEOMETRIC IMPROVEMENTS-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTY	\$ 5,952	Under Construction
XX2301	-	RPM-AT VARIOUS LOCATIONS IN DISTRICT 1	\$ 328	Under Construction
XY2534	-	GUARD RAIL-AREAWIDE TRAFFIC BARRIER UPGRADES IN DISTRICT 4	\$ 2,512	Under Construction

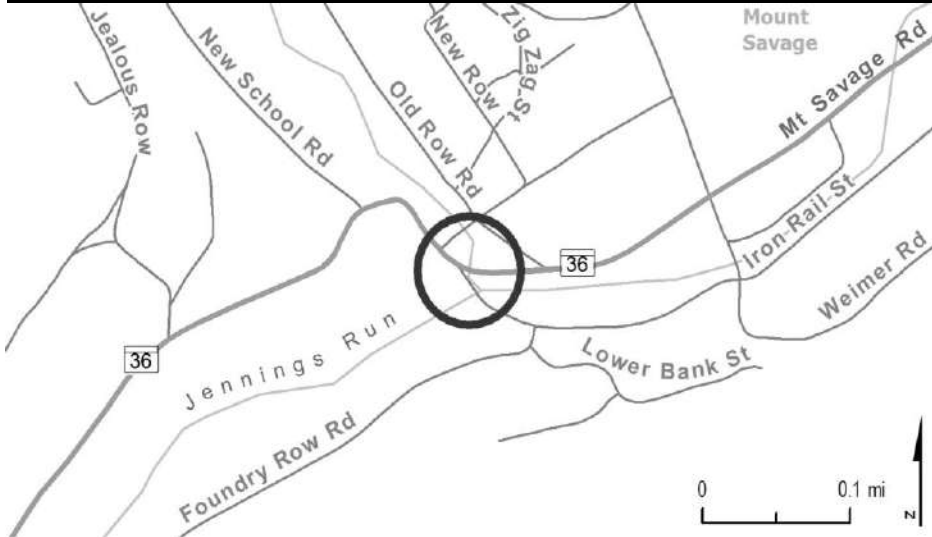
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Statewide - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>TMDL Compliance</u>				
AW0431	-	LANDSCAPE-TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 2,089	Completed
AW0433	-	LANDSCAPE-TREE PLANTING ON DNR PROPERTY IN DISTRICT 4	\$ 922	Completed
AW0444	-	LANDSCAPE-TREE PLANTING ON DNR PROPERTY IN DISTRICT 7	\$ 2,020	Completed
AW0461	-	LANDSCAPE-TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 733	Completed
AX766E	-	DRAINAGE IMPROVEMENT-TMDL SWM RETROFITS - GROUP 1A - DISTRICT3	\$ 1,123	Completed
AX9294	-	DRAINAGE IMPROVEMENT-SWM FACILITIES REMEDIATION	\$ 4,327	Completed
<u>Traffic Management</u>				
XX1424	-	MOD/INSTALL/RECON/OF TRAFFIC SIGNALS - DISTRICT 4	\$ 5,925	Completed
XX1426	-	MOD/INSTALL/RECON OF TRAFFIC SIGNALS - DISTRICTS 6 & 7	\$ 5,108	Completed
XX1801	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 4,726	Completed
XY1501	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 6,023	Completed
XY1671	-	SIGNING-SIGN STRUCTURE REPLACEMENT - STATEWIDE	\$ 7,360	Completed
XY1701	-	SIGNING-MODIFY/INSTALL/RECON OF SIGNING STATEWIDE	\$ 8,815	Completed
XY1721	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 6 AND 7	\$ 3,025	Completed
XY1731	-	SIGNALIZATION-AT VARIOUS LOCATIONS - STATEWIDE	\$ 6,821	Completed
XY1741	-	SIGNALIZATION-AT VARIOUS LOCATIONS STATEWIDE - UPS/APS/CFS	\$ 3,641	Completed
XY1783	-	LIGHTING-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S AND MONTGOMERY COUNTY	\$ 3,546	Completed
XY1791	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 1 AND 2	\$ 3,735	Completed
XY1845	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 5	\$ 5,542	Completed
XY1851	-	MOD/INSTALL/RECON OF SIGNING - DISTRICTS 3, 4 & 5	\$ 7,395	Completed
XX1411	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 1 AND 2	\$ 4,758	Under Construction
XX1523	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 6,078	Under Construction
XX1691	-	SIGNALIZATION-AT VARIOUS LOCATIONS IN DISTRICTS 6 AND 7	\$ 5,642	Under Construction
XX1701	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 3,588	Under Construction
XX1741	-	LIGHTING-AT VARIOUS LOCATIONS IN DISTRICT 4	\$ 2,449	Under Construction
XY1521	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICTS 6 AND 7	\$ 4,652	Under Construction
XY176A	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICT 1 AND 2	\$ 3,584	Under Construction
XY1771	-	SIGNING-AT VARIOUS LOCATIONS IN DISTRICTS 3, 4 AND 5	\$ 6,160	Under Construction
<u>Transportation Alternatives Program</u>				
AX8231	-	MISCELLANEOUS-SYNTHESIS OF MARYLAND ARCHEOLOGICAL DATA	\$ 135	FY 2021



ALLEGANY COUNTY



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run. Bicycle and pedestrian accommodations will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	...2023...	...2024...	...2025...	...2026...	YEAR	TOTAL	TO
	COST	THRU	IN	YEAR	YEAR					COMPLETE	0	
	(\$000)	2020	2020	2021	2022					0	0	
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,166	2,166	0	0	0	0	0	0	0	0	0	0
Right-of-way	446	443	0	3	0	0	0	0	0	0	3	0
Utilities	1	1	0	0	0	0	0	0	0	0	0	0
Construction	6,507	6,368	5,100	139	0	0	0	0	0	0	139	0
Total	9,120	8,978	5,100	142	0	0	0	0	0	0	142	0
Federal-Aid	6,462	6,138	3,900	324	0	0	0	0	0	0	324	0
Special	2,658	2,840	1,200	(182)	0	0	0	0	0	0	(182)	0
Other											0	

Classification:

STATE - Minor Arterial

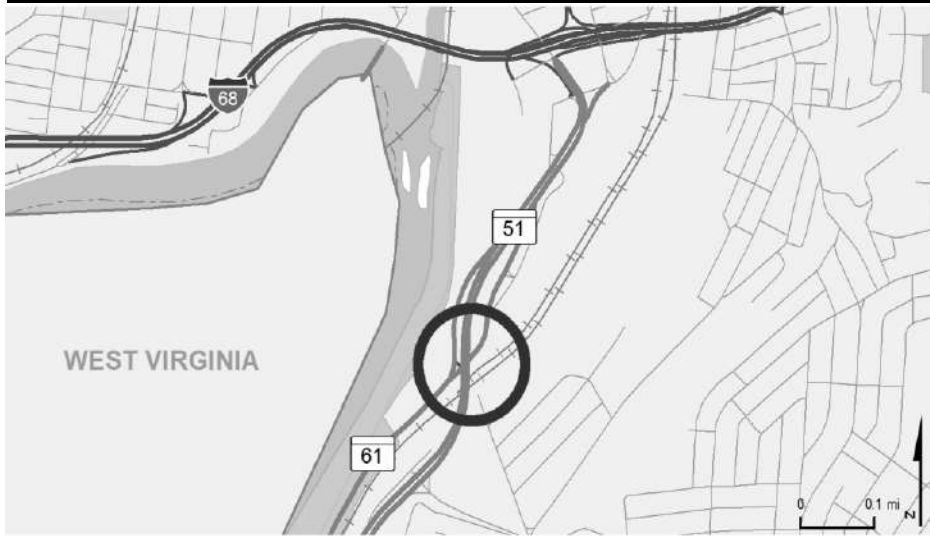
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 2,600

PROJECTED (2040) 2,900



PROJECT: MD 51, Industrial Boulevard

DESCRIPTION: Rehabilitation of bridge 01092 over CSX and Canal Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge deck is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing bridge deck is rated poor.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	490	490	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2	2	0	0	0	0	0	0	0	0	0
Construction	12,310	3,686	2,871	4,729	3,895	0	0	0	0	8,624	0
Total	12,802	4,178	2,871	4,729	3,895	0	0	0	0	8,624	0
Federal-Aid	11,603	3,041	2,390	4,767	3,795	0	0	0	0	8,562	0
Special	1,199	1,137	481	(38)	100	0	0	0	0	62	0
Other										0	

Classification:

STATE - Minor Arterial

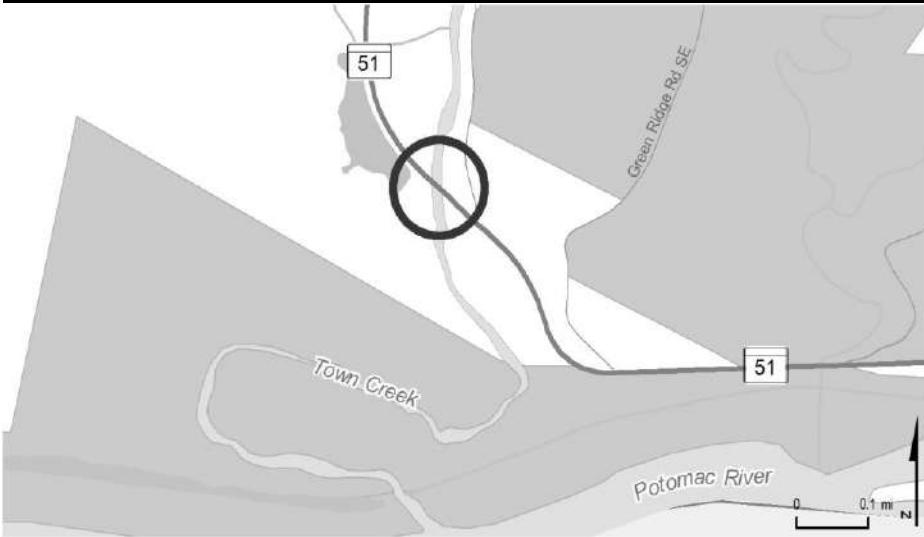
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 21,250

PROJECTED (2040) 23,575



PROJECT: MD 51, Old Town Road

DESCRIPTION: Replace Bridge 01047 over Town Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,431	362	174	624	788	657	0	0	0	2,069	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	9,999	0	0	0	0	1,209	5,614	3,176	0	9,999	0
Total	12,430	362	174	624	788	1,866	5,614	3,176	0	12,068	0
Federal-Aid	11,259	105	70	470	646	1,687	5,334	3,017	0	11,154	0
Special	1,171	257	104	154	142	179	280	159	0	914	0
Other										0	

Classification:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 21,350

PROJECTED (2040) 23,600



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland/West Virginia joint study, between two Appalachian Development Highway System corridors, I-68 and US 48.

PURPOSE & NEED SUMMARY STATEMENT: US 220 and MD 53 corridor improvements will enhance accessibility and promote economic development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	4,110	4,110	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,110	4,110	0	0	0	0	0	0	0	0	0
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0
Special	1,974	1,974	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) (US 220) 14,655 - 16,670;

(MD 53) 8,450 - 16,245

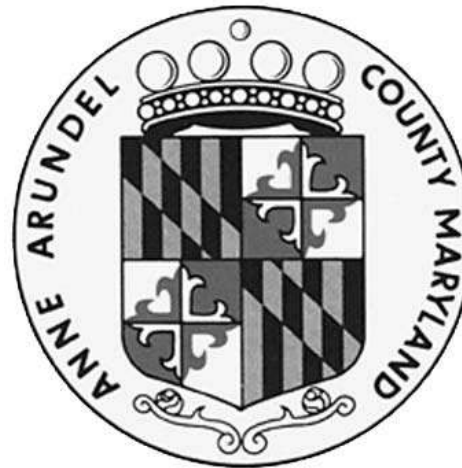
PROJECTED (2040) (US 220) 15,870 - 18,025;

(MD 53) 9,095 - 18,860

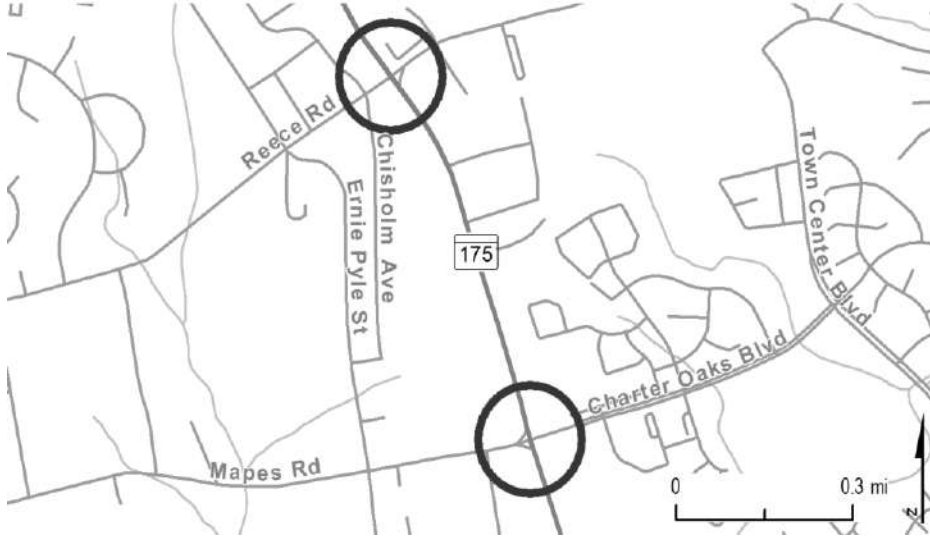
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Allegany County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AL3451	MD831	BRIDGE REMOVAL-MD 831C OVER JENNINGS RUN	\$ 3,549	FY 2021
AL2511	MD36	NEW GEORGES CREEK ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 0107800 OVER NORTH BRANCH	\$ 4,152	FY 2023
AL2631	MD51	INDUSTRIAL BOULEVARD-DECK REPLACEMENT FOR BRIDGE NO. 0104800 ON MD51 OVER C&O CANAL	\$ 3,941	Under Construction
Resurface/Rehabilitate				
XY5011	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 6,283	Completed
XY6011	-	VARIOUS LOCATIONS IN ALLEGANY COUNTY	\$ 1,346	Under Construction
Safety/Spot Improvement				
AL2521	IS68	NATIONAL FREEWAY-WIDEN AND RESURFACE-AT GREENE STREET	\$ 4,209	Completed
AL2531	IS68	NATIONAL FREEWAY-WIDEN AND RESURFACE-US 40 ALT (BALTIMORE AVENUE) TO MARYLAND AVENUE	\$ 7,453	Completed
Transportation Alternatives Program				
AL4941	-	ALLEGANY MUSEUM PERMANENT TRANSPORTATION EXHIBITION	\$ 240	Completed
ALNEW1	-	BALTIMORE STREET ACCESS	\$ 5,200	FY 2021
ALNEW2	-	SRTS - BEL AIR ELEMENTARY SCHOOL PEDESTRIAN BRIDGE	\$ 320	FY 2021



ANNE ARUNDEL COUNTY



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Constructed intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (0.6 miles) (BRAC intersection improvement). This project included construction of a new security fence and tree buffer along Fort Meade's property. Bicycle and pedestrian facilities were provided.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety, operations, and mobility along MD 175 resulting from BRAC expansion at Fort Meade.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project improved mobility at these intersections to accommodate growth at Ft. Meade.

- 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

ASSOCIATED IMPROVEMENTS:

- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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	1,172	1,156	1	16	0	0	0	0	0	16	0
Utilities	4,197	2,505	269	1,692	0	0	0	0	0	1,692	0
Construction	20,004	19,966	2,662	38	0	0	0	0	0	38	0
Total	25,373	23,627	2,932	1,746	0	0	0	0	0	1,746	0
Federal-Aid	17,329	15,974	1,952	1,355	0	0	0	0	0	1,355	0
Special	7,909	7,518	909	391	0	0	0	0	0	391	0
Other	135	135	71	0	0	0	0	0	0	0	0

Classification:

STATE - Urban Minor Arterial

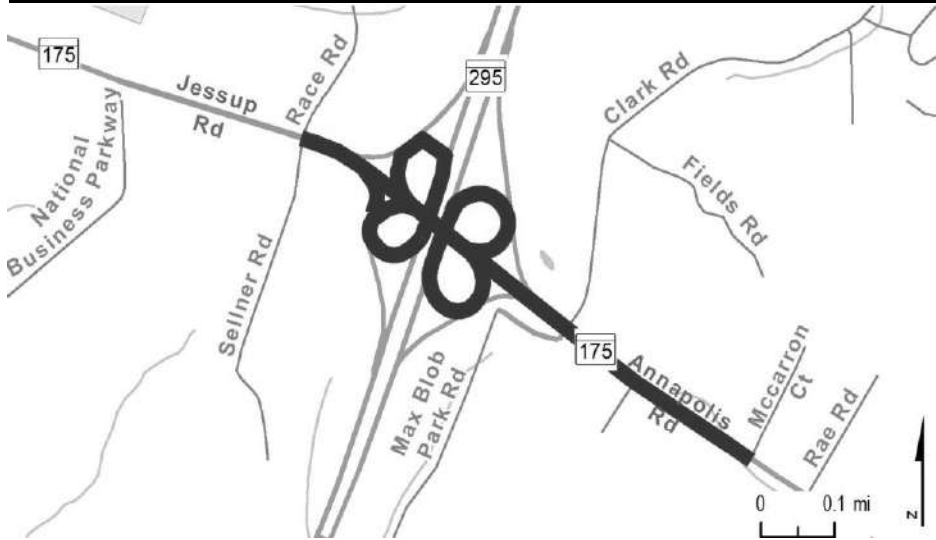
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 28,000

PROJECTED (2040) 50,500



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Sellner Road/Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece (Line 1)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: Design, Right-of-way, and Utility relocation underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Increase of \$2.7M due to termination of existing construction contract, design costs associated with readvertising the project, and purchase of the steel for the project.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,944	4,344	495	400	200	0	0	0	0	600	0
Right-of-way	17,663	15,986	(26)	200	510	582	385	0	0	1,677	0
Utilities	2,711	1,209	13	898	362	242	0	0	0	1,502	0
Construction	53,620	2,638	2,398	924	4,983	12,101	13,984	18,990	0	50,982	0
Total	78,938	24,177	2,880	2,422	6,055	12,925	14,369	18,990	0	54,761	0
Federal-Aid	53,117	4,175	1,184	1,206	4,914	11,496	13,285	18,041	0	48,942	0
Special	24,612	18,869	563	1,140	1,141	1,429	1,084	949	0	5,743	0
Other	1,209	1,133	1,133	76	0	0	0	0	0	76	0

Classification:

STATE - Urban Minor Arterial

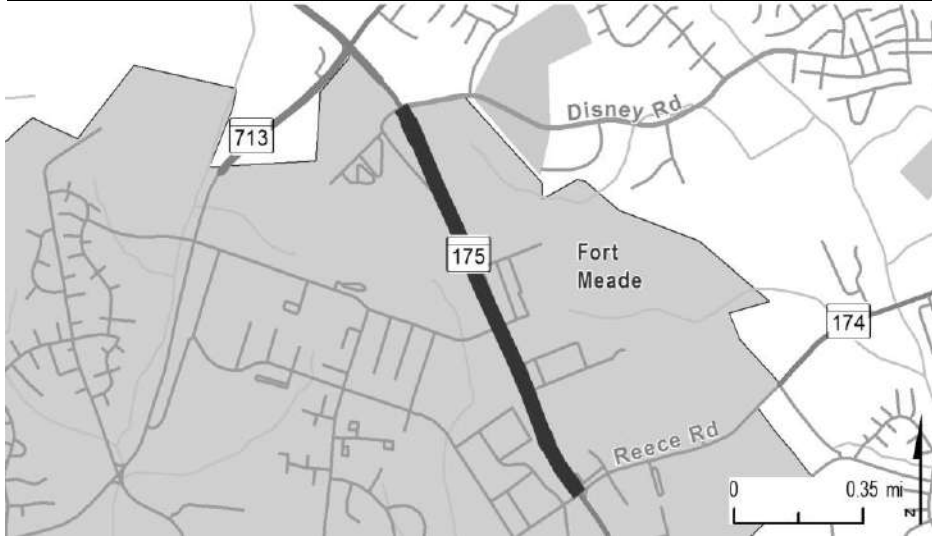
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 33,300 - 40,200

PROJECTED (2040) 52,100 - 66,000



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will address mobility needs along MD 175 and will improve access to Fort Meade.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will improve mobility along the MD 175 corridor and will improve access to Fort Meade.

- 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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: Open to Service. The project received a \$10.0 million TIGER grant for construction.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$2.4 million is due to additional drainage and excavation work and maintenance of traffic items.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,242	2,242	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,641	862	537	779	0	0	0	0	0	779	0	0
Construction	21,144	19,964	4,560	1,180	0	0	0	0	0	1,180	0	0
Total	25,027	23,068	5,097	1,959	0	0	0	0	0	1,959	0	0
Federal-Aid	21,401	19,645	4,460	1,756	0	0	0	0	0	1,756	0	0
Special	3,626	3,423	637	203	0	0	0	0	0	203	0	0
Other										0		

Classification:

STATE - Urban Minor Arterial

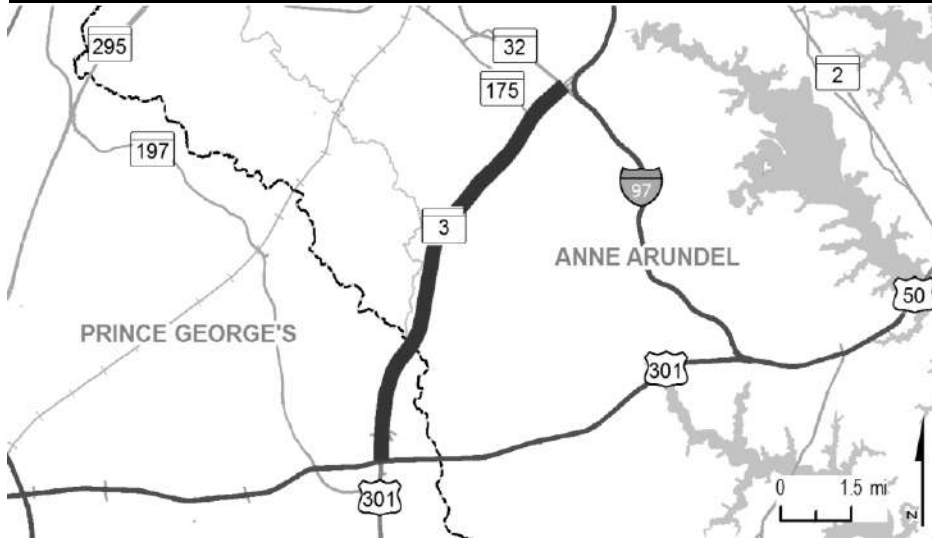
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 28,500

PROJECTED (2040) 50,500



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Project to upgrade MD 3 from US 50 to MD 32 to address safety, operations, and mobility concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and improve mobility in this heavily traveled corridor.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 21)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 22)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 70,100 - 89,200

PROJECTED (2040) 86,100 - 133,500



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will help improve mobility and access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport and surrounding areas.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,554	2,554	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0	0
Federal-Aid	(0)	(0)	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

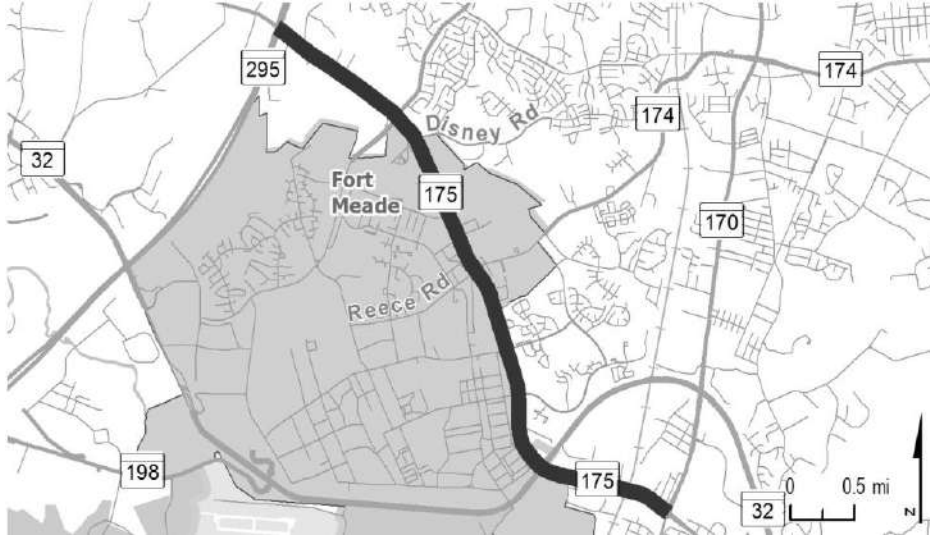
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 105,600

PROJECTED (2040) 145,100



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 198, MD 295 to MD 32 (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,643	2,643	0	0	0	0	0	0	0	0	0
Engineering	5,475	5,475	14	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,118	8,118	14	0	0	0	0	0	0	0	0
Federal-Aid	6,143	6,143	14	0	0	0	0	0	0	0	0
Special	1,975	1,975	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Urban Minor Arterial

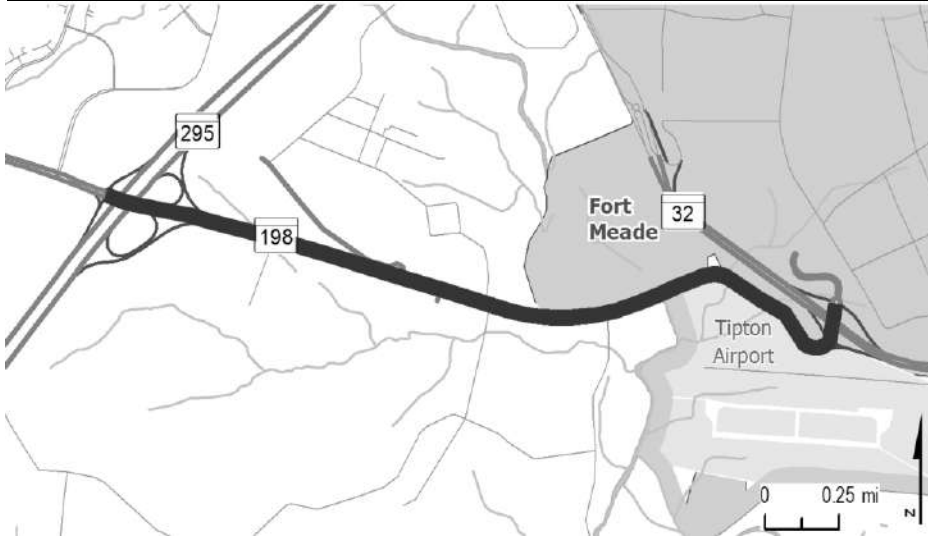
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 26,700 - 40,700

PROJECTED (2040) 53,000 - 62,600



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: County contributed \$3.5 million for the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Increase of \$3.5 million is to reflect the previous county contribution towards the planning cost.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,845	3,845	0	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,284	5,284	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,784	1,784	0	0	0	0	0	0	0	0	0
Other	3,500	3,500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 28,500

PROJECTED (2040) 48,300

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
AA7761	MD450	DEFENSE HIGHWAY-SMALL STRUCTURE REPLACEMENT-BRIDGE 02243X0, 02335X0, 02288X0, 02244X0	\$ 2,173	Completed
Commuter Action Improvements				
AA0911	MD794	SOUTHERN MARYLAND BOULEVARD-RIDESHARING FACILITIES-WAYSON'S CORNER PARK N RIDE	\$ 660	Completed
Environmental Preservation				
AA1751	-	LANDSCAPE-PH 2 - IRVM, PLANTING - US 50 - AA/PG CO LINE TO I-97 AND I-97-US 50 TO MD 3	\$ 1,182	Under Construction
Resurface/Rehabilitate				
XX1711	-	PATCHING-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,004	Completed
XY244A	-	JOINT SEALING-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,138	Completed
XY502A	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 5,873	Completed
XY6021	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 12,595	Completed
XY6022	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 12,221	Completed
AA0881	MD169	W MAPLE ROAD-SAFETY AND RESURFACE-HAMMONDS FERRY ROAD TO MD 648E	\$ 2,496	Under Construction
AA8881	-	IS97- I-97 SB FROM MD 3C TO MD 3 BUSINESS AND NB FROM MD 3 BUSINESS TO MD 174	\$ 1,673	Under Construction
XY7021	-	MILL AND RESURFACE- AT VARIOUS LOCATIONS IN NORTHERN ANNE ARUNDEL COUNTY	\$ 12,227	Under Construction
XY7022	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN SOUTHERN ANNE ARUNDEL COUNTY	\$ 14,135	Under Construction
Safety/Spot Improvement				
AA1941	MD174	REECE ROAD-GEOMETRIC IMPROVEMENTS-1000 FT SOUTH TO 700 FT NORTH OF SEVERN ROAD	\$ 3,852	Completed
AA1561	MD915	LONG HILL ROAD-2 LANE CONSTRUCT-AT MD 177	\$ 1,660	Under Construction
AA8221	US50	JOHN HANSON HIGHWAY-DRAINAGE IMPROVEMENT-IHB - MD 665 TO SEVERN RIVER	\$ 3,372	Under Construction
XX1721	-	DRAINAGE IMPROVEMENT-ANNE ARUNDEL COUNTY STORMWATER MANAGEMENT REMEDIATION	\$ 3,296	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 8

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
AA1801	MD424	DAVIDSONVILLE ROAD-SIDEWALKS-DUKE OF KENT DRIVE TO MD 450 (DEFENSE HIGHWAY) - PHASE 2	\$ 4,689	Under Construction
TMDL Compliance				
AA7952	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS - GROUP 1	\$ 2,898	Completed
AT0872	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY	\$ 1,037	Completed
AA8671	-	DRAINAGE IMPROVEMENT-SANDY POINT STATE PARK - MDOT SHA/DNR RESTORATION CREDIT PARTNERSHIP	\$ 200	Under Construction
AX766B	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN ANNE ARUNDEL COUNTY - GROUP 1A	\$ 4,592	Under Construction
Traffic Management				
AA7911	IS595	JOHN HANSON HIGHWAY-LIGHTING-MD 424 TO SEVERN RIVER BRIDGE	\$ 7,502	Completed
AA0631	-	IS195 - AT MD 295 AND MD 170	\$ 294	Under Construction
Transportation Alternatives Program				
AANEW1	-	BROADNECK PENINSULA TRAIL, PHASE III	\$ 2,600	FY 2021
AANEW2	-	WB&A TRAIL BRIDGE AT PATUXENT	\$ 4,700	FY 2021
AA0611	-	BICYCLE SAFETY TRAINING PROJECT	\$ 145	FY 2022
AANEW3	-	SOUTH SHORE TRAIL, PHASE II	\$ 2,200	FY 2022
AA4131	-	CHANNELIZATION-COWHIDE BRANCH STREAM RESTORATION	\$ 1,800	Under Construction
AA7512	-	BICYCLE-PEDESTRIAN ROUTE-BROADNECK PENINSULA TRAIL - PHASE 2	\$ 2,407	Under Construction



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replacement of Dual Bridges 0306201 and 0306202 on I-83 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridges carrying northbound and southbound I-83 over Padonia Road were constructed in 1950 and are rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: These existing structures are rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,903	1,903	4	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	884	884	0	0	0	0	0	0	0	0	0
Construction	22,127	12,612	5,991	6,770	2,745	0	0	0	0	9,515	0
Total	24,914	15,399	5,995	6,770	2,745	0	0	0	0	9,515	0
Federal-Aid	21,039	11,994	5,377	6,435	2,610	0	0	0	0	9,045	0
Special	3,875	3,405	618	335	135	0	0	0	0	470	0
Other										0	

Classification:

STATE - Principal Arterial

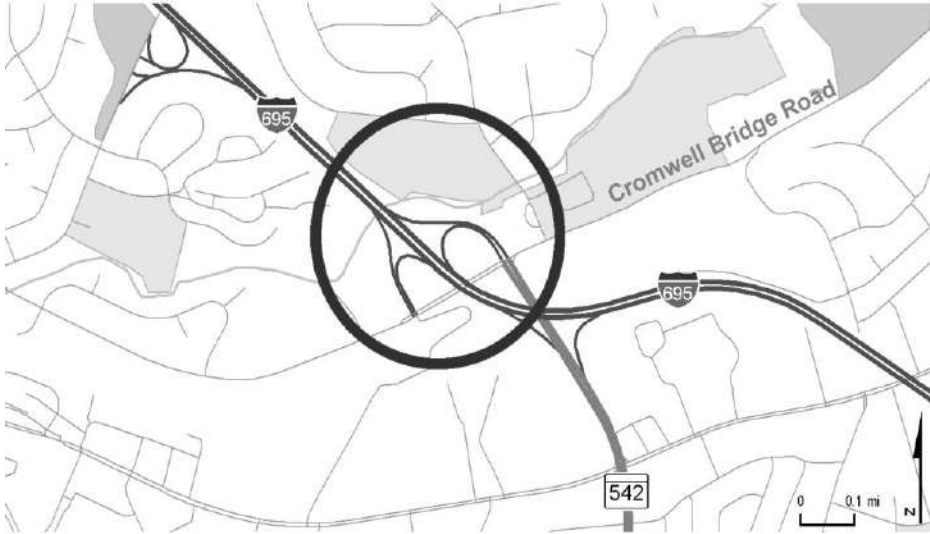
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 123,500

PROJECTED (2040) 148,000



PROJECT: I-695, Cromwell Bridge Road

DESCRIPTION: Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide stream channel restoration, repair drainage outfalls, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 5).

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

EXPLANATION: This project will improve storm water drainage and stabilize environmental facilities and features into the future.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020			2021	2022	...2023...	...2024...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,943	1,943	0	0	0	0	0	0	0	0	0
Right-of-way	660	406	0	154	100	0	0	0	0	254	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,949	6,958	0	1,991	0	0	0	0	0	1,991	0
Total	11,552	9,307	0	2,145	100	0	0	0	0	2,245	0
Federal-Aid	7,660	5,955	0	1,705	0	0	0	0	0	1,705	0
Special	3,892	3,352	0	440	100	0	0	0	0	540	0
Other										0	

Classification:

STATE - Principal Arterial

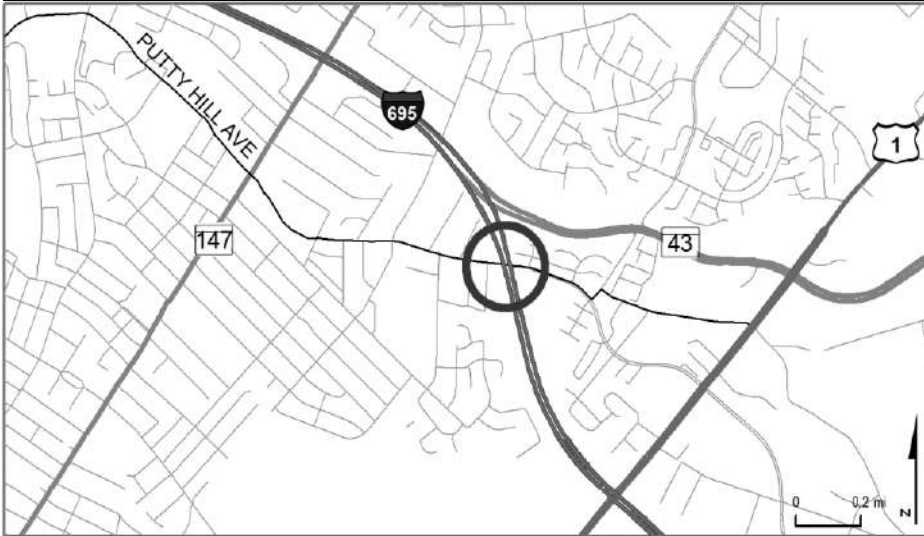
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 156,000

PROJECTED (2040) 167,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03174 on Putty Hill Avenue over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge constructed in 1961, is nearing the end of its structural life.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:
I-695, I-70 to MD 43 (Line 6)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$3.3 million is due to increase utility design and construction costs.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,352	1,856	755	389	107	0	0	0	0	496	0
Right-of-way	1,202	878	2	104	139	81	0	0	0	324	0
Utilities	2,260	0	0	925	1,232	103	0	0	0	2,260	0
Construction	10,000	0	0	0	1,321	4,232	4,447	0	0	10,000	0
Total	15,814	2,734	757	1,418	2,799	4,416	4,447	0	0	13,080	0
Federal-Aid	12,670	913	4	1,057	2,404	4,120	4,176	0	0	11,757	0
Special	3,144	1,821	752	361	395	296	271	0	0	1,323	0
Other										0	

Classification:

STATE - Principal Arterial

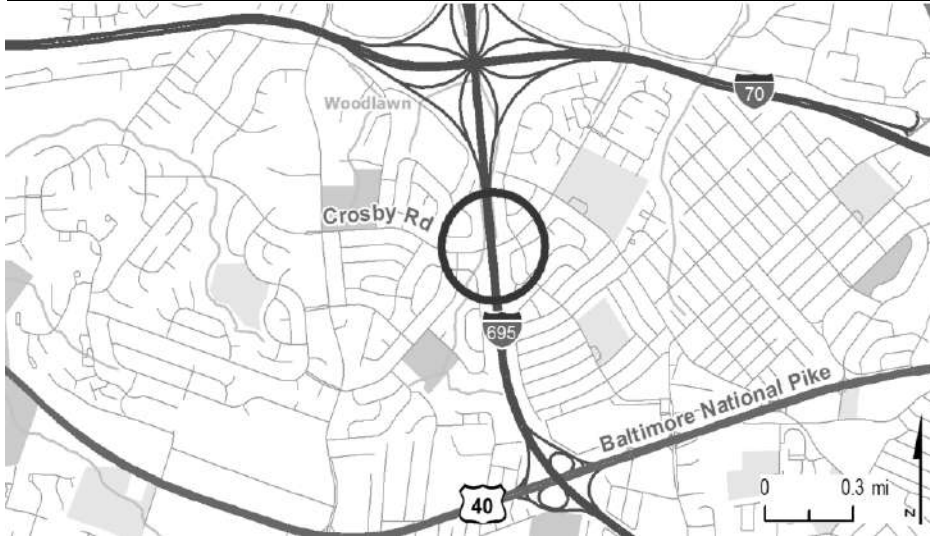
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 15,500

PROJECTED (2040) 18,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, was nearing the end of its structural life.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Crosby Road bridge was nearing the end of its structural life. The bridge links communities on either side of the Beltway. The project enhanced safety, operation, and accommodated pedestrians and bicycles.

- 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

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)
- I-695 at I-70 (Line 7)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	819	819	0	0	0	0	0	0	0	0	0
Right-of-way	32	32	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,396	8,386	913	10	0	0	0	0	0	10	0
Total	9,247	9,237	913	10	0	0	0	0	0	10	0
Federal-Aid										0	
Special	9,247	9,237	913	10	0	0	0	0	0	10	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 13,225

PROJECTED (2040) 14,225



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook Ave to US 40 as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

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

ASSOCIATED IMPROVEMENTS:
 I-695 at Crosby Road (Line 4)
 I-695, Cromwell Bridge Road (Line 2)
 I-695, I-70 to MD 43 (Line 6)
 I-695 at I-70 (Line 7)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$1.8 million is due to the need for additional construction inspection given the complexity of the project.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,117	12,782	392	129	206	0	0	0	0	335	0
Right-of-way	2,713	2,666	2	47	0	0	0	0	0	47	0
Utilities	752	748	1	4	0	0	0	0	0	4	0
Construction	116,512	84,206	30,683	5,417	11,199	9,091	6,599	0	0	32,306	0
Total	133,094	100,402	31,078	5,597	11,405	9,091	6,599	0	0	32,692	0
Federal-Aid	78,779	68,524	11,329	3,629	6,626	0	0	0	0	10,255	0
Special	54,315	31,878	19,749	1,968	4,779	9,091	6,599	0	0	22,437	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 200,511

PROJECTED (2040) 200,850



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Using the shoulder and dynamic lane controls to create a new lane of traffic during peak hours on the inner and outer loops of I-695 from I-70 to MD 43.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion along I-695.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will improve safety and traffic flow along I-695 between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

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

ASSOCIATED IMPROVEMENTS:

- I-695, Cromwell Bridge Road (Line 3)
- I-695, Crosby Road (Line 4)
- I-695, US 40 to MD 144 (Line 5)
- I-695 at I-70 (Line 7)

STATUS: Construction to begin this fiscal year

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The reconfiguration of the I-695/I-70 interchange is split into a separate project(line 7)with a separate project delivery schedule.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	13,000	5,712	1,319	5,000	2,288	0	0	0	0	7,288	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	168,101	160	160	33,739	67,101	67,101	0	0	0	167,941	0
Total	181,101	5,872	1,479	38,739	69,389	67,101	0	0	0	175,229	0
Federal-Aid	173,119	5,139	3,520	36,827	66,606	64,547	0	0	0	167,980	0
Special	7,982	733	(2,041)	1,912	2,783	2,554	0	0	0	7,249	0
Other										0	

Classification:

STATE - Principal Arterial

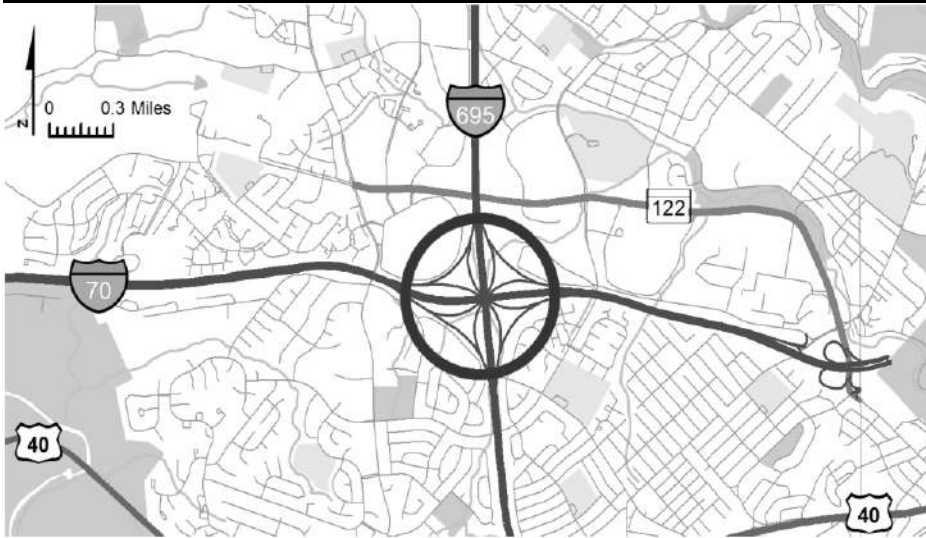
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 161,200 - 218,000

PROJECTED (2040) 174,150 - 236,200



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruct interchange at I-695 and I-70

PURPOSE & NEED SUMMARY STATEMENT: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will address mobility and state of good repair needs in the vicinity of the I-695/I-70 interchange.

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

ASSOCIATED IMPROVEMENTS:

- I-695 at Crosby Road (Line 4)
- I-695 from US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

STATUS: This project, previously included as part of the I-695 Transportation Systems Management and Operations project (Baltimore County Line 6), has been split into a separate project due to different project delivery schedules. Engineering and procurement underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increase of \$95 million will accommodate a full interchange reconstruction including elimination of the existing triple bridge configuration.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		EXPENDED IN YEAR	CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,000	3,482	518	2,232	500	1,537	1,249	0	0	5,518	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	186,000	0	0	0	0	0	72,540	68,820	29,760	171,120	14,880
Total	195,000	3,482	518	2,232	500	1,537	73,789	68,820	29,760	176,638	14,880
Federal-Aid	184,800	3,134	2,270	2,009	450	1,383	70,037	65,379	28,272	167,530	14,136
Special	10,201	349	(1,752)	223	50	154	3,752	3,441	1,488	9,108	744
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 174,200 - 209,100

PROJECTED (2040) 187,700 - 225,300



PROJECT: MD 45 York Road

DESCRIPTION: Construction of safety and resurfacing improvements on MD 45 from south of Padonia Road to Wight Avenue (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will construct safety and resurfacing improvements along this segment of MD 45, including a County waterline replacement.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will improve safety and operations along this segment of MD 45.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. County is contributing \$12.3 million to construction for a waterline replacement.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	16,091	2,009	0	11,683	2,399	0	0	0	0	14,082	0
Total	16,944	2,862	0	11,683	2,399	0	0	0	0	14,082	0
Federal-Aid	2,769	1,487	0	1,088	194	0	0	0	0	1,282	0
Special	1,703	1,375	0	279	49	0	0	0	0	328	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 33,700

PROJECTED (2040) 42,400



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the development in the area, including the Owings Mills Metro Center and Foundry Row.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bicycle and pedestrian accommodations.

