

FY2018 to FY2023 Consolidated Transportation Program

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2018 State Report on Transportation



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.

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's Final six-year capital investment program for transportation, the Final FY 2018-2023 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, a 20-year vision for Maryland's transportation system, in January 2014. The MTP is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and state agencies to ensure it reflects the needs and priorities of Marylanders. We are currently initiating an update to the MTP. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. 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.

ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of MDOT as embodied in the goals outlined in the MTP, our mission, and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs. The mission of the Department of Transportation is to be ***a customer-driven transportation leader that delivers safe, efficient, intelligent and exceptional transportation solutions in order to connect our customers to life's opportunities.***

While the existing revenues are going a long way towards addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use these resources strategically and efficiently to ensure that transportation investments address the Department's mission and goals, as well as the Department wide results we strive to achieve, including, to:

- Facilitate economic opportunity in Maryland;
- Provide a safe and secure transportation experience;
- Provide exceptional customer service;
- Provide an efficient, well connected transportation experience;
- Use resources wisely;
- Deliver transportation solutions and services of great value;
- Communicate effectively with our customers;
- Be a good neighbor;
- Be a good steward of our environment; and
- Be fair and reasonable to our partners.

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) requires the Maryland Department of Transportation (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 and requires MDOT to develop a scoring model on or before January 1, 2018. 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.

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 www.mdot.maryland.gov/newMDOT/Planning/Chapter_30_Score.

Project applications are due March 1, 2018 so projects can be scored for the Draft FY 2019 – FY 2024 CTP.

Facilitate Economic Opportunity in Maryland

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 attracting a competent workforce. Transportation infrastructure provides value, and investing in Maryland's transportation system creates jobs and supports Maryland industries and businesses. MDOT works to ensure its investments support a healthy and competitive state economy. It will do this by undertaking projects that improve access to jobs as well as improve freight and commodity flows and the movement of goods and services in and through Maryland. MDOT is currently advancing its largest construction program in its history reflecting unprecedented growth in transportation investments. In the fall of 2017, MDOT had almost 850 airport, highway, transit, port, bicycle and motor vehicle projects underway at a value of \$9 billion.

With the completed expansion of the Panama Canal, larger ships are doing business with East Coast ports that have the necessary infrastructure to handle their size, rather than with West Coast ports. In partnership with Ports America, MDOT has completed significant improvements to prepare for these larger ships. In July of 2016, the first post Panama Canal larger container ship arrived in Maryland carrying about 8,400 20-foot long containers. Over the past year and a half, the Port of Baltimore has seen record growth in container shipments due to these improvements.

The Hogan Administration has declared Maryland "Open for Business" and continues to challenge MDOT to facilitate economic opportunity and to help create jobs. To do this, MDOT must focus on fixing our highways and bridges and addressing congestion issues all around the State by employing efficient and innovative transportation solutions. This year's CTP continues the implementation of several projects to address long-standing transportation issues across the State. Cost savings, reallocation and innovative project delivery mechanisms have allowed MDOT to be in the fortunate position to move these projects forward to address many of the State's needs and invest public dollars in the most efficient and cost-effective way while supporting economic development and creating or supporting jobs and minimizing impacts to Marylanders.



Freight

Freight activity in Maryland and throughout the East Coast is expected to increase significantly in the coming decades. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the state, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with local, state and federal officials and freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes of transportation.

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. 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, such as updating the 2015 Strategic Goods Movement Plan, to ensure Maryland is prepared to address future freight demand. Additional information on MDOT's freight activities can be found on MDOT's website at www.mdot.maryland.gov.

Provide a Safe & Secure Transportation Infrastructure

MDOT will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do. 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.

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of MDOT. The Statewide annual vehicle miles of travel increased to 59.0 billion in 2016 from 57.3 billion in 2015, a 3.0% increase. The annual number of traffic fatalities on all of Maryland roads increased to 522 in 2016 from 521 in 2015, basically remaining at the same levels as 2015. 2017 is expected to continue this higher trend. The State Highway Administration continues to identify, and then systematically address safety concerns that arise from congestion and operational issues to improve safety.

Recent investments completed to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects are providing for a post-security connection between concourses A, B and C, as well as between concourses D and E (the International Terminal).