- 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

ASSOCIATED IMPROVEMENTS:

I-795, Interchange at Dolfield (Line 13)
 MD 140, Painters Mill Road to Owings Mills Boulevard (Line 14)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,573	1,573	0	0	0	0	0	0	0	0	0
Right-of-way	3,824	3,824	400	0	0	0	0	0	0	0	0
Utilities	350	350	0	0	0	0	0	0	0	0	0
Construction	13,108	12,703	1,769	405	0	0	0	0	0	405	0
Total	18,855	18,450	2,169	405	0	0	0	0	0	405	0
Federal-Aid	1,021	1,021	(1)	0	0	0	0	0	0	0	0
Special	17,835	17,430	2,170	405	0	0	0	0	0	405	0
Other										0	

Classification:

STATE - Principal Arterial

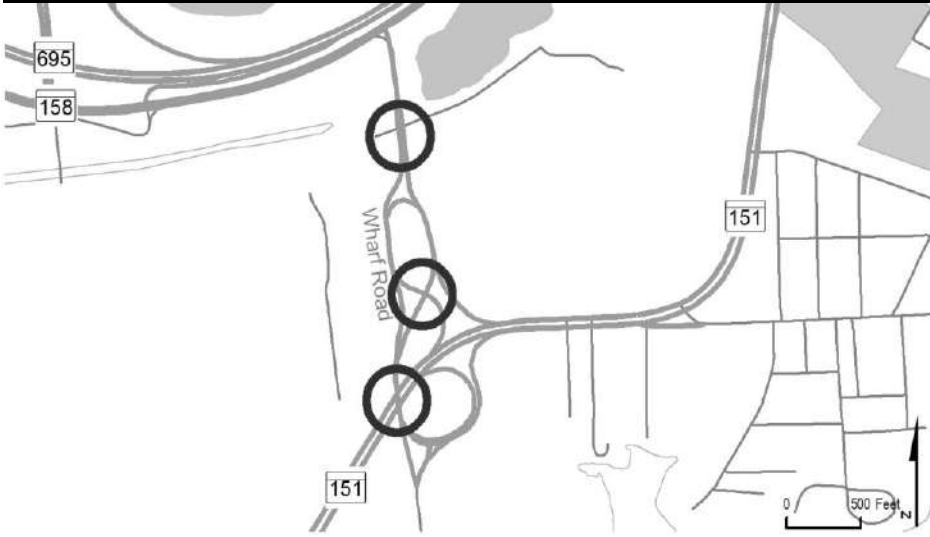
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 40,825

PROJECTED (2040) 52,525



PROJECT: MD 151/MD151B, Sparrows Point Boulevard

DESCRIPTION: Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1954, 1955, and 1957 are rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structures are rated poor.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$6.5 million is due to modifications to accommodate increased truck loads, additional fill needed to avoid significant settlement, the treatment and disposal of hazardous soils at the site, and the full replacement of all three bridges.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,413	3,388	1,843	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	25,579	24	23	5,666	8,900	7,628	3,361	0	0	25,555	0
Total	28,992	3,412	1,866	5,691	8,900	7,628	3,361	0	0	25,580	0
Federal-Aid	20,729	17	17	4,589	7,215	6,183	2,725	0	0	20,712	0
Special	8,263	3,395	1,849	1,102	1,685	1,445	636	0	0	4,868	0
Other										0	

Classification:

STATE - Minor Arterial

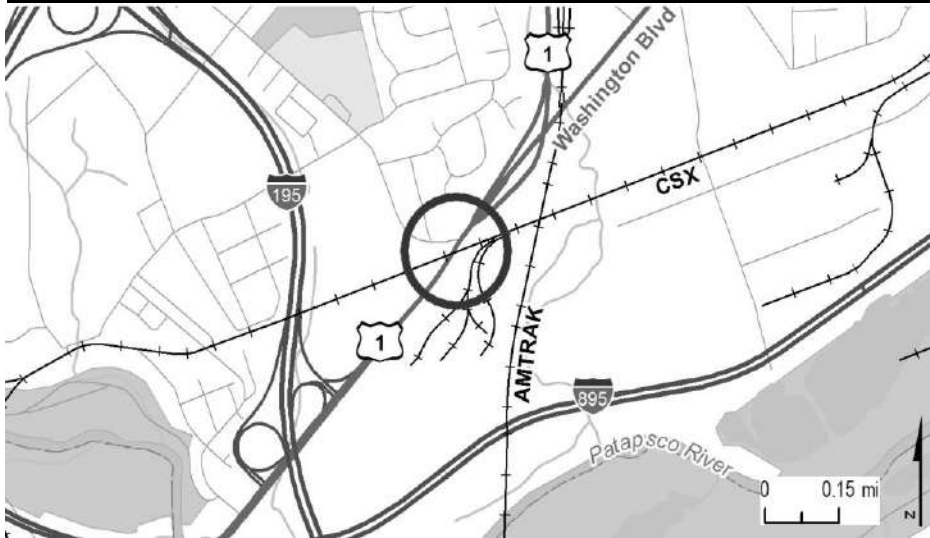
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 1,400

PROJECTED (2040) 11,000



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,105	2,105	0	0	0	0	0	0	0	0	0
Right-of-way	1,399	1,275	4	62	62	0	0	0	0	124	0
Utilities	1,943	157	15	1,786	0	0	0	0	0	1,786	0
Construction	28,749	13,090	8,034	7,959	7,700	0	0	0	0	15,659	0
Total	34,196	16,627	8,053	9,807	7,762	0	0	0	0	17,569	0
Federal-Aid	27,944	10,778	6,422	9,466	7,700	0	0	0	0	17,166	0
Special	6,252	5,849	1,631	341	62	0	0	0	0	403	0
Other										0	

Classification:

STATE - Minor Arterial

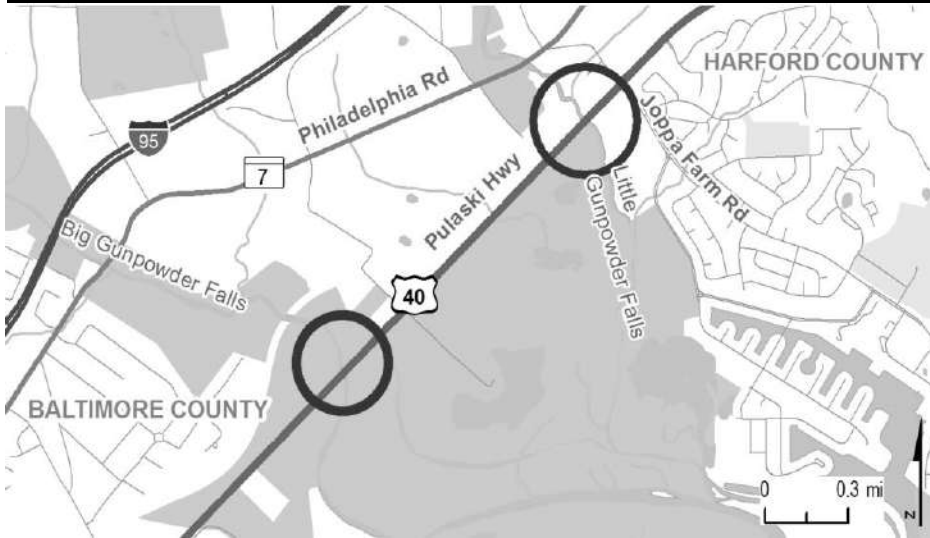
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 26,450

PROJECTED (2040) 29,125



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1935, are rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structures are rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$1.3 million is due to maintenance of traffic changes, additional storm drain repairs, and additional utility work.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0
Right-of-way	30	20	0	5	5	0	0	0	0	10	0
Utilities	857	396	168	143	191	127	0	0	0	461	0
Construction	27,863	11,323	5,736	9,647	6,893	0	0	0	0	16,540	0
Total	31,973	14,962	5,905	9,795	7,089	127	0	0	0	17,011	0
Federal-Aid	25,909	11,457	4,613	8,422	5,928	102	0	0	0	14,452	0
Special	4,367	3,505	1,292	418	419	25	0	0	0	862	0
Other										0	

Classification:

STATE - Intermediate Arterial

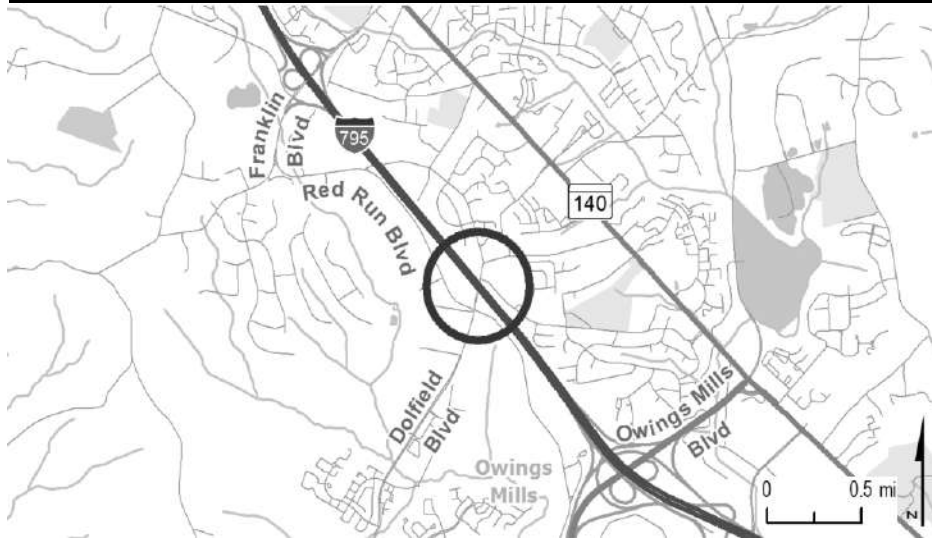
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 30,900

PROJECTED (2040) 42,750



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from four to six lanes.

PURPOSE & NEED SUMMARY STATEMENT: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

ASSOCIATED IMPROVEMENTS:

- MD 140, Painters Mill Road to Garrison View Rd. (Line 8)
- MD 140, Painters Mill Road to Owings Mills Boulevard (Line 14)

STATUS: Project on hold. County contributed \$0.625 million towards planning.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,472	3,472	0	0	0	0	0	0	0	0	0
Engineering	3,452	3,452	14	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,924	6,924	14	0	0	0	0	0	0	0	0
Federal-Aid	2,635	2,635	0	0	0	0	0	0	0	0	0
Special	4,289	4,289	14	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

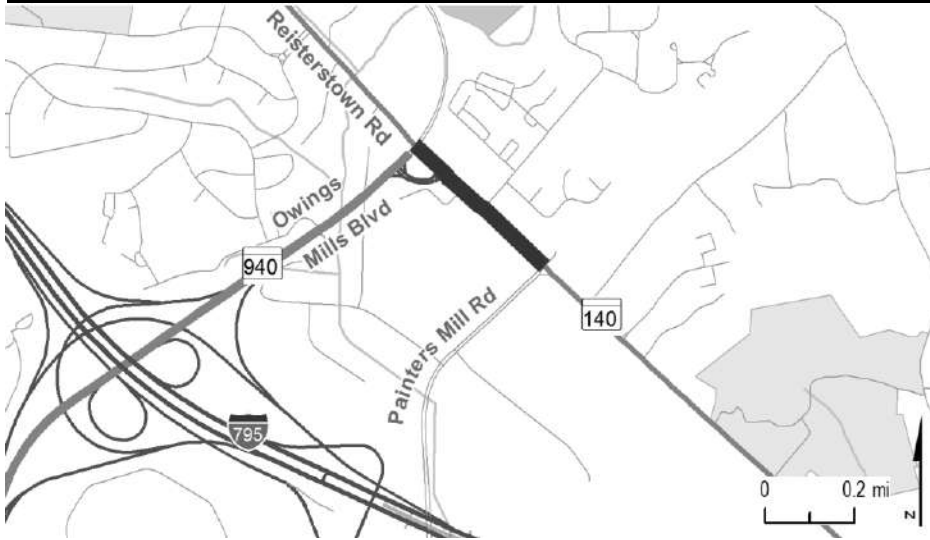
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 77,650

PROJECTED (2040) 102,250



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would provide additional capacity and access for the planned development in Owings Mills.

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

ASSOCIATED IMPROVEMENTS:
 MD 140, Painters Mill Road to Garrison View Road (Line 8)
 I-795, Interchange at Dolfield (Line 13)

STATUS: Project on-hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Design funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,555	3,555	16	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,555	3,555	16	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	3,555	3,555	16	0	0	0	0	0	0	0	0
Other										0	

Classification:
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 40,250 (MD 140)
PROJECTED (2040) 52,750 (MD 140)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 15

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
BA0481	US1	BELAIR ROAD-MISCELLANEOUS-BRIDGE 0300300 OVER GUNPOWDER FALLS	\$ 4,213	Completed
BA1352	-	CLEAN/PAINT BRIDGES-VARIOUS BRIDGES ON BALTIMORE BELTWAY AND NORTHWEST EXPRESSWAY	\$ 2,810	Completed
BA7012	-	CLEAN/PAINT BRIDGES-VAR BR - WASHINGTON BLVD, MARTIN BLVD, HOLLINS FERRY, WHITE MARSH, BALTO BELTWAY	\$ 2,861	Completed
BA0841	MD146	DULANEY VALLEY ROAD-MISCELLANEOUS-03189X0, 03190X0, AND 03192X0 OVER DRAINAGE DITCHES	\$ 1,965	FY 2021
BAA391	IS70	IS70- BRIDGE NUMBER 0323900 OVER INGLESIDE AVENUE	\$ 3,162	FY 2023
BA0501	CO5820	COVE ROAD-BRIDGE REHABILITATION-BRIDGE 0324800 OVER MD 695	\$ 4,744	Under Construction
BA811B	IS70	MISCELLANEOUS-BRIDGE 0322903 AND 0322904 OVER PATAPSCO RIVER AND CSX	\$ 5,998	Under Construction
BAA361	-	CLEANING AND PAINTING BRIDGE NUMBERS 0304300, 0324400, 0327605, 0327606, 03417X0	\$ 3,607	Under Construction
Environmental Preservation				
BA6373	IS83	LANDSCAPE-IRVM, VEGETATION MANAGEMENT - I-695 SPLIT TO MD/PA LINE - PHASE 1	\$ 2,953	Completed
BAA401	IS695	IS695- AT OLD HARFORD ROAD	\$ 23	Completed
BA6374	IS83	JONES FALLS EXPRESSWAY-LANDSCAPE-I-695 TO PENNSYLVANIA STATE LINE	\$ 996	Under Construction
BA7113	-	BALTIMORE BELTWAY AND INTERSTATE 95-LANDSCAPE-I-695 (BA/AA COUNTY LI-STEVENSON LANE), I-95 (BA/HO COUNTY LI-BA CO/BA CI)	\$ 450	Under Construction
Resurface/Rehabilitate				
BA0441	US1	BELAIR ROAD-NORTH OF I-695 TO STILLMEADOW ROAD	\$ 4,753	Completed
BA9822	MD45	YORK ROAD-SAFETY AND RESURFACE-TOWSON ROUNDABOUT TO CAVAN DRIVE	\$ 3,367	Completed
XX3761	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 10,294	Completed
BA0211	MD140	REISTERSTOWN ROAD-SAFETY AND RESURFACE-IHB - PLEASANT HILL ROAD TO 350' NORTH OF PAINTERS MILL ROAD	\$ 4,128	Under Construction
BA2602	MD150	EASTERN AVENUE-SAFETY AND RESURFACE-BACK RIVER BRIDGE TO RIVERSIDE DRIVE	\$ 5,670	Under Construction
BA4072	MD695	BROENING HIGHWAY-MARYLAND AVENUE TO EAST OF RALLS AVENUE	\$ 4,255	Under Construction
XY6031	-	MILL AND RESURFACE- AT VARIOUS LOCATIONS EAST OF I-83 IN BALTIMORE COUNTY	\$ 5,519	Under Construction
XY6032	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF I-83 IN BALTIMORE COUNTY	\$ 5,465	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 15

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
BA3382	MD30	AT MOUNT GILEAD ROAD - INTERSECTION IMPROVEMENT	\$ 2,500	FY 2022
BA1461	MD147	HARFORD ROAD-GEOMETRIC IMPROVEMENTS-AT JOPPA ROAD	\$ 13,460	Under Construction
BA9031	MD43	WHITE MARSH BOULEVARD-WIDEN AND RESURFACE-AT HONEYGO BOULEVARD	\$ 7,902	Under Construction
TMDL Compliance				
AW0771	-	LANDSCAPE-TREE ESTABLISHMENT AT VARIOUS LOCATIONS IN BALTIMORE COUNTY	\$ 2,236	Completed
BA2017	-	WETLANDS REPLACEMENT-LITTLE GUNPOWDER FALLS TRIBUTARY AT MD 145 & MD 165 - STREAM RESTORATION	\$ 6,861	Under Construction
Traffic Management				
BA0151	IS95	LIGHTING-AT I-695	\$ 2,164	Completed



BALTIMORE CITY

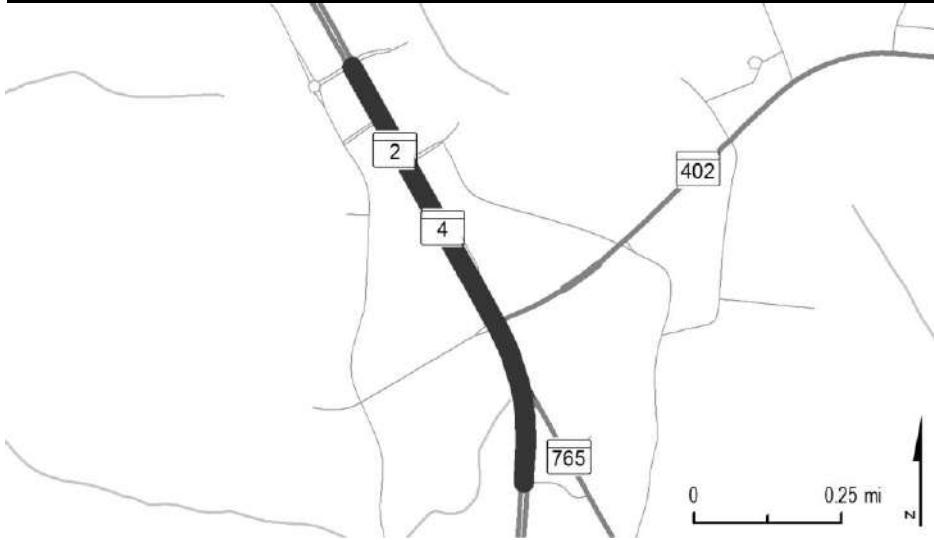
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore City - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SHAPRJ000718	-	HANOVER STREET BRIDGE - REPAIR & RESURFACE (BALTIMORE CITY PROJECT)	\$ 3,000	FY 2021
Transportation Alternatives Program				
SHAPRJ000717	-	INNER HARBOR CROSSWALKS & BICYCLE WAY - ALONG PRATT STREET FROM LIGHT ST TO PRESIDENT ST	\$ 1,050	FY 2021
AZ0861	-	SRTS PIMLICO ELEMENTARY SCHOOL	\$ 258	FY 2022
BCNEW2	-	SRTS - BALTIMORE CITY ELEMENTARY SCHOOLS - HARFORD HEIGHTS ES, HILTON ES, TENCH TILLMAN ES	\$ 716	FY 2022
BCNEW1	-	POTOMAC STREET CYCLE TRACK - PHASE II	\$ 418	FY 2023
AT8292	-	BICYCLE-PEDESTRIAN ROUTE-JONES FALLS TRAIL - PHASE V	\$ 2,100	Under Construction



CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade and widen MD 2/4 to a six lane divided highway from Fox Run Boulevard to MD 231 (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase 2 of a 5-phase project to upgrade and widen MD 2/4 from north of Stoakley Road/Hospital Road to south of MD 765A.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility for planned development.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

MD 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 2)
Prince Frederick Boulevard (County Project)

EXPLANATION: MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$2.5 million is due to additional utility work.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,900	4,900	3	0	0	0	0	0	0	0	0
Right-of-way	8,651	6,640	(1,715)	250	500	1,261	0	0	0	2,011	0
Utilities	1,966	1,502	1,376	464	0	0	0	0	0	464	0
Construction	34,186	28,255	14,259	5,931	0	0	0	0	0	5,931	0
Total	49,703	41,297	13,923	6,645	500	1,261	0	0	0	8,406	0
Federal-Aid	2,407	2,407	0	0	0	0	0	0	0	0	0
Special	47,295	38,889	13,923	6,645	500	1,261	0	0	0	8,406	0
Other										0	

Classification:

STATE - Intermediate Arterial

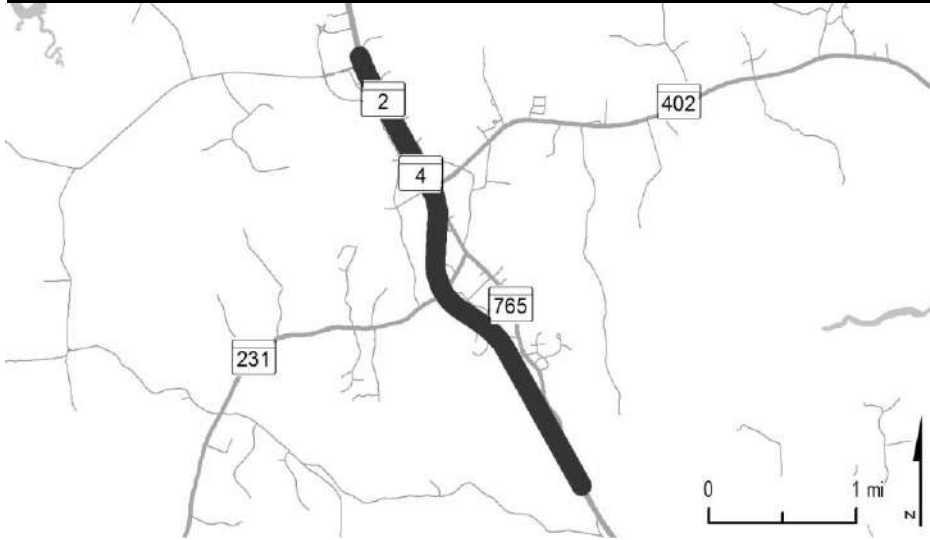
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 47,300

PROJECTED (2040) 57,500



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: A project to upgrade and widen MD 2/4 to a six-lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility for planned development.

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

ASSOCIATED IMPROVEMENTS:
 MD 2/4 Solomons Island Road Phase 2 (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

PHASE	TOTAL		POTENTIAL FUNDING SOURCE:								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY						
						...2023...	...2024...	...2025...	...2026...			
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0	
Engineering	1,423	1,423	1	0	0	0	0	0	0	0	0	
Right-of-way	622	622	0	0	0	0	0	0	0	0	0	
Utilities	19	19	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,036	4,036	1	0	0	0	0	0	0	0	0	
Federal-Aid	1,372	1,372	0	0	0	0	0	0	0	0	0	
Special	2,664	2,664	1	0	0	0	0	0	0	0	0	
Other										0		

Classification:

STATE - Intermediate Arterial

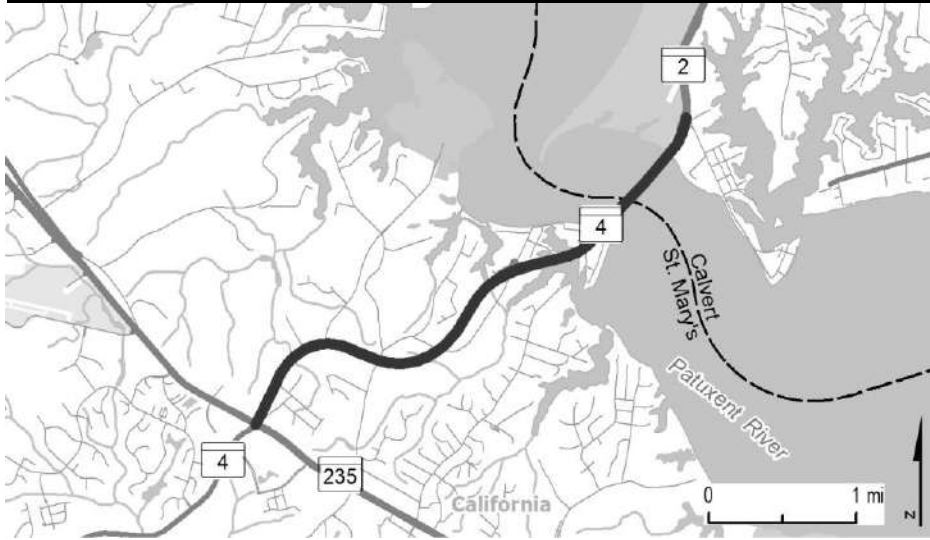
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 39,400 - 47,300

PROJECTED (2040) 46,300 - 57,500



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	4,941	4,941	0	0	0	0	0	0	0	0	0
Engineering	915	915	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,856	5,856	0	0	0	0	0	0	0	0	0
Federal-Aid	3,733	3,733	291	0	0	0	0	0	0	0	0
Special	2,123	2,123	(291)	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 31,400

PROJECTED (2040) 38,275

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Calvert County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
CA4891	MD2	SOLOMONS ISLAND ROAD-SURFACE TREATMENT-COSTER MILL BRIDGE ROAD TO CALVERT CLIFF PARKWAY, MD 264 TO COMMERCE LANE	\$ 5,026	Completed
XY6041	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 6,414	Completed
XY7041	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CALVERT COUNTY	\$ 1,620	Under Construction
<u>Transportation Alternatives Program</u>				
CA5101	MD261	BAYSIDE ROAD-SIDEWALKS-SRTS SAFETY UPGRADES	\$ 130	FY 2023
<u>Urban Reconstruction</u>				
CA1481	MD261	BAY AVENUE-2 LANE RECONSTRUCT-9TH STREET TO ANNE ARUNDEL COUNTY LINE	\$ 6,251	Under Construction



CAROLINE COUNTY

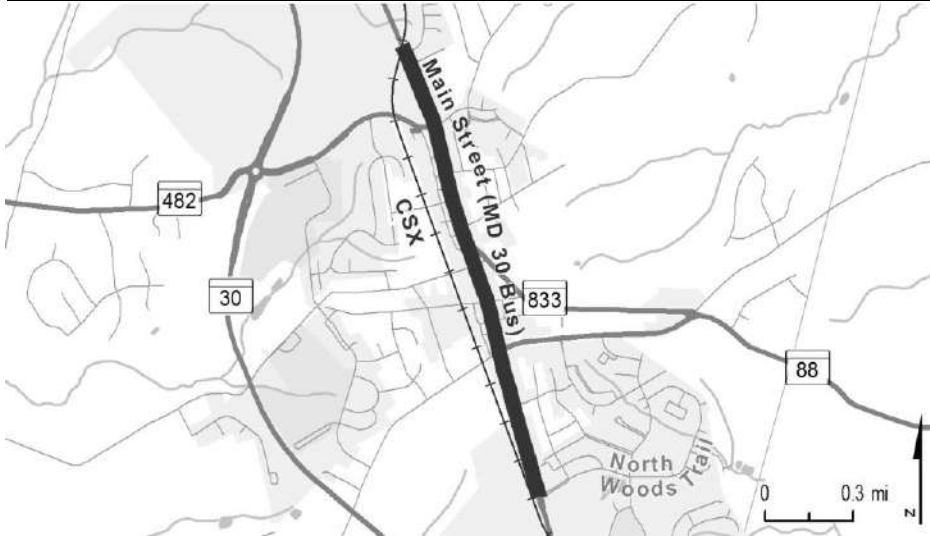
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Caroline County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Environmental Preservation				
CO1441	MD404	SHORE HIGHWAY-LANDSCAPE-SMITH FARM WETLAND AND REFORESTATION PLANTING	\$ 619	Completed
Resurface/Rehabilitate				
XY8051	-	AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 40	FY 2021
XY7051	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CAROLINE COUNTY	\$ 4,319	Under Construction



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Urban Reconstruction). Bicycle and pedestrian facilities will be provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. County contributed \$0.6 million towards construction cost. MD 30 Bus will be transferred to the Town of Hampstead following the completion of the construction.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$1.6 million is due to the replacement of a timber retaining wall.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,688	4,688	0	0	0	0	0	0	0	0	0
Right-of-way	1,046	964	0	40	42	0	0	0	0	82	0
Utilities	137	40	0	97	0	0	0	0	0	97	0
Construction	29,255	18,025	6,553	11,230	0	0	0	0	0	11,230	0
Total	35,126	23,717	6,553	11,367	42	0	0	0	0	11,409	0
Federal-Aid	5,447	5,382	0	32	33	0	0	0	0	65	0
Special	20,590	18,335	6,553	2,246	9	0	0	0	0	2,255	0
Other										0	

Classification:

STATE - Major Collector

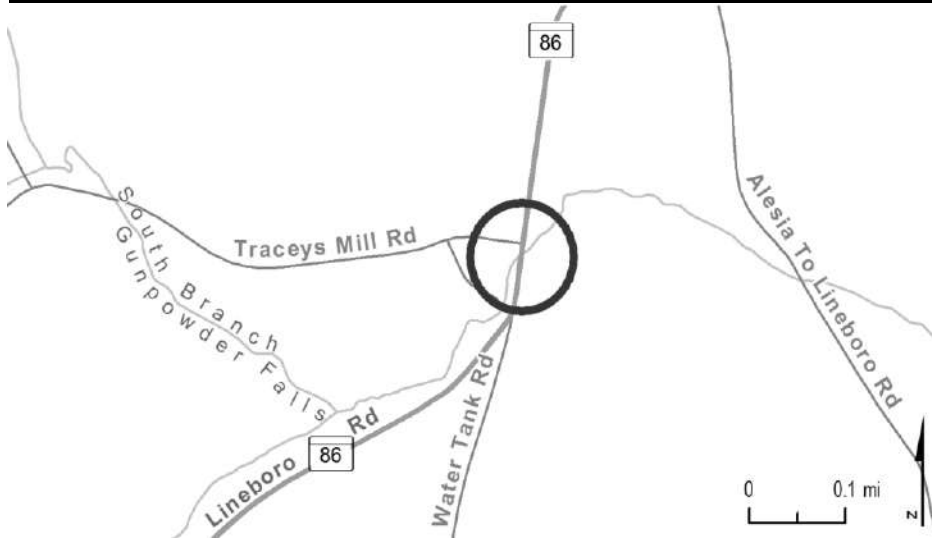
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 16,250

PROJECTED (2040) 20,400



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,191	1,191	3	0	0	0	0	0	0	0	0
Right-of-way	435	352	58	76	6	0	0	0	0	82	0
Utilities	219	149	18	26	24	20	0	0	0	70	0
Construction	6,368	6,368	3,875	0	0	0	0	0	0	0	0
Total	8,212	8,060	3,954	103	30	20	0	0	0	153	0
Federal-Aid										0	
Special	8,212	8,060	3,954	103	30	20	0	0	0	153	0
Other										0	

Classification:

STATE - Major Collector

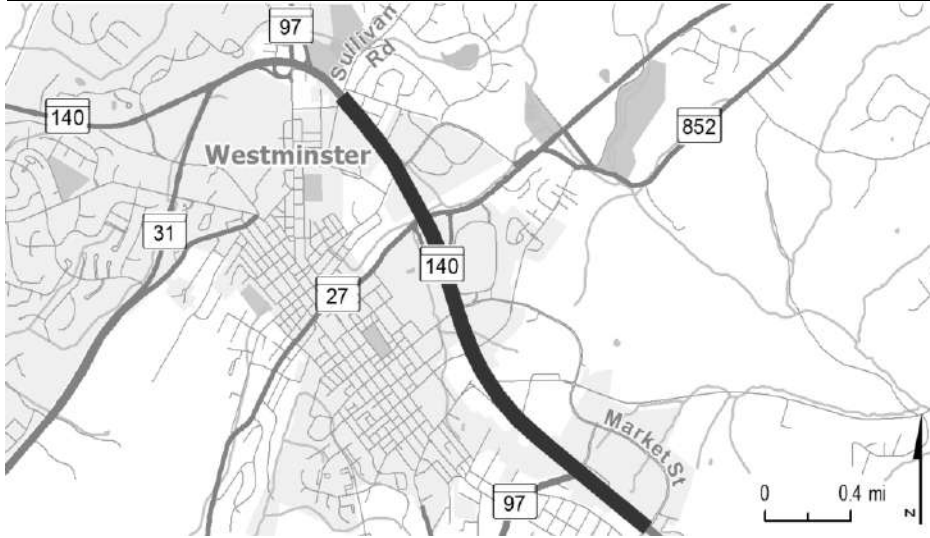
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 4,300

PROJECTED (2040) 5,000



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Project to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). The project will add a 16 foot wide outside lane for bicyclists and sidewalks for pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve mobility and provide additional capacity for planned growth and economic development within Westminister.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,431	1,431	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,431	1,431	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

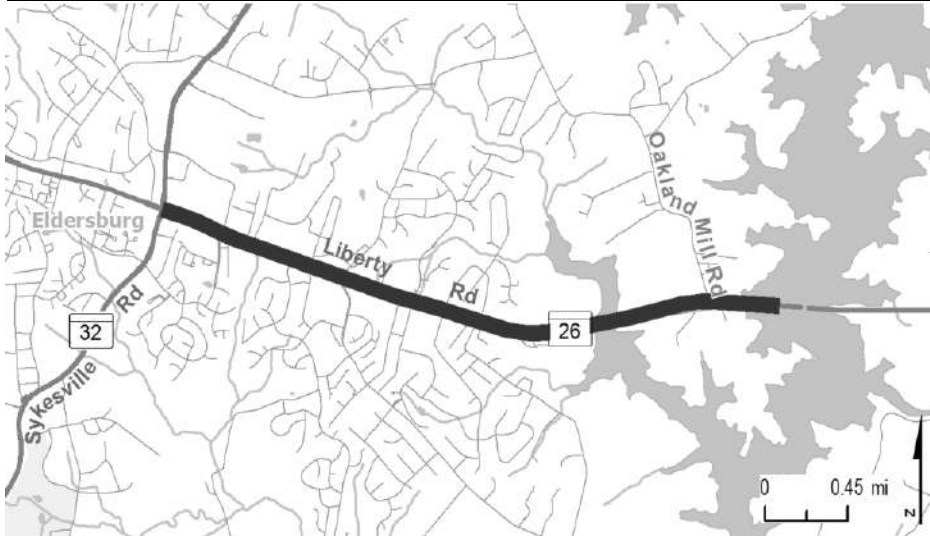
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 54,100 - 56,800

PROJECTED (2040) 65,200 - 71,300



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project would improve operations and safety along this segment of MD 26.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	290	290	0	0	0	0	0	0	0	0	0
Engineering	1,366	1,366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,655	1,655	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0
Special	1,428	1,428	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

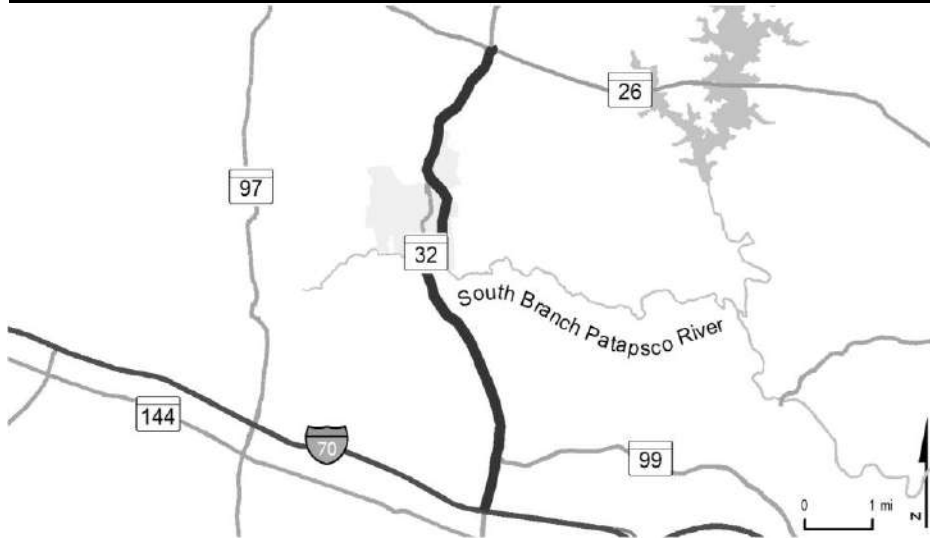
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 16,600 - 33,400

PROJECTED (2040) 18,800 - 40,600



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Road connects high growth area of Carroll County with growing job markets in Howard County.

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

ASSOCIATED IMPROVEMENTS:
 MD 26, Liberty Reservoir to MD 32 (Line 4)
 MD 32, MD 108 to Linden Church Road (Howard Line 1)
 MD 32, Linden Church Road to I-70 (Howard Line 2)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	703	703	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	703	703	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	703	703	0	0	0	0	0	0	0	0	0
Other										0	

Classification:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 22,300 - 28700
PROJECTED (2040) 36,100 - 40,300

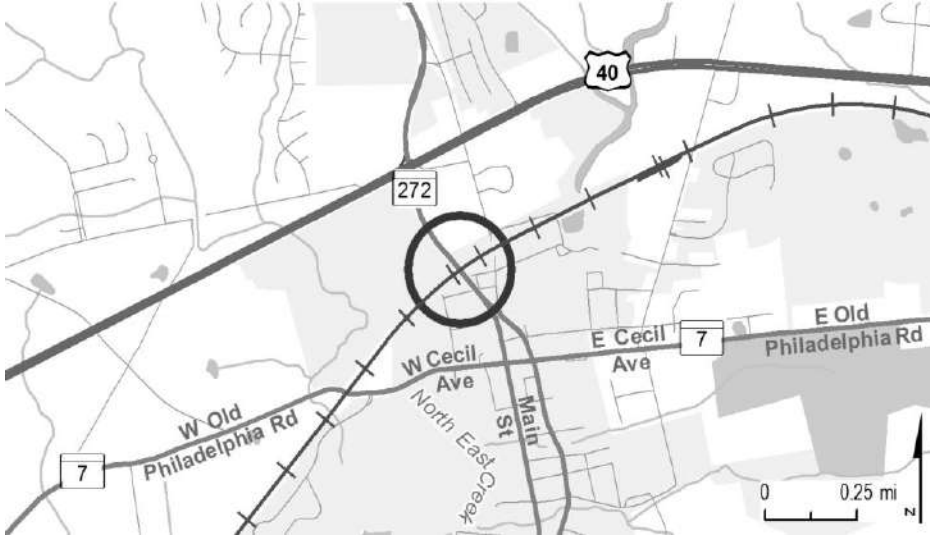
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Carroll County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
XY6061	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 14,398	Completed
XY7061	-	MILL, GRIND, PATCH AND RESURFACE ROADWAYS AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 10,974	Completed
<u>Safety/Spot Improvement</u>				
CL1621	MD32	SYKESVILLE ROAD-GEOMETRIC IMPROVEMENTS-MAIN STREET TO MACBETH WAY	\$ 5,884	Completed
CL2291	MD27	RIDGE ROAD-GEOMETRIC IMPROVEMENTS-GILLIS FALLS ROAD AND HARRISVILLE ROAD	\$ 3,374	Completed
CL2581	MD32	MD32- MD 32 AT JOHNSVILLE ROAD AND BENNETT ROAD	\$ 3,183	Under Construction
<u>Sidewalks</u>				
CL1071	MD31	MD31 - MD 31 (HIGH ST/MAIN ST/NEW WINDSOR RD) FROM LAMBERT AVE TO EAST OF CHURCH ST.	\$ 2,177	FY 2022
<u>TMDL Compliance</u>				
AW0442	-	LANDSCAPE-TREE PLANTING AT VARIOUS LOCATIONS IN CARROLL COUNTY	\$ 1,644	Completed
<u>Transportation Alternatives Program</u>				
CL2961	-	DRAINAGE IMPROVEMENT-ELDERWOOD SWM BASIN #2 AND OKLAHOMA PHASE 4 STORMWATER POND RETROFIT	\$ 1,283	Completed
CL1091	MD851	SPRINGFIELD AVENUE-BICYCLE-PEDESTRIAN ROUTE-SRTS SYKESVILLE SIDEWALK	\$ 53	FY 2022
CL3851	-	SIDEWALKS-SRTS ELDERBURG ELEMENTARY (JOHNSVILLE ROAD)	\$ 45	FY 2022
CLNEW1	-	SRTS - WASHINGTON ROAD SIDEWALKS	\$ 143	FY 2022
CL1081	-	DRAINAGE IMPROVEMENT-LANGDON STORMWATER MANAGEMENT FACILITY.	\$ 980	Under Construction



CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1954, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

EXPLANATION: The existing bridge is rated poor. The new bridge will have sidewalks for pedestrians and shoulders for bicycles. **STATUS:** Open to Service

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,415	2,415	0	0	0	0	0	0	0	0	0
Right-of-way	662	657	26	5	0	0	0	0	0	5	0
Utilities	3,894	2,293	1,041	1,601	0	0	0	0	0	1,601	0
Construction	16,446	14,132	5,065	1,908	406	0	0	0	0	2,314	0
Total	23,417	19,497	6,132	3,514	406	0	0	0	0	3,920	0
Federal-Aid	16,230	13,536	3,944	2,289	405	0	0	0	0	2,694	0
Special	7,187	5,961	2,188	1,225	1	0	0	0	0	1,226	0
Other										0	

Classification:

STATE - Other Principal Arterial

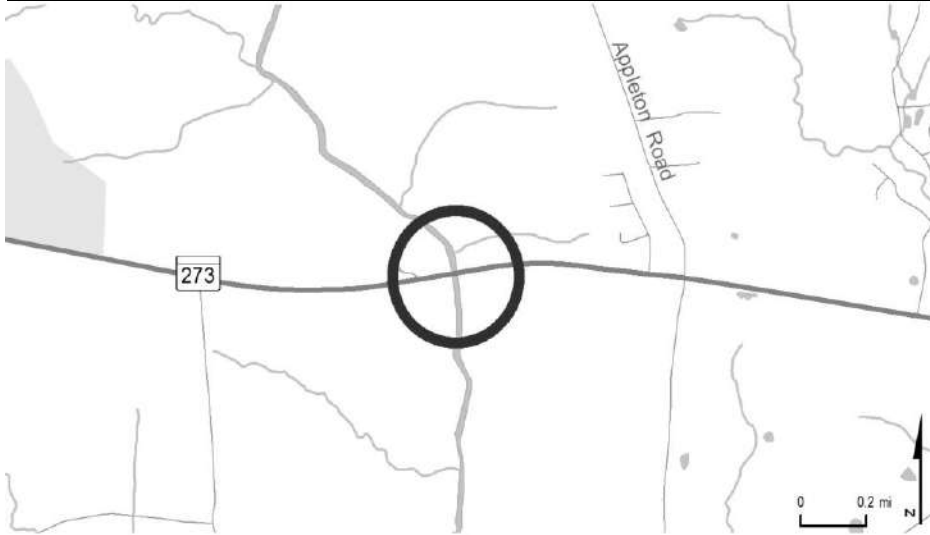
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 12,475

PROJECTED (2040) 20,500



PROJECT: MD 273, Telegraph Rd

DESCRIPTION: Replace Bridge 0704400 over Big Elk Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor and requires replacement.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is classified as rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,296	0	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0	0
Utilities	30	30	30	0	0	0	0	0	0	0	0	0
Construction	8,209	5,649	3,000	2,560	0	0	0	0	0	2,560	0	0
Total	9,562	7,002	3,030	2,560	0	0	0	0	0	2,560	0	0
Federal-Aid	5,556	3,789	1,870	1,767	0	0	0	0	0	1,767	0	0
Special	4,006	3,213	1,160	793	0	0	0	0	0	793	0	0
Other										0		

Classification:

STATE - Rural Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

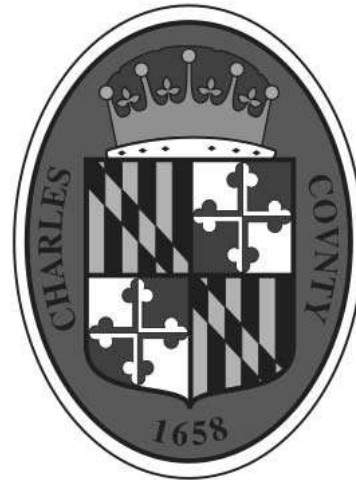
CURRENT (2020) 9,425

PROJECTED (2040) 13,500

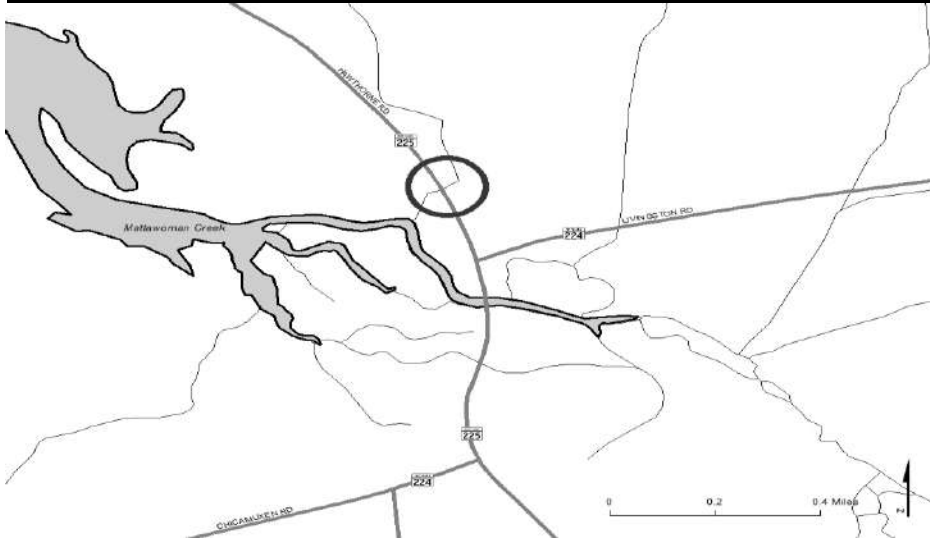
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Cecil County - LINE 3

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
CE2941	-	MD316 - STRUCTURE NO. 07111X0 OVER BRANCH OF BIG ELK CREEK	\$ 1,644	FY 2023
Resurface/Rehabilitate				
XX1534	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 1,240	FY 2021
XY8071	-	AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,750	FY 2021
XY7071	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 4,277	Under Construction
Safety/Spot Improvement				
CE2801	US40	PULASKI HIGHWAY-GEOMETRIC IMPROVEMENTS-AT MALONEY ROAD	\$ 3,133	Completed
CE3391	MD272	TURKEY POINT ROAD-GEOMETRIC IMPROVEMENTS-IHB - SOUTH OF US 40 TO ROGERS ROAD	\$ 5,906	Under Construction
TMDL Compliance				
CE2701	-	LANDSCAPE-TREE PLANTING AT VARIOUS LOCATIONS IN CECIL COUNTY	\$ 1,420	Completed
CE2861	-	TMDL STREAM RESTORATION OF GRAMMIES RUN	\$ 7,738	Completed
Transportation Alternatives Program				
CENEW2	-	SRTS - CHESAPEAKE CITY ELEMENTARY SCHOOL SIDEWALK IMPROVEMENTS	\$ 54	FY 2022
CENEW3	-	SRTS - SIDEWALK INSTALLATION AT JETHRO STREET AND NORTH EAST MIDDLE SCHOOL	\$ 38	FY 2023



CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replace Bridge 08021 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1951, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing bridge is rated poor.

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

STATUS: Engineering underway

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL				CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	2021			2022	...2023...	...2024...	...2025...		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,190	634	311	172	192	192	0	0	0	556	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	2,000	0	0	0	0	223	1,037	740	0	2,000	0	
Total	3,190	634	311	172	192	415	1,037	740	0	2,556	0	
Federal-Aid	2,045	0	0	121	182	356	809	577	0	2,045	0	
Special	1,145	634	311	51	10	59	228	163	0	511	0	
Other										0		

Classification:

STATE - Intermediate Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 12,000

PROJECTED (2040) 13,300



PROJECT: MD 254, Cobb Island Road

DESCRIPTION: Replace Bridge 08038 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1963, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,402	2,402	3	0	0	0	0	0	0	0	0
Right-of-way	177	157	9	14	6	0	0	0	0	20	0
Utilities	392	390	390	2	0	0	0	0	0	2	0
Construction	14,818	13,998	5,337	820	0	0	0	0	0	820	0
Total	17,790	16,948	5,739	836	6	0	0	0	0	842	0
Federal-Aid										0	
Special	17,790	16,948	5,739	836	6	0	0	0	0	842	0
Other										0	

Classification:

STATE - Minor Collector

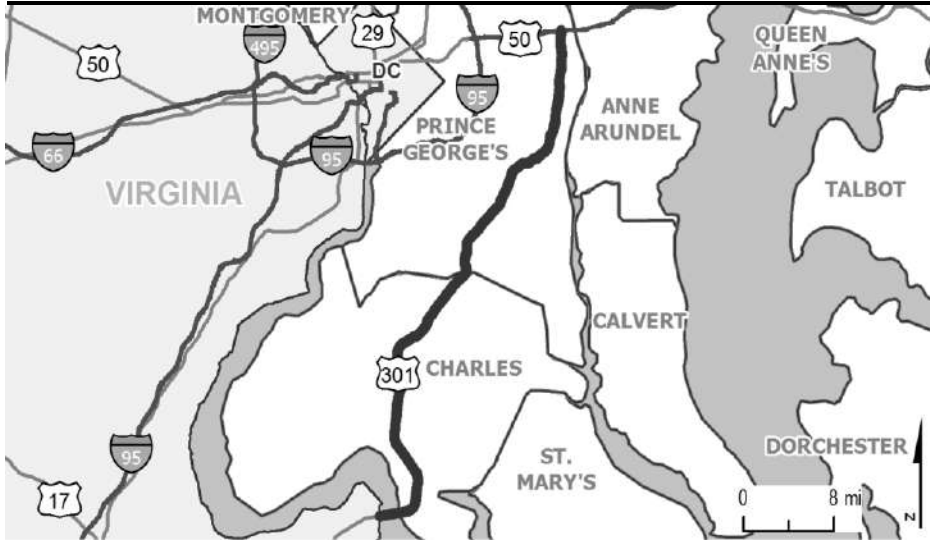
FEDERAL - Minor Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 2,100

PROJECTED (2040) 2,550



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 228/MD 5BU (Charles County Line 4)
- US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 5)
- US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	55,757	55,757	0	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	(0)	0	0	0	0	0	0	0	0
Special	43,876	43,876	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

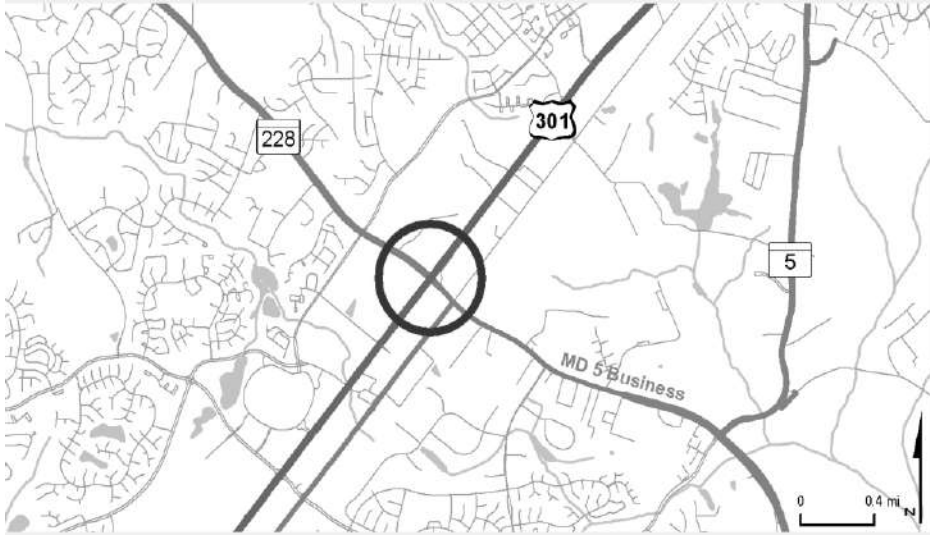
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 19,100 - 65,000 (Charles)

104,000 (Prince George's)

PROJECTED (2040) 45,000 - 82,050 (Charles)

127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersection at MD 228/MD 5 Business.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve safety and mobility for planned development.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Charles County Line 3)
- US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 5)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	12,951	12,951	44	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,951	12,951	44	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	12,951	12,951	44	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

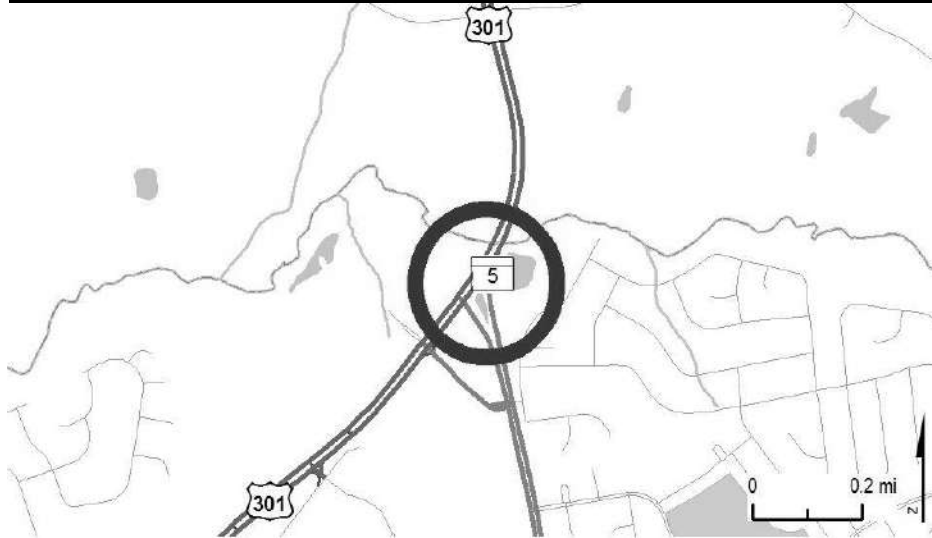
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 62,800 (Charles)

PROJECTED (2040) 79,800 (Charles)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve safety and mobility for planned development.

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

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's Line 17)
- US 301, South Corridor Transportation Study (Prince George's Line 21)
- US 301, MD 228/MD 5 Business (Charles County Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special										0	
Other										0	

Classification:

STATE - Primary Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 105,000 (US 301)

PROJECTED (2040) 127,400 (US 301)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Charles County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY6081	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 9,811	Completed
XY7081	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN CHARLES COUNTY	\$ 6,679	Under Construction
Transportation Alternatives Program				
CH3681	-	BICYCLE-PEDESTRIAN ROUTE-INDIAN HEAD BOARDWALK	\$ 3,314	FY 2021
CHNEW1	-	PEDESTRIAN IMPROVEMENTS - MILL HILL ROAD AND DAVIS ROAD	\$ 515	FY 2021
CH1231	-	INDIAN HEAD TRAILHEAD RESTROOM	\$ 360	FY 2022



DORCHESTER COUNTY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Dorchester County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
DO2031	MD331	RHODESDALE VIENNA ROAD-SMALL STRUCTURE REPLACEMENT-STRUCTURE 09045X0 OVER BRANCH OF NANTICOKE RIVER	\$ 788	Completed
DO1711	US50	FENDER REPAIRS TO BRIDGE #0902200 OVER NANTICOKE RIVER	\$ 1,373	FY 2022
Resurface/Rehabilitate				
XY6091	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN DORCHESTER COUNTY	\$ 7,786	Under Construction
Safety/Spot Improvement				
DO5771	MD16	CHURCH CREEK ROAD-DRAINAGE IMPROVEMENT-MD 335 TO BRANNOCKS NECK ROAD	\$ 6,738	Under Construction
Transportation Alternatives Program				
DO3051	-	SRTS BAYLY ROAD SIDEWALK	\$ 200	FY 2021
DO3311	-	CANNERY PARK RAILS TO TRAILS	\$ 221	FY 2021



FREDERICK COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange at Watkins Mill Road (Montgomery County Line 2)
- MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Frederick County Line 2)
- Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

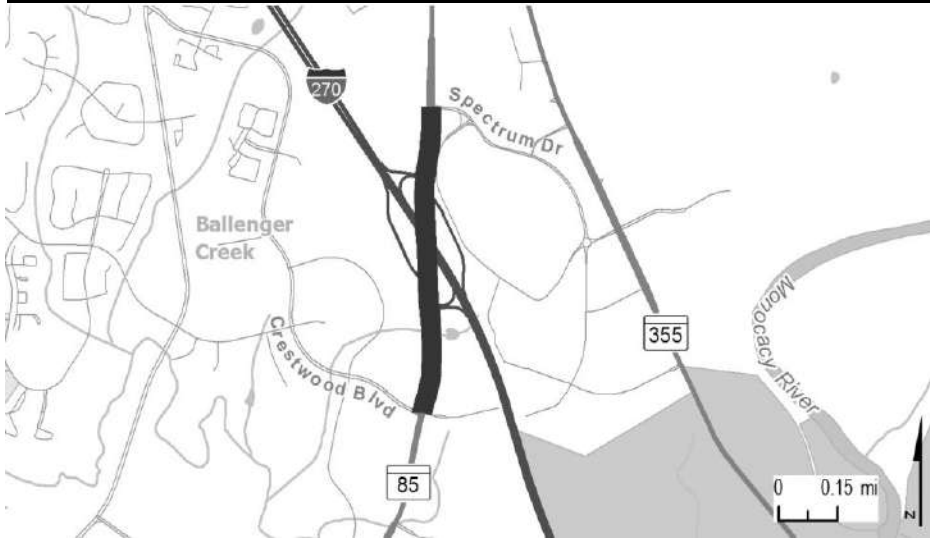
STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Total	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Federal-Aid										0	
Special	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Other										0	

Classification:

- STATE - Principal Arterial
- FEDERAL - Interstate
- STATE SYSTEM: Primary
- Estimated Annual Average Daily Traffic (vehicles per day)**
- CURRENT (2020)** 90,700 - 260,800
- PROJECTED (2040)** 105,000 - 299,000



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 12)

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Construction underway. County funded \$1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$6.0 million is due to utility delays and the excavation of rock during construction.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	6,637	6,637	0	0	0	0	0	0	0	0	0
Right-of-way	9,612	8,630	(118)	854	128	0	0	0	0	982	0
Utilities	4,725	929	1	1,556	2,068	172	0	0	0	3,796	0
Construction	66,378	42,518	15,322	11,761	12,099	0	0	0	0	23,860	0
Total	87,883	59,245	15,205	14,171	14,295	172	0	0	0	28,638	0
Federal-Aid	65,442	39,946	12,354	12,299	13,065	132	0	0	0	25,496	0
Special	22,441	19,299	2,851	1,872	1,230	40	0	0	0	3,142	0
Other										0	

Classification:

STATE - Major Collector

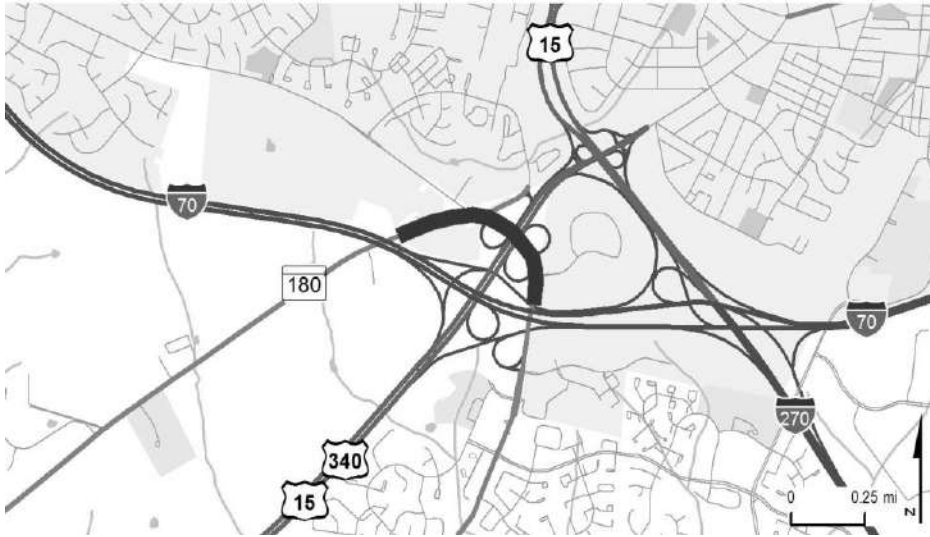
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 42,400 - 53,875

PROJECTED (2040) 57,000 - 81,325



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340. Bicycle and pedestrian accommodations will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Operational and capacity improvements to support mobility and economic development in Frederick County.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The corridor experiences operational failures due to congested roads and high traffic volumes, especially during peak periods.

- 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

ASSOCIATED IMPROVEMENTS:
MD 180, MD 351 Jefferson Pike/Ballenger Creek Pike (Line 13)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,448	2,448	15	0	0	0	0	0	0	0	0
Right-of-way	150	140	35	10	0	0	0	0	0	10	0
Utilities	485	21	21	349	115	0	0	0	0	464	0
Construction	15,821	9,767	9,703	6,054	0	0	0	0	0	6,054	0
Total	18,905	12,377	9,774	6,413	115	0	0	0	0	6,528	0
Federal-Aid	12,550	7,678	7,643	4,835	37	0	0	0	0	4,872	0
Special	6,354	4,698	2,131	1,578	78	0	0	0	0	1,656	0
Other										0	

Classification:

STATE - Major Collector

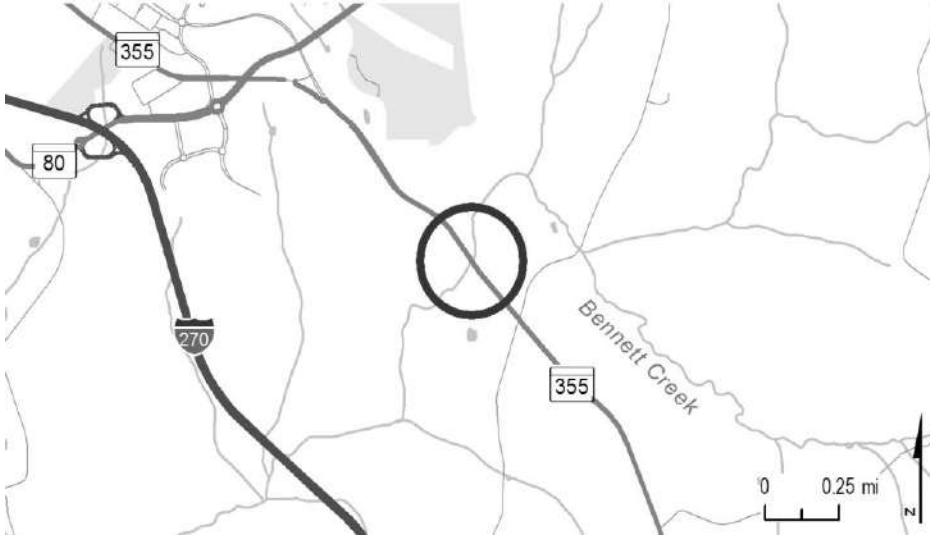
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 22,800

PROJECTED (2040) 47,600



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, was rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure was rated poor.

- 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

ASSOCIATED IMPROVEMENTS:
MD 355 Bridge Replacement over CSX (Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,014	600	0	414	0	0	0	0	0	414	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,211	4,493	2,887	8,718	0	0	0	0	0	8,718	0
Total	16,764	7,632	2,887	9,132	0	0	0	0	0	9,132	0
Federal-Aid	13,971	5,383	2,255	8,588	0	0	0	0	0	8,588	0
Special	2,793	2,249	632	544	0	0	0	0	0	544	0
Other										0	

Classification:

STATE - Major Collector

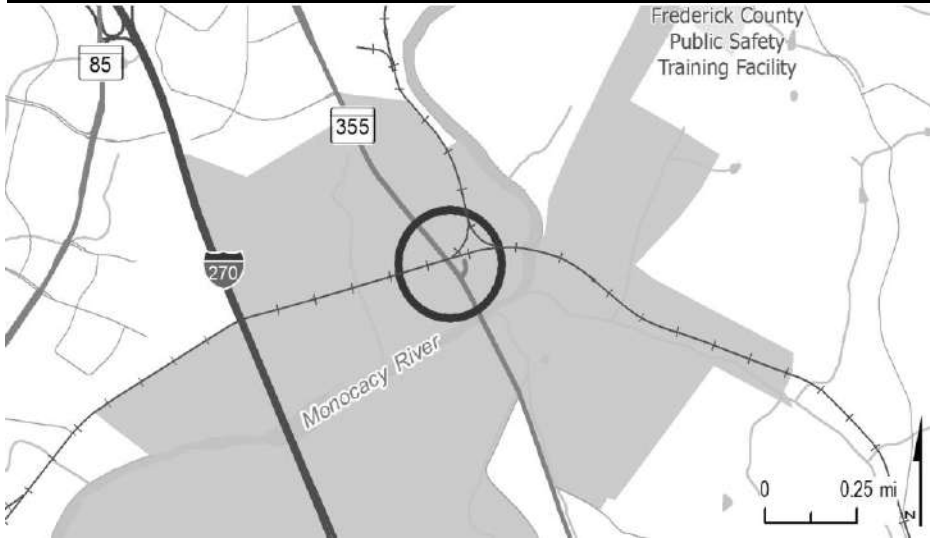
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 9,800

PROJECTED (2040) 13,750



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over the CSX railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, was rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure was rated poor.

- 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

ASSOCIATED IMPROVEMENTS:
MD 355 Bridge Replacement over Bennett Creek (Line 4)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0	0
Right-of-way	40	40	0	0	0	0	0	0	0	0	0
Utilities	3,337	833	194	2,504	0	0	0	0	0	2,504	0
Construction	8,580	7,596	2,864	984	0	0	0	0	0	984	0
Total	13,827	10,339	3,058	3,488	0	0	0	0	0	3,488	0
Federal-Aid	1,443	1,443	0	0	0	0	0	0	0	0	0
Special	12,384	8,896	3,058	3,488	0	0	0	0	0	3,488	0
Other										0	

Classification:

STATE - Major Collector

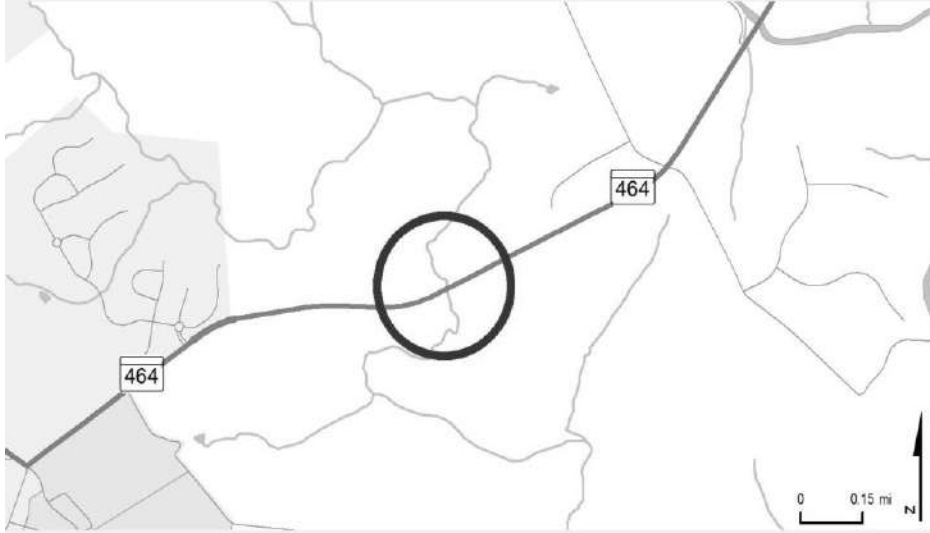
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 13,400

PROJECTED (2040) 16,625



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replaced Bridge 10090 over Little Catocin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing bridge was rated poor.

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,112	1,112	0	0	0	0	0	0	0	0	0
Right-of-way	64	64	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,636	3,636	3,194	0	0	0	0	0	0	0	0
Total	4,812	4,812	3,194	0	0	0	0	0	0	0	0
Federal-Aid	3,688	3,688	2,562	0	0	0	0	0	0	0	0
Special	1,124	1,124	631	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Rural Major Collector

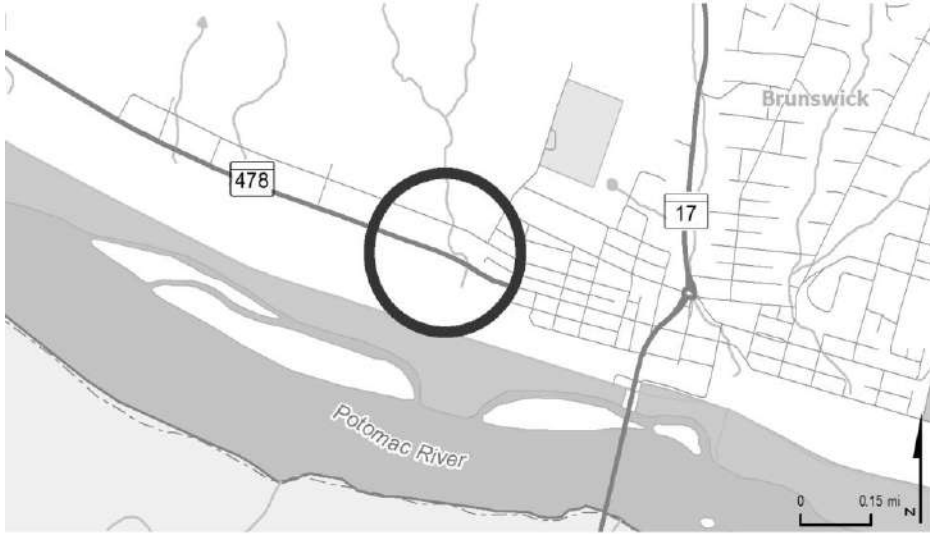
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 4,600

PROJECTED (2040) 7,100



PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replaced Bridge 10089 over a branch of the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, was rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure was rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	818	818	0	0	0	0	0	0	0	0	0	
Right-of-way	425	396	7	29	0	0	0	0	0	29	0	
Utilities	30	30	0	0	0	0	0	0	0	0	0	
Construction	5,146	5,146	2,274	0	0	0	0	0	0	0	0	
Total	6,419	6,390	2,282	29	0	0	0	0	0	29	0	
Federal-Aid	4,744	4,744	1,846	0	0	0	0	0	0	0	0	
Special	1,676	1,647	435	29	0	0	0	0	0	29	0	
Other										0		

Classification:

STATE - Major Collector

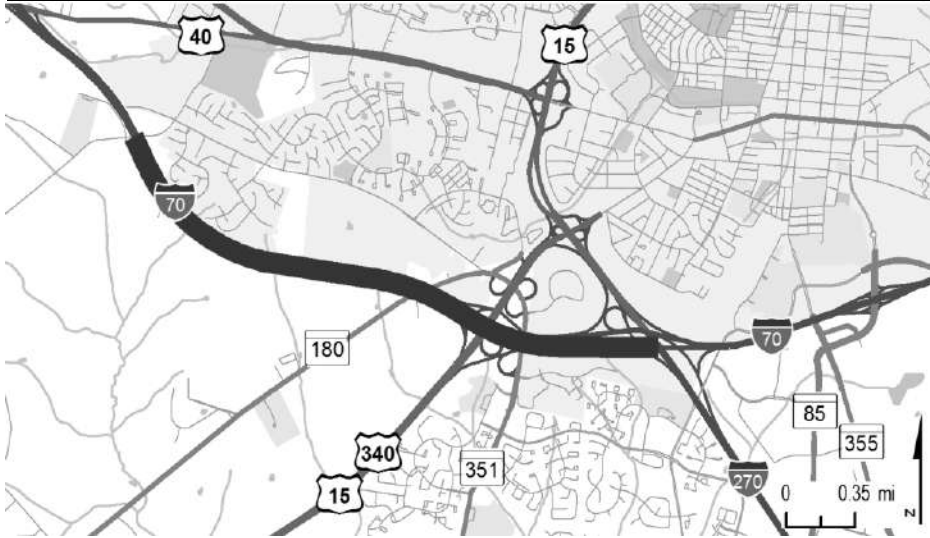
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 3,700

PROJECTED (2040) 5,400



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a 4-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity to accommodate planned development.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Innovative Congestion Management (Line 1)
- MD 180, Jefferson Pike (Line 3)
- US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 10)
- MD 180/MD 351 Jefferson Pike/ Ballenger Creek Pike (Line 13)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0
Special	15,839	15,839	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

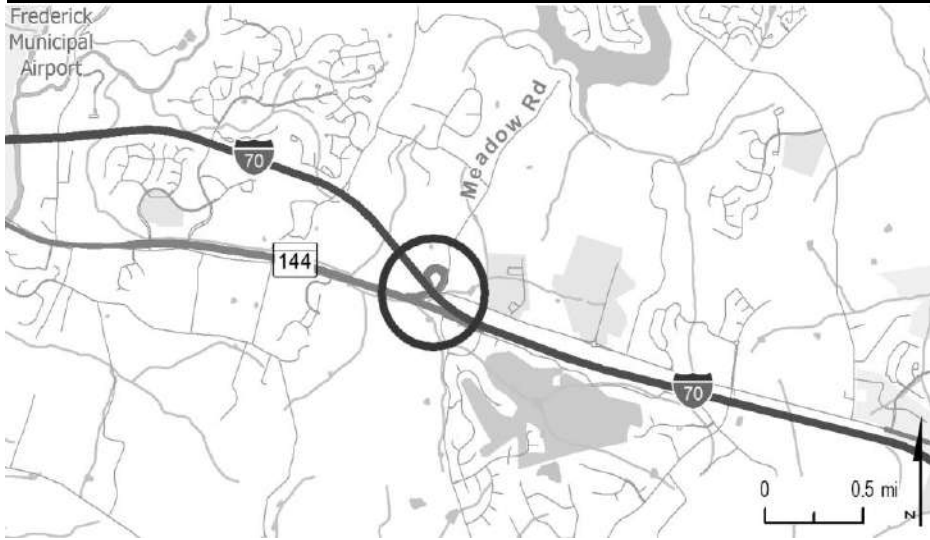
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 103,200

PROJECTED (2040) 150,725



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

PURPOSE & NEED SUMMARY STATEMENT: This project provides the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements accommodates development in the surrounding area.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Developer funded planning and engineering. County funded right-of-way and construction. Partially open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...			
Planning	252	252	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0	0	0
Federal-Aid											0	
Special	252	252	0	0	0	0	0	0	0	0	0	0
Other											0	

Classification:

STATE - Principal Arterial

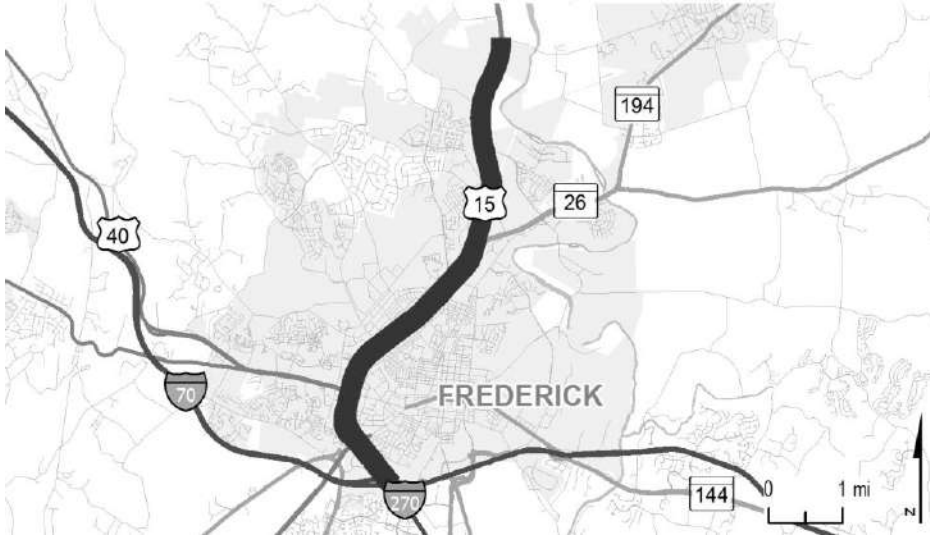
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 69,000

PROJECTED (2040) 86,375



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road (7.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, operations, and mobility needs in the US 15 corridor.

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

ASSOCIATED IMPROVEMENTS:
 I-270, Innovative Congestion Management (Line 1)
 I-70, Mount Phillip Rd. to I-270 (Line 8)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$1.9 million in Design funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will continue to re-evaluate all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,559	3,559	750	0	0	0	0	0	0	0	0
Engineering	643	643	212	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,202	4,202	962	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,202	4,202	962	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

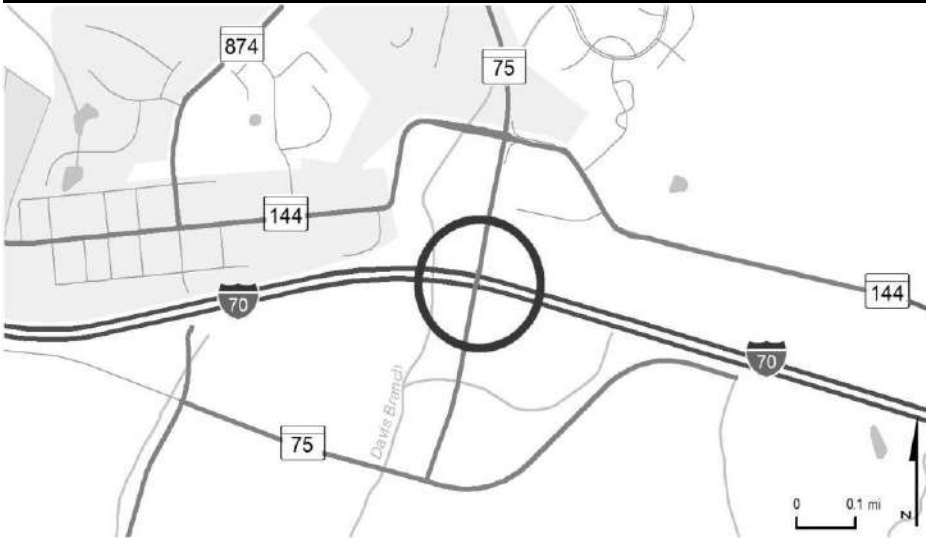
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 101,900 - 127,000

PROJECTED (2040) 121,400 - 182,100



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 105600 over I-70.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1973, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing bridge is rated poor.

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$11.0 million in Construction funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	395	383	79	12	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	395	383	79	12	0	0	0	0	0	12	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	395	383	79	12	0	0	0	0	0	12	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 19,500

PROJECTED (2040) 21,700



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

ASSOCIATED IMPROVEMENTS:
 MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 2)

STATUS: Planning complete. Phase 1 is under-construction (Line 2).

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...			
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0	0	0
Federal-Aid											0	
Special	531	531	0	0	0	0	0	0	0	0	0	0
Other											0	

Classification:

STATE - Major Collector

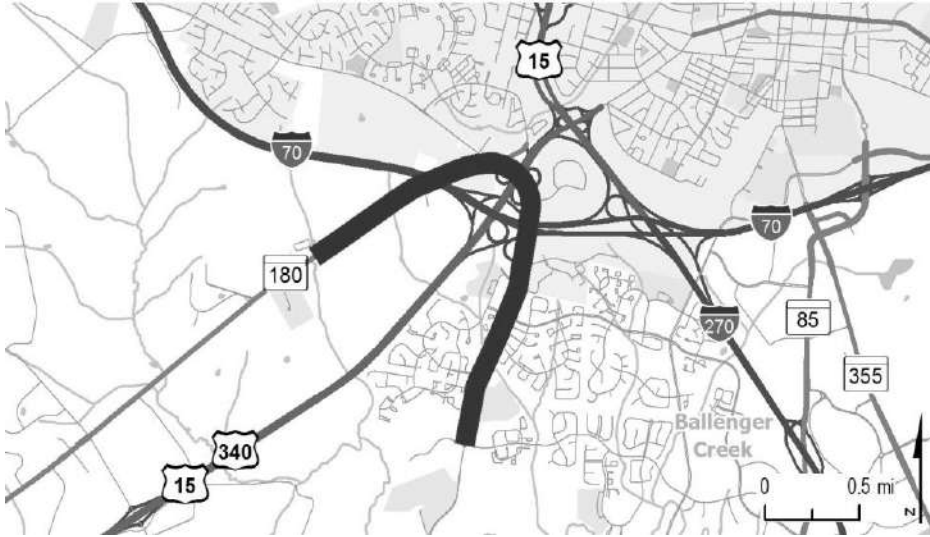
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 17,800-55,200

PROJECTED (2040) 27,300-78,725



PROJECT: MD 180, Jefferson Pike and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments in the study are contribute to operational failures along the existing roadway network, especially during peak periods.

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

ASSOCIATED IMPROVEMENTS:

- MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 3)
- I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 8)
- Ballenger Creek Pike (County Project)

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,289	2,289	1	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,289	2,289	1	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,289	2,289	1	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 31,300

PROJECTED (2040) 72,025

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
FR131B	MD491	RAVEN ROCK ROAD AND FOXVILLE ROAD-MISCELLANEOUS-SMALL STRUCTURE 10039X0-MD491 OVER BR OF OWENS CREEK	\$ 1,123	Completed
FR1841	MD383	BROAD RUN JEFFERSON ROAD-SMALL STRUCTURE REPLACEMENT-SMALL STRUCTURES 10399X0 AND 10401X0	\$ 734	Completed
FR6961	-	CLEAN/PAINT BRIDGES-VAR BRIDGES ON EISENHOWER MEMORIAL HIGHWAY, CATOCTIN MOUNTAIN HWY, E MAIN ST	\$ 1,918	Completed
FR7131	MD144	MD144- CLEANING AND PAINTING OF BRIDGE NO. 1003800	\$ 1,804	Completed
FR6871	US15	CATOCTIN MOUNTAIN HIGHWAY-BRIDGE DECK REPLACEMENT-BRIDGE 1010900 OVER MD 77 AND HUNTING CREEK	\$ 4,588	FY 2023
FR1331	MD28	CLAY STREET-BRIDGE REHABILITATION-IHB - BRIDGE 1002900 OVER MONOCACY RIVER	\$ 9,921	Under Construction
Commuter Action Improvements				
FR6751	US15	JEFFERSON NATIONAL PIKE-RIDESHARING FACILITIES-AT MT ZION ROAD/ELMER DERR ROAD	\$ 5,458	FY 2021
Resurface/Rehabilitate				
FR6791	IS70	EISENHOWER MEMORIAL HIGHWAY-SAFETY AND RESURFACE-EAST OF MD 75 TO STRUCTURE 10183 OVER MONOCACY RIVER	\$ 4,866	Completed
XY6101	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 14,205	Completed
FR0931	IS70	EISENHOWER MEMORIAL HIGHWAY-RESURFACE-WASHINGTON COUNTY LINE TO GRINDSTONE RUN STRUCTURE 10135	\$ 6,683	Under Construction
XY7101	-	AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 17,127	Under Construction
Safety/Spot Improvement				
FR1061	US15	CATOCTIN MOUNTAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-HANSONVILLE ROAD TO HESSONG BRIDGE ROAD	\$ 5,719	Completed
FR5101	US15	CATOCTIN MOUNTAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-SOUTH OF ORNDORFF ROAD TO NORTH OF COLLEGE LANE	\$ 6,292	Completed
FR5833	MD77	FOXVILLE ROAD-DRAINAGE IMPROVEMENT-PRYOR ROAD TO STOTTMAYER ROAD	\$ 2,139	Completed
FR1151	MD26	LIBERTY ROAD-GEOMETRIC IMPROVEMENTS-AT OLD ANNAPOLIS ROAD/WATER STREET ROAD	\$ 4,356	Under Construction
TMDL Compliance				
AW0441	-	LANDSCAPE-TREE PLANTING AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 2,560	Completed

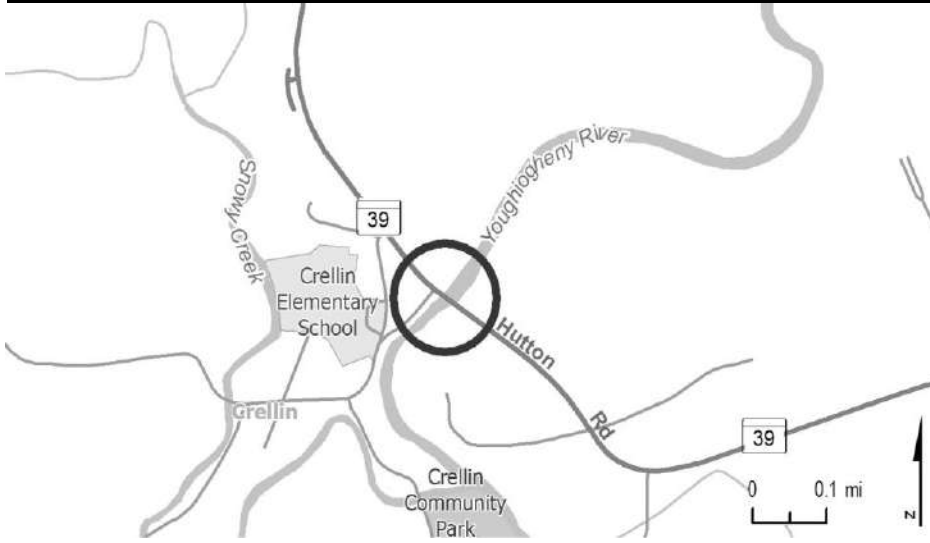
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Frederick County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>TMDL Compliance</u>				
AW0775	-	LANDSCAPE-TREE ESTABLISHMENT AT VARIOUS LOCATIONS IN FREDERICK COUNTY	\$ 1,164	Completed
FR5971	-	WETLANDS REPLACEMENT-LITTLE CATOCTIN CREEK AT US 340	\$ 4,135	Completed
FR6633	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS IN FREDERICK COUNTY - GROUP 1A	\$ 2,310	Completed
FR6711	-	WETLANDS REPLACEMENT-ISRAEL CREEK AT MD 550	\$ 8,589	Under Construction
FR6831	-	WETLANDS REPLACEMENT-ISRAEL CREEK AT STAUFFERS ROAD	\$ 6,774	Under Construction
<u>Traffic Management</u>				
FR1961	MD180	JEFFERSON PIKE-SIGNALIZATION-BUTTERFLY LANE TO MD 180/SWALLOWTAIL DRIVE	\$ 525	Completed
<u>Transportation Alternatives Program</u>				
FR0731	-	EAST STREET RAILS WITH TRAILS.	\$ 479	FY 2022
FR0761	US40	US40- BETWEEN BAUGHMAN'S LANE AND WAVERLY DRIVE.	\$ 687	FY 2022
<u>Urban Reconstruction</u>				
FR1711	MD140	MAIN STREET-COMM SAFETY & ENHANCEMENT-EAST NORTH AVENUE TO TIMBERMILL RUN	\$ 3,959	Completed
FR3901	MD180	JEFFERSON PIKE-COMM SAFETY & ENHANCEMENT-MD 383 (BROAD RUN ROAD) TO OLD HOLTER ROAD	\$ 7,322	Under Construction



GARRETT COUNTY



PROJECT: MD 39, Hutton Road

DESCRIPTION: Replace Bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,289	1,289	68	0	0	0	0	0	0	0	0
Right-of-way	194	165	112	29	0	0	0	0	0	29	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,408	690	690	4,333	2,385	0	0	0	0	6,718	0
Total	8,891	2,144	870	4,362	2,385	0	0	0	0	6,747	0
Federal-Aid	7,111	533	533	4,259	2,319	0	0	0	0	6,578	0
Special	1,780	1,611	337	103	66	0	0	0	0	169	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 4,000

PROJECTED (2040) 4,600



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade and relocate US 219, from I-68/US 40 to Old Salisbury Road (1.5 miles). This project is being broken out from a larger study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will enhance accessibility and promote economic development.