On June 25, 2015, Governor Larry Hogan announced construction funding for MD 404 from US 50 to the Denton Bypass, which primarily is widening of MD 404 from a two-lane road to a four-lane divided highway with a median to improve safety for a length of 11.3 miles. Construction was completed by Thanksgiving 2017 using one Design-Build contract. This is one example of how we are prioritizing important safety projects around the State.

Provide an Efficient, Well-Connected Transportation Experience

MDOT will provide an easy, reliable transportation experience throughout the system including enhancing connections and developing world class transportation facilities and services. The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan Administration intends to change

that and has directed MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.



Congestion results when traffic demand approaches or exceeds the available capacity of the highway network. Traffic demands fluctuate significantly depending on the season of the year, the day of the week, and even the time of day. Further, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events. This means MDOT has to be vigilant and flexible and provide solutions that fit the nature of the problem in any given corridor. Projects within this CTP are intended to provide Maryland with the best possible solutions for the current situation and fit within the appropriate context for the problems they are trying to address. The recently announced three phases of the Traffic Relief Plan is a prime example of looking at innovative ways to reduce congestion and provide a better travel experience for all users of the transportation system.

Use Resources Wisely

MDOT receives resources from our customers and they expect excellent products and services in return. In order to better serve our customers, MDOT must maximize the value of every dollar we spend. MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects significant investments in the 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. SHA continues to make significant progress in reducing the number of structurally deficient 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. In CY2016, SHA maintained one of the lowest percentages (less than 3%) of structurally deficient bridges of any State DOT with only 67 out of 2,564 bridges rated as structurally deficient. In addition, SHA spent more than \$317 million in FY 2017 on resurfacing roads, an 8% increase over FY 2016.



On the transit side, the MTA is continuing to invest in Automatic Vehicle Location (AVL) systems to obtain a more accurate picture of bus performance. MTA is also developing an Asset Management Plan, which will analyze asset information currently collected to provide insight into long term maintenance and capital replacement needs.

Deliver Transportation Solutions and Services of Great Value

MDOT will deliver transportation solutions on time and within budget. We will use strategies to ensure that the transportation solution meets the needs of our customers and eliminates unnecessary costs.

Transit

Providing safe, efficient and reliable transit services with world-class customer service is a priority for MDOT. MDOT is committed to working with all of MTA's customers to improve the region's transit system.

In October 2015, Governor Larry Hogan announced \$135 million in targeted investments to transform and improve transit throughout the Baltimore metropolitan area.

BaltimoreLink, which redesigned local and express bus systems to create an interconnected transit system, launched in June 2017. The goals were to improve service quality and reliability, maximize access to high-frequency transit, strengthen connections between bus and rail routes, and align the network with existing and emerging job centers. BaltimoreLink is now a unified, interconnected transit network that incorporates LocalLink (Local Bus), Light RailLink and Metro SubwayLink. It also includes dedicated bus lanes, transfer facilities and transit signal priority.



A major component is CityLink, which are 12 new high-frequency, color-coded bus routes that better connect riders to Amtrak, Commuter Bus lines, Light RailLink, MARC trains, Metro SubwayLink and other services in Baltimore and the surrounding suburbs. In Baltimore City, new CityLink routes run at 10-15 minute frequencies. Buses are branded and travel on color-coded routes with easy-to-read signage and detailed maps making the system easier to use. The

BaltimoreLink network is providing more people with access to transit, jobs, and services in the region with an estimated 130,000 additional people within a ¼ mile access to frequent transit operating every 15 minutes or less during peak and midday periods. Eleven percent more jobs are accessible within 30 minutes and BaltimoreLink is adding a number of public schools, libraries, pharmacies, hospitals, and supermarkets to the frequent transit network.

To further advance the BaltimoreLink project, MDOT was awarded a federal discretionary grant for \$10 million through the U.S. Department of Transportation's TIGER grant program for North Avenue, which will further enable bus improvements in the City of Baltimore by improving approximately five miles of North Avenue.

To learn more about BaltimoreLink, visit the MDOT website: mdot.maryland.gov or www.baltimorelink.com.