- 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

ASSOCIATED IMPROVEMENTS:
US 219 Corridor, I-68 to Pennsylvania State line (Line 5)

STATUS: Construction underway. Construction and right-of-way phases funded with Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	1,152	1,152	0	0	0	0	0	0	0	0	0	0
Engineering	5,583	5,582	8	1	0	0	0	0	0	0	1	0
Right-of-way	4,315	3,407	419	527	381	0	0	0	0	0	908	0
Utilities	42	5	5	37	0	0	0	0	0	0	37	0
Construction	51,566	34,233	18,521	17,333	0	0	0	0	0	0	17,333	0
Total	62,659	44,380	18,953	17,898	381	0	0	0	0	0	18,279	0
Federal-Aid	53,633	36,274	18,732	16,986	373	0	0	0	0	0	17,359	0
Special	9,025	8,105	221	912	8	0	0	0	0	0	920	0
Other											0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

Classification:

STATE - Minor Arterial

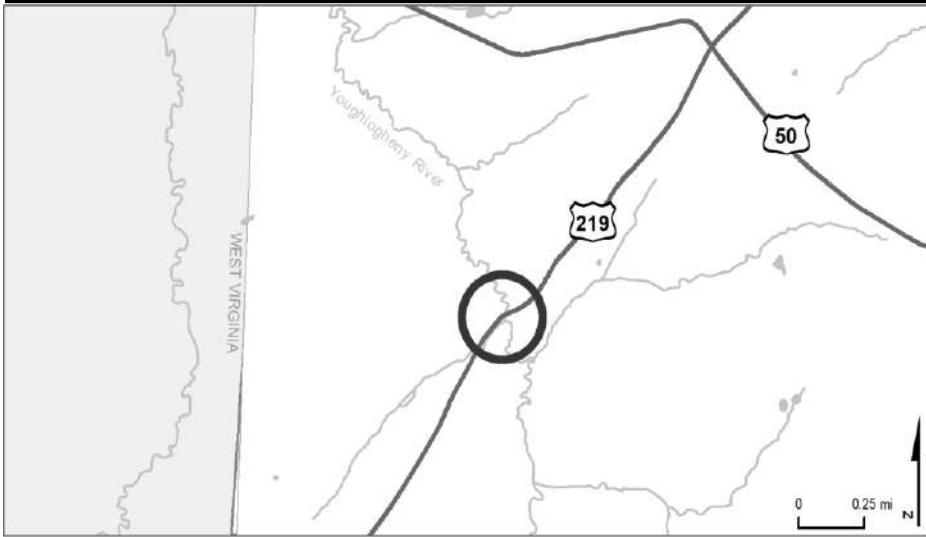
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 5,600

PROJECTED (2040) 6,900



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replace Bridge 11024 over Youghiogheny River (0.04 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1927, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	853	460	156	167	0	0	0	0	323	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	0	0	0	0	327	1,458	1,808	1,685	5,278	1,722
Total	8,176	853	460	156	167	327	1,458	1,808	1,685	5,601	1,722
Federal-Aid	5,461	0	0	0	0	255	1,138	1,411	1,314	4,118	1,343
Special	2,715	853	460	156	167	72	320	397	371	1,483	379
Other										0	

Classification:

STATE - Minor Arterial

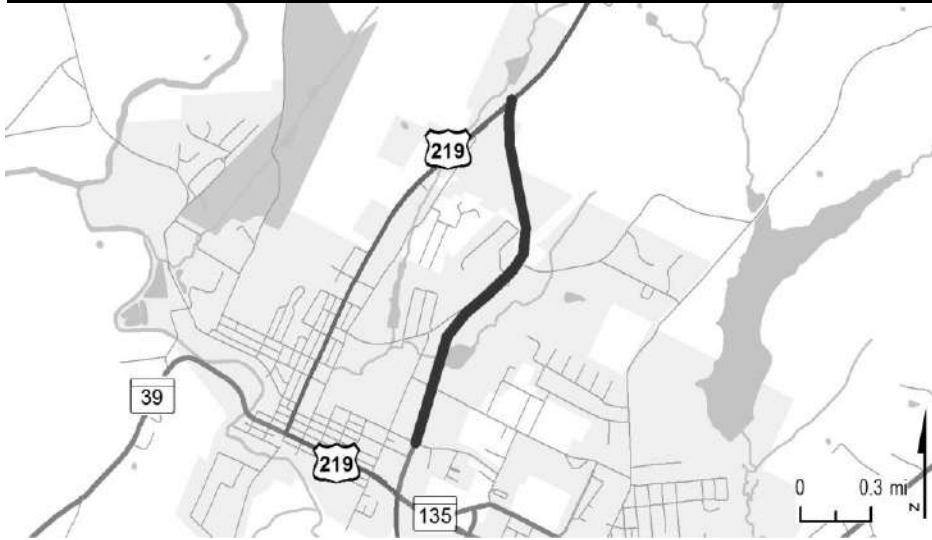
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 1,600

PROJECTED (2040) 1,835



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,415	7	0	0	0	0	0	0	0	0
Right-of-way	4,391	4,391	0	0	0	0	0	0	0	0	0
Utilities	21	21	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,106	10,106	7	0	0	0	0	0	0	0	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0	0
Special	6,634	6,634	7	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 11,000

PROJECTED (2040) 13,650



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: A study to upgrade and/or relocate US 219 from I-68 to the Pennsylvania State line (2.5 miles). This study represents Maryland's portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, Pennsylvania.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

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

ASSOCIATED IMPROVEMENTS:
 US 219, north of I-68/US 40 (Line 2)

STATUS: Phase one is under construction (Line 2). The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added \$5.4 million to advance planning and preliminary design on the remaining US 219 segment in Maryland.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	10,589	5,189	0	0	1,800	1,800	1,800	0	0	5,400	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,589	5,189	0	0	1,800	1,800	1,800	0	0	5,400	0
Federal-Aid	7,958	2,558	0	0	1,800	1,800	1,800	0	0	5,400	0
Special	2,631	2,631	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 4,400 - 5,600

PROJECTED (2040) 5,400 - 6,900

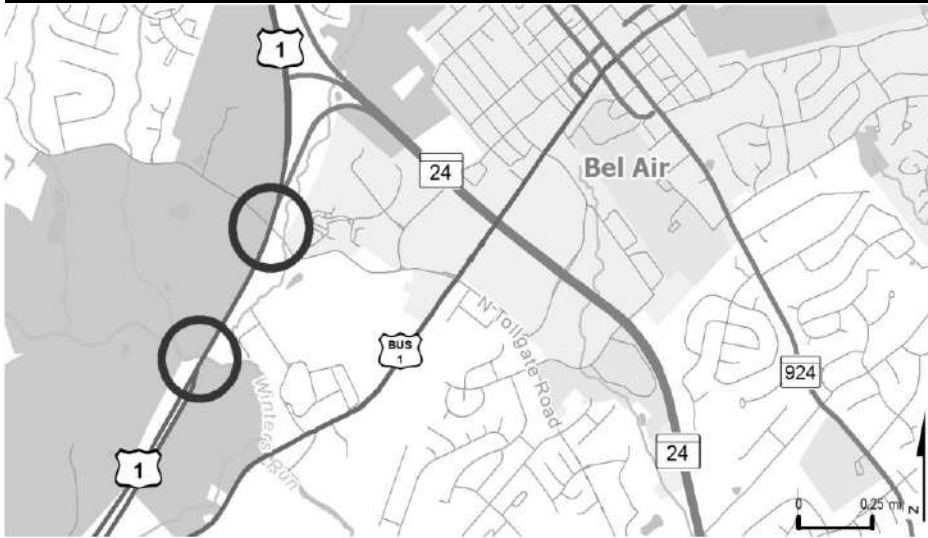
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Garrett County - LINE 6

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
GA4211	US219	REPLACEMENT OF SMALL STRUCTURE #11114X0 ALONG US 219 CARRYING WILSON RUN	\$ 1,706	Completed
GA1951	US219	GARRETT HIGHWAY-MISCELLANEOUS-SMALL STRUCTURE 11010X0 OVER TRIBUTARY TO YOUGHIOGHANY RIVER	\$ 1,632	FY 2023
GA4871	-	CLEANING AND PAINTING OF BRIDGES 1101600, 1103803 AND 1103804	\$ 1,636	Under Construction
<u>Resurface/Rehabilitate</u>				
XY5111	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 8,425	Completed
GA4131	US50	GEORGE WASHINGTON HIGHWAY-SAFETY AND RESURFACE-TABLE ROCK ROAD TO WEST VIRGINIA STATE LINE	\$ 3,683	Under Construction
XY6111	-	VARIOUS LOCATIONS IN GARRETT COUNTY	\$ 3,916	Under Construction
<u>Safety/Spot Improvement</u>				
GA1691	US219	GARRETT HIGHWAY-GEOMETRIC IMPROVEMENTS-AT MOSSER ROAD	\$ 4,186	Completed
<u>Transportation Alternatives Program</u>				
GANEW1	-	CASSELMAN RIVER BRIDGE REHABILITATION	\$ 4,100	FY 2022



HARFORD COUNTY



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge No. 1206600 over Tollgate Road and Bridge No. 1206500 over Winters Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridges are at the end of their structural lives.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: These bridges are rated poor.

- 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

ASSOCIATED IMPROVEMENTS:
US 1 Belair Road (Line 3)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to the construction program.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	834	240	451	627	627	0	0	0	1,705	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	13,000	0	0	0	0	813	4,355	5,411	2,421	13,000	0
Total	15,539	834	240	451	627	1,440	4,355	5,411	2,421	14,705	0
Federal-Aid	14,091	404	35	334	501	1,273	4,138	5,141	2,300	13,687	0
Special	1,448	430	205	117	126	167	217	270	121	1,018	0
Other										0	

Classification:

STATE - Principal Arterial

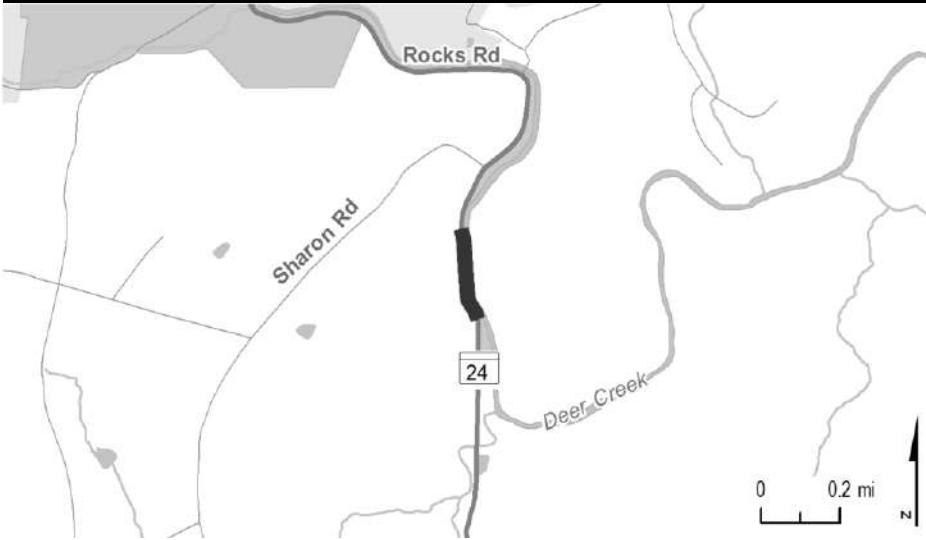
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 45,640

PROJECTED (2040) 62,750



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$.2 million in Right of Way funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,987	1,406	89	761	750	70	0	0	0	1,581	0
Right-of-way	36	28	10	8	0	0	0	0	0	8	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,023	1,434	99	769	750	70	0	0	0	1,589	0
Federal-Aid	2,295	872	46	685	675	63	0	0	0	1,423	0
Special	728	562	53	84	75	7	0	0	0	166	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 3,775

PROJECTED (2040) 7,825



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multilane highway from MD 152 to the Hickory Bypass (5.5 miles). Sidewalks will be included where appropriate and shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project would improve safety and operations on US 1.

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

ASSOCIATED IMPROVEMENTS:
 US 1, Bridges over Tollgate Road and Winters Run (Line 1)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0	0
Special	1,577	1,577	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 45,640

PROJECTED (2040) 62,750

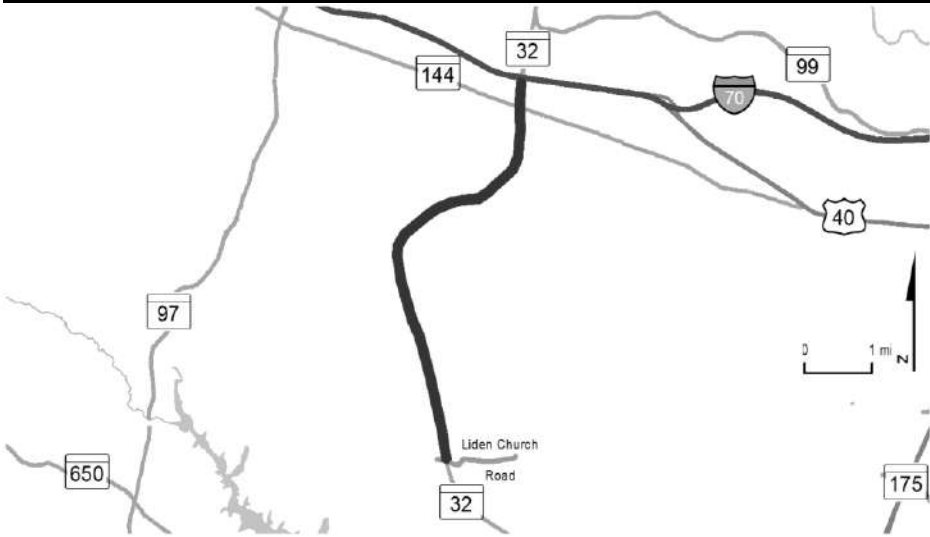
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Harford County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Resurface/Rehabilitate</u>				
HA0951	US1	BUS (BROADWAY) SAFETY AND RESURFACE-MAIN STREET TO HICKORY AVENUE	\$ 1,030	Completed
HA3411	MD22	CHURCHVILLE ROAD-SAFETY AND RESURFACE-PROSPECT MILL ROAD TO MD 136	\$ 9,399	Completed
HA4521	MD132	W BELAIR AVENUE-SAFETY AND RESURFACE-MD 462 TO US 40	\$ 3,041	Completed
HA4251	MD924	EMMORTON RD/BOND ST (SOUTHBOUND COUPLET)-SAFETY AND RESURFACE-PLUMTREE RD TO RING FACTORY RD, US 1 BUS TO KENMORE AVE	\$ 3,687	Under Construction
XY6121	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS EAST OF US-1 IN HARFORD COUNTY	\$ 8,790	Under Construction
XY6122	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS WEST OF US-1 IN HARFORD COUNTY	\$ 6,794	Under Construction
<u>Safety/Spot Improvement</u>				
HA4481	US1	BELAIR ROAD-REHAB WEIGH STATION-CONOWINGGO TRUCK WEIGH AND INSPECTION STATION FACILITY	\$ 6,600	Under Construction
<u>Transportation Alternatives Program</u>				
HA0921	-	ABERDEEN STATION CONNECTIVITY ENHANCEMENTS	\$ 1,340	FY 2021
HA3213	-	MA & PA TRAIL, SEGMENT 3	\$ 2,757	FY 2022
HA3212	-	MA & PA TRAIL, SEGMENT 2	\$ 1,993	Under Construction



HOWARD COUNTY



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety as a result of increasing traffic volumes on the existing two lane roadway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
MD 32 Planning Study I-70 to MD 26 (Line 5)

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	8,365	8,365	58	0	0	0	0	0	0	0	0
Right-of-way	10,316	9,480	1,907	545	291	0	0	0	0	836	0
Utilities	4,611	2	2	1,431	1,907	1,271	0	0	0	4,609	0
Construction	99,696	37,533	24,884	36,237	25,926	0	0	0	0	62,163	0
Total	126,645	59,037	26,851	38,213	28,124	1,271	0	0	0	67,608	0
Federal-Aid	108,379	44,378	20,836	35,998	27,209	794	0	0	0	64,001	0
Special	18,266	14,659	6,015	2,215	915	477	0	0	0	3,607	0
Other										0	

Classification:

STATE - Principal Arterial

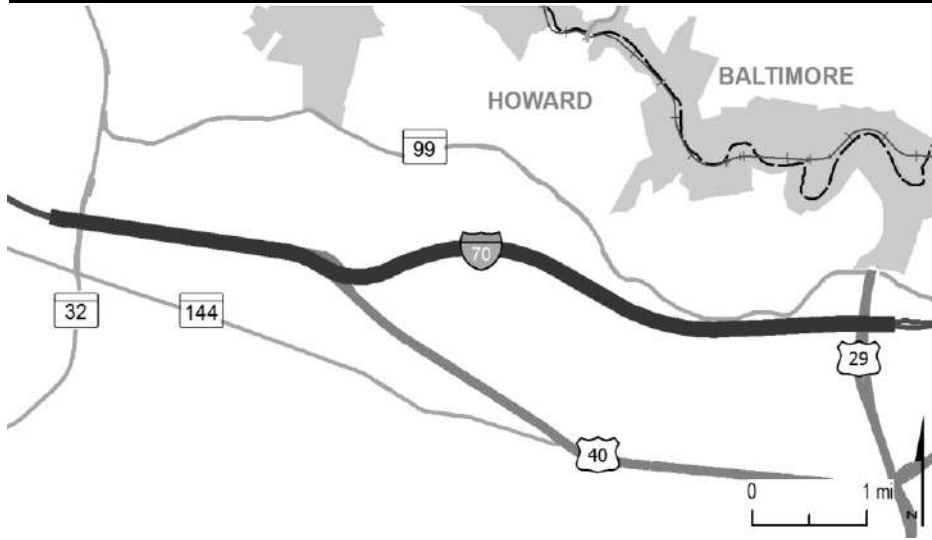
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 25,200

PROJECTED (2040) 41,100



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will ease increasing congestion and improve safety along this segment of I-70.

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

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	858	858	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	858	858	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

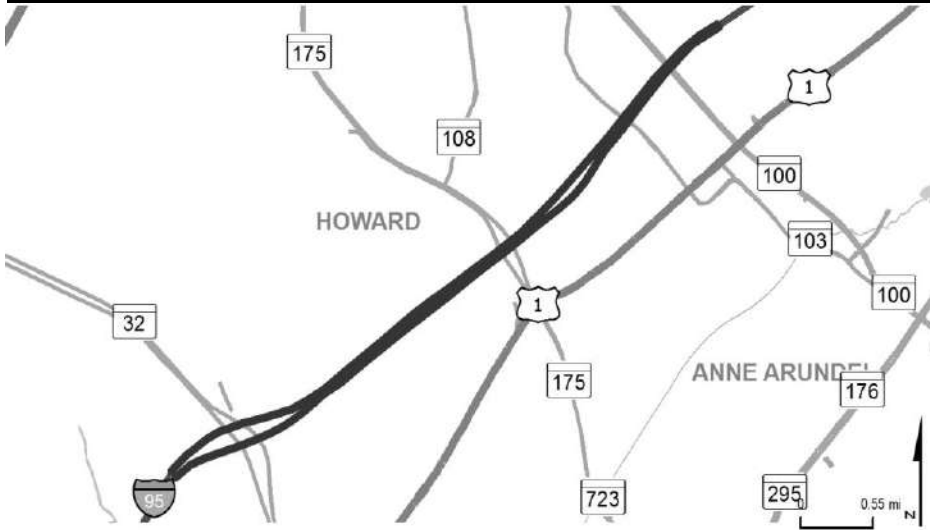
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 83,000 - 85,400

PROJECTED (2040) 110,500 - 113,700



PROJECT: IS 95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 to MD 100.

PURPOSE & NEED SUMMARY STATEMENT: This project will address capacity and safety concerns along I-95.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on-hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$.6 million in Design funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	1	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,259	1,259	1	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,259	1,259	1	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Urban Interstate

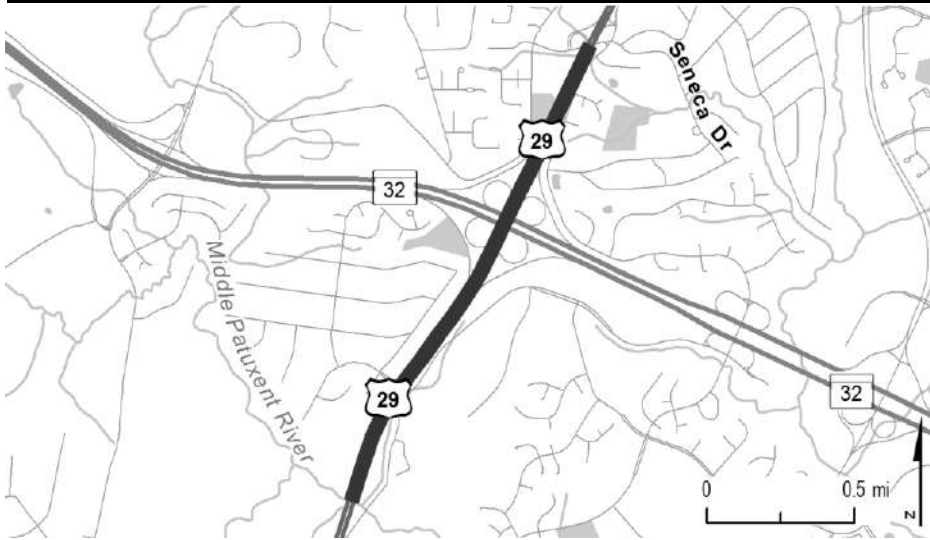
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 210,200 - 218,000

PROJECTED (2040) 221,600 - 233,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	665	665	0	0	0	0	0	0	0	0	0	0
Federal-Aid											0	
Special	665	665	0	0	0	0	0	0	0	0	0	0
Other											0	

Classification:

STATE - Principal Arterial

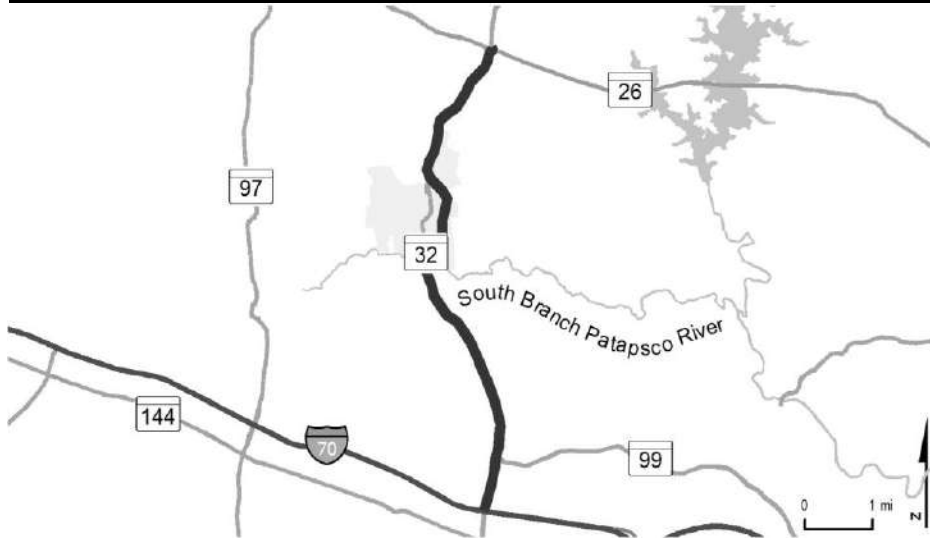
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 47,150

PROJECTED (2040) 66,025



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Road connects high growth area of Carroll County with growing job markets in Howard County.

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

ASSOCIATED IMPROVEMENTS:
 MD 26, Liberty Reservoir to MD 32 (Line 4)
 MD 32, MD 108 to Linden Church Road (Howard Line 1)
 MD 32, Linden Church Road to I-70 (Howard Line 2)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	703	703	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	703	703	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	703	703	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

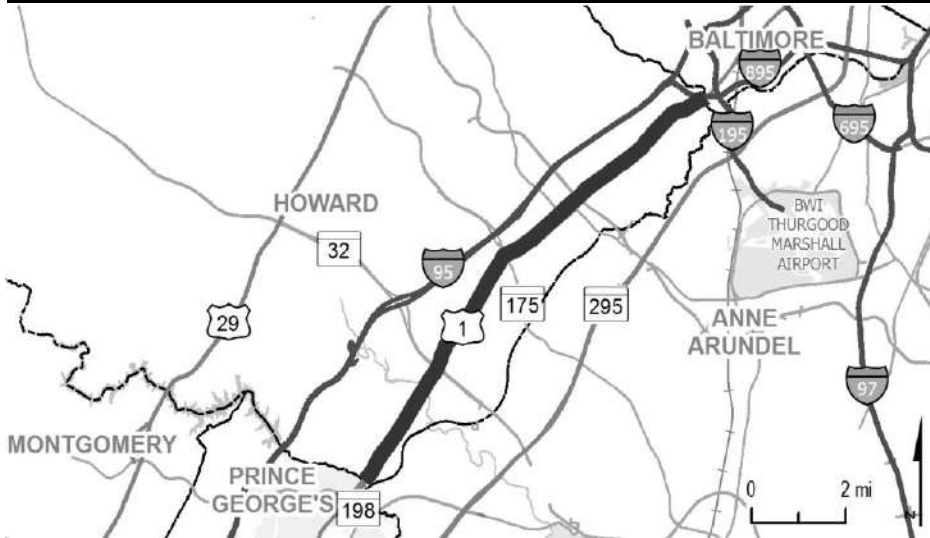
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 22,300 - 28700

PROJECTED (2040) 36,100 - 40,300



PROJECT: US 1, Washington Boulevard - Corridor Study

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,043	1,043	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,043	1,043	0	0	0	0	0	0	0	0	0
Federal-Aid	835	835	0	0	0	0	0	0	0	0	0
Special	209	209	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 20,200 - 44,000

PROJECTED (2040) 37,200 - 62,900

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Howard County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Commuter Action Improvements</u>				
HO1621	MD32	PATUXENT PARKWAY-RIDESHARING FACILITIES-AT WEST LOT PARK AND RIDE EXPANSION	\$ 1,584	Completed
<u>Environmental Preservation</u>				
HO2451	IS95	LANDSCAPE-IRVM, VEG MGMT - HOWARD/BALTIMORE COUNTY LINE TO MD 216 - PHASE 1	\$ 3,651	Completed
HO1811	IS95	LANDSCAPE-PRINCE GEORGE'S/HOWARD COUNTY LINE TO HOWARD/BALTIMORE COUNTY LINE - PHASE 2	\$ 1,047	Under Construction
<u>Intersection Capacity Improvements</u>				
HO2271	MD103	MONTGOMERY ROAD-GEOMETRIC IMPROVEMENTS-US 29 TO LONG GATE SHOPPING CENTER ENTRANCE	\$ 13,384	FY 2022
<u>Resurface/Rehabilitate</u>				
HO1211	IS95	SAFETY AND RESURFACE-BALTIMORE/HOWARD COUNTY LINE TO MD 100 RAMPS	\$ 1,611	Completed
HO2301	MD32	PATUXENT PARKWAY-SAFETY AND RESURFACE-GUILFORD ROAD TO MIDDLE PATUXENT RIVER	\$ 3,499	Completed
HO1301	MD32	PATUXENT PARKWAY-SAFETY AND RESURFACE-AT DORSEY RUN ROAD INTERCHANGE.	\$ 3,091	FY 2021
XX1271	-	VARIOUS-PATCHING-AREAWIDE CONCRETE PATCHING AND OVERLAY	\$ 759	Under Construction
XY6131	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN HOWARD COUNTY	\$ 15,683	Under Construction
<u>Safety/Spot Improvement</u>				
HO1761	US1	WASHINGTON BOULEVARD-GEOMETRIC IMPROVEMENTS-AT KIT KAT ROAD	\$ 3,512	Completed
<u>TMDL Compliance</u>				
HO1041	-	TMDL ADAPTIVE MANAGEMENT AT BRAMPTON HILLS STREAM RESTORATION.	\$ 5	Completed
<u>Transportation Alternatives Program</u>				
HO4901	-	PATUXENT BRANCH TRAIL - PAVING FROM OLD GUILFORD ROAD TO VOLLMERHAUSEN ROAD	\$ 1,092	FY 2022
HO105C	-	DOBBIN AND MCGAW ROAD BIKEPED IMPROVEMENTS	\$ 220	Under Construction



KENT COUNTY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Kent County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
KE4671	-	CLEAN/PAINT BRIDGES-BRIDGE 1400401, 1400402, 1402200 ON BLUESTAR MEMORIAL HIGHWAY, MORGNEC ROAD	\$ 1,119	Completed
KE2761	MD20	ROCK HALL AVENUE-MISCELLANEOUS-STRUCTURE 14030X0 OVER DRAINAGE DITCH	\$ 1,468	Under Construction
Resurface/Rehabilitate				
XY7141	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN KENT COUNTY.	\$ 3,434	Under Construction
XY8141	-	AT VARIOUS LOCATIONS IN KENT COUNTY	\$ 4,256	Under Construction
Urban Reconstruction				
KE4381	MD291	CYPRESS STREET-COMM SAFETY & ENHANCEMENT-WEST OF SCHOOL STREET TO EAST OF CRANE STREET	\$ 5,200	Under Construction



MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

I-270, Interchange at Watkins Mill Road (Montgomery County Line 2)
 MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Frederick County Line 2)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Total	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Federal-Aid										0	
Special	131,656	80,332	36,725	39,824	2,875	8,625	0	0	0	51,324	0
Other										0	

Classification:

STATE - Principal Arterial

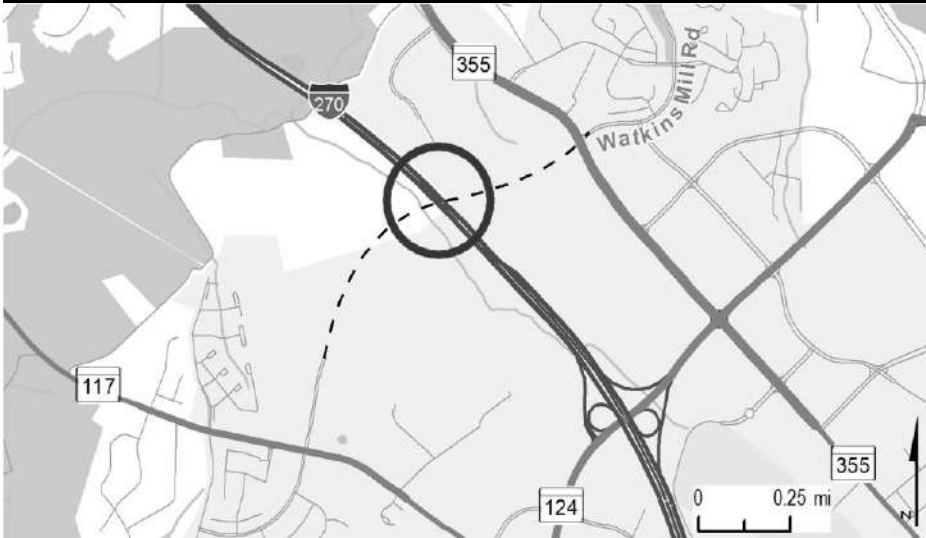
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 90,700 - 260,800

PROJECTED (2040) 105,000 - 299,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Constructed a new I-270 interchange at Watkins Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: This project supports economic development and improves mobility at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It provides access from I-270 to the Metropolitan Grove MARC Station.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
 I-270 Innovative Congestion Management (Line 1)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The new interchange provides new access points to I-270 and provides for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Open to Service. County contributed \$4.9 million towards engineering.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,006	10,006	0	0	0	0	0	0	0	0	0
Right-of-way	9,352	7,202	9	500	500	1,150	0	0	0	2,150	0
Utilities	73	73	0	0	0	0	0	0	0	0	0
Construction	106,150	100,439	31,219	5,711	0	0	0	0	0	5,711	0
Total	125,582	117,721	31,228	6,211	500	1,150	0	0	0	7,861	0
Federal-Aid	13,900	11,750	6	500	500	1,150	0	0	0	2,150	0
Special	111,681	105,970	31,222	5,711	0	0	0	0	0	5,711	0
Other										0	

Classification:

STATE - Principal Arterial

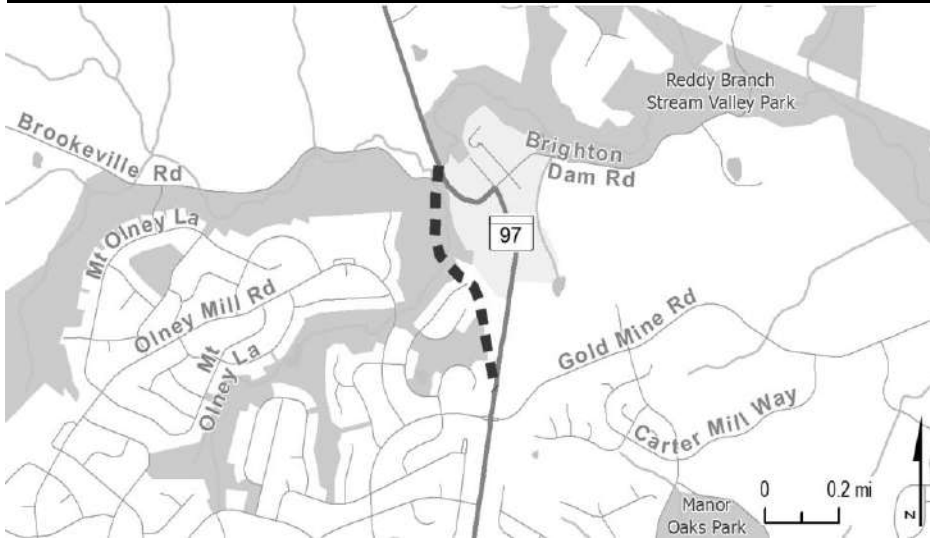
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 171,400

PROJECTED (2040) 201,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway. County contributed \$10.0 million towards engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,064	2,064	0	0	0	0	0	0	0	0	0
Engineering	9,753	9,753	0	0	0	0	0	0	0	0	0
Right-of-way	1,193	1,193	0	0	0	0	0	0	0	0	0
Utilities	265	63	1	202	0	0	0	0	0	202	0
Construction	30,963	13,872	10,050	9,972	7,119	0	0	0	0	17,091	0
Total	44,238	26,945	10,051	10,174	7,119	0	0	0	0	17,293	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0	0
Special	42,644	25,351	10,051	10,174	7,119	0	0	0	0	17,293	0
Other										0	

Classification:

STATE - Minor Arterial

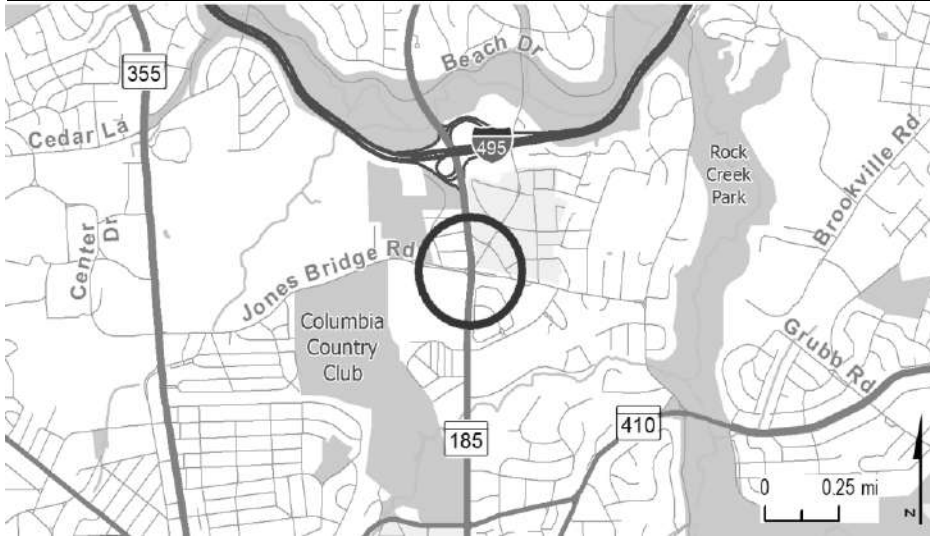
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 11,400

PROJECTED (2040) 14,800



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 6)

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users. **STATUS:** This project is fully funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	687	687	0	0	0	0	0	0	0	0	0
Right-of-way	5,239	4,762	169	300	177	0	0	0	0	477	0
Utilities	3,834	5	1	1,112	1,482	1,235	0	0	0	3,829	0
Construction	7,653	0	0	1,036	2,517	2,721	1,379	0	0	7,653	0
Total	17,413	5,454	170	2,448	4,176	3,956	1,379	0	0	11,959	0
Federal-Aid	17,325	5,449	169	2,433	4,150	3,928	1,365	0	0	11,876	0
Special	88	5	1	15	26	28	14	0	0	83	0
Other										0	

Classification:

STATE - Minor Arterial

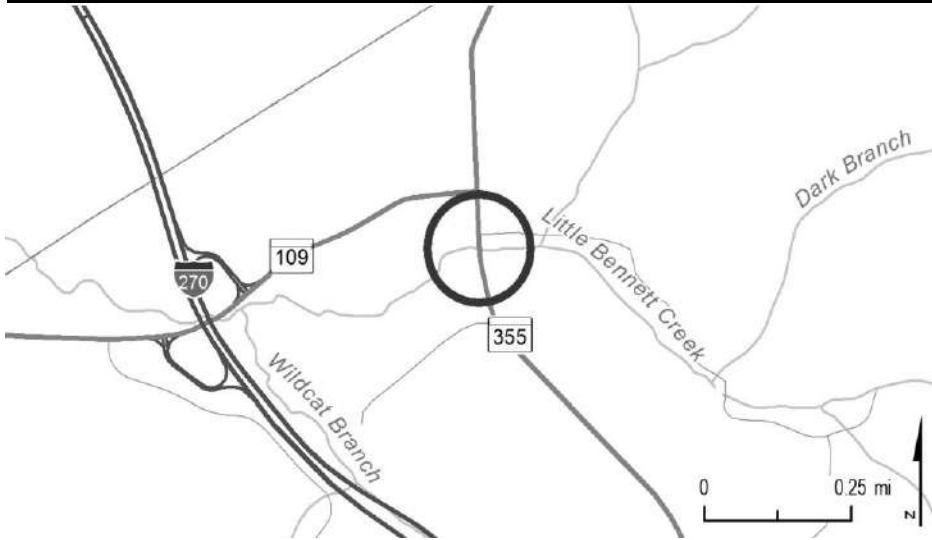
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 79,100

PROJECTED (2040) 82,400



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is poor rated.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is poor rated.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,979	1,979	0	0	0	0	0	0	0	0	0
Right-of-way	136	115	18	21	0	0	0	0	0	21	0
Utilities	5	0	0	5	0	0	0	0	0	5	0
Construction	8,825	6,462	3,457	2,363	0	0	0	0	0	2,363	0
Total	10,945	8,556	3,476	2,389	0	0	0	0	0	2,389	0
Federal-Aid	7,687	5,368	2,778	2,319	0	0	0	0	0	2,319	0
Special	3,258	3,188	698	70	0	0	0	0	0	70	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 8,500

PROJECTED (2040) 9,500



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Constructed MD 355 intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project improved safety, capacity, and operations.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Improvements in the vicinity of the Naval Support Activity Bethesda were vital to support the congressionally authorized BRAC initiative. These improvements reduced congestion and improve safety for all roadway users.

- 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

ASSOCIATED IMPROVEMENTS:

MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 4)
 Medical Center Metro Crossing Project (County Project)

STATUS: Open to Service. U.S. Department of Defense Office of Economic Adjustment contributed \$4.3 million towards construction. County advertised and constructed MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,301	10	0	4,291	0	0	0	0	0	4,291	0
Total	4,301	10	0	4,291	0	0	0	0	0	4,291	0
Federal-Aid	4,283	0	(4)	4,283	0	0	0	0	0	4,283	0
Special	17	9	4	8	0	0	0	0	0	8	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 46,900

PROJECTED (2040) 54,400



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

ASSOCIATED IMPROVEMENTS:
 US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,387	5,387	1	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,466	6,466	1	0	0	0	0	0	0	0	0
Federal-Aid	1,642	1,642	0	0	0	0	0	0	0	0	0
Special	4,824	4,824	1	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

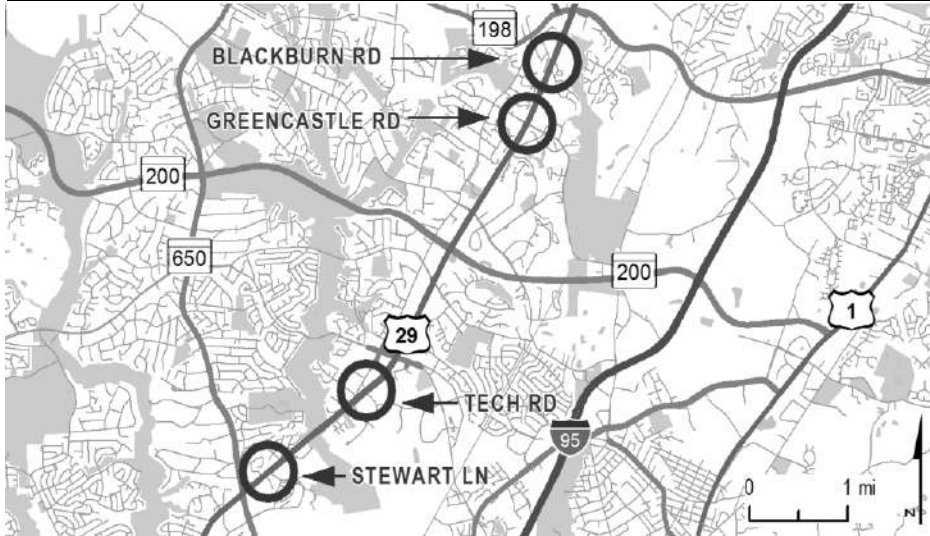
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 61,000

PROJECTED (2040) 79,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Development in the US 29 corridor is resulting in traffic growth. This project will improve mobility and system operations.

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

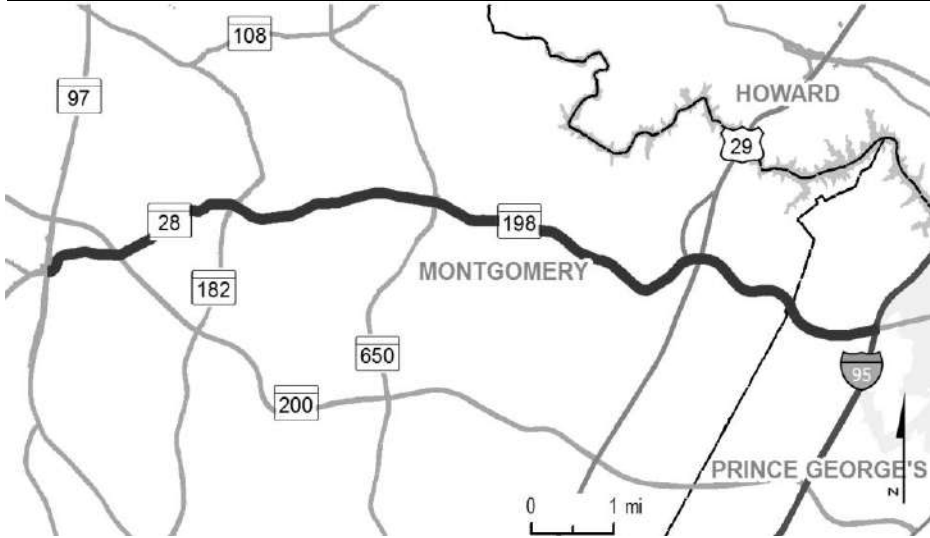
ASSOCIATED IMPROVEMENTS:
 US 29, Interchange Construction at Musgrove Road and Fairland Road (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,448	2,448	0	0	0	0	0	0	0	0	0
Engineering	4,289	4,289	0	0	0	0	0	0	0	0	0
Right-of-way	546	546	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,283	7,283	0	0	0	0	0	0	0	0	0
Federal-Aid	2,268	2,268	0	0	0	0	0	0	0	0	0
Special	5,015	5,015	0	0	0	0	0	0	0	0	0
Other										0	

Classification:
STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 62,000 - 75,000
PROJECTED (2040) 68,000 - 83,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Montgomery County Line 10)

STATUS: Planning ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added \$1.0 million for project planning on Segment D per legislative mandate.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	8,426	7,426	0	1,000	0	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,429	7,429	0	1,000	0	0	0	0	0	1,000	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,222	4,222	0	1,000	0	0	0	0	0	1,000	0
Other										0	

Classification:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)
PROJECTED (2040) 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety at the existing intersection.

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

ASSOCIATED IMPROVEMENTS:
 MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 9)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...			
Planning	1,981	1,981	0	0	0	0	0	0	0	0	0	0
Engineering	848	848	1	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	1	0	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0	0
Special	1,248	1,248	1	0	0	0	0	0	0	0	0	0
Other											0	

Classification:

STATE - Intermediate Arterial

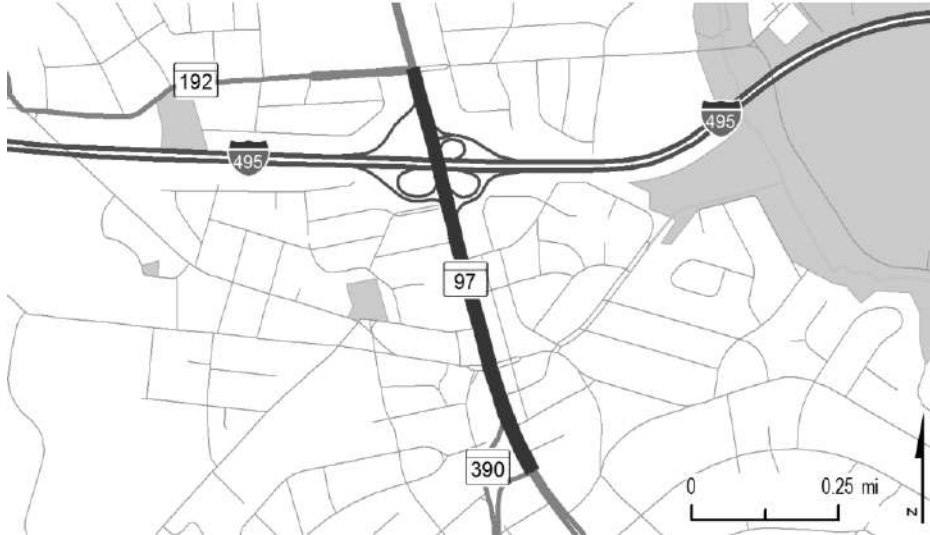
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 51,000

PROJECTED (2040) 56,900



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: A project to make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety and traffic operations within the study area.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Engineering underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The increase of \$1.6M will allow MDOT SHA to complete final design activities on the project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0
Engineering	4,885	2,910	1,278	625	675	675	0	0	0	1,975	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,929	5,954	1,278	625	675	675	0	0	0	1,975	0
Federal-Aid	1,710	0	0	428	641	641	0	0	0	1,710	0
Special	6,219	5,954	1,278	198	34	34	0	0	0	265	0
Other										0	

Classification:

STATE - Intermediate Arterial

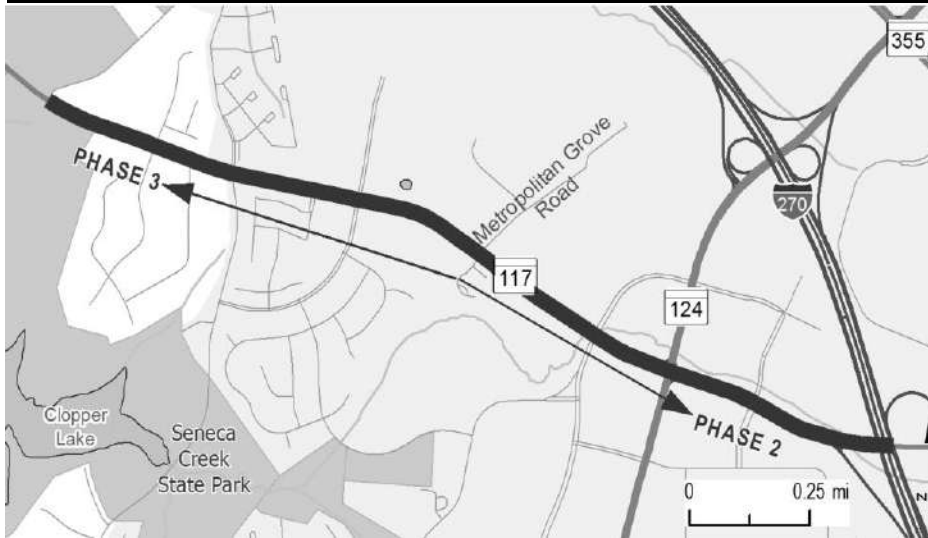
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 83,925

PROJECTED (2040) 93,125



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

ASSOCIATED IMPROVEMENTS:
 I-270, Interchange Construction at Watkins Mill Road (Line 2)
 I-270, Innovative Congestion Management (Line 1)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,909	1,909	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,939	2,939	0	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0	0
Special	2,393	2,393	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Major Collector

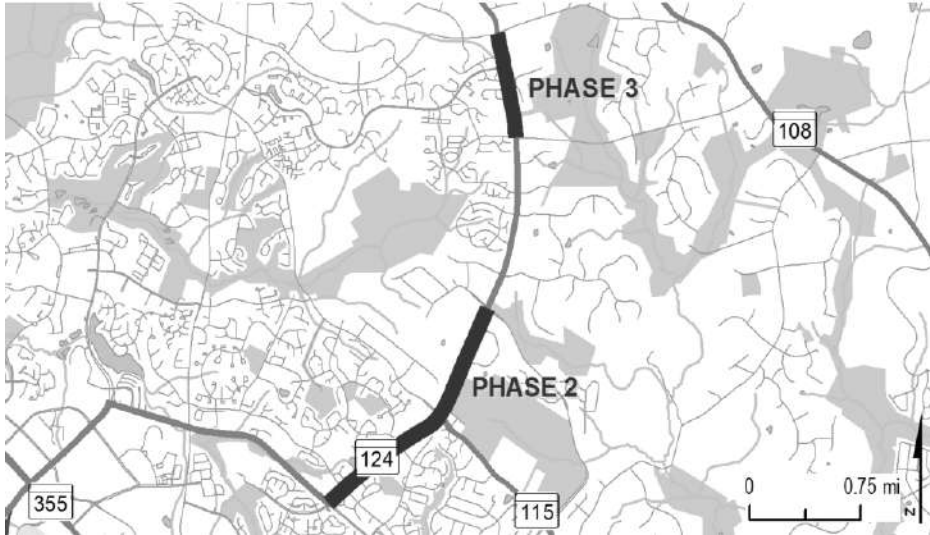
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 30,700 - 51,500

PROJECTED (2040) 38,000 - 53,800



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance concerns.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County contributed \$5.0 million to engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	875	875	0	0	0	0	0	0	0	0	0
Right-of-way	4,922	24	0	0	0	0	0	2,398	2,500	4,898	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,911	3,013	0	0	0	0	0	2,398	2,500	4,898	0
Federal-Aid	20	20	0	0	0	0	0	0	0	0	0
Special	2,994	2,994	0	0	0	0	0	0	0	0	0
Other	4,898	0	0	0	0	0	0	2,398	2,500	4,898	0

Classification:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) (Phase 2) 21,900

(Phase 3) 14,800

PROJECTED (2040) (Phase 2) 32,500

(Phase 3) 21,700

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
MO1503	MD124	MD124 - DOSH DRIVE TO MD 117	\$ 3,279	Completed
<u>Bridge Replacement/Rehabilitation</u>				
MO1352	-	CLEAN/PAINT BRIDGES-BR 1510100, 1514200, 1514800 ON CAPITAL BELTWAY, QUINCE ORCHARD ROAD	\$ 1,628	Completed
MO5801	CO7073	SEMINARY ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1512900 OVER I-495	\$ 9,122	Under Construction
<u>Environmental Preservation</u>				
MO0211	-	IS495 - I-495 INNER & OUTER LOOP FROM SEVEN LOCKS ROAD TO PERSIMMON TREE ROAD	\$ 67	Completed
MO5652	MD185	MD185- MEDIAN FROM JONES BRIDGE RD TO I-495 AND RAMP FROM MD 185 NB TO EB I-495	\$ 62	Completed
<u>Intersection Capacity Improvements</u>				
MO5361	MD355	FREDERICK ROAD-GEOMETRIC IMPROVEMENTS-IHB - AT WEST OLD BALTIMORE ROAD	\$ 12,160	Under Construction
<u>Resurface/Rehabilitate</u>				
MO1571	MD187	OLD GEORGETOWN ROAD - SAFETY AND RESURFACE FROM CEDAR LANE TO I-495	\$ 1,467	Completed
MO1851	MD355	WISCONSIN AVENUE-SAFETY AND RESURFACE-MD 28 TO MANNAKEE STREET	\$ 3,004	Completed
MO9441	MD185	CONNECTICUT AVENUE-SAFETY AND RESURFACE-NORTH OF MD 410 TO MANOR ROAD	\$ 2,805	Completed
XX1311	-	PATCHING-AT VARIOUS LOCATIONS IN FAIRLAND SHOP AREA OF MONTGOMERY COUNTY	\$ 2,086	Completed
XX1312	-	PATCHING-AT VARIOUS LOCATIONS IN GAITHERSBURG SHOP AREA OF MONTGOMERY COUNTY	\$ 1,569	Completed
XY5151	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN MONTGOMERY COUNTY	\$ 13,669	Completed
MO0521	US29	COLESVILLE ROAD -SAFETY AND RESURFACE ST. ANDREWS WAY TO STEWARTS LANE	\$ 7,025	Under Construction
MO3752	US29	COLESVILLE ROAD - SAFETY AND RESURFACE MD 97 TO ST. ANDREW'S WAY	\$ 1,886	Under Construction
XX131A	-	PATCHING VARIOUS LOCATIONS IN MONTGOMERY COUNTY.	\$ 5,815	Under Construction
XY6151	-	VARIOUS LOCATIONS IN MONTGOMERY COUNTY.	\$ 14,654	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

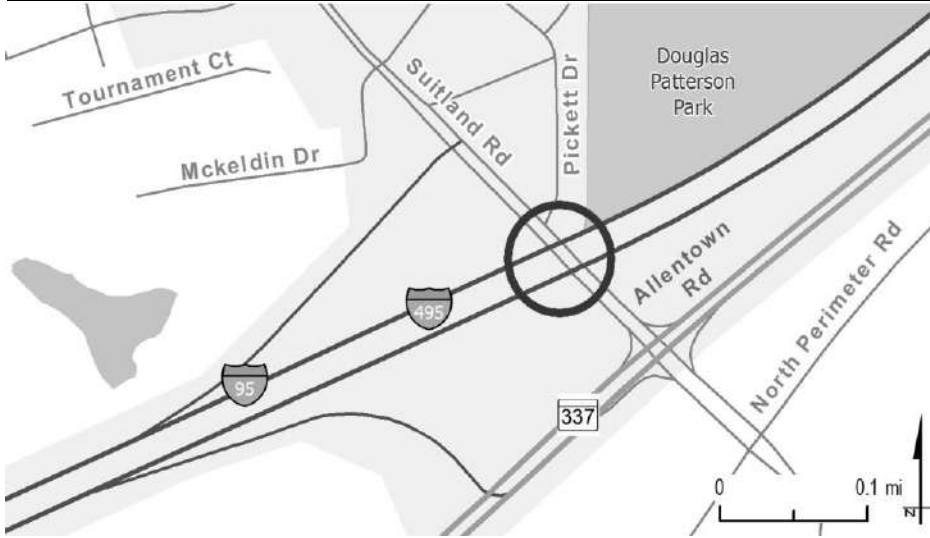
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Montgomery County - LINE 14

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
MO0471	-	RETAINING WALLS-CCT WALLS BETWEEN CCT AND PURPLE LINE	\$ 8,532	Completed
MO2801	MD117	CLOPPER ROAD-DRAINAGE IMPROVEMENT-IHB - BETWEEN MD 117 AND IN-STREAM STORMWATER MANAGEMENT STRUCTURE	\$ 3,887	Completed
MOMO04	MD190	RIVER ROAD AT BRAEBURN PARKWAY - INTERSECTION IMPROVEMENT	\$ 1,971	Under Construction
TMDL Compliance				
AT0411	-	LANDSCAPE-SRI - TREE PLANTING AT VARIOUS LOCATIONS IN DISTRICT 3	\$ 2,639	Completed
MO2961	-	DRAINAGE IMPROVEMENT- AT TRIBUTARY TO CABIN JOHN CREEK (TOWER OAKS)	\$ 2,088	Completed
Traffic Management				
MO8692	-	RECONSTRUCT SIGNAL-IHB - MD 185/MD 187/MD 355 WITH APS/CPS	\$ 3,768	Completed
Transportation Alternatives Program				
MO0591	MD355	NORTH FREDERICK ROAD-BICYCLE-PEDESTRIAN ROUTE-CLARKSBURG SHARED USE PATH AND SIDEWALK	\$ 523	Design Underway
MO0221	-	NORTH BRANCH HIKER-BIKER TRAIL	\$ 2,000	FY 2022
MO0251	-	SCOTT-VEIRS DRIVE SHARED USE PATH	\$ 60	FY 2022
MONEW1	-	FALLS ROAD SHARED USE PATH	\$ 1,200	FY 2022
MONEW2	-	SRTS – TAKOMA PARK IMPROVEMENT	\$ 86	FY 2022
MONEW3	-	NORTH STONESTREET AVE STREET AND SIDEWALK IMPROVEMENTS	\$ 280	FY 2022
MONEW4	-	ENHANCING BIKING & BIKE SAFETY - ELEMENTARY SCHOOLS WITHIN TAKOMA PARK	\$ 49	FY 2023
MO0401	MU460	BICYCLE-PEDESTRIAN ROUTE-FLOWER AVENUE GREEN STREET	\$ 1,040	Under Construction
MO3292	-	BICYCLE-PEDESTRIAN ROUTE-SLIGO CREEK TRAIL AROUND PARK VALLEY ROAD - TAP	\$ 548	Under Construction
Truck Weight				
MO3592	IS270	DWIGHT D EISENHOWER MEMORIAL HIGHWAY-WEIGH STATION-AT SOUTHBOUND WEIGH STATION	\$ 4,148	Under Construction



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replaced Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures, built in 1963, were rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The original structures were at the end of their useful lives and were in need of replacement.

- 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

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,881	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	329	329	0	0	0	0	0	0	0	0	0
Construction	34,100	26,481	5,958	7,619	0	0	0	0	0	7,619	0
Total	36,310	28,691	5,958	7,619	0	0	0	0	0	7,619	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0
Special	34,859	27,240	5,958	7,619	0	0	0	0	0	7,619	0
Other										0	

Classification:

STATE - Principal Arterial

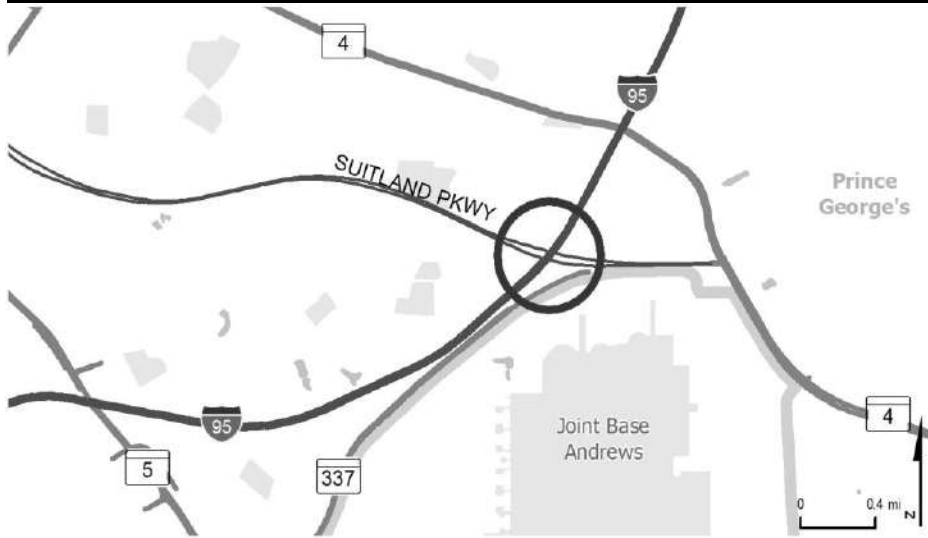
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 178,400

PROJECTED (2040) 194,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structures are nearing the end of their useful lives and are in need of replacement.

- 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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Bridge Replacements over Suitland Road (Line 1)
- MD 4, Interchange at Suitland Parkway (Line 4)
- MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 16)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT			PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	YEAR	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	YEAR	YEAR	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
	(\$000)	2020	2020	2021	2022						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,605	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	34,784	21,546	13,522	7,774	4,547	917	0	0	0	13,238	0
Total	36,389	23,151	13,522	7,774	4,547	917	0	0	0	13,238	0
Federal-Aid	32,495	19,276	12,166	7,829	4,473	917	0	0	0	13,219	0
Special	3,894	3,875	1,356	(55)	74	0	0	0	0	19	0
Other										0	

Classification:

STATE - Principal Arterial

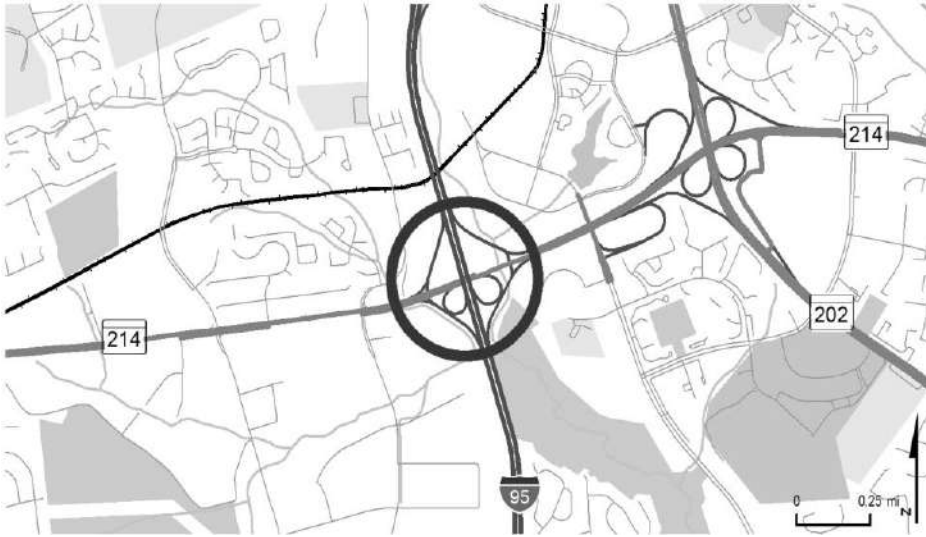
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 199,000

PROJECTED (2040) 218,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1615305 and 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

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

ASSOCIATED IMPROVEMENTS:
Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,860	1,860	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	686	0	0	220	329	137	0	0	0	686	0
Construction	30,238	14,881	8,777	11,521	3,836	0	0	0	0	15,357	0
Total	32,784	16,741	8,777	11,741	4,165	137	0	0	0	16,043	0
Federal-Aid	27,974	13,155	7,817	10,935	3,757	127	0	0	0	14,819	0
Special	4,790	3,586	960	792	402	10	0	0	0	1,204	0
Other										0	

Classification:

STATE - Principal Arterial

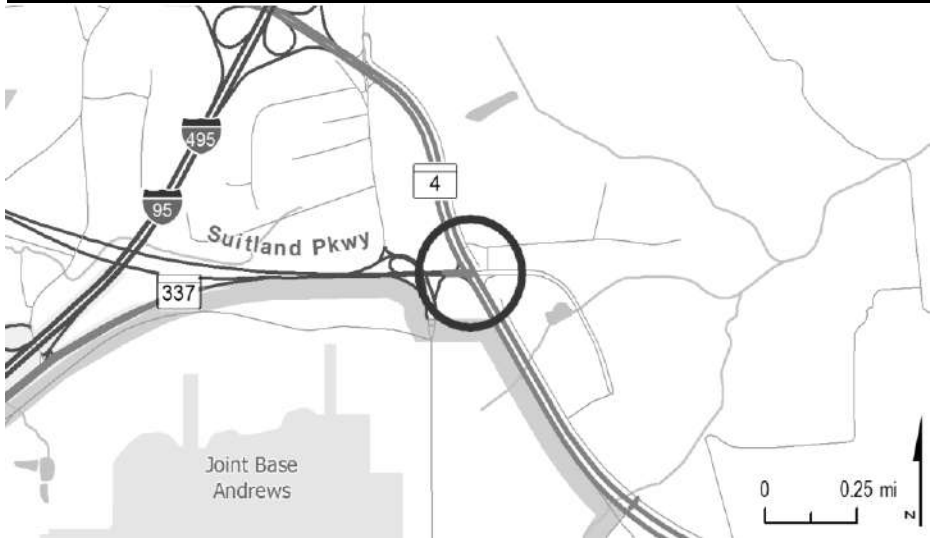
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 228,000

PROJECTED (2040) 247,000



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

- 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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
- MD 4 Bridge Replacements at MD 717 and Race Track Road (Line 5)
- MD 4, MD 223 to I-95/I-495 (Line 16)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction delayed

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost decrease of \$6.5 million is due to reduced right of way needs. Project construction significantly delayed. Scope, cost, schedule, and delivery being evaluated.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,379	12,379	0	0	0	0	0	0	0	0	0
Right-of-way	11,537	10,537	0	10	650	340	0	0	0	1,000	0
Utilities	8,412	7,183	466	1,229	0	0	0	0	0	1,229	0
Construction	95,127	32,471	2,956	6	0	20,884	20,883	20,883	0	62,656	0
Total	127,455	62,570	3,422	1,245	650	21,224	20,883	20,883	0	64,885	0
Federal-Aid	100,608	39,317	2,730	0	0	20,431	20,430	20,430	0	61,291	0
Special	24,511	20,917	527	1,245	650	793	453	453	0	3,594	0
Other	2,336	2,336	165	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

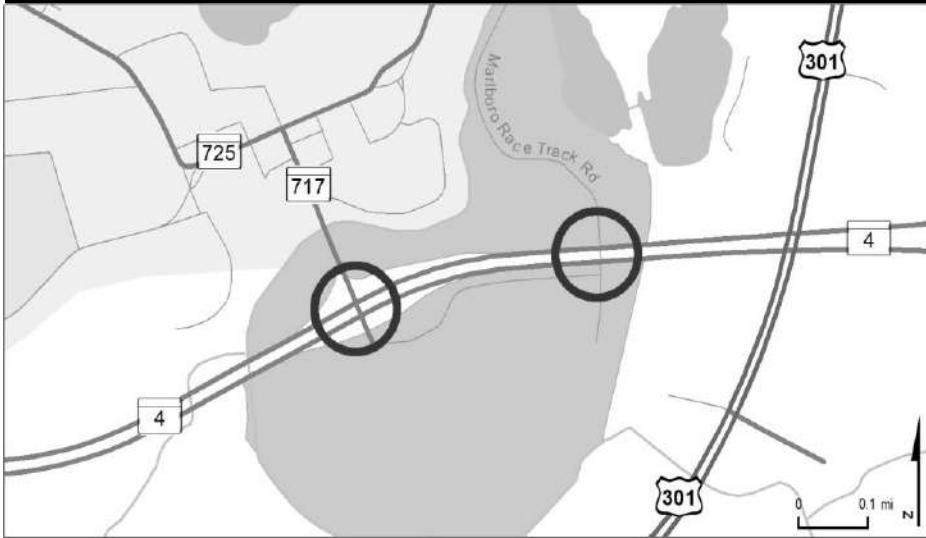
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 77,000

PROJECTED (2040) 108,900



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1609903 and 1609904 over MD 717 and Bridges 1610803 and 1610804 over Race Track Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures over MD 717 and Race Track Road, built 1960, are rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The original structures were at the end of their useful lives and are in need of replacement.

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

ASSOCIATED IMPROVEMENTS:

- MD 4 Interchange at Suitland Parkway (Line 4)
- MD 4, MD 223 to I-95/I-495 (Line 16)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Delay due to reduced revenue from COVID-19 pandemic.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT			PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	YEAR	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	2021	YEAR	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
	(\$000)	2020	2020		2022						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,763	480	87	280	415	415	173	0	0	1,283	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	0	1,398	7,110	7,313	4,179	20,000	0
Total	21,763	480	87	280	415	1,813	7,283	7,313	4,179	21,283	0
Federal-Aid	20,206	0	0	261	391	1,720	6,917	6,947	3,970	20,206	0
Special	1,557	480	87	19	24	93	366	366	209	1,077	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 54,900

PROJECTED (2040) 63,550



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Constructed a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot.

PURPOSE & NEED SUMMARY STATEMENT: Significant mobility needs occurred during peak hours and were anticipated to increase as growth continues to occur in southern Prince George's County and Southern Maryland.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)
- US 301, South Corridor Transportation Study (Line 21)
- US 301, at MD 5 (Mattawoman Beantown Road) (Line 23)

EXPLANATION: This project improved mobility at a major bottleneck along the MD 5 and US 301 corridor and removed an at-grade conflict points at Brandywine Road and MD 373.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$2.6 million is due to final property settlements.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,309	6,309	0	0	0	0	0	0	0	0	0
Right-of-way	7,160	7,139	7	21	0	0	0	0	0	21	0
Utilities	1,799	1,799	635	0	0	0	0	0	0	0	0
Construction	43,549	42,879	7,667	670	0	0	0	0	0	670	0
Total	58,817	58,126	8,309	691	0	0	0	0	0	691	0
Federal-Aid	43,486	43,004	5,991	482	0	0	0	0	0	482	0
Special	11,504	11,295	2,332	209	0	0	0	0	0	209	0
Other	3,827	3,827	(14)	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 75,000

PROJECTED (2040) 104,200



PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to the Washington D.C. Line (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

ASSOCIATED IMPROVEMENTS:

EXPLANATION: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,416	4,334	612	82	0	0	0	0	0	82	0	0
Right-of-way	834	711	38	123	0	0	0	0	0	123	0	0
Utilities	183	183	0	0	0	0	0	0	0	0	0	0
Construction	16,766	10,114	6	1,490	4,101	1,061	0	0	0	6,652	0	0
Total	22,199	15,342	655	1,695	4,101	1,061	0	0	0	6,857	0	0
Federal-Aid	7,724	2,628	0	1,141	3,142	813	0	0	0	5,096	0	0
Special	14,475	12,714	655	554	959	248	0	0	0	1,761	0	0
Other										0		

Classification:

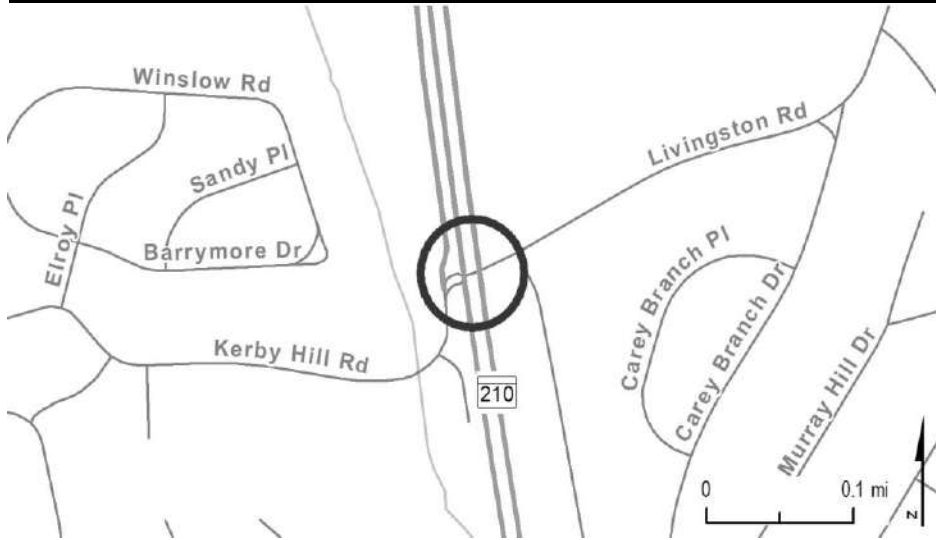
STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020)	36,300 (MD5)
	22,100 (MD 637)
PROJECTED (2040)	0,075 (MD5)
	24,250 (MD 637)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to 95/I-495 (Line 19)

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$7.3 million is due to required design changes during construction, an increase in right-of-way acquisition costs, and additional pedestrian safety improvements.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,215	5,215	0	0	0	0	0	0	0	0	0
Right-of-way	11,355	10,906	3,117	449	0	0	0	0	0	449	0
Utilities	5,866	1,248	0	1,553	1,839	1,226	0	0	0	4,618	0
Construction	102,332	69,133	11,830	16,708	16,491	0	0	0	0	33,199	0
Total	124,768	86,502	14,947	18,710	18,330	1,226	0	0	0	38,266	0
Federal-Aid	95,999	62,615	10,984	16,345	16,058	981	0	0	0	33,384	0
Special	28,736	23,854	3,930	2,365	2,272	245	0	0	0	4,882	0
Other	33	33	33	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 85,800

PROJECTED (2040) 118,500



PROJECT: MU 277, Riverdale Road

DESCRIPTION: Replace Bridge 16090 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1931, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,196	716	206	137	137	137	69	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	0	0	1,116	4,173	2,711	0	8,000	0
Total	9,196	716	206	137	137	1,253	4,242	2,711	0	8,480	0
Federal-Aid	6,652	0	0	87	130	1,000	3,320	2,115	0	6,652	0
Special	2,544	716	206	50	7	252	922	596	0	1,828	0
Other										0	

Classification:

STATE - Minor Collector

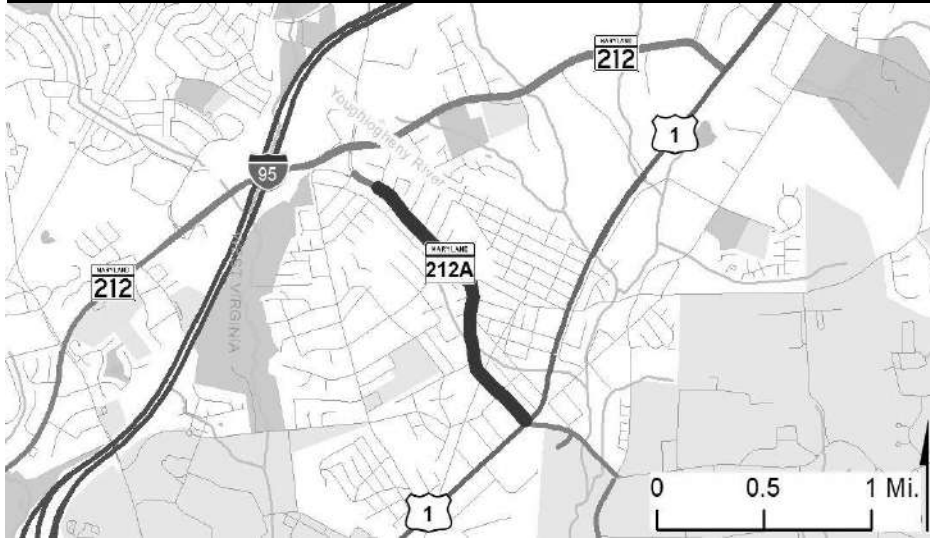
FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 5,825

PROJECTED (2040) 7,050



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provides traffic calming and enhances pedestrian safety along the roadway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:

EXPLANATION: This project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$3.3 million is due to additional right-of-way needs and the final engineer's estimate.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,141	5,125	957	16	0	0	0	0	0	16	0
Right-of-way	3,040	2,984	333	56	0	0	0	0	0	56	0
Utilities	2,369	4	0	2,365	0	0	0	0	0	2,365	0
Construction	17,831	719	719	7,930	7,197	1,985	0	0	0	17,112	0
Total	28,381	8,832	2,009	10,367	7,197	1,985	0	0	0	19,549	0
Federal-Aid	19,328	4,549	548	7,900	5,396	1,483	0	0	0	14,779	0
Special	7,558	4,254	1,432	1,869	1,122	313	0	0	0	3,304	0
Other										0	

Classification:

STATE - Minor Arterial

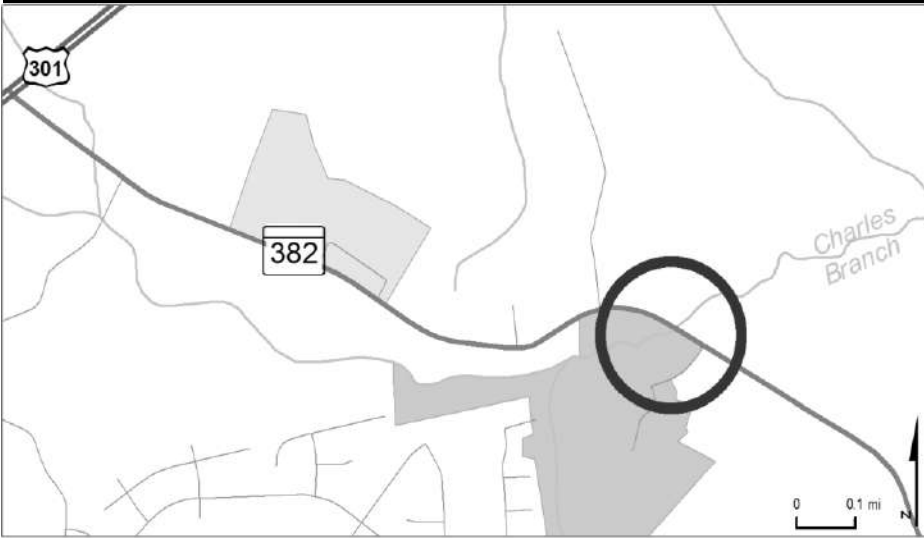
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 20,975

PROJECTED (2040) 24,275



PROJECT: MD 382, Croom Road

DESCRIPTION: Replace Bridge 16061 over Charles Branch.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1933, is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The original structure is at the end of its useful life and is in need of replacement.

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	756	170	147	193	80	0	0	0	420	0
Right-of-way	84	9	9	12	19	19	19	6	0	75	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	4,576	0	0	0	0	1,030	3,546	0	0	4,576	0
Total	5,836	765	178	159	212	1,129	3,565	6	0	5,071	0
Federal-Aid	3,569	0	0	0	0	803	2,766	0	0	3,569	0
Special	2,267	765	178	159	212	326	799	6	0	1,502	0
Other										0	

Classification:

STATE - Major Collector

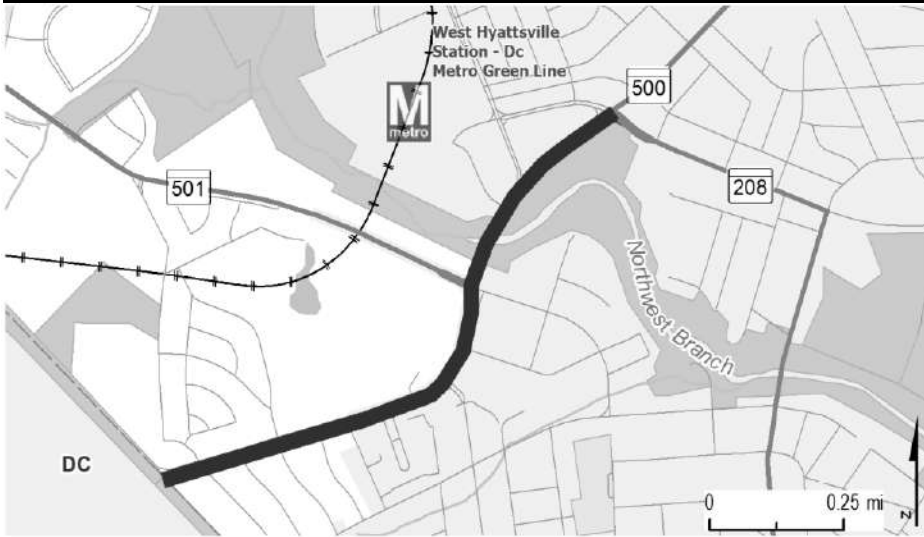
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 1,325

PROJECTED (2040) 5,225



PROJECT: MD 500, Queens Chapel Road - MD 208

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,560	4,560	160	0	0	0	0	0	0	0	0
Right-of-way	1,824	1,786	257	38	0	0	0	0	0	38	0
Utilities	1,072	1	0	1,071	0	0	0	0	0	1,071	0
Construction	15,857	4,166	4,143	6,018	3,769	1,904	0	0	0	11,691	0
Total	23,314	10,514	4,559	7,127	3,769	1,904	0	0	0	12,800	0
Federal-Aid	12,826	3,330	3,314	5,379	2,720	1,397	0	0	0	9,496	0
Special	10,386	7,184	1,245	1,706	1,007	489	0	0	0	3,202	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 36,600

PROJECTED (2040) 41,000



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Includes bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

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

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95, Segments 2 and 3 (Line 30)

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,633	9,633	346	0	0	0	0	0	0	0	0
Right-of-way	5,640	4,383	556	688	242	327	0	0	0	1,257	0
Utilities	3,959	393	393	890	1,186	1,187	303	0	0	3,566	0
Construction	31,202	1,034	564	5,605	7,480	7,781	9,302	0	0	30,168	0
Total	50,434	15,443	1,859	7,183	8,908	9,295	9,605	0	0	34,991	0
Federal-Aid	37,213	7,735	584	5,804	7,500	7,765	8,409	0	0	29,478	0
Special	12,921	7,408	1,194	1,379	1,408	1,530	1,196	0	0	5,513	0
Other	300	300	81	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 38,700

PROJECTED (2040) 55,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	10,773	10,773	0	0	0	0	0	0	0	0	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	13,288	13,288	0	0	0	0	0	0	0	0	0
Federal-Aid	8,880	8,880	(3)	0	0	0	0	0	0	0	0
Special	4,407	4,407	3	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

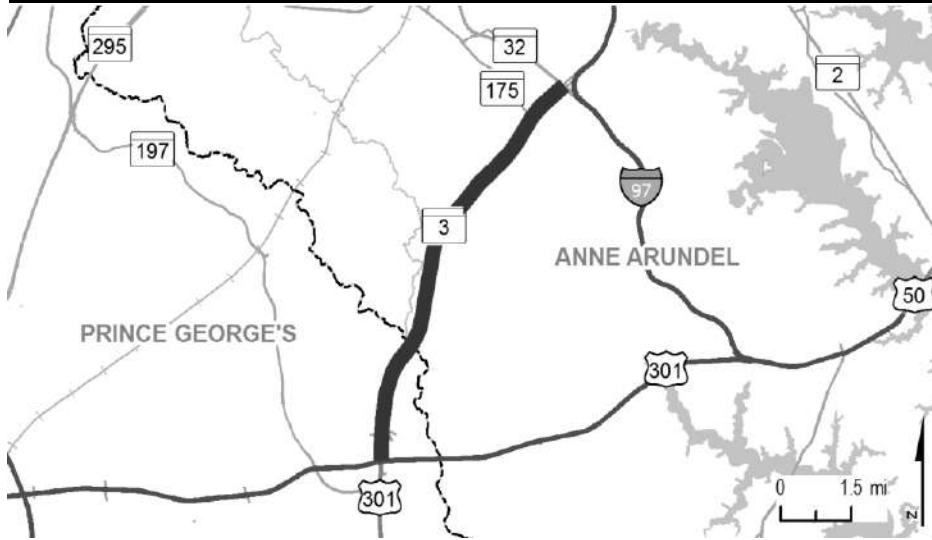
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 231,000

PROJECTED (2040) 245,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Project to upgrade MD 3 from US 50 to MD 32 to address safety, operations, and mobility concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and improve mobility in this heavily traveled corridor.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 21)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 22)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 70,100 - 89,200

PROJECTED (2040) 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 MD 4, Interchange at Suitland Parkway (Line 4)
 MD 4, Bridge Replacement over MD 717 and Racetrack Road (Line 5)
 MD 223, Steed Road to MD 4 (Line 28)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,615	1,615	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

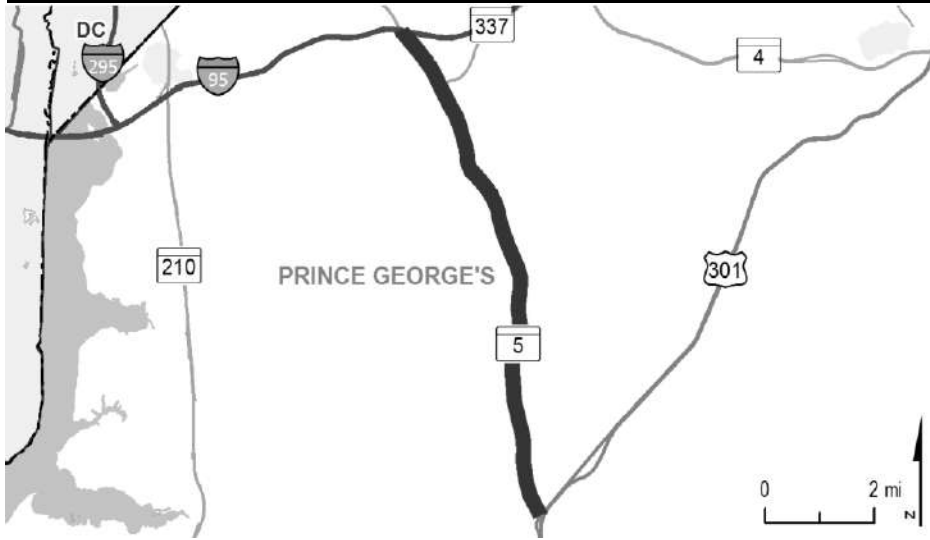
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 77,700

PROJECTED (2040) 108,900



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Project to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Mobility and safety concerns at several intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

ASSOCIATED IMPROVEMENTS:
 US 5 at MD 373 and Brandywine Road (Line 6)
 MD 5 at Linda Lane (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0
Federal-Aid	7,367	7,367	0	0	0	0	0	0	0	0	0
Special	6,610	6,610	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 131,900

PROJECTED (2040) 145,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

PURPOSE & NEED SUMMARY STATEMENT: Project improves operations at MD 5 and Linda Lane.

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

ASSOCIATED IMPROVEMENTS:
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	435	435	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0
Special	36	36	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

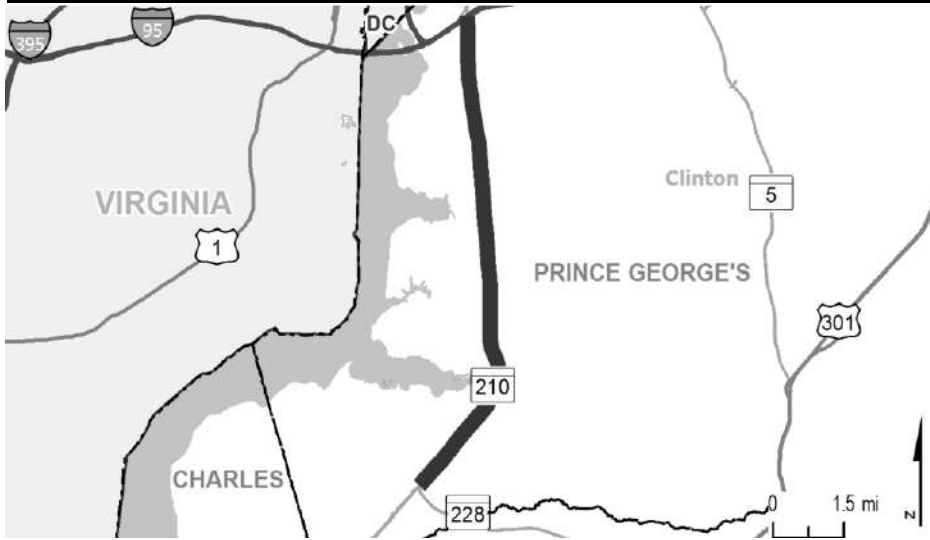
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 134,700

PROJECTED (2040) 149,200



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

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

ASSOCIATED IMPROVEMENTS:

MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 8)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Evaluating the next phase with Prince George's County.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL			CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020			2021	2022	...2023...	...2024...		
Planning	3,058	3,058	0	0	0	0	0	0	0	0	0
Engineering	11,015	1	0	250	500	1,000	1,500	7,764	0	11,014	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,054	4,040	0	250	500	1,000	1,500	7,764	0	11,014	0
Federal-Aid	11,014	0	0	250	500	1,000	1,500	7,764	0	11,014	0
Special	4,040	4,040	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

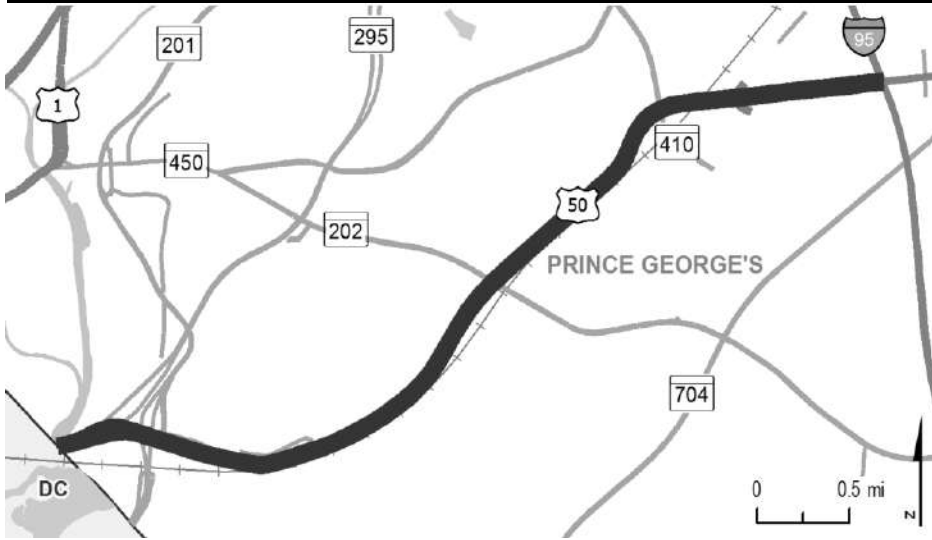
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 85,800

PROJECTED (2040) 118,500



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study identifies a series of improvements to address various mobility, safety, and operational concerns along this section of US 50.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	477	477	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	477	477	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

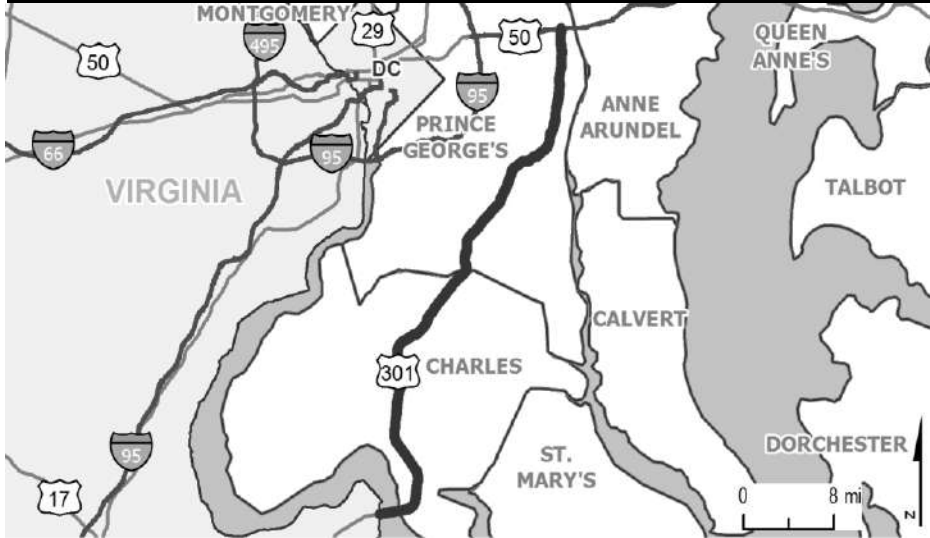
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 81,000 - 155,500

PROJECTED (2040) 84,000 - 155,875



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 228/MD 5BU (Charles County Line 4)
- US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 5)
- US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	55,757	55,757	0	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	(0)	0	0	0	0	0	0	0	0
Special	43,876	43,876	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 19,100 - 65,000 (Charles)

104,000 (Prince George's)

PROJECTED (2040) 45,000 - 82,050 (Charles)

127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Project to upgrade and widen US 301 from, north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

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

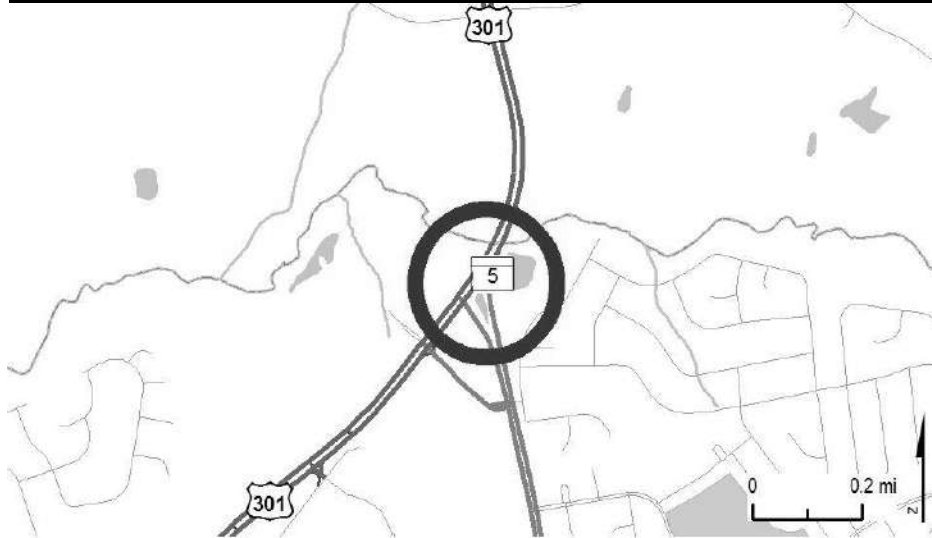
ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 15)
 US 301, South Corridor Transportation Study (Line 21)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,504	2,504	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,504	2,504	0	0	0	0	0	0	0	0	0
Other										0	

Classification:
STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 67,800 (US 301)
 20,200 (MD 197)
PROJECTED (2040) 74,500 (US 301)
 24,900 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve safety and mobility for planned development.