The Maryland Purple Line is a 16.2 mile light rail line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County. The Purple Line will have 21 stations and provide a direct connection to the Metrorail Red, Green and Orange lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line also will connect to MARC, Amtrak, and local bus services. The Purple Line is back on track and is projected to have 74,000 daily riders by 2040. In April 2016, MDOT successfully reached commercial close on a 36-year Public Private Partnership (P3) with the State's concessionaire, Purple Line Transit Partners (PLTP). The \$5.6 billion contract with PLTP provides for the design, construction, financing, operations and maintenance of the Purple Line.

The P3 alternative delivery approach involves a long-term, performance-based agreement between MDOT/MTA and the Purple Line Transit Partners. The innovative project delivery approach creates a predictable, transparent, and streamlined approach, incorporating best practices and lessons learned from other states and countries, while addressing the transportation and economic development needs of Marylanders. MDOT entered into a Full Funding Grant Agreement (FFGA) in fall 2017 with the Federal Transit Administration; this agreement provides for \$900 million for the construction of the project. Construction began with a ground breaking ceremony on August 28, 2017.

For more information, visit www.purplelinemd.com.

Practical Design

To benefit the entire Maryland transportation network, MDOT has been developing engineering policies for all of its business units that incorporate the principles of practical design, which focuses on producing safe and efficient projects that address the most important needs at the most economical cost. The goal is to build good projects to achieve a safe, well-performing transportation system throughout the State without shifting the cost burden to maintenance. MDOT's Practical Design Policy provides a process for all planning, preliminary engineering, and design activities. The policy ensures that safety is never compromised, design solutions are reached collaboratively, and the project's needs are met.

Be a Good Neighbor

As the owner of statewide transportation facilities, MDOT must work with our neighbors to find solutions that work for our customers and are sensitive to our neighbors. This includes examining all of the modes of travel including flying, driving, riding transit and even freight coming into the port.

One way to connect better and work with our neighbors is to provide better bicycle and pedestrian connections. MDOT works to provide safe infrastructure so that people can choose to walk or bike to meet their daily needs. Working with local partners to support walking and bicycling is an essential element of Cycle Maryland initiatives. Promoting biking and walking as transportation modes holds many benefits for Maryland residents, including the potential to reduce congestion and emissions associated with auto-travel, while promoting activity for a healthier Maryland. Several recent studies have also highlighted strong rates of economic return that bicycle and pedestrian projects can have, supporting job-creation, tourist activity and cost-savings for household transportation budgets.

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This CTP includes over \$175 million for bicycle and pedestrian supportive projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan.



Be a Good Steward of our Environment

MDOT will be accountable to our customers for the wise use of limited resources and our impacts on the environment when designing, building, operating and maintaining Maryland's transportation system. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to use innovative and forward-looking strategies to ensure our transportation system protects our natural, cultural and community resources.

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 is working to reduce air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to advance vehicle technologies and provide alternatives to traveling by single occupant vehicles. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure. MDOT is at the forefront of promoting alternative and advanced vehicle technologies, which will result in a significant decrease in transportation-related air pollution. During the summer of 2017, MDOT initiated a listening campaign of commuters and residents and interviews of large employers. The purpose of this outreach was to understand motivating factors and barriers in order to maximize the use of each TDM option and help us to focus our education and outreach on TDM strategies.

MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations (MPOs), the Maryland Departments of the Environment and Energy, local governments, and the private and not-for-profit sectors.