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

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's Line 17)
- US 301, South Corridor Transportation Study (Prince George's Line 21)
- US 301, MD 228/MD 5 Business (Charles County Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special										0	
Other										0	

Classification:

STATE - Primary Arterial

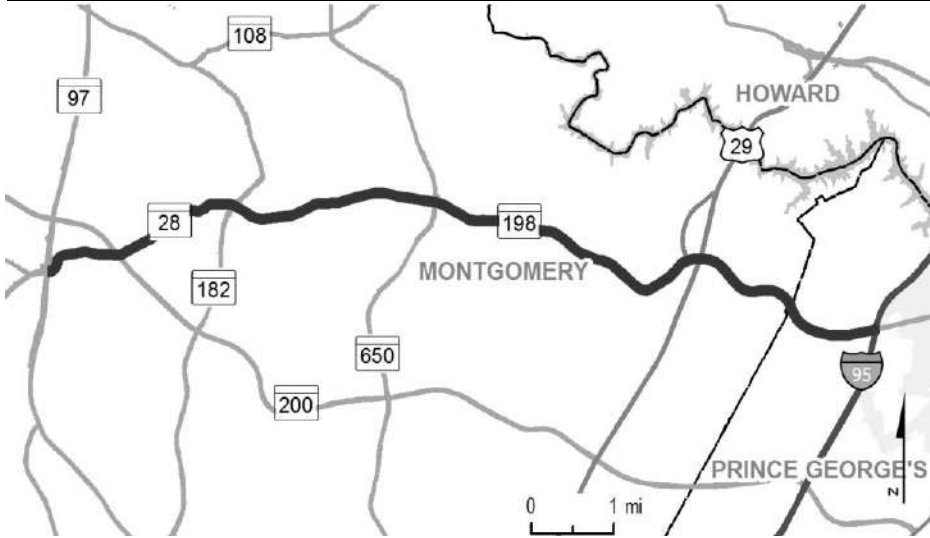
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 105,000 (US 301)

PROJECTED (2040) 127,400 (US 301)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

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

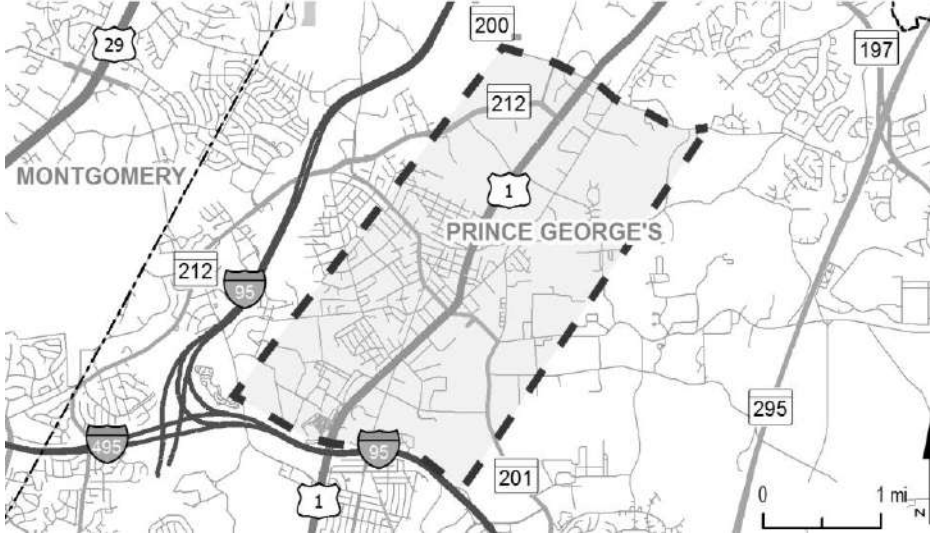
ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Montgomery County Line 10)

STATUS: Planning ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added \$1.0 million for project planning on Segment D per legislative mandate.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	8,426	7,426	0	1,000	0	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,429	7,429	0	1,000	0	0	0	0	0	1,000	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,222	4,222	0	1,000	0	0	0	0	0	1,000	0
Other										0	

Classification:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2020) 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)
PROJECTED (2040) 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended and US 1, Baltimore Avenue

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: US 1 and MD 201 have significant mobility needs during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 30)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	6,839	6,839	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	6,839	6,839	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

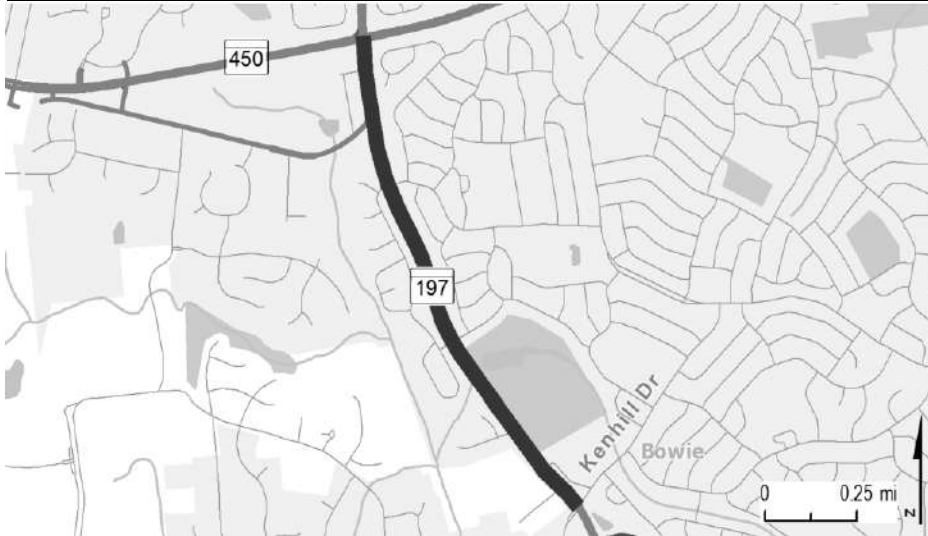
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 47,100

PROJECTED (2040) 59,300



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Bicycle and pedestrian improvements will be included.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access to the City of Bowie.

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

ASSOCIATED IMPROVEMENTS:

STATUS: County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$8.0 million in Design funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will continue to re-evaluate all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,630	1,630	26	0	0	0	0	0	0	0	0
Engineering	2,474	2,474	354	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,104	4,104	380	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	4,104	4,104	380	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

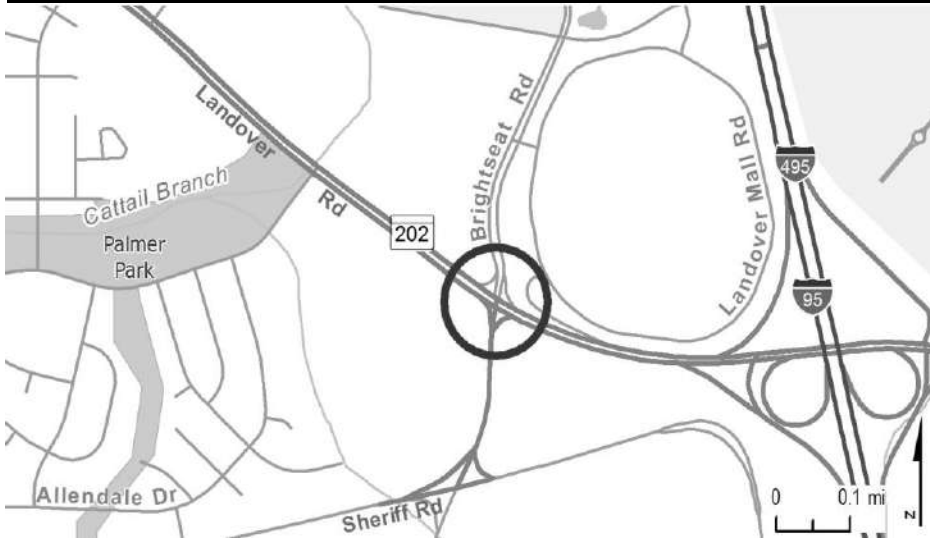
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 35,800

PROJECTED (2040) 42,500



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	462	462	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	462	462	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	462	462	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

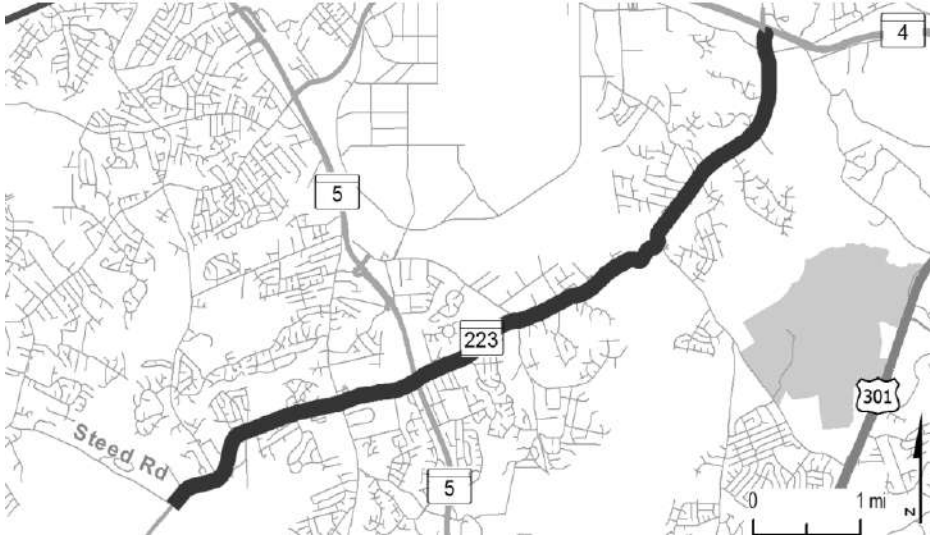
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 54,000

PROJECTED (2040) 65,200



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

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

ASSOCIATED IMPROVEMENTS:
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 16)
 MD 5, US 301 at TB to I-95/495 (Line 17)

STATUS: Corridor study complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,294	1,294	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,294	1,294	0	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

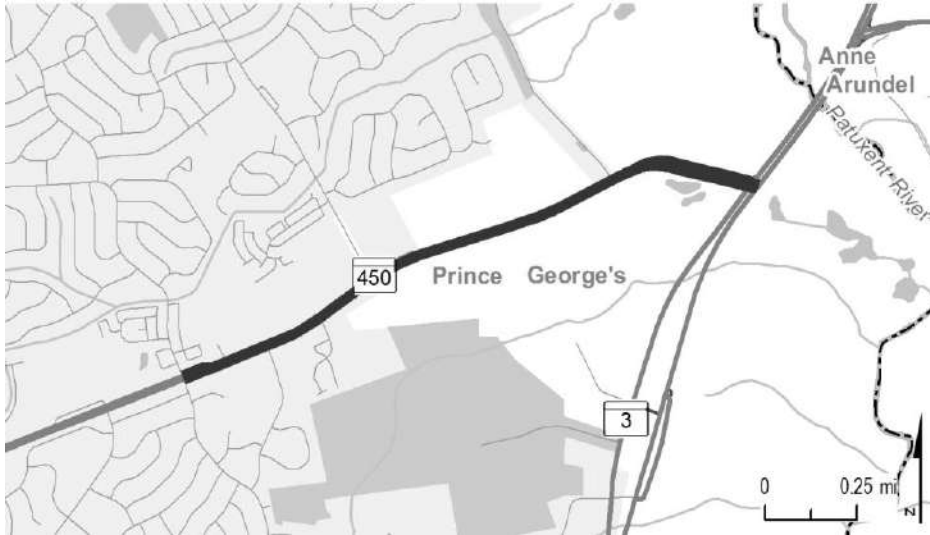
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 47,700

PROJECTED (2040) 53,200



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,503	1,503	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,503	1,503	0	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0	0
Special	321	321	0	0	0	0	0	0	0	0	0	0
Other												0

Classification:

STATE - Minor Arterial

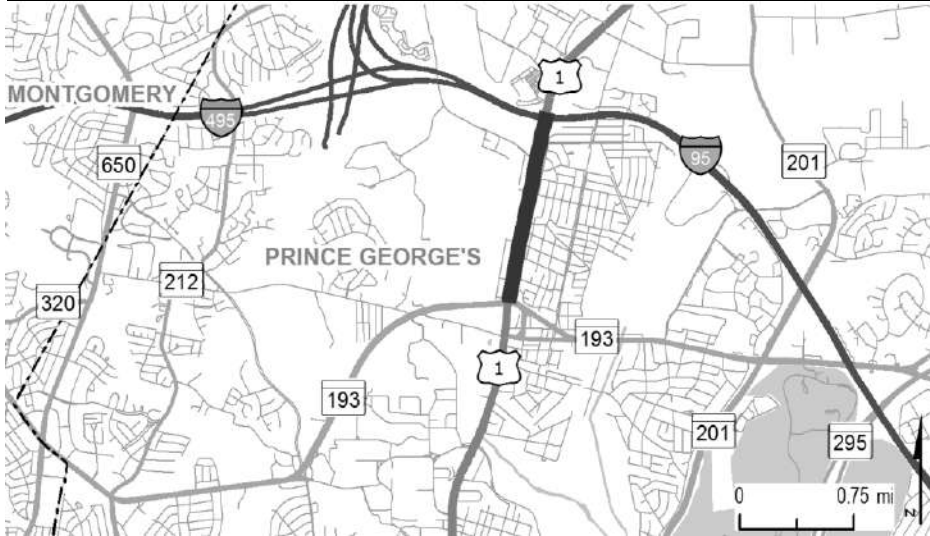
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 25,900

PROJECTED (2040) 39,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

ASSOCIATED IMPROVEMENTS:

- US 1, College Avenue to MD 193 (Segment 1) (Line 13)
- MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,387	1,387	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,387	1,387	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 48,600

PROJECTED (2040) 53,300

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE-BICYCLE-PEDESTRIAN ROUTE-41ST STREET TO FARRAGUT STREET(RHODE ISLAND TROLLEY TRAIL)	\$ 5,505	FY 2022
<u>Bridge Replacement/Rehabilitation</u>				
PG5722	CO123	TEMPLE HILL ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1616600 OVER I-95/495	\$ 6,841	Completed
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 3,846	Under Construction
<u>Intersection Capacity Improvements</u>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 4,347	Under Construction
<u>Resurface/Rehabilitate</u>				
PG0401	MD4	PENNSYLVANIA AVENUE-SAFETY AND RESURFACE-MD 458 TO DC LINE AND FORESTVILLE ROAD TO I-495 BRIDGE	\$ 5,478	Completed
PG0421	MD201	KENILWORTH AVENUE-SAFETY AND RESURFACE-DC LINE TO LAWRENCE STREET	\$ 6,415	Completed
PG0481	MD198	SANDY SPRING ROAD-SAFETY AND RESURFACE-VANDUSEN ROAD TO 8TH STREET	\$ 1,764	Completed
PG0501	US1	BALTIMORE AVENUE-SAFETY AND RESURFACE-OAK STREET TO HOWARD COUNTY LINE	\$ 5,072	Completed
PG8541	MD450	ANNAPOLIS RD-SAFETY AND RESURFACE-FROM MD 704 TO MD 193	\$ 2,112	Completed
XX1313	-	PATCHING-AT VARIOUS LOCATIONS IN LAUREL SHOP AREA OF PRINCE GEORGE'S COUNTY	\$ 1,302	Completed
XX1314	-	PATCHING-AT VARIOUS LOCATIONS IN MARLBORO SHOP AREA OF PRINCE GEORGE'S COUNTY	\$ 1,377	Completed
XY5161	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 18,579	Completed
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 5,000	Under Construction
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY.	\$ 14,566	Under Construction
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE BETTERTMENTS NEAR MD 201/RIVER ROAD	\$ 650	FY 2021
PG0831	MD3	CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 5,626	Under Construction
PG8901	-	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,389	Under Construction

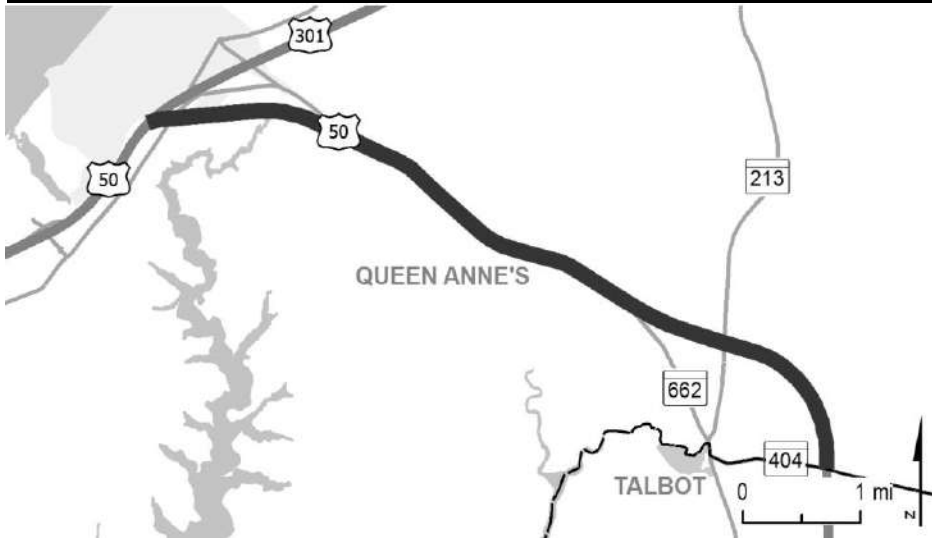
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
TMDL Compliance				
PG8321	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS - GROUP 2	\$ 5,866	Completed
PG9531	-	WETLANDS REPLACEMENT-CHARLES BRANCH TRIBUTARIES	\$ 10,200	Completed
Traffic Management				
PG1152	MD214	CENTRAL AVENUE-SIGNING-I-495 AND MD 202	\$ 1,364	Completed
PG8641	MD210	INDIAN HEAD HIGHWAY - PHASE 1 MD 228 TO OLD FORT ROAD (SOUTH)	\$ 1,673	Under Construction
PG8642	MD210	INDIAN HEAD HIGHWAY - PHASE II: FROM SWAN CREEK ROAD/LIVINGSTON ROAD TO PALMER ROAD/LIVINGSTON ROAD.	\$ 2,428	Under Construction
Transportation Alternatives Program				
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE I	\$ 640	Design Underway
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE III	\$ 109	Design Underway
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS.	\$ 179	FY 2021
PG0003	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 2 AND 3B	\$ 223	FY 2022
PG0202	-	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 79	FY 2022
PG8601	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 1	\$ 737	FY 2022
PGNEW1	-	SRTS - UNIVERSITY PARK ELEMENTARY SCHOOL TRAFFIC SAFETY IMPROVEMENTS	\$ 82	FY 2022
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2022
PG8681	MD564	BICYCLE-PEDESTRIAN ROUTE-BOWIE HERITAGE TRAIL	\$ 397	Under Construction



QUEEN ANNE'S COUNTY



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide increased capacity to relieve traffic congestion and improve safety.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,014	20,014	0	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0	0
Special	12,447	12,447	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020)	43,650
	65,100 (Summer)
PROJECTED (2040)	71,550
	90,100 (Summer)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Queen Anne's County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
QA2911	MD213	CENTERVILLE ROAD-BRIDGE REHABILITATION-BRIDGES OVER GRAVEL RUN AND OLD MILL STREAM	\$ 9,806	Completed
QA1841	US301	BLUE STAR MEMORIAL HIGHWAY-BRIDGE REHABILITATION-BRIDGE 1701401 OVER CHESTER RIVER	\$ 8,176	FY 2023
Resurface/Rehabilitate				
QA2981	MD213	S. COMMERCE STREET/S. LIBERTY STREET - MILL STREAM BRANCH TO GRAVEL RUN IN CENTREVILLE	\$ 1,198	Completed
XY8171	-	AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 4,501	FY 2021
XY7171	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN QUEEN ANNE'S COUNTY	\$ 3,561	Under Construction



SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

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

ASSOCIATED IMPROVEMENTS:
MD 5 Corridor, MD 243 to MD 245 (Line 4)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost decrease of \$1.2 million is due to reduced right-of-way and engineering needs.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,682	2,682	22	0	0	0	0	0	0	0	0
Right-of-way	3,784	2,274	131	500	1,010	0	0	0	0	1,510	0
Utilities	908	124	124	252	336	196	0	0	0	784	0
Construction	6,675	2,097	2,070	4,578	0	0	0	0	0	4,578	0
Total	14,049	7,177	2,347	5,330	1,346	196	0	0	0	6,872	0
Federal-Aid	6,755	1,650	1,650	4,680	268	157	0	0	0	5,105	0
Special	7,294	5,527	697	650	1,078	39	0	0	0	1,767	0
Other										0	

Classification:

STATE - Minor Arterial

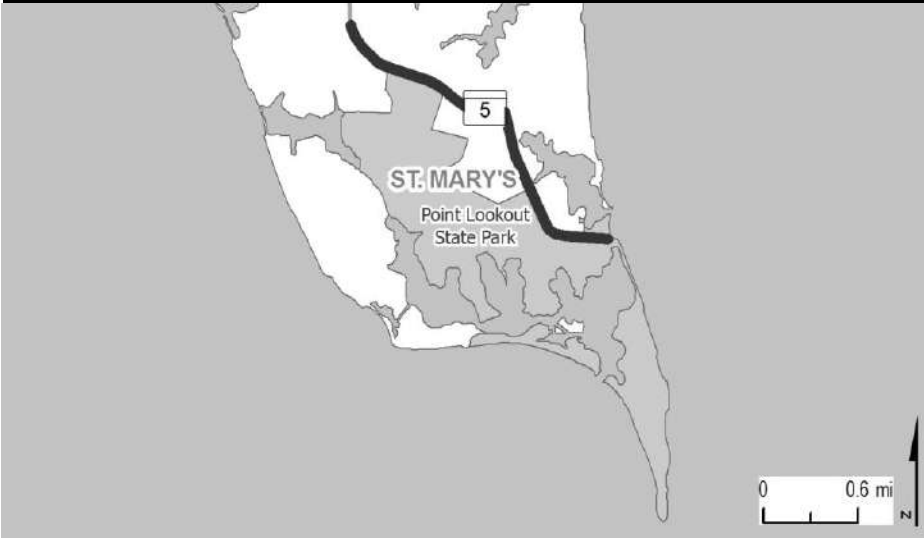
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 30,400

PROJECTED (2040) 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.

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

ASSOCIATED IMPROVEMENTS:

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing roadway does not meet current design standards.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	469	469	0	0	0	0	0	0	0	0	0
Engineering	3,885	3,874	139	11	0	0	0	0	0	11	0
Right-of-way	1,039	884	57	155	0	0	0	0	0	155	0
Utilities	763	0	0	763	0	0	0	0	0	763	0
Construction	17,778	980	208	12,037	4,761	0	0	0	0	16,798	0
Total	23,934	6,207	404	12,966	4,761	0	0	0	0	17,727	0
Federal-Aid	15,377	905	30	10,639	3,833	0	0	0	0	14,472	0
Special	8,557	5,302	374	2,327	928	0	0	0	0	3,255	0
Other										0	

Classification:

STATE - Major Collector

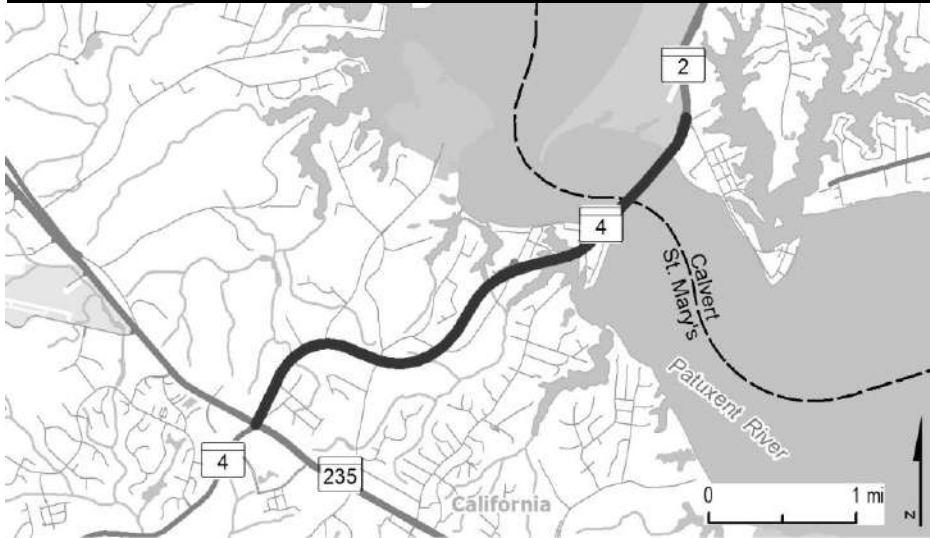
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 3,750 (Summer Peak)

PROJECTED (2040) 4,500 (Summer Peak)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	4,941	4,941	0	0	0	0	0	0	0	0	0
Engineering	915	915	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,856	5,856	0	0	0	0	0	0	0	0	0
Federal-Aid	3,733	3,733	291	0	0	0	0	0	0	0	0
Special	2,123	2,123	(291)	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 31,400

PROJECTED (2040) 38,275



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 MD 5, at Abell Street/Moakley Street (Line 1)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,174	2,174	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,174	2,174	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

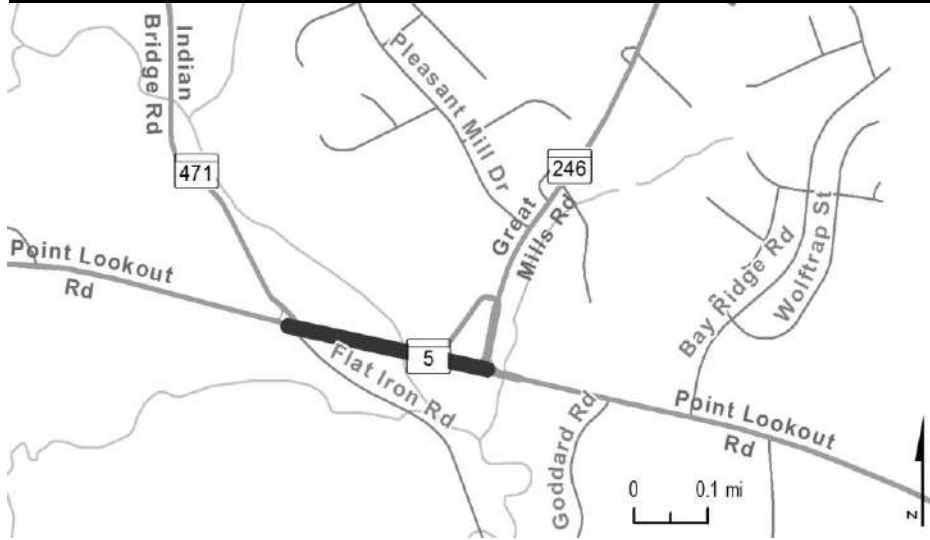
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 30,400

PROJECTED (2040) 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade MD 5 from MD 471 to MD 246, including Bridge 18006 over the Saint Mary's River (0.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: Improvements will address mobility, accessibility and state of good repair needs while providing capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The increase of \$1.5M will allow MDOT SHA to complete final design and initiate utility design activities on the project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,631	1,616	88	15	0	0	0	0	0	15	0
Engineering	4,500	2,558	990	434	464	464	464	116	0	1,942	0
Right-of-way	5,033	110	110	1,276	1,061	1,061	1,525	0	0	4,923	0
Utilities	200	0	0	32	48	48	48	24	0	200	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,364	4,284	1,188	1,757	1,573	1,573	2,037	140	0	7,080	0
Federal-Aid	6,135	0	0	1,076	1,495	1,495	1,936	133	0	6,135	0
Special	5,229	4,284	1,188	681	78	78	101	7	0	945	0
Other										0	

Classification:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 22,500

PROJECTED (2040) 26,950

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - St. Mary's County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
SM1671	MD5	POINT LOOKOUT ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1800700 OVER HILTON RUN	\$ 4,679	FY 2023
Resurface/Rehabilitate				
XY6181	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 10,222	Completed
XY7181	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN ST. MARY'S COUNTY	\$ 11,450	Under Construction
Transportation Alternatives Program				
SM1931	-	BICYCLE-PEDESTRIAN ROUTE - MD 5 PEDESTRIAN AND BICYCLE TRAIL	\$ 1,741	FY 2021
SMNEW1	-	BICYCLE-PEDESTRIAN ROUTE - THREE NOTCH TRAIL, PHASE VII	\$ 3,600	FY 2022



SOMERSET COUNTY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Somerset County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY6195	-	MILL AND RESURFACE AT VARIOUS LOCATIONS IN SOMERSET COUNTY	\$ 7,391	Under Construction
Transportation Alternatives Program				
SO1811	MD413	MD413 - RT 413 HIKER-BIKER TRAIL	\$ 4,233	Completed
SONEW1	MD413	MD413 - RT 413 HIKER-BIKER TRAIL PHASE II	\$ 443	FY 2021



TALBOT COUNTY

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Talbot County - LINE 1

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Resurface/Rehabilitate				
XY8201	-	VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 4,254	FY 2021
XY7201	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN TALBOT COUNTY	\$ 4,469	Under Construction



WASHINGTON COUNTY



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Upgraded and widened I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (Line 4)

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Construction Underway. West Virginia is contributed \$39.8 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PHASE	TOTAL				CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	EXPENDED IN 2021			...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,110	2,110	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	101,780	90,154	14,570	11,626	0	0	0	0	0	11,626	0	
Total	103,890	92,264	14,570	11,626	0	0	0	0	0	11,626	0	
Federal-Aid	51,968	42,987	4,622	8,981	0	0	0	0	0	8,981	0	
Special	12,104	11,459	1,198	645	0	0	0	0	0	645	0	
Other	39,818	37,818	8,750	2,000	0	0	0	0	0	2,000	0	

Classification:

STATE - Principal Arterial

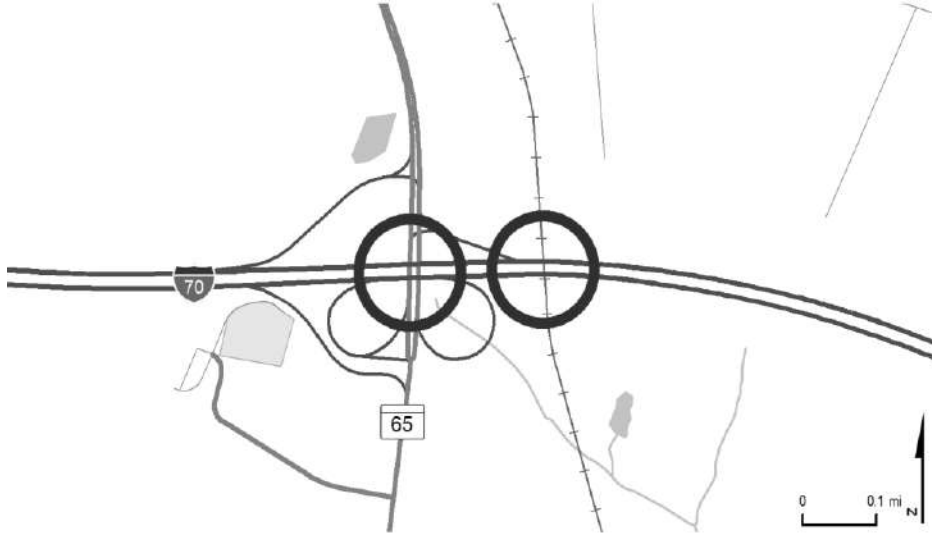
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 69,500

PROJECTED (2040) 94,800



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

ASSOCIATED IMPROVEMENTS:
I-70/MD 65, Interchange Study (Line 3)

EXPLANATION: The decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition. **STATUS:** Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$1.2 million is due to a refined final engineer's estimate.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,200	2,200	292	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	1,155	0	0	330	495	330	0	0	0	1,155	0
Construction	28,220	244	244	12,512	15,464	0	0	0	0	27,976	0
Total	31,575	2,444	536	12,842	15,959	330	0	0	0	29,131	0
Federal-Aid	25,722	193	193	11,484	14,045	0	0	0	0	25,529	0
Special	5,853	2,251	343	1,358	1,914	330	0	0	0	3,602	0
Other										0	

Classification:

STATE - Principal Arterial

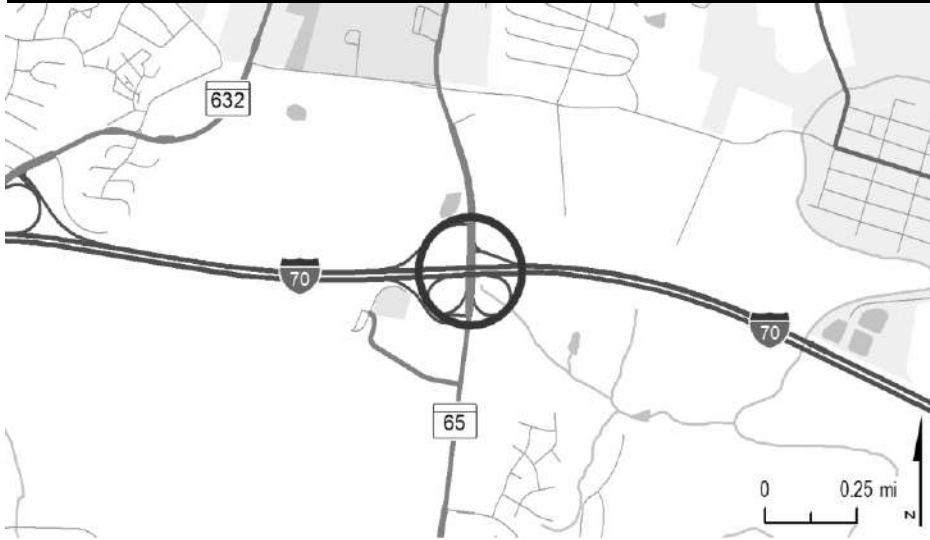
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 68,000

PROJECTED (2040) 83,350



PROJECT: I-70 Eisenhower Memorial Highway

DESCRIPTION: Project to upgrade the I-70 interchange at MD 65.

PURPOSE & NEED SUMMARY STATEMENT: I-70 interchange improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-70 Dual Bridge Replacements at MD 65 and CSX (Line 2)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,815	1,815	88	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,815	1,815	88	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	1,815	1,815	88	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 68,000 (I-70)

25,350 (MD 65)

PROJECTED (2040) 83,350 (I-70)

36,650 (MD 65)



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to upgrade and widen I-81 to a six-lane divided highway between the Potomac River/West Virginia State line and Pennsylvania State line (12.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-81, Phase 1, Potomac River/West Virginia State line to MD 63/MD 68 (Line 1)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0
Engineering	5,000	3,816	733	767	417	0	0	0	0	1,184	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,530	7,346	733	767	417	0	0	0	0	1,184	0
Federal-Aid	4,122	3,056	0	690	375	0	0	0	0	1,066	0
Special	4,409	4,290	733	77	42	0	0	0	0	118	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 62,000 - 88,800

PROJECTED (2040) 75,900 - 110,800

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bridge Replacement/Rehabilitation</u>				
WA2452	IS70	EISENHOWER HIGHWAY-BRIDGE DECK REPLACEMENT-DUAL BRIDGE 21118 ON I-70/MD 65, BRIDGE 21119 ON I-70/CSX - STAGE 1	\$ 6,328	Completed
WA4921	-	CLEAN/PAINT BRIDGES-VARIOUS BRIDGES ON MAPLEVILLE ROAD, NATIONAL FREEWAY, EISENHOWER MEMORIAL HWY	\$ 2,000	Completed
WA8841	MD68	LAPPANS RD-BRIDGE REHABILITATION-BRIDGE 2108500 OVER NORFOLK SOUTHERN RAILROAD	\$ 4,126	Completed
WA8831	MD56	BIG POOL ROAD-BRIDGE REHABILITATION-BRIDGE 2109600 OVER MD I-70	\$ 4,487	Under Construction
<u>Environmental Preservation</u>				
WA2591	-	LANDSCAPE-IRVM, NATIVE PLANTING ALONG I-70 - PHASE 2	\$ 638	Under Construction
<u>Intersection Capacity Improvements</u>				
WA4481	MD64	N CLEVELAND AVENUE-GEOMETRIC IMPROVEMENTS-AT EASTERN BOULEVARD	\$ 3,643	Deferred
<u>Resurface/Rehabilitate</u>				
WA2341	MD804	TWIN SPRINGS DRIVE-SAFETY AND RESURFACE-MD 64 TO MD 64, MD 804B TO LITTLE ANTIETAM ROAD	\$ 720	Completed
WA4931	-	SIDEWALKS-IN HANCOCK, SHARPSBURG AND BOONSBORO	\$ 1,517	Completed
WA4532	IS70	EISENHOWER MEMORIAL HIGHWAY-SAFETY AND RESURFACE-0.44 MILES EAST OF BOYD ROAD TO ASHTON ROAD	\$ 5,256	FY 2021
XY7211	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 3,356	FY 2021
XY7212	-	VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 2,965	FY 2021
XY2496	-	SURFACE TREATMENT-VARIOUS LOCATIONS IN WASHINGTON COUNTY	\$ 2,825	Under Construction
XY6211	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (EAST)	\$ 4,955	Under Construction
XY6212	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WASHINGTON COUNTY (WEST)	\$ 4,551	Under Construction
<u>Safety/Spot Improvement</u>				
WA0891	US40	DUAL HIGHWAY-SIDEWALKS-CANNON STREET TO EASTERN BOULEVARD	\$ 2,356	Completed
<u>TMDL Compliance</u>				
WA0971	-	LANDSCAPE-TREE ESTABLISHMENT AT VARIOUS LOCATIONS	\$ 655	Completed

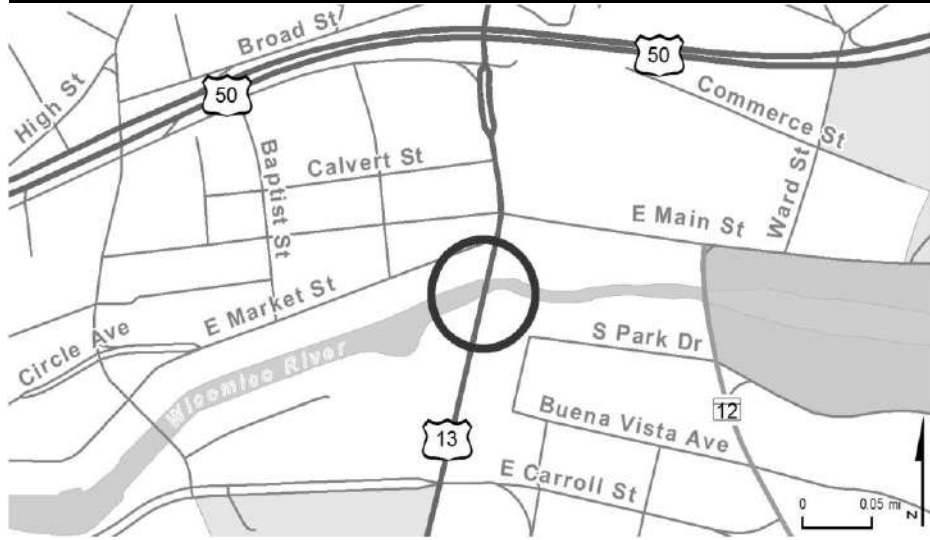
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Washington County - LINE 5

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>TMDL Compliance</u>				
WA2656	-	WETLANDS REPLACEMENT-LITTLE TONOLWAY CREEK AT KIRKWOOD PARK - STREAM RESTORATION	\$ 2,529	Completed
<u>Transportation Alternatives Program</u>				
WA0871	-	BICYCLE-PEDESTRIAN ROUTE-MARSH RUN MULTI-USE TRAIL	\$ 200	FY 2022
WANEW1	-	SRTS – HAGERSTOWN SAFETY IMPROVEMENTS AT MARYLAND AVENUE, WEST MEMORIAL BOULEVARD, FOUNTAINDALE ELEMENTARY SCHOOL	\$ 156	FY 2022
WA0821	-	SRTS – HAVEN ROAD AND PENNSYLVANIA AVENUE SAFETY UPGRADES	\$ 440	Under Construction
WA0851	-	SRTS – POTOMAC STREET AT HOWARD STREET SIGNAL IMPROVEMENTS	\$ 249	Under Construction
<u>Urban Reconstruction</u>				
WA1061	MD845	SOUTH MAIN STREET-COMM SAFETY & ENHANCEMENT-SOUTH CORPORATE LIMITS OF KEEDYSVILLE TO NORTH CORPORATE TOWN LIMITS	\$ 7,187	Completed



WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replace Bridge 2200400 over East Branch Wicomico River in Salisbury.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The existing structure is rated poor.

- 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

ASSOCIATED IMPROVEMENTS:

STATUS: Right-of-way and engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: \$6.4 million in Construction funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,764	1,616	56	148	0	0	0	0	0	148	0
Right-of-way	1,601	1,125	94	446	30	0	0	0	0	476	0
Utilities	450	0	0	450	0	0	0	0	0	450	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,815	2,741	150	1,044	30	0	0	0	0	1,074	0
Federal-Aid	351	0	0	351	0	0	0	0	0	351	0
Special	3,464	2,741	150	693	30	0	0	0	0	723	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 31,120

PROJECTED (2040) 34,390

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Wicomico County - LINE 2

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Bridge Replacement/Rehabilitation				
WI3991	US13	US13- BRIDGE NUMBERS 2202100,2203101/02, 2203201/02 AND 2203301/02	\$ 1,790	Completed
Resurface/Rehabilitate				
XY7225	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,000	FY 2021
XY6221	-	SAFETY AND RESURFACE-AT VARIOUS LOCATIONS IN WICOMICO COUNTY	\$ 7,808	Under Construction
Safety/Spot Improvement				
WI3286	US13	SALISBURY BLVD-DRAINAGE IMPROVEMENT-NORTH OF SOUTH BLVD TO NORTH OF CALVERT ST (PHASE 6)	\$ 8,649	Under Construction
Transportation Alternatives Program				
WINEW1	-	SALISBURY SCENIC DRIVE RAILS TO TRAIL	\$ 723	FY 2022



WORCESTER COUNTY



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a four lane divided highway, including access controls from north of MD 365 (Public Landing Road) to Five Mile Branch (Phase 4)(4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

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

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will improve safety, operations, and freight movement.

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

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input checked="" type="checkbox"/> Grandfathered |
| <input checked="" 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 |

ASSOCIATED IMPROVEMENTS:

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost is decrease of \$1.9 million is due to reduced right-of-way needs and construction costs.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,317	5,317	0	0	0	0	0	0	0	0	0
Right-of-way	3,232	3,100	57	30	76	26	0	0	0	132	0
Utilities	4,062	3,874	298	188	0	0	0	0	0	188	0
Construction	59,967	56,132	9,858	3,835	0	0	0	0	0	3,835	0
Total	72,579	68,424	10,213	4,053	76	26	0	0	0	4,155	0
Federal-Aid	69,573	65,525	9,864	3,972	56	20	0	0	0	4,048	0
Special	3,006	2,899	349	81	20	6	0	0	0	107	0
Other										0	

Classification:

STATE - Intermediate Arterial

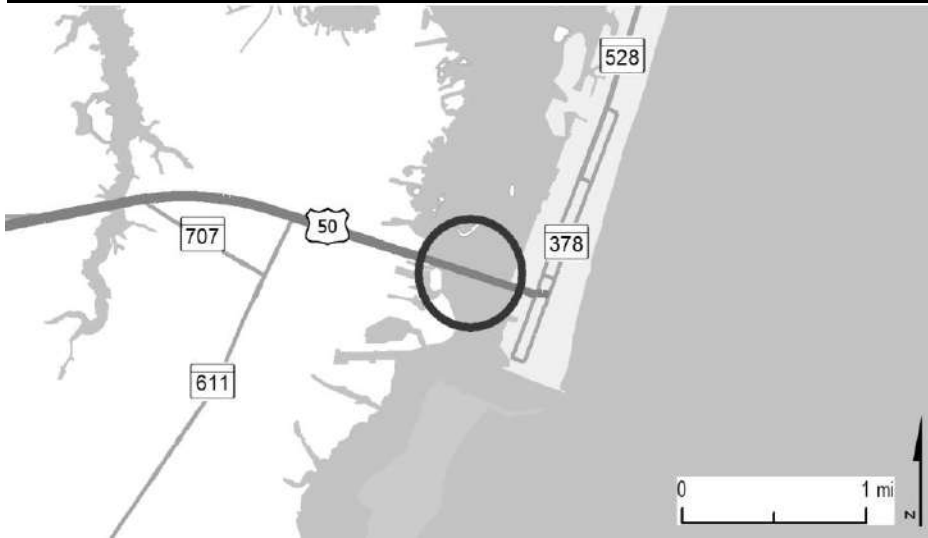
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 12,150

PROJECTED (2040) 17,450



PROJECT: US 50, Ocean Gateway - Sinepuxent Bay

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

PURPOSE & NEED SUMMARY STATEMENT: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	2,908	2,908	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,908	2,908	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,908	2,908	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

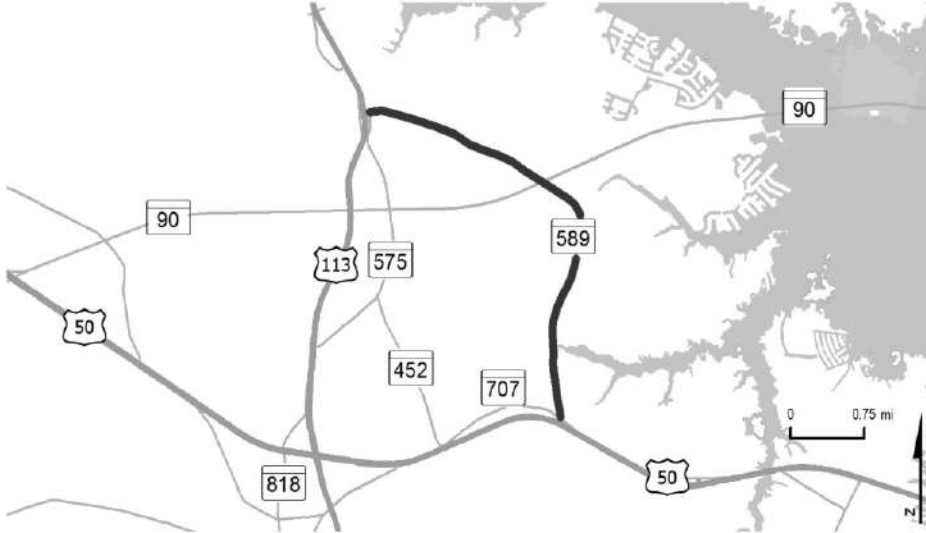
STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020)	22,800
	34,700 (Summer)
PROJECTED (2040)	34,475
	57,000 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,417	1,417	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0	0
Special	1,171	1,171	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

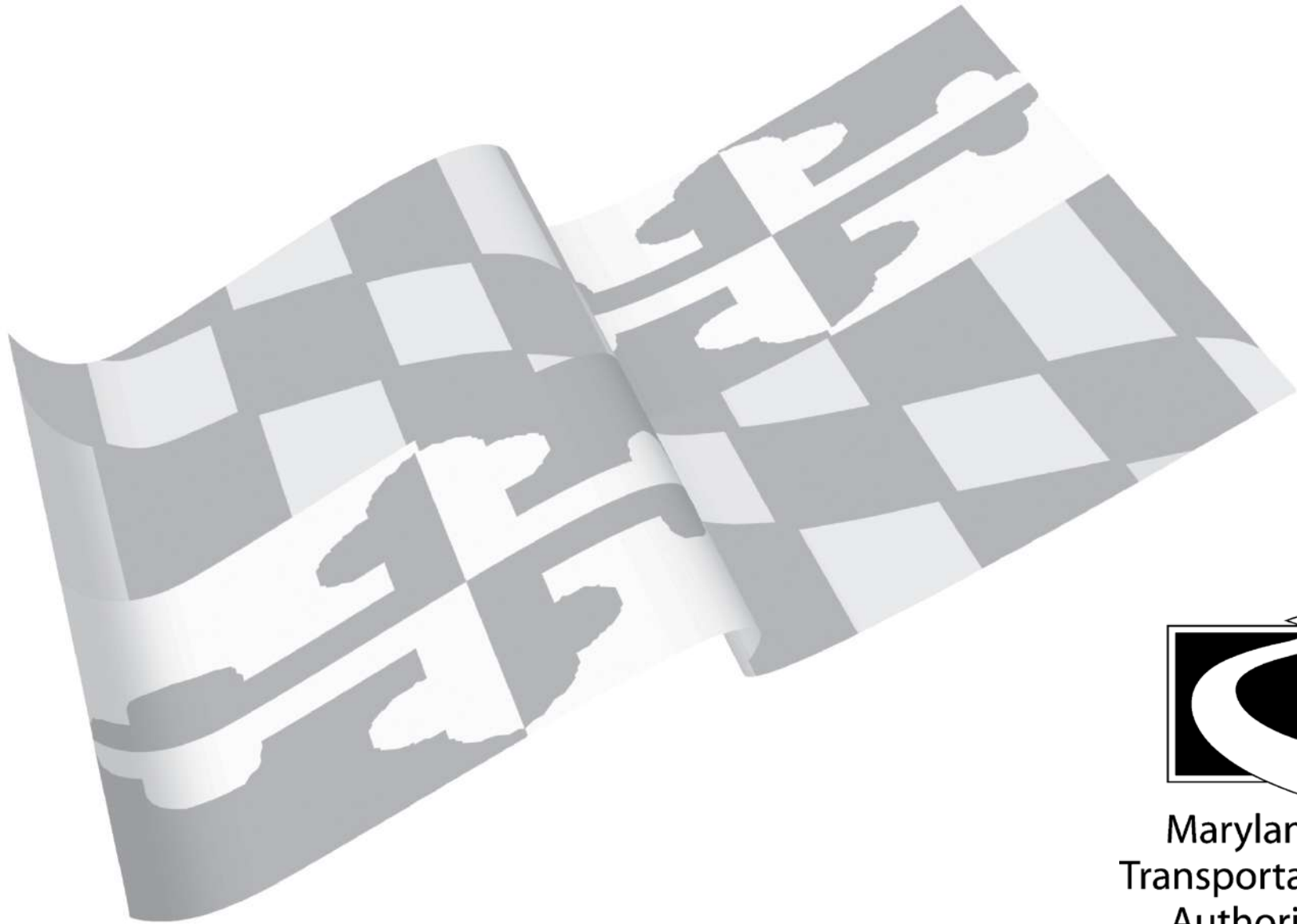
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 16,775
 20,700 (Summer)
PROJECTED (2040) 21,875
 28,150 (Summer)

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Worcester County - LINE 4

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
WO2371	US50	OCEAN GATEWAY-BICYCLE-PEDESTRIAN ROUTE-MD 611 TO BRIDGE OVER SINEPUXENT BAY	\$ 2,896	Completed
<u>Environmental Preservation</u>				
WO1501	-	VEGETATION MANAGEMENT ON SELECT MITIGATION SITES IN WORCESTER COUNTY (D1).	\$ 15	Completed
<u>Intersection Capacity Improvements</u>				
WO1631	MD346	OLD OCEAN CITY BOULEVARD-GEOMETRIC IMPROVEMENTS-US 113 TO HEALTHWAY DRIVE	\$ 2,803	Completed
WO1552	MD376	BAY STREET-INTERSECTION CAPACITY-US 113 TO EAST OF FLOWER STREET (PHASE 1)	\$ 521	FY 2022
<u>Resurface/Rehabilitate</u>				
XY6231	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN WORCHESTER COUNTY	\$ 9,893	Completed
XY7231	-	AT VARIOUS LOCATIONS IN WORCESTER COUNTY	\$ 9,315	Under Construction
<u>Safety/Spot Improvement</u>				
WO1781	US50	OCEAN GATEWAY-GEOMETRIC IMPROVEMENTS-AT MD 589	\$ 4,490	Completed



Maryland
Transportation
Authority

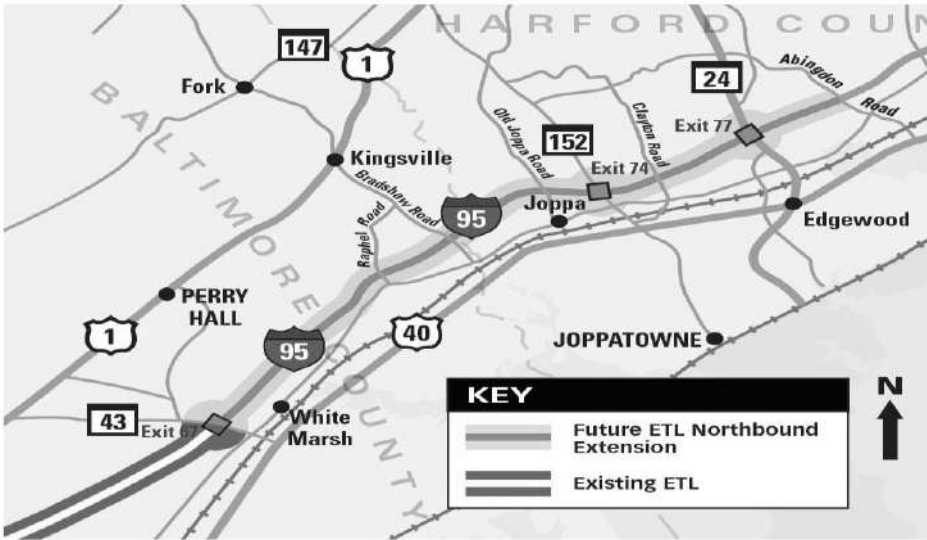
MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>SIX - YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	465.2	469.3	418.2	255.8	129.0	115.7	1,853.3
System Preservation Minor Projects	84.3	108.1	136.1	137.1	223.3	296.5	985.4
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	549.5	577.4	554.3	392.9	352.3	412.3	2,838.6
<u>Capital Salaries, Wages & Other Costs</u>							
	-	-	-	-	-	-	-
TOTAL	549.5	577.4	554.3	392.9	352.3	412.3	2,838.6
Toll Funds	549.5	577.4	554.3	392.9	352.3	412.3	2,838.6

* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.



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 Raphel 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:

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

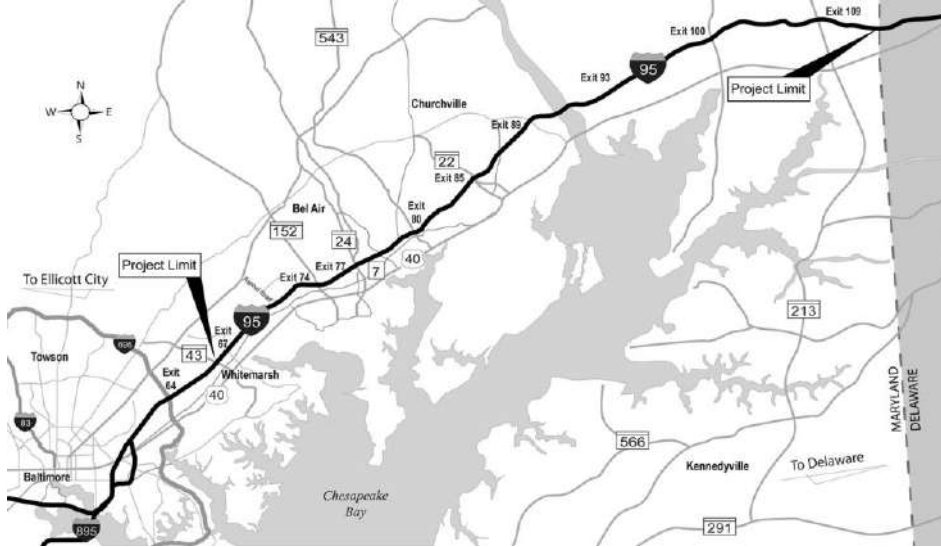
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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						SIX	BALANCE
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	88,162	56,920	30,541	11,158	8,096	6,886	3,618	1,246	237	31,241	0	
Right-of-way	8,746	2,139	2,102	3,282	1,725	1,600	0	0	0	6,607	0	
Utility	0	0	0	0	0	0	0	0	0	0	0	
Construction	973,397	41,964	35,568	53,459	158,811	209,680	161,476	96,240	99,569	779,235	152,198	
Total	1,070,304	101,023	68,211	67,899	168,632	218,166	165,094	97,486	99,806	817,083	152,198	
Federal-Aid										0		
TOLL	1,070,304	101,023	68,211	67,899	168,632	218,166	165,094	97,486	99,806	817,084	152,198	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Phases I and II are complete. Phase III construction is underway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

- 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

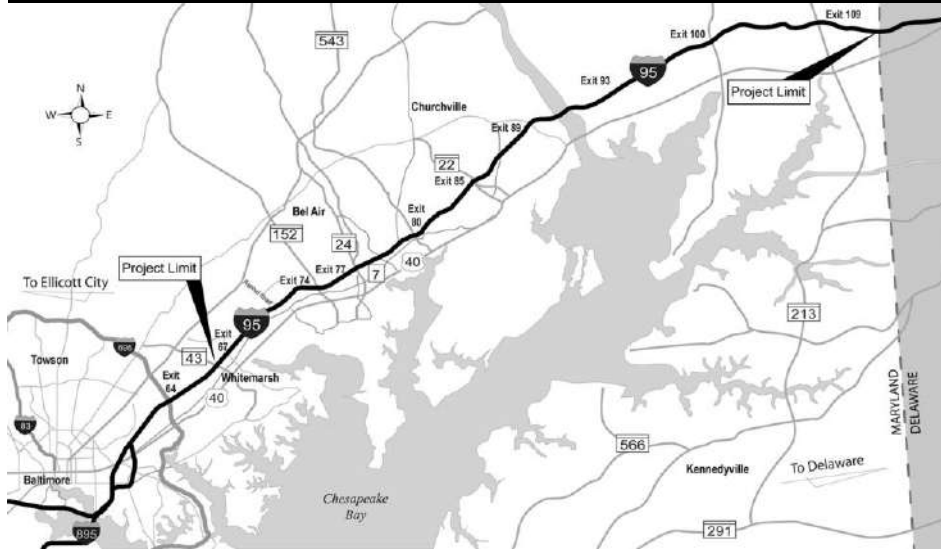
ASSOCIATED IMPROVEMENTS:

- I-95 JFK Memorial Hwy. - Replace Deck of Bridge over Little Northeast Creek - Constr. Program (Line 4)
- I-95 JFK Memorial Hwy. - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 5)

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,881	519	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	59,551	47,283	9,948	12,268	0	0	0	0	0	12,268	0
Total	61,432	49,164	10,467	12,268	0	0	0	0	0	12,268	0
Federal-Aid										0	
TOLL	61,432	49,164	10,467	12,268	0	0	0	0	0	12,268	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$2.6 million for scope change to include bringing existing guardrail to Manual for Assessing Safety Hardware (MASH) compliance.



PROJECT: I-95 John F. Kennedy Memorial Highway - Remove, Replace, and Upgrade Sign Structures

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980's and are approaching the end of their useful life.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

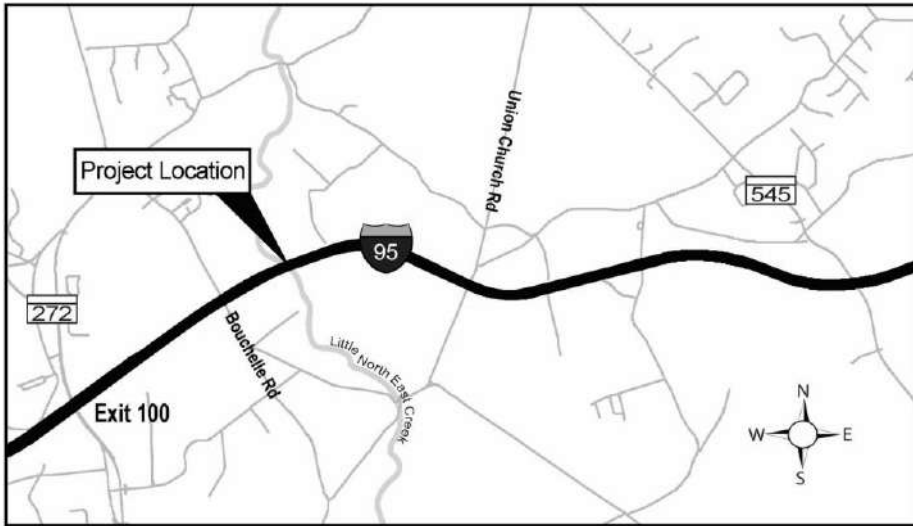
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	908	908	185	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	15,174	10,694	6,915	3,764	717	0	0	0	0	4,481	0
Total	16,082	11,601	7,099	3,764	717	0	0	0	0	4,481	0
Federal-Aid										0	
TOLL	16,082	11,601	7,099	3,764	717	0	0	0	0	4,481	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.8 million due to revised engineering cost estimate.



PROJECT: I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

DESCRIPTION: Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Replacing the deck and upgrading the existing shoulders will provide a safer, smoother ride.

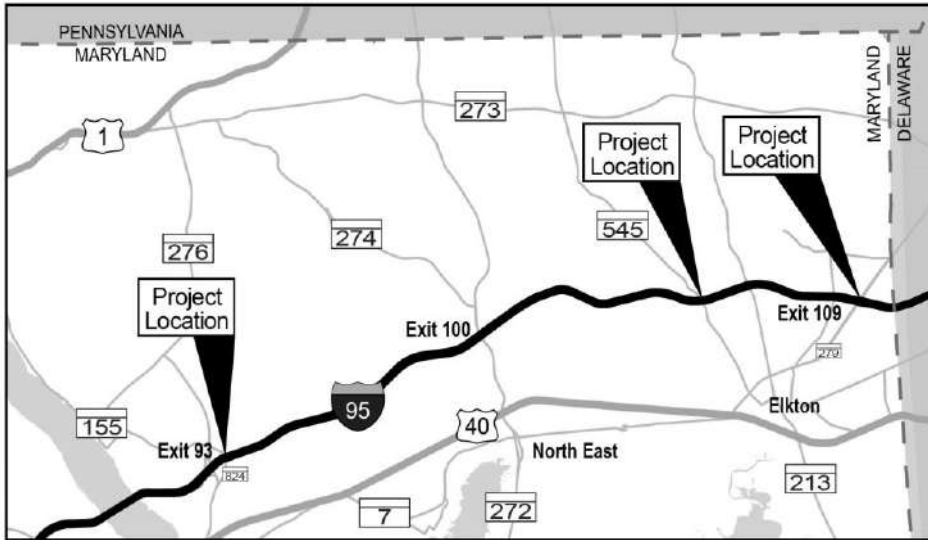
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	86	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,473	10,905	2,956	568	0	0	0	0	0	568	0
Total	12,857	12,289	3,042	568	0	0	0	0	0	568	0
Federal-Aid										0	
TOLL	12,857	12,289	3,042	568	0	0	0	0	0	568	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.8 million for additional Construction Management Inspection (CMI).



PROJECT: I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County

DESCRIPTION: Rehabilitate the decks on three bridges on I-95 in Cecil County. The work includes overlaying the bridge decks, making the decks continuous over the piers, and performing miscellaneous steel and concrete repairs. Bridges included are I-95 over MD 824, I-95 over MD 545 and Little Elk Creek, and I-95 over MD 279.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

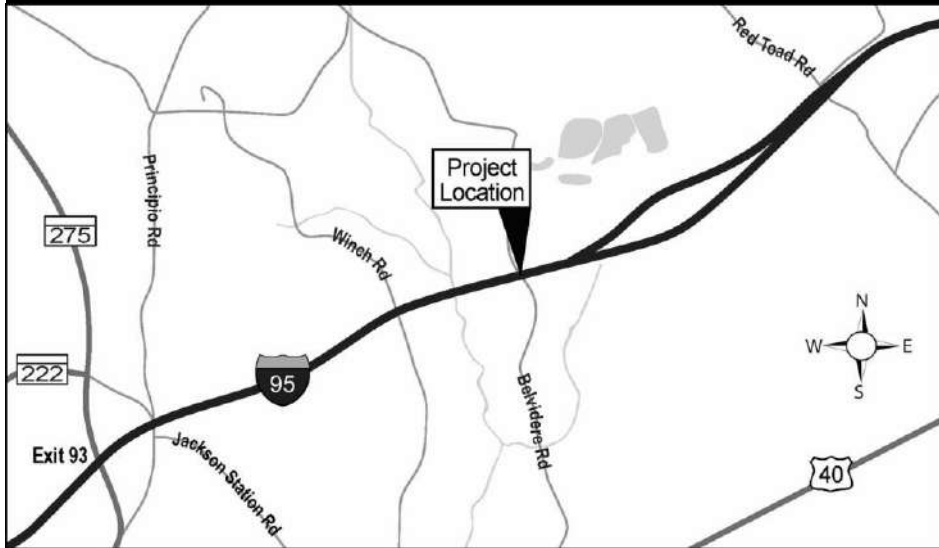
- SMART GROWTH STATUS:** Project Not Location Specific Not Subject to PFA Law
- | | | |
|--|--|---|
| <input type="checkbox"/> Project Inside PFA | | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required |
| <input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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL					PLANNING FOR PLANNING PURPOSES ONLY				YEAR		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	624	624	179	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0	0
Construction	16,050	9,642	7,359	6,407	0	0	0	0	0	0	6,407	0
Total	16,674	10,267	7,539	6,407	0	0	0	0	0	0	6,407	0
Federal-Aid											0	
TOLL	16,674	10,267	7,539	6,407	0	0	0	0	0	0	6,407	0
Other											0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the I-95 JFK Highway and Belvidere Road area necessitates an I-95/Belvidere Road interchange. The project cost will be shared with Stewart Properties providing \$7.7 million for design and right of way, Cecil County providing \$1 million for construction, and MDTA providing \$31.2 million for design and construction, with the balance of \$20 million from a BUILD Grant. The \$20 million 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 is the estimate currently approved by the MDTA Board for the project. The cost will continue to be updated as the project moves into procurement.

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

ASSOCIATED IMPROVEMENTS:
None.

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

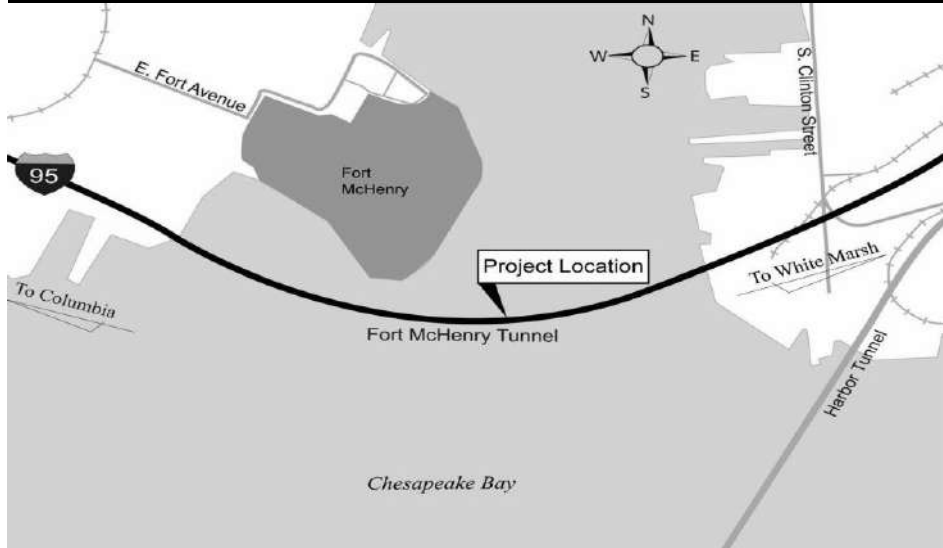
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

STATUS: Planning and engineering are underway. Construction is scheduled to begin in FY 2022.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	300	0	0	150	150	0	0	0	0	300	0
Engineering	4,100	2,399	2,372	1,701	0	0	0	0	0	1,701	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	55,573	0	0	0	2,823	21,929	24,425	4,777	1,619	55,573	0
Total	59,973	2,399	2,372	1,851	2,973	21,929	24,425	4,777	1,619	57,574	0
Federal-Aid										0	
TOLL	59,973	2,399	2,372	1,851	2,973	21,929	24,425	4,777	1,619	57,574	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.8 million for additional engineering and by \$10.6 million due to updated design-build (construction) costs.



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel systems. The lighting systems, which are approaching the end of their useful life, need to be replaced.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Old and inadequate lighting will be replaced throughout the Fort McHenry Tunnel, enhancing safety for both workers and drivers.

- 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

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,079	2,079	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	19,894	19,581	1,094	313	0	0	0	0	0	313	0
Total	21,973	21,660	1,095	313	0	0	0	0	0	313	0
Federal-Aid										0	
TOLL	21,973	21,660	1,095	313	0	0	0	0	0	313	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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.

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

ASSOCIATED IMPROVEMENTS:
None.

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

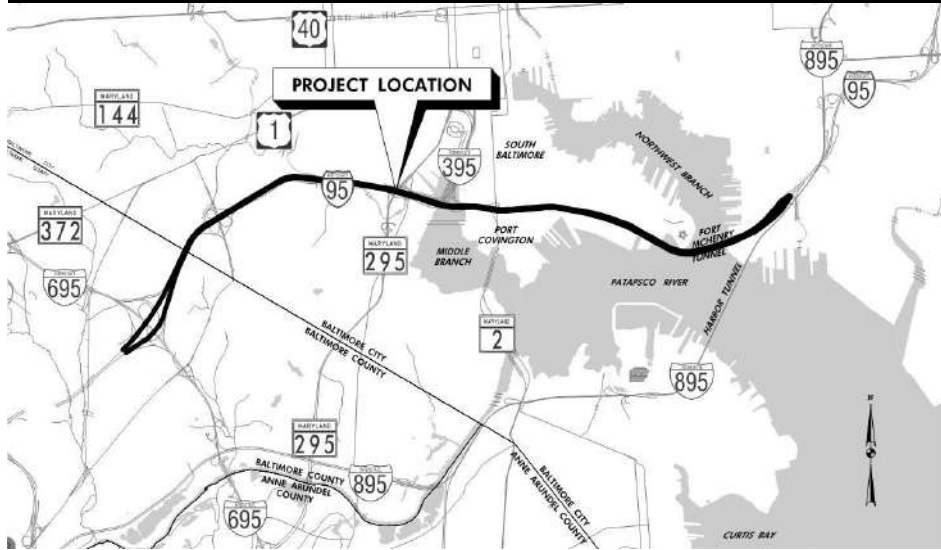
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,296	147	250	250	250	103	0	0	853	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	38,695	2	2	14,750	9,750	9,750	4,443	0	0	38,693	0
Total	41,844	2,298	149	15,000	10,000	10,000	4,546	0	0	39,546	0
Federal-Aid										0	
TOLL	41,844	2,298	149	15,000	10,000	10,000	4,546	0	0	39,546	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$6.1 million to reflect actual bid price.



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

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

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

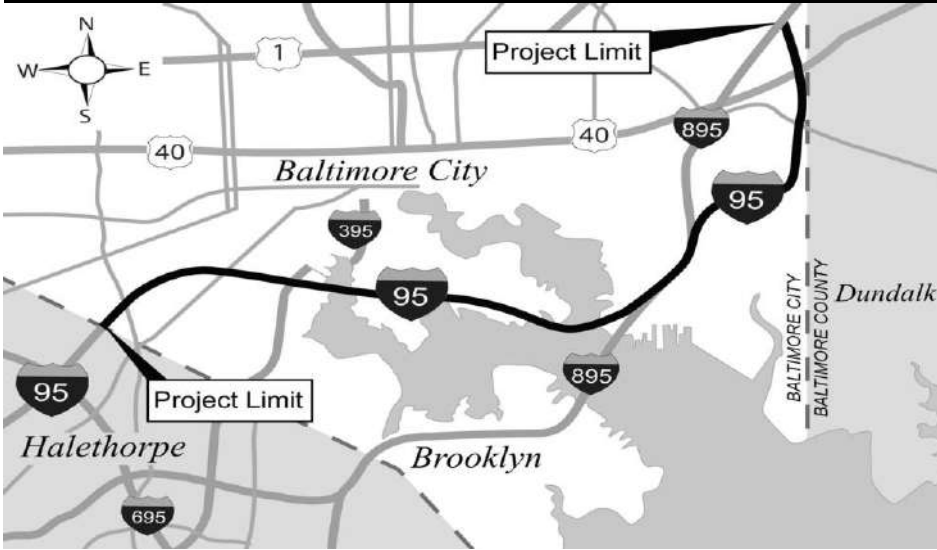
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:											
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	400	385	0	0	0	0	0	0	0	0	15
Engineering	15	6	6	9	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	32,985	0	0	0	0	0	0	0	0	0	32,985
Total	33,400	391	6	9	0	0	0	0	0	9	33,000
Federal-Aid											0
TOLL	33,400	391	6	9	0	0	0	0	0	9	33,000
Other											0



PROJECT: I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

DESCRIPTION: Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks.

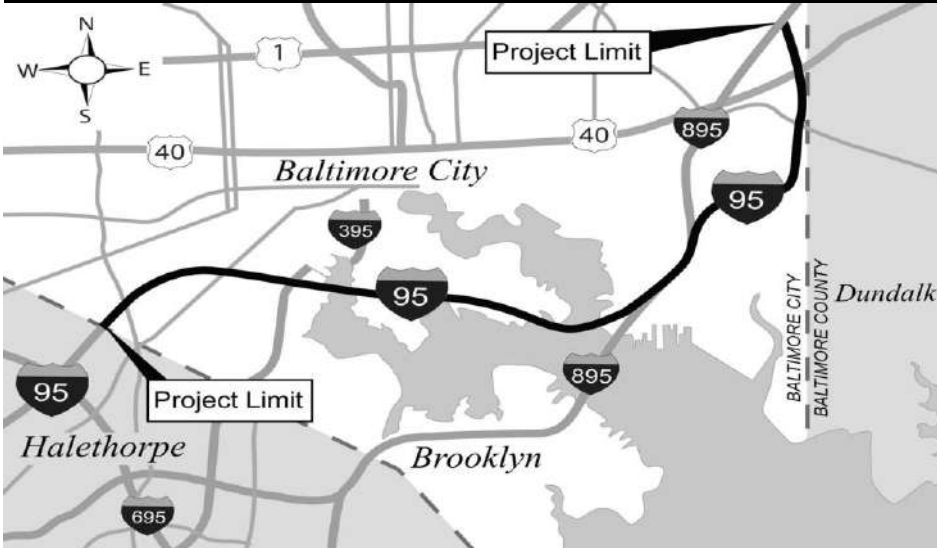
- SMART GROWTH STATUS:** Project Not Location Specific Not Subject to PFA Law
- | | | |
|--|-------|---|
| <input type="checkbox"/> Project Inside PFA | ----- | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Open to service.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING FOR PLANNING PURPOSES ONLY				TOTAL		
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2023...	...2024...	...2025...	...2026...			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	366	366	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	7,365	7,365	2,684	0	0	0	0	0	0	0	0	
Total	7,731	7,731	2,684	0	0	0	0	0	0	0	0	
Federal-Aid											0	
TOLL	7,731	7,731	2,684	0	0	0	0	0	0	0	0	
Other											0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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. Originally only Phase 1 was funded. Funding for Phase 2 is now added. Each phase includes thirty-seven bridges.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

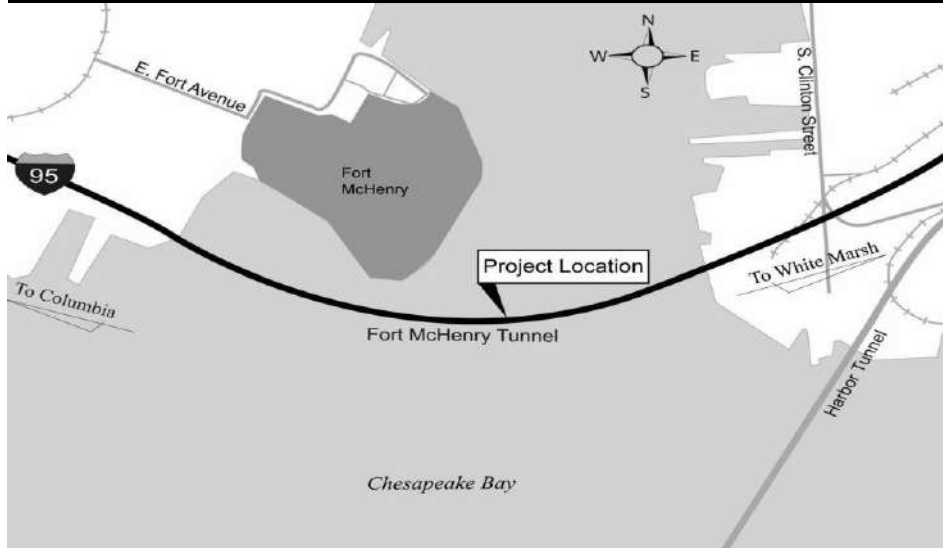
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The bridges show signs of wear. Rehabilitation is needed to correct current wear and prevent further wear of the substructure and superstructure.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,192	3,866	1,529	327	0	0	0	0	0	327	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	20,793	7,150	3,285	416	4,206	5,687	2,950	384	0	13,643	0
Total	24,985	11,016	4,814	743	4,206	5,687	2,950	384	0	13,970	0
Federal-Aid										0	
TOLL	24,985	11,016	4,814	743	4,206	5,687	2,950	384	0	13,969	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$16.1 million for the addition of Phase 2.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Tunnel 13 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: Recent hands on inspection reports have identified the original 15KV cable and conduits including the concrete around it need major rehabilitation and replacement.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Rehabilitate 15KV cable, conduit and 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

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	800	450	143	350	0	0	0	0	0	350	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	0	0	2,230	5,281	7,437	7,513	5,136	5,210	32,807	0
Total	33,608	450	143	2,580	5,281	7,437	7,513	5,136	5,210	33,157	0
Federal-Aid										0	
TOLL	33,608	450	143	2,580	5,281	7,437	7,513	5,136	5,210	33,158	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.



PROJECT: I-95 Fort McHenry Tunnel - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel

DESCRIPTION: The scope of work includes various repairs to 19 bridges and includes installing fatigue retrofits for steel box girder diaphragms, drainage system repairs and miscellaneous repairs.

PURPOSE & NEED SUMMARY STATEMENT: Recent facility inspections and rehabilitation contracts for structural painting and repair, and joint replacements revealed a need for a comprehensive design and retrofit program to correct fatigue-related defects in the box girders and traditional steel girders and reconfiguration of the drainage system.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project will repair defects to extend the useful life of the bridges.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	950	806	403	71	73	0	0	0	0	144	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	11,304	0	0	420	5,415	4,985	484	0	0	11,304	0
Total	12,254	806	403	491	5,488	4,985	484	0	0	11,448	0
Federal-Aid										0	
TOLL	12,254	806	403	491	5,488	4,985	484	0	0	11,448	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.



Maryland Transportation Authority

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

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

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

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Changing to cashless tolling at the Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	2,497	1,525	1,313	972	0	0	0	0	0	972	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	20,305	2	2	1,846	7,736	7,472	3,249	0	0	20,303	0		
Total	22,802	1,527	1,315	2,818	7,736	7,472	3,249	0	0	21,275	0		
Federal-Aid										0			
TOLL	22,802	1,527	1,315	2,818	7,736	7,472	3,249	0	0	21,276	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.



PROJECT: MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges

DESCRIPTION: Perform substructure and superstructure rehabilitation at twenty bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City. The work includes structural weld repairs; structural steel repairs; roadway joint repairs; concrete spall/delaminated areas repair; concrete crack repair; applying concrete protective coatings; slope protection repairs; substructure (jacketing of piers) repairs; and other miscellaneous items of work.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection as well as findings and issues noted by MDTA Operations have necessitated a project to perform a comprehensive substructure and superstructure rehabilitation at various bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Comprehensive substructure and superstructure rehabilitation at the twenty bridges identified in the annual inspection and by MDTA Operations will correct current wear and prevent further wear.

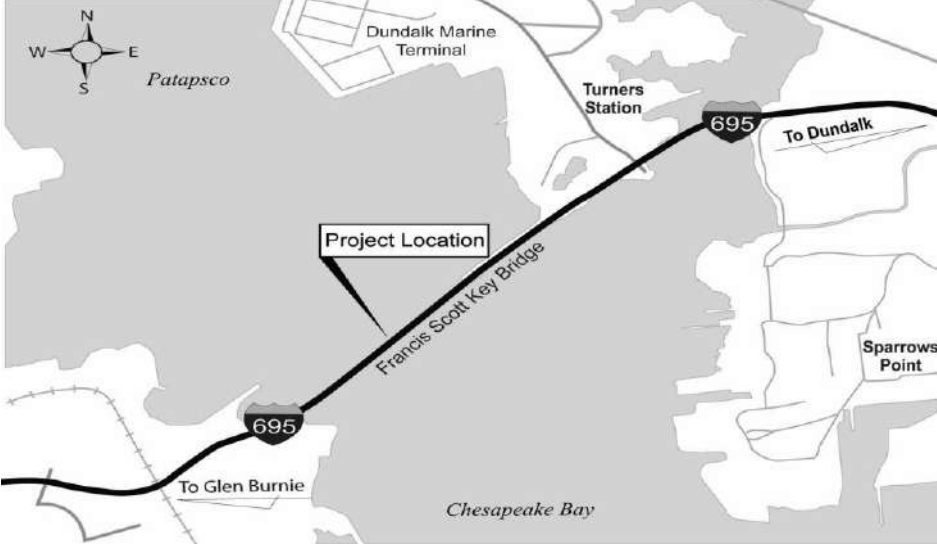
- SMART GROWTH STATUS:**
- Project Not Location Specific
 - Not Subject to PFA Law
 - Project Inside PFA
 - Project Outside PFA
 - PFA Status Yet to Be Determined
 - Grandfathered
 - Exception Will Be Required
 - Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...			...2024...
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2	2	(1,357)	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	12,359	12,359	1,283	0	0	0	0	0	0	0	0	
Total	12,361	12,361	(74)	0	0	0	0	0	0	0	0	
Federal-Aid										0		
TOLL	12,361	12,361	(74)	0	0	0	0	0	0	0	0	
Other										0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs

DESCRIPTION: Clean and paint Francis Scott Key Bridge approach spans to restore and protect the integrity of steel bridge components.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform cleaning and painting of the structural steel approach spans of the bridge.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing wear and extend the useful life of the steel components 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

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	158	158	68	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	7,783	7,783	2,281	0	0	0	0	0	0	0	0		
Total	7,941	7,941	2,349	0	0	0	0	0	0	0	0		
Federal-Aid										0			
TOLL	7,941	7,941	2,349	0	0	0	0	0	0	0	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge Asphalt Resurfacing

DESCRIPTION: Resurface the existing asphalt pavement on MD 695 Baltimore Beltway from the interchange with MD 10 to the interchange with MD 151.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for resurfacing the existing asphalt pavement on MD 695 Baltimore Beltway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Resurfacing will extend the useful life of the highway.

- SMART GROWTH STATUS:**
- Project Not Location Specific
 - 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 |

ASSOCIATED IMPROVEMENTS:
None.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	694	694	238	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	10,399	8,531	8,449	1,869	0	0	0	0	0	1,869	0
Total	11,093	9,224	8,686	1,869	0	0	0	0	0	1,869	0
Federal-Aid										0	
TOLL	11,093	9,224	8,686	1,869	0	0	0	0	0	1,869	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct MD 695 and service roads north of the Francis Scott Key Bridge, construct truck inspection areas, and make environmental management improvements.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

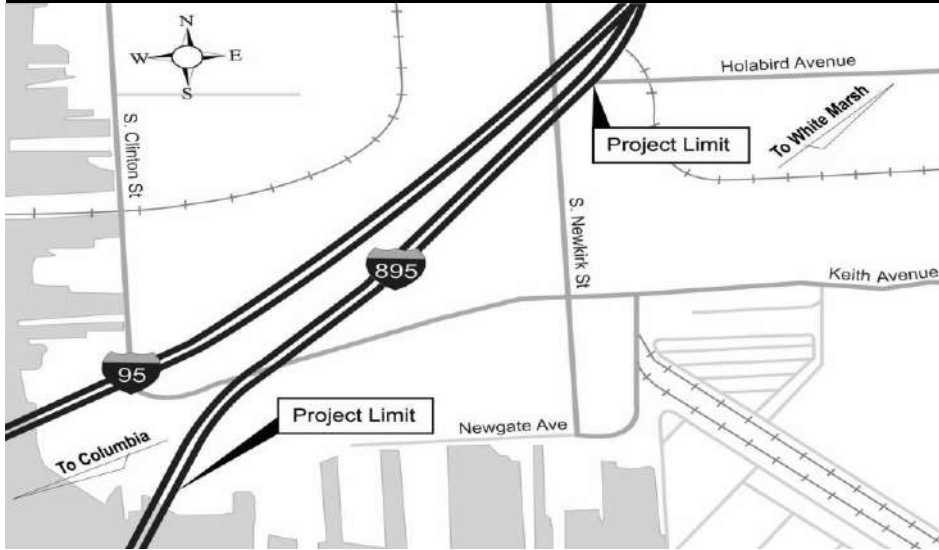
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Changing to cashless tolling at the Francis Scott Key Bridge will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	3,591	3,591	487	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0	0		
Utility	0	0	0	0	0	0	0	0	0	0	0		
Construction	19,986	10,160	9,814	9,826	0	0	0	0	0	9,826	0		
Total	23,577	13,751	10,301	9,826	0	0	0	0	0	9,826	0		
Federal-Aid										0			
TOLL	23,577	13,751	10,301	9,826	0	0	0	0	0	9,826	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Program (Line 22)

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	24,184	24,184	38	0	0	0	0	0	0	0	0
Right-of-way	2,765	2,065	17	700	0	0	0	0	0	700	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	225,217	162,303	65,893	53,300	9,614	0	0	0	0	62,914	0
Total	252,165	188,551	65,947	54,000	9,614	0	0	0	0	63,614	0
Federal-Aid										0	
TOLL	252,165	188,551	65,947	54,000	9,614	0	0	0	0	63,614	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

ASSOCIATED IMPROVEMENTS:
None.