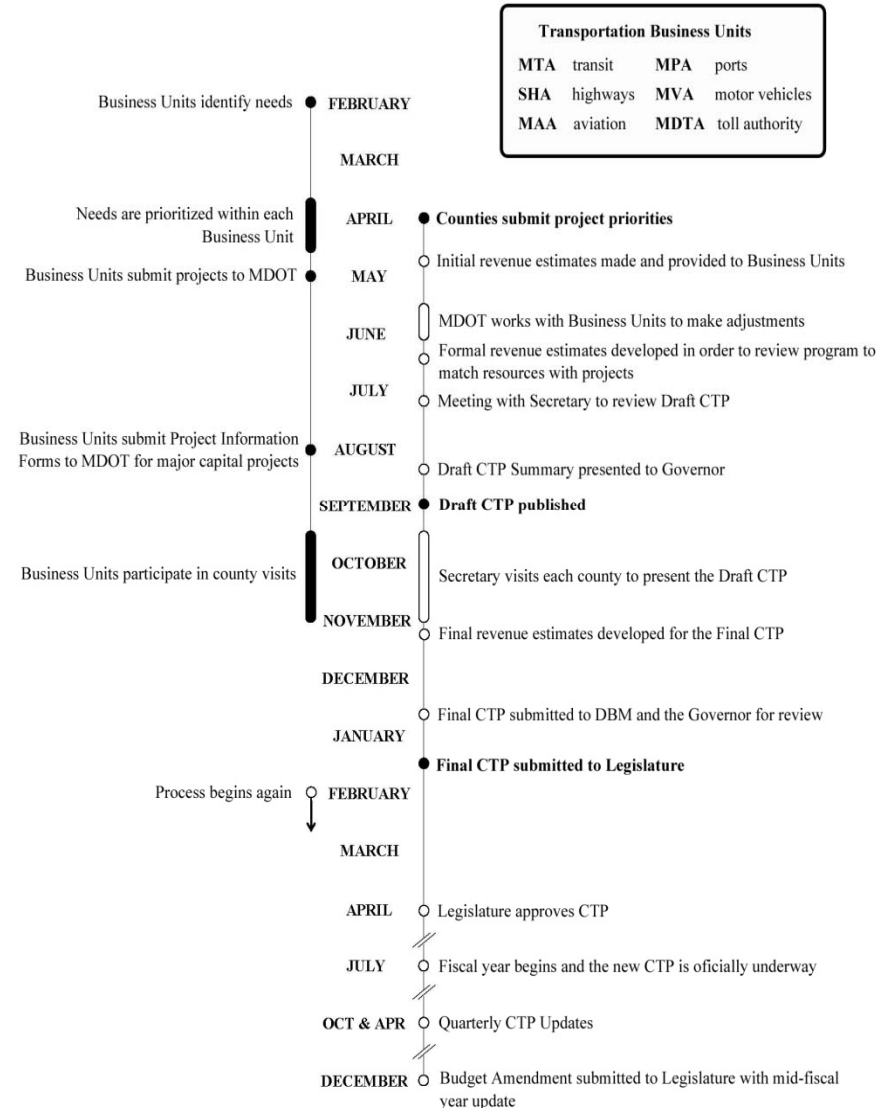
Process for CTP Development

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:

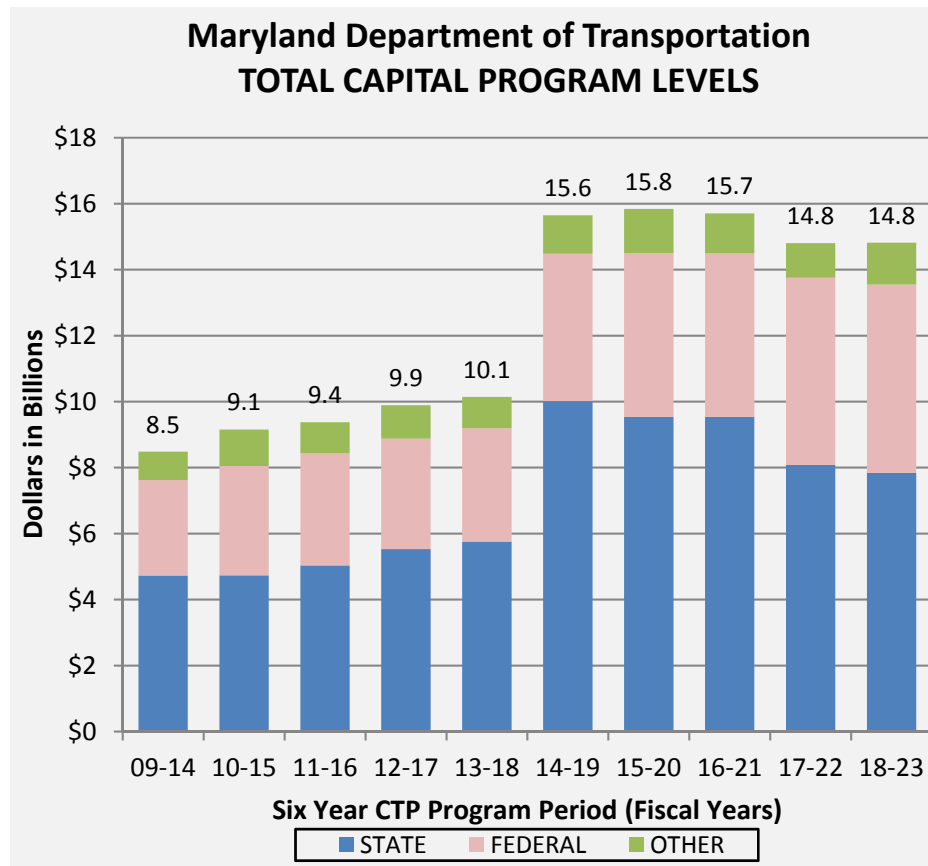
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports 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, transit availability; and maintain the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



State Revenue Projections

Total projected revenues amount to \$29.1 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. The projection does not assume any future State tax or fee increases beyond those changes enacted to date.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$6.5 billion over the six-year period. As of July 1, 2017, the motor fuel tax rates were 33.8 cents per gallon gasoline and the 34.55 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 3.1 cents per gallon over the program period. The 5% sales and use tax equivalent rate effective July 1, 2017 is 8.7 cents per gallon. The rate is estimated to average 10.2 cents per gallon over the program period.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.1 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. Vehicle sales have recovered from the recent recession. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.8 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$936 million. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.

- **Federal Aid:** This source is projected to contribute \$6.3 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$588 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 \$2.9 billion, with \$1.1 billion from MDOT MTA, \$325 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 Act. 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.
- **Bond Proceeds:** It is projected that \$2.9 billion of 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. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$690 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit and other multimodal projects through September 30, 2020. The FAST Act includes some policy changes, a new focus on freight and provides funding certainty for five full years through September 2020 including built-in inflation from existing funding levels.

The bill focuses on establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs. Authorization does not mean appropriation. While Congress authorized a five-year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For FFY 18, this CTP assumes that Congress will appropriate the FAST Act authorized amounts in the transportation bills for

FFY 2018 through FFY 2020 and continue this inflated funding through FFY 2023.

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 2018 - FY 2023 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 \$635 million in highway formula funding and \$179 million in transit formula funding in FFY 2018 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2017 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$325 million in appropriations from the combined FFY 2015, 2016 and 2017 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 Obligation 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 2017 was 92.8 percent. Given that Congress has passed a long-term bill with inflation built in, this CTP assumes an OA level of 94.0 percent for FFY 2018 through FFY 2023.

Washington Metropolitan Area Transit Authority — WMATA

Under the Fixing America's Surface Transportation (FAST) Act in FY 2018, the Washington Metropolitan Area Transit Authority (WMATA) anticipates receiving \$301.1 million in FTA formula grants and \$10.8 million in other federal grants (Congestion Mitigation and Air Quality, and Department of Homeland Security grants) for bus and rail preservation activities. Additionally, FFY 2018 funding of \$148.5 million is provided through the Passenger Rail Investment and Improvement Act (PRIIA). The combined federal funding is a critical complement to WMATA's largest single source of funding - the \$1.4

billion in combined operating and capital subsidies provided by the region's state and local jurisdictions each year.

The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, the District of Columbia and the Commonwealth of Virginia. The jurisdictions demonstrate their commitment by providing more than 45 percent of the funding for WMATA's \$3.088 billion annual budget. However, declining ridership and revenue has caused an operating budget deficit which impacts the jurisdictional subsidy allocation sought by WMATA.

MDOT's top priority is to restore the safety and reliability of the WMATA system. This is demonstrated through investments in safety and state of good repair. This CTP includes a total of \$300 million (\$50 million each year in FFY 2018 through 2023) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds to match federal grants provided from FFY 2010 through FFY 2017. In FY 2018 through FY 2023, federal grants are expected to provide \$2.8 billion in funding to WMATA's capital program. This compares with \$3.2 billion in state and local funding in FY 2017 through FY 2022, combining annual pay-as-you-go contributions of \$2.2 billion and \$1 billion in proceeds from debt issuances wherein State and local governments agree to cover debt service payments.

In 2016, WMATA launched an accelerated track work plan to address Metrorail safety. The Plan, referred to as SafeTrack involved 16 "safety surges" allowing for three years of work to be undertaken in a one year period. This was done by expanding work throughout the day. Now that SafeTrack is complete, WMATA has implemented a Maintenance of Way Engineering approach that will require both capital and operating funds.

MDOT will work with WMATA and regional partners to ensure that safety and state of good repair projects are prioritized and that WMATA accounts for taxpayer dollars it receives.

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 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 Extension, Safety, and Security Act of 2016 extends FAA authority to September 30, 2017. The MAA received \$19.4 million of federal discretionary funds in FFY 2015, \$30 million in FFY 2014, and \$21 million in FFY 2013. The MAA received \$3.9 million of entitlement and discretionary AIP funding in FFY 2016 toward the Runway Safety Area, Standard and Pavement Improvement program.



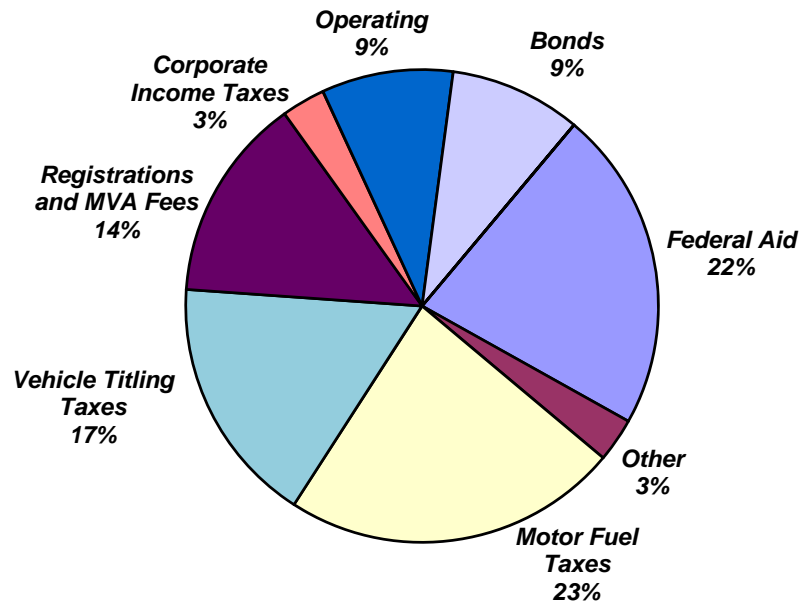
Port of Baltimore

With a 50-foot deep channel, 50-foot deep berth, and supersized cranes, the Port of Baltimore today is one of only a few East Coast ports handling some of the world's biggest container ships. The Port of Baltimore is ranked as the top U.S. port for handling international autos and light trucks, farm and construction machinery, and imported sugar. The Port is ranked among the leading ports in the nation for the total amount of international cargo handled and the dollar value of that cargo. Cargo from the Port of Baltimore can reach two-thirds of the American population within 24 hours. The Journal of Commerce recognized the Port of Baltimore as the most productive container port (for vessel operations) in the nation for three consecutive times. The Port of Baltimore offers year-round cruises from the Cruise Maryland terminal to the Bahamas, Bermuda, Canada and the Caribbean. One of Maryland's top economic engines, the Port of Baltimore generates about 13,650 direct jobs, while more than 127,000 jobs in Maryland are linked to port activities. It is responsible for nearly \$3 billion in individual wages and salary and more than \$310 million in state and local tax revenues.

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 the FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Where The Money Comes From

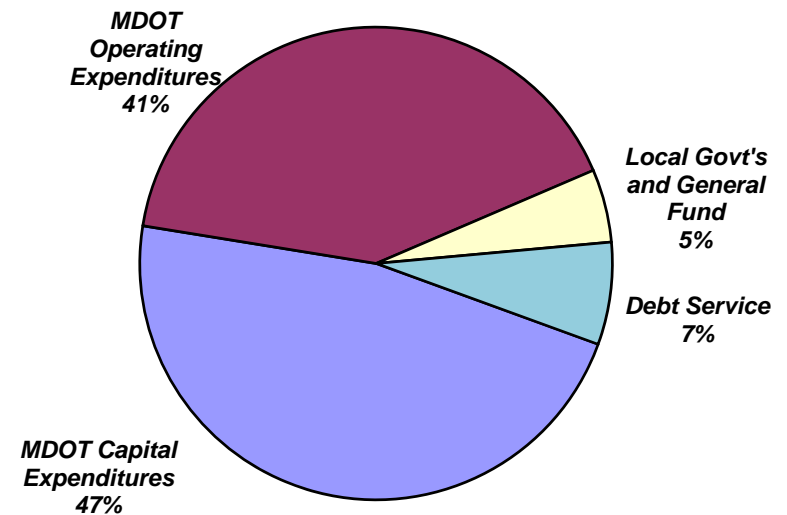


Total projected Trust Fund revenues amount to \$29.1 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, 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 2018 - 2023 CTP totals about \$14.8 billion, \$13.7 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



Planned Capital Expenditures

FY 2018-2023 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
MDOT TSO	241.3	30.2	9.4	280.9	1.9
MDOT MVA	124.4	1.0	0.0	125.4	0.8
MDOT MAA **	283.9	69.5	218.8	572.1	3.9
MDOT MPA	787.3	13.5	0.0	800.7	5.4
MDOT MTA	1,014.0	2,036.2	331.5	3,381.7	22.8
WMATA	935.5	0.0	599.2	1,534.8	10.4
MDOT SHA	4,562.7	3,557.1	0.0	8,119.8	54.8
TOTAL	7,949.1	5,707.5	1,1589	14,815.4	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 report on progress toward achieving the goals and objectives in the MTP and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to 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 last updated in January 2014. The AR Advisory Committee is scheduled to meet in 2018 to assess updated performance measures for the 2019 Maryland Transportation Plan. The AR documents how 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.

In addition, federal legislation requires the US DOT, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish national performance measures in the areas listed below. USDOT continues to establish measures. Key emphasis areas include:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS);
- Performance of 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; and
- Freight movement on the Interstate System.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements now that the final regulations and guidance have been issued to ensure we demonstrate the effectiveness of MDOT's programs.

Finally, MDOT is internally assessing its performance in meeting our customers' needs through our quarterly MDOT Excellerator Performance Management System. The program is a living, evolving performance process that is in a constant state of evaluation, analysis and action. MDOT reports quarterly on performance results and uses the process to drive daily business decisions.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into transportation business units responsible for different modes of travel. Projects in the Consolidated Transportation Program (CTP) are listed under the transportation business unit responsible for the project's delivery.

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.

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.

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. Following this introduction is an explanation of some of the significant changes from last year's CTP. This section lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP. The CTP also includes information regarding the economic trends and assumptions and future revenue projects that inform the capital programming process.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					...2015...	...2016...	...2017...	...2018...		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	77,892	55,392	6,500	6,300	3,200	2,700	1,900	1,900	22,500	0
Right-of-way	20,565	13,365	900	800	2,800	700	1,000	1,000	7,200	0
Construction	388,776	277,976	11,000	9,600	19,000	25,700	22,300	23,200	110,800	0
Total	487,233	346,733	18,400	16,700	25,000	29,100	25,200	26,100	140,500	0
Federal-Aid	129,621	73,221	13,500	1,600	5,400	13,200	10,900	11,800	56,400	0

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2017-2022 CTP

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

In total, \$836.2 million worth of projects have been added to the CTP. Of that amount twenty-four projects at a cost of \$764.9 million were added to the Construction Program. Two projects at a cost of \$71.3 million were added to the Development and Evaluation Program (D&E). In addition, one project was moved from the D&E Program to the Construction Program at a cost of \$27.2 million. Two projects were moved from the Construction Program to the D&E Program at a cost of \$16.7 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Shuttle Bus Service Fleet Replacement at BWI Marshall Airport	35.9
Midfield Cargo Area Improvements at BWI Marshall Airport	25.9
Concourse B Apron Pavement Reconstruction at BWI Marshall Airport	10.4
Airfield Lighting Vault Relocation at BWI Marshall Airport	35.7
Concourse D HVAC Replacement at BWI Marshall Airport	17.0
FIS Hall Reconfiguration at BWI Marshall Airport	10.0
Restroom Improvement Program at BWI Marshall Airport	54.0
Maryland Transit Administration	
MARC Camden Station Improvements	7.2
Howard Street Rail and Interlocking Replacement	42.0
Metro Interlocking Renewals	58.2
Transit Innovation Grant	2.0
State Highway Administration	
I-695, Baltimore Beltway- Traffic Relief Plan (Phase 3); I-695, I-70 to MD 43, (