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

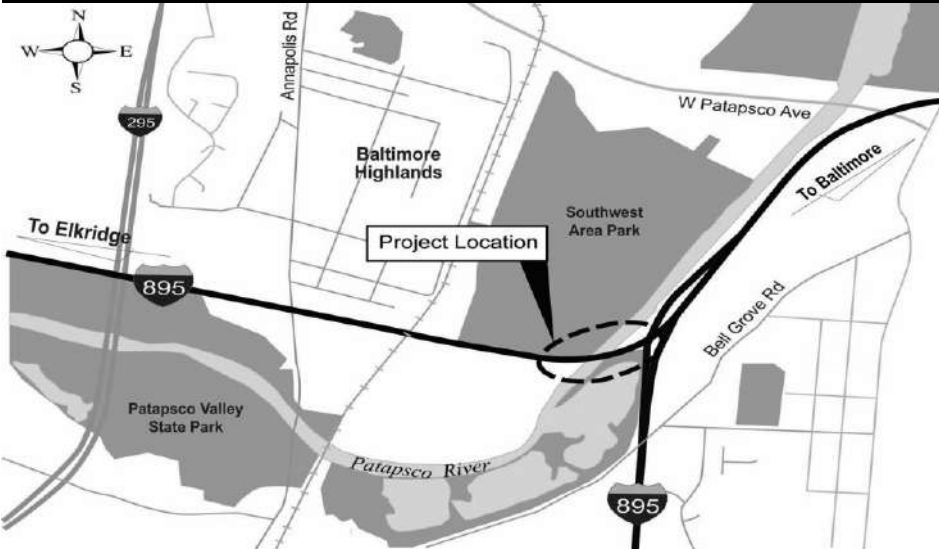
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY	...2023...	...2024...	...2025...			...2026...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	4,334	4,334	8	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	66,540	64,319	17,837	1,792	429	0	0	0	0	2,221	0			
Total	70,874	68,653	17,845	1,792	429	0	0	0	0	2,221	0			
Federal-Aid										0				
TOLL	70,874	68,653	17,845	1,792	429	0	0	0	0	2,221	0			
Other										0				

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

DESCRIPTION: Replace the deck and superstructure of the bridge over the Patapsco Flats.

PURPOSE & NEED SUMMARY STATEMENT: This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

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

ASSOCIATED IMPROVEMENTS:
 I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
 I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 22)

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

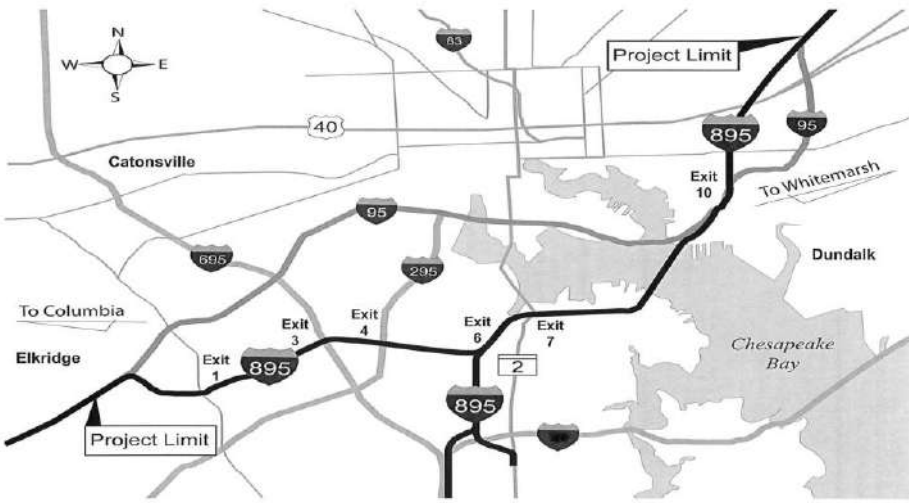
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,100	4,100	151	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	58,435	57,935	5,034	500	0	0	0	0	0	500	0
Total	62,535	62,035	5,185	500	0	0	0	0	0	500	0
Federal-Aid										0	
TOLL	62,535	62,035	5,185	500	0	0	0	0	0	500	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$1.3 million for extra work and additional Construction Management Inspection (CMI).



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier

DESCRIPTION: This project will provide for the replacement of the concrete median barrier along the I-895 Baltimore Harbor Tunnel Thruway in Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete barrier was installed in the 1960's and is more than 50 years old. The concrete barrier has exceeded the expected service life of 50 years. Replacing the concrete barrier also provides an opportunity to upgrade to current standards.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The existing concrete barrier has reached the end of its useful life and will be replaced.

- 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
Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	1,045	1,045	124	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	10,427	5,694	5,062	4,325	409	0	0	0	0	4,734	0		
Total	11,472	6,738	5,185	4,325	409	0	0	0	0	4,734	0		
Federal-Aid										0			
TOLL	11,472	6,738	5,185	4,325	409	0	0	0	0	4,734	0		
Other										0			

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace 15KV Feeder Cables

DESCRIPTION: Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2020	YEAR 2021	YEAR 2022	FOR PLANNING PURPOSES ONLY					
									...2023...			...2024...	...2025...	...2026...
Planning	0	0	0	0	0	0	0	0	0	0	0			
Engineering	281	281	86	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	8,470	4,783	3,017	2,771	916	0	0	0	0	3,687	0			
Total	8,751	5,064	3,103	2,771	916	0	0	0	0	3,687	0			
Federal-Aid										0				
TOLL	8,751	5,064	3,103	2,771	916	0	0	0	0	3,687	0			
Other										0				

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



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.

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

ASSOCIATED IMPROVEMENTS:

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

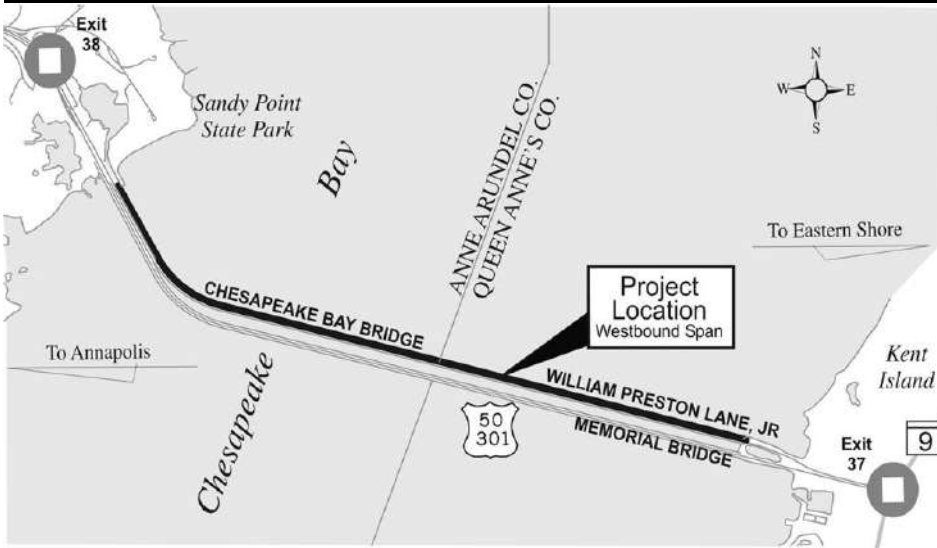
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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.

STATUS: Design is underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,627	2,423	655	300	300	300	300	4	0	1,204	0
Right-of-way	600	0	0	500	0	100	0	0	0	600	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	54,016	3	3	0	14,282	17,417	13,022	5,563	3,730	54,014	0
Total	58,243	2,426	658	800	14,582	17,817	13,322	5,567	3,730	55,818	0
Federal-Aid										0	
TOLL	58,243	2,426	658	800	14,582	17,817	13,322	5,567	3,730	55,817	0
Other										0	



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members, and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span, and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

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

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is underway.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

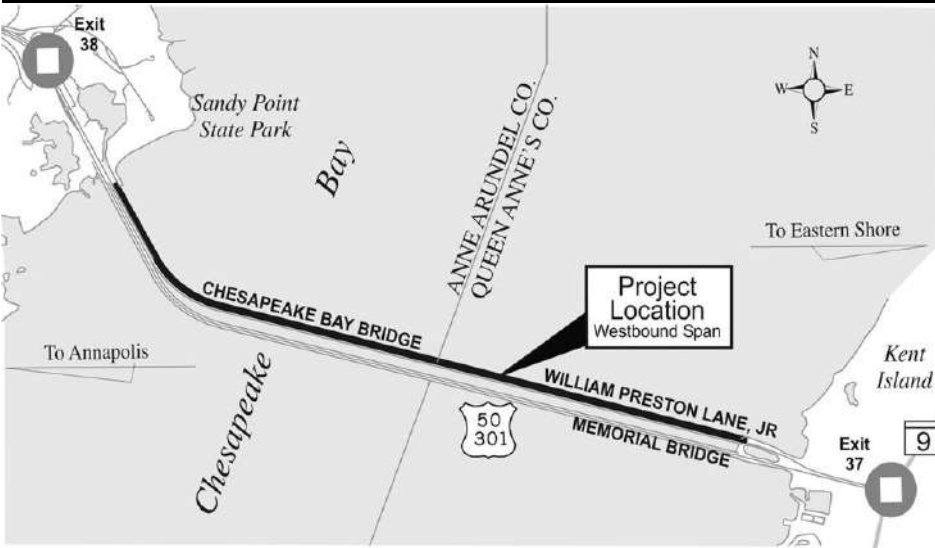
EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,320	1,320	171	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	101,433	100,427	6,159	1,007	0	0	0	0	0	1,007	0
Total	102,753	101,746	6,329	1,007	0	0	0	0	0	1,007	0
Federal-Aid										0	
TOLL	102,753	101,746	6,329	1,007	0	0	0	0	0	1,007	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

SMART GROWTH STATUS: Project Not Location Specific 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

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

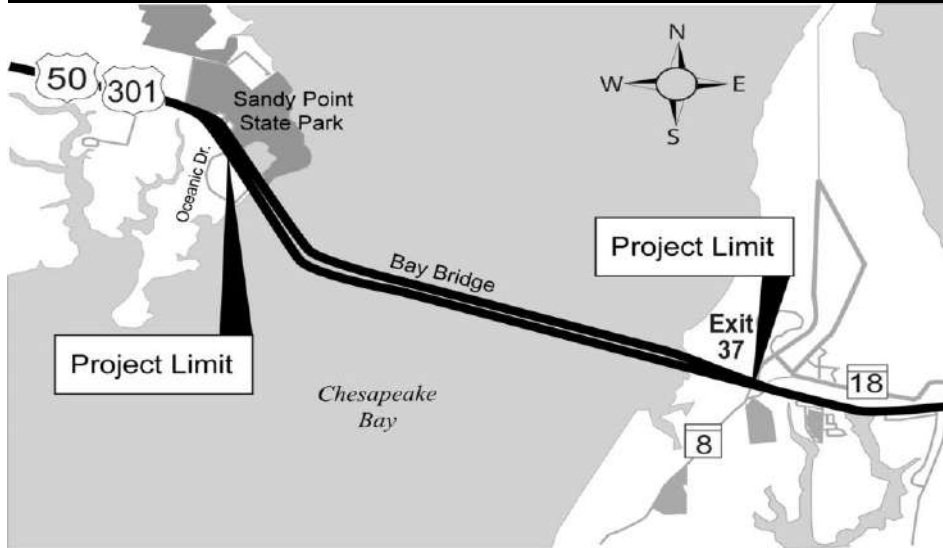
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,020	2,020	686	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	31,228	15,311	15,257	7,234	8,683	0	0	0	0	15,917	0
Total	33,248	17,331	15,943	7,234	8,683	0	0	0	0	15,917	0
Federal-Aid										0	
TOLL	33,248	17,331	15,943	7,234	8,683	0	0	0	0	15,917	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$2.4 million due to change order and additional Construction Management Inspection (CMI) associated with Latex Modified Concrete (LMC) Acceleration.



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

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. Only the first phase of construction, deck widening and replacement of deck truss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound 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.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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

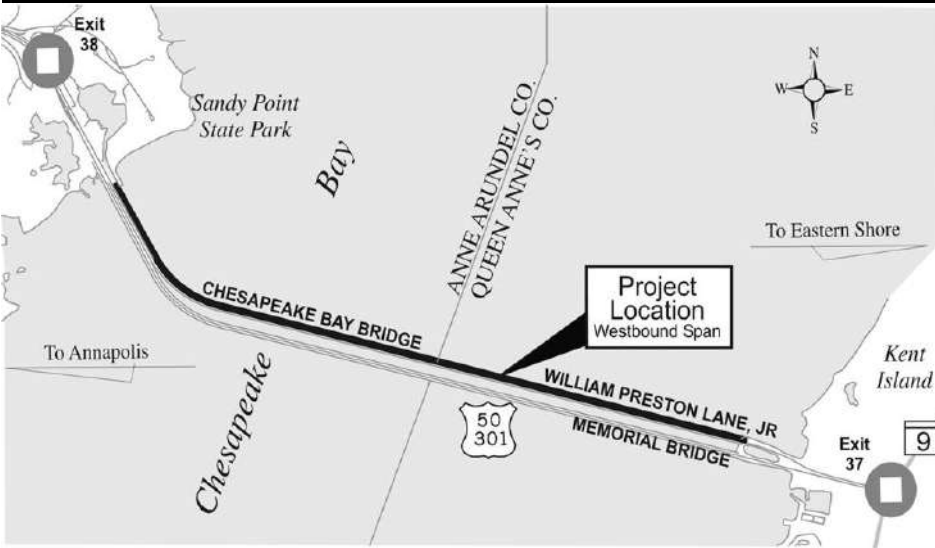
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans - Construction Program (Line 28)

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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,149	7,479	1,331	1,468	2,202	0	0	0	0	3,670	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	901	(13)	(13)	600	314	0	0	0	0	914	0
Total	12,050	7,466	1,318	2,068	2,516	0	0	0	0	4,584	0
Federal-Aid										0	
TOLL	12,050	7,466	1,318	2,068	2,516	0	0	0	0	4,584	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

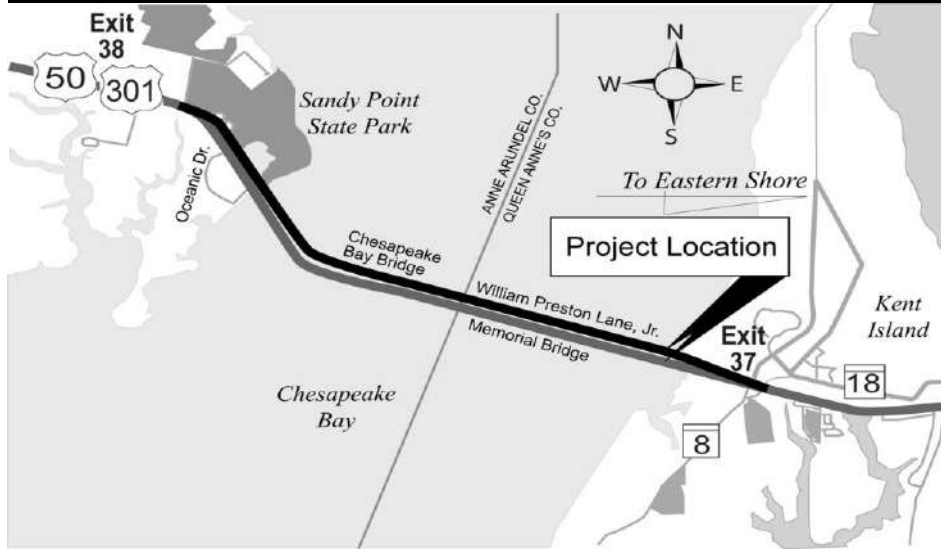
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 27)

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	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	43,748	36,847	8,207	3,482	3,419	0	0	0	0	6,901	0
Total	46,055	39,154	8,207	3,482	3,419	0	0	0	0	6,901	0
Federal-Aid										0	
TOLL	46,055	39,154	8,207	3,482	3,419	0	0	0	0	6,901	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$9.5 million for contractor schedule delays and increased Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound spans of the Bay Bridge found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

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

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is underway.

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

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

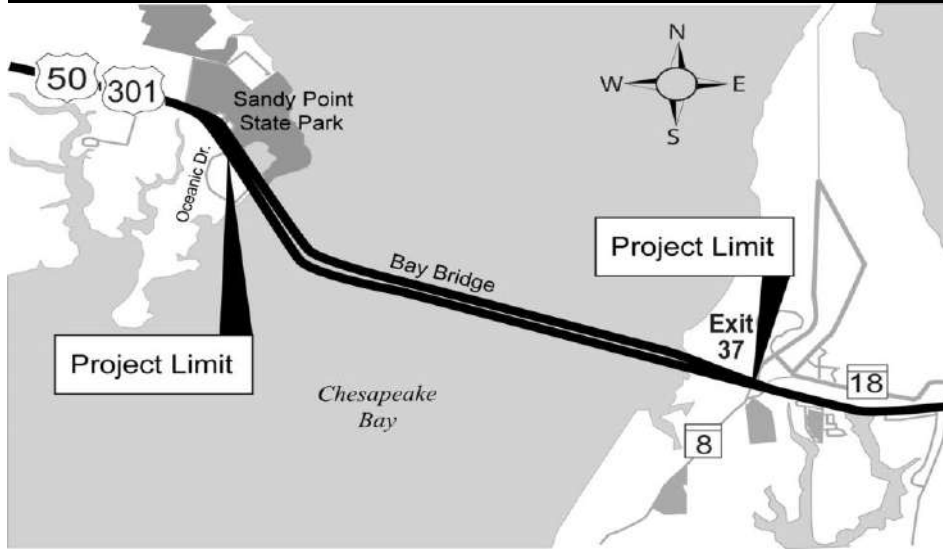
EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,584	1,718	(57)	866	0	0	0	0	866	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	56,664	50,908	8,038	4,117	1,639	0	0	0	5,756	0	
Total	59,248	52,626	7,981	4,983	1,639	0	0	0	6,622	0	
Federal-Aid									0		
TOLL	59,248	52,626	7,981	4,983	1,639	0	0	0	6,622	0	
Other									0		

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$5.2 million for additional structural work and Construction Management Inspection (CMI).



PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span

DESCRIPTION: Replace 5KV feeder cable on the eastbound span of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

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

ASSOCIATED IMPROVEMENTS:
 US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 27)
 US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 31)

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

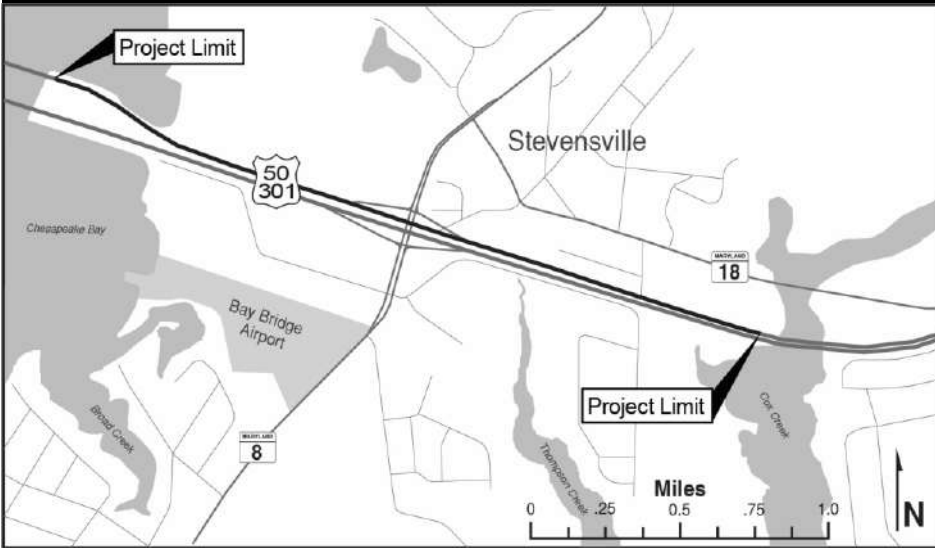
- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,201	2,201	404	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	37,392	11,031	11,010	24,380	1,981	0	0	0	0	26,361	0
Total	39,593	13,232	11,414	24,380	1,981	0	0	0	0	26,361	0
Federal-Aid										0	
TOLL	39,593	13,232	11,414	24,380	1,981	0	0	0	0	26,361	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 27)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 30)

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response time on the bridge for incidents and construction work.

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					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,291	1,291	116	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	16,652	2,736	2,723	4,586	4,722	3,148	1,460	0	0	13,916	0
Total	17,943	4,027	2,839	4,586	4,722	3,148	1,460	0	0	13,916	0
Federal-Aid										0	
TOLL	17,943	4,027	2,839	4,586	4,722	3,148	1,460	0	0	13,916	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.



Maryland Transportation Authority

PROJECT: US 50/301 Bay Bridge - Convert to Cashless Tolling

DESCRIPTION: Close existing openings between the tunnel beneath the plaza and the toll islands, demolish existing toll islands and plaza elements, and reconstruct US 50/301 at toll plaza to support cashless tolling; install automatic lane controls to improve western shore operational traffic shifts, construct commercial inspection areas, and make environmental management improvements.

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

SMART GROWTH STATUS: Project Not Location Specific 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

ASSOCIATED IMPROVEMENTS:
None.

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

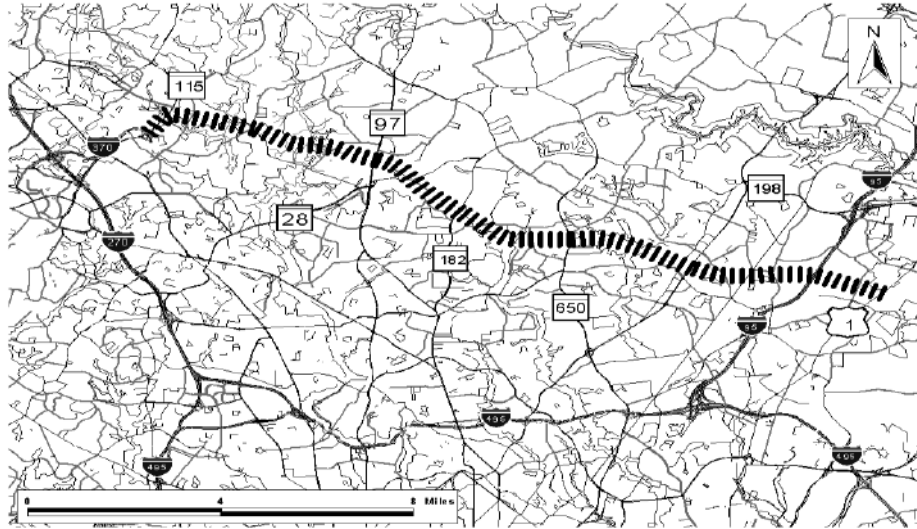
- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: Changing to cashless tolling at the Bay Bridge provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				2020	2021	2022	...2023...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,873	2,873	2,607	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	44,197	2,845	2,845	2,818	24,500	14,034	0	0	0	41,352	0
Total	47,070	5,718	5,452	2,818	24,500	14,034	0	0	0	41,352	0
Federal-Aid										0	
TOLL	47,070	5,718	5,452	2,818	24,500	14,034	0	0	0	41,352	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added to Construction Program.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments from past development impacts in the project area.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 7, 8, Montgomery County - SHA) MD 28/MD 198, MD 97 to I-95 (Line 9, Montgomery County - SHA) MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 26, Prince George's County - SHA)

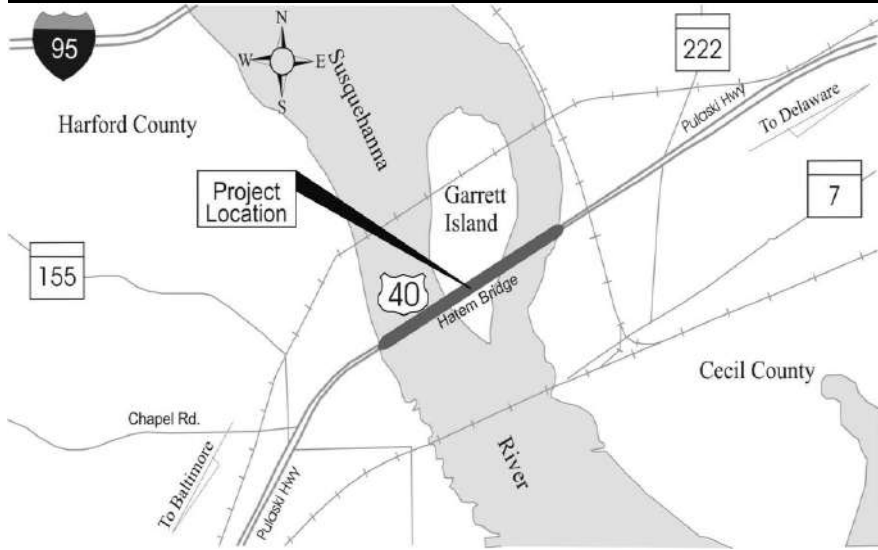
EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects 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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
			2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	29,657	29,657	0	0	0	0	0	0	0	0	0
Engineering	75,183	75,183	0	0	0	0	0	0	0	0	0
Right-of-way	243,430	243,428	3	2	0	0	0	0	0	2	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	2,027,160	2,018,682	1,316	1,179	2,500	2,500	2,299	0	0	8,478	0
Total	2,375,430	2,366,950	1,319	1,181	2,500	2,500	2,299	0	0	8,480	0
Federal-Aid										0	
TOLL	2,375,430	2,366,950	1,319	1,181	2,500	2,500	2,299	0	0	8,480	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$1.8 million for less than estimated right-of-way and construction costs.

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct mainline MD 40 and service roads north of the Hatem Bridge, construct truck inspection areas, and make environmental management improvements.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

- 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

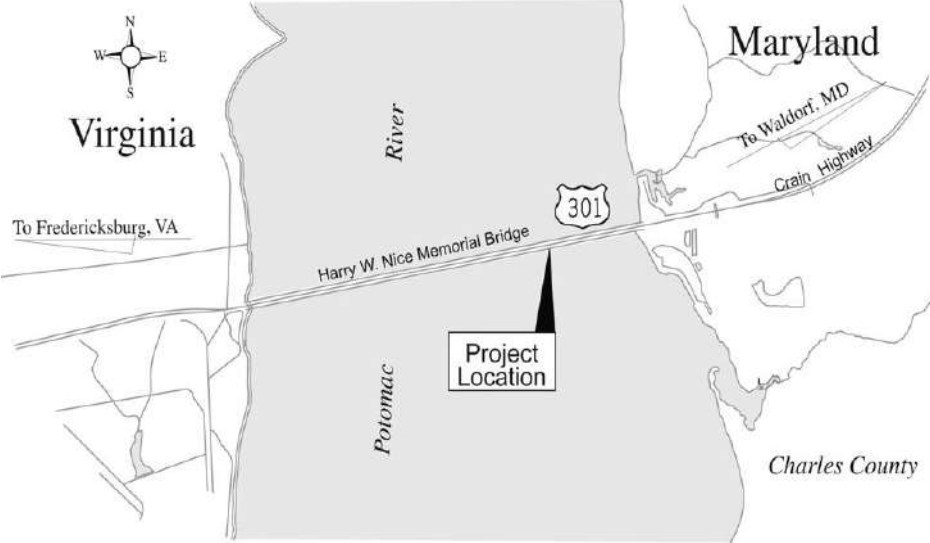
ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: Changing to cashless tolling at the Hatem Bridge will provide toll collection at highway speeds through the electronic methods of E-Zpass and video tolling.

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	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,764	2,764	177	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	9,794	3,234	2,921	6,084	428	49	0	0	0	6,561	0
Total	12,558	5,997	3,097	6,084	428	49	0	0	0	6,561	0
Federal-Aid										0	
TOLL	12,558	5,997	3,097	6,084	428	49	0	0	0	6,561	0
Other										0	

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost increased by \$2.0 million for addition of costs for preliminary work including toll booth and plaza removal.



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 does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning and engineering are complete. Construction and right-of-way acquisition are underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	0
Engineering	35,468	34,051	5,585	1,417	0	0	0	0	0	1,417	0
Right-of-way	4,907	919	12	1,000	1,000	1,988	0	0	0	3,988	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	590,117	78,236	78,236	197,615	181,102	97,849	25,301	10,014	0	511,881	0
Total	635,787	118,500	83,832	200,033	182,102	99,837	25,301	10,014	0	517,287	0
Federal-Aid										0	
TOLL	635,787	118,500	83,832	200,033	182,102	99,837	25,301	10,014	0	517,287	0
Other										0	



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.

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

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

- Safe, Secure, and Resilient
- Maintain & Modernize
- Economic Opportunity & Reduce Congestion
- Better Transportation Choices & Connections
- Quality & Efficiency
- Environmental Protection
- Fiscal Responsibility

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 and construction are underway.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Cost decreased by \$3.1 million due to reduction in task orders.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER													
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO		
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY						TOTAL	COMPLETE
	(\$000)	CLOSE YEAR				...2023...	...2024...	...2025...	...2026...				
Planning	0	0	0	0	0	0	0	0	0	0	0		
Engineering	15,737	14,226	3,530	1,004	507	0	0	0	0	1,511	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	99,955	38,001	22,154	15,744	5,306	5,123	5,204	5,636	5,374	42,387	19,567		
Total	115,692	52,227	25,684	16,748	5,813	5,123	5,204	5,636	5,374	43,898	19,567		
Federal-Aid										0			
TOLL	115,692	52,227	25,684	16,748	5,813	5,123	5,204	5,636	5,374	43,898	19,567		
Other										0			



Maryland Transportation Authority

PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

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

Project Inside PFA
 Project Outside PFA
 PFA Status Yet to Be Determined

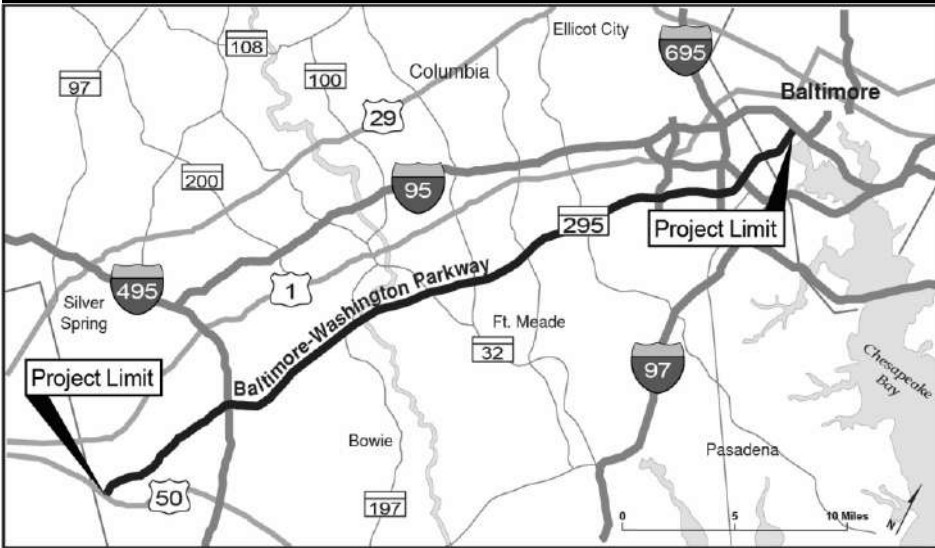
Grandfathered
 Exception Will Be Required
 Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR	BALANCE TO
	ESTIMATED COST	EXPENDED THRU				FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	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	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	0
Federal-Aid										0	
TOLL	5,000	3,851	1,338	1,149	0	0	0	0	0	1,149	0
Other										0	



PROJECT: Traffic Relief Plan: MD 295

DESCRIPTION: Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

PURPOSE & NEED SUMMARY STATEMENT: This study is in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. MD 295 carries more than 120,000 people daily and is congested 7 hours per day.

SMART GROWTH STATUS: Project Not Location Specific 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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning has not started.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

PHASE	TOTAL		PREVIOUS YEAR	CURRENT YEAR	BUDGET YEAR	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE			
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				YEAR 2020	YEAR 2021	YEAR 2022	FOR PLANNING PURPOSES ONLY					
									...2023...			...2024...	...2025...	...2026...
Planning	25	0	0	25	0	0	0	0	0	25	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	0	0	25	0	0	0	0	0	25	0			
Federal-Aid										0				
TOLL	25	0	0	25	0	0	0	0	0	25	0			
Other										0				

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

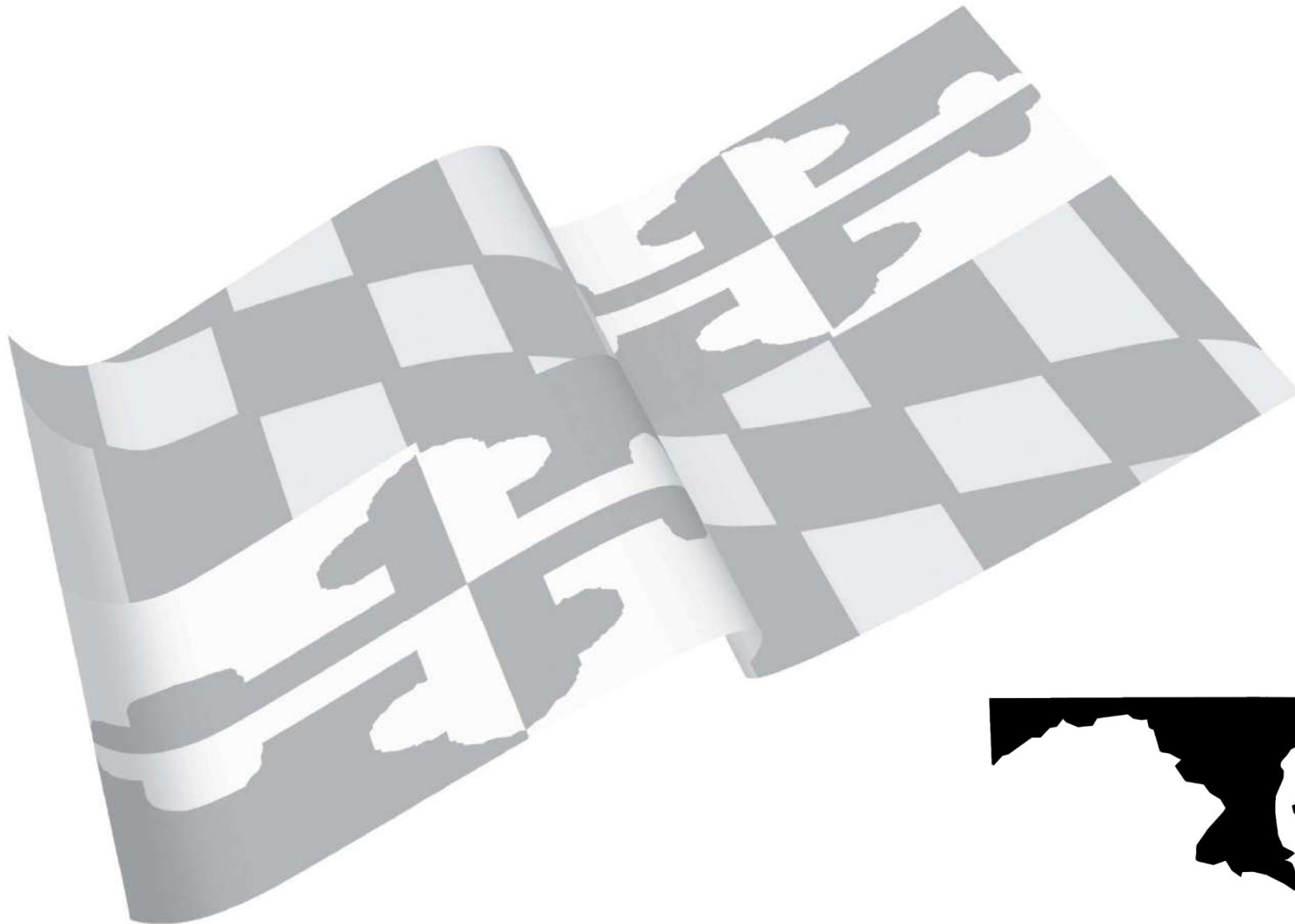
MARYLAND TRANSPORTATION AUTHORITY - LINE 39

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Building Renovations/Replacements</u>				
2319	Building Renovations at FSK Campus	KB - F.S.KEY BRIDGE	\$ 9,936	Under Construction
2439	Administration Building Roof Replacement and Envelope Rehabilitation	HT - HARBOR TUNNEL	\$ 7,149	Under Construction
<u>Electronic/Cashless Tolling</u>				
2487	AET - with Frankfurst Ave Underpass Profile Adjustment (Engineering only)	HT - HARBOR TUNNEL	\$ 148	Design Underway
<u>Enhancements</u>				
2424	Install Communications Tower	NB - NICE BRIDGE	\$ 887	Completed
<u>Environmental</u>				
2300	Total Maximum Daily Load (TMDL) Storm Water Retrofits	MA - MULTI-AREA	\$ 7,624	Completed
2346	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III	MA - MULTI-AREA	\$ 3,178	Completed
2380	Repair Slopes and Drainage	HT - HARBOR TUNNEL	\$ 8,911	Under Construction
2421	Mainline Small Drainage System Preservation	MA - MULTI-AREA	\$ 4,493	Under Construction
2483	Small Drainage Rehabilitation	MA - MULTI-AREA	\$ 7,216	Under Construction
<u>Equipment - System Preservation</u>				
2471	10-Year Equipment Budget - FY 2018 through FY 2027	MA - MULTI-AREA	\$ 51,038	Ongoing
<u>Highway Preservation</u>				
2073	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK	MA - MULTI-AREA	\$ 8,101	Completed
2437	Mill and Overlay Bridge Decks	HT - HARBOR TUNNEL	\$ 8,569	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 39

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>Highway Preservation</u>				
2508	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South	FT - FORT MCHENRY TUNNEL	\$ 9,152	Under Construction
MDTAPRJ000219	FSK Deck Replacement	KB - F.S.KEY BRIDGE	\$ 800	Design Underway
<u>ITS/Elec Preservation & Improvements</u>				
2482	ICC Fiber Optic Utility Tracer Wire	ICC - INTERCOUNTY CONNECTOR	\$ 1,397	Under Construction
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 3,423	Under Construction
2515	Electrical Vehicle Charging Stations (BHT & FMT)	MA - MULTI-AREA	\$ 950	Completed
<u>Safety & Capacity Improvements</u>				
2358	Upgrade Fire Alarm and Security Systems	MA - MULTI-AREA	\$ 4,479	Under Construction
2504	Queue Detection System	BB - BAY BRIDGE	\$ 946	Design Underway
<u>Signage</u>				
2507	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 4,819	Under Construction
<u>Structural Preservation</u>				
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans	BB - BAY BRIDGE	\$ 6,327	Under Construction
2466	Clean and Paint Bridges on BHT Thruway and JFK Highway	MA - MULTI-AREA	\$ 2,632	Under Construction
2509	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	KH - KENNEDY HIGHWAY	\$ 8,152	Under Construction
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 1,900	Design Underway
<u>Tunnel Preservation</u>				
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway



APPENDIX A – CHAPTER 30 SCORES

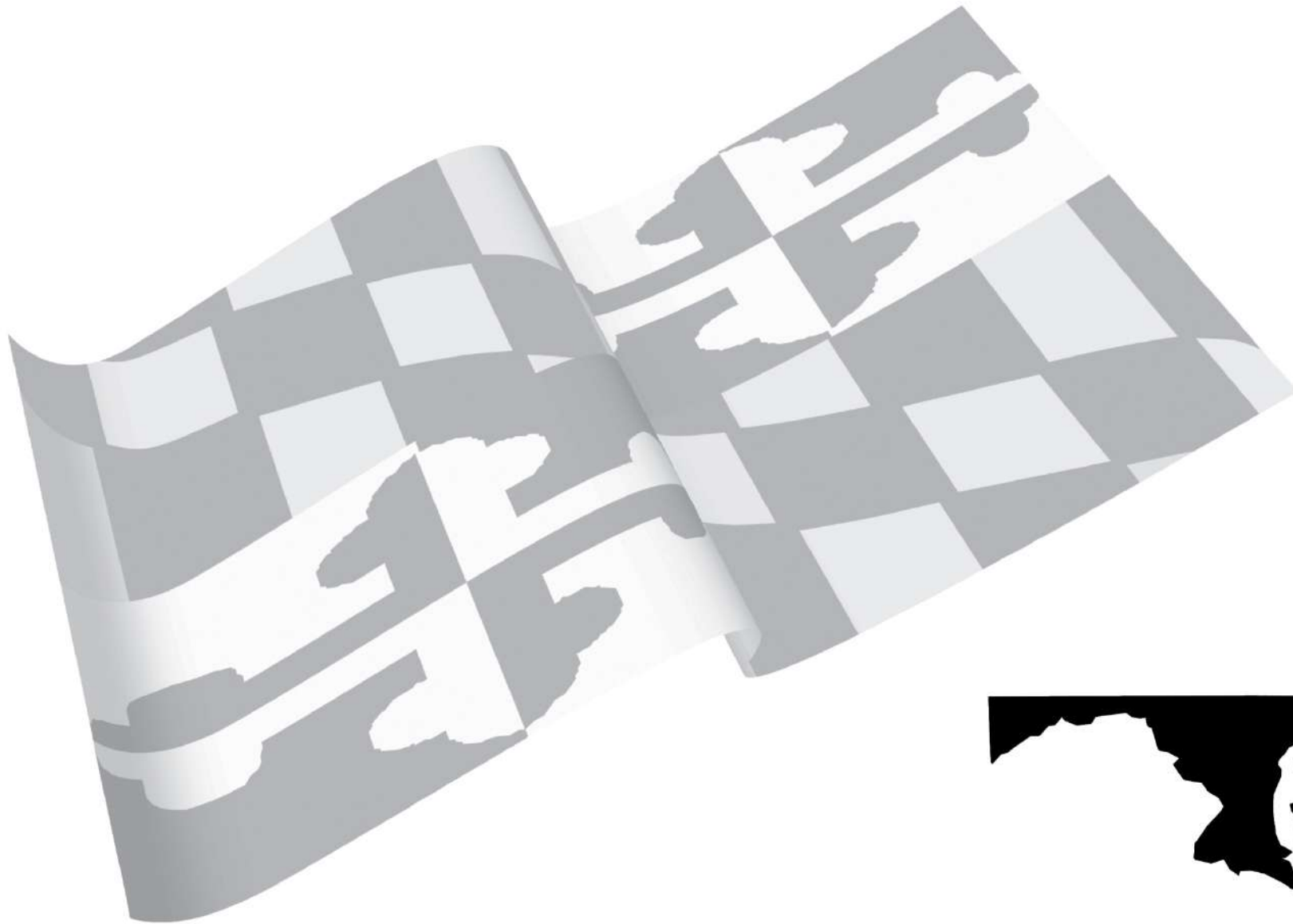
Appendix A: Chapter 30 Project Scores Final FY 21-26 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that was required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major Transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year’s CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 500. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-270 and I-495 (US 40 to Potomac River)	MDOT SHA	500.00	1
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	206.35	2
MD 3 (MD 32 to St. Stephens Church Road)	Anne Arundel County	162.32	3
MD 177 (Outing Avenue to Edwin Raynor Boulevard)	Anne Arundel County	125.08	4
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	95.43	5
US 40 & Otsego Street/Ohio Street Intersection	Harford County	93.88	6
MD 175 (US 1 to Dorsey Run Road)	Howard County	53.78	7
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	50.05	8
MD 85 (Guilford Drive to south of Ballenger Creek)	Frederick County	37.34	9
US 220 and MD 53 at Cresaptown	MDOT SHA	35.77	10
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	33.69	11
US 29 (Seneca Drive to Middle Patuxent River)	Howard County	22.41	12
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne’s County	20.57	13
I-95 (MD 32 to MD 100)	MDOT SHA	18.89	14
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	15.37	15
MD 5 (MD 246 to MD 471)	St. Mary’s County	15.20	16
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	14.28	17
US 15/US 40 (I-70 To MD 26)	Frederick County	12.78	18
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	11.29	19
I-795 @ Dolfield Boulevard Interchange	Baltimore County	9.67	20
MD 22 (Thomas Run Road to Glenville Road)	Harford County	9.61	21
I-81 (north of MD 63/MD 68 to Pennsylvania state line)	Washington County	9.28	22
MD 198 (MD 295 to MD 32)	Anne Arundel County	7.83	23

Appendix A: Chapter 30 Project Scores Final FY 21-26 CTP

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	7.62	24
MD 32 (MD 26 to Howard County line)	Carroll County	5.73	25
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	5.46	26
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	4.78	27
I-70 (I-270 to Alternate US 40)	Frederick County	4.70	28
BWI Rail Station and Fourth Track (Grove to Winans Interlockings)	MDOT MTA	3.86	29
I-70 (US 29 to US 40)	Howard County	3.80	30
MD 223 (MD 4 to Steed Road)	Prince George's County	3.48	31
MD 210 (MD 228 to Palmer Road)	Prince George's County	3.29	32
US 29 Bus Rapid Transit (US 40 to Silver Spring Metro)	Howard County	3.04	33
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	2.74	34
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	2.66	35
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	2.59	36
Southern Maryland Rapid Transit (Branch Avenue Metro to Demarr Road)	Charles County & Prince George's County	2.40	37
MD 4 (I-95/I-495 to MD 223)	Prince George's County	2.33	38
I-97 (US 50 to MD 32)	Anne Arundel County	2.05	39



CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.

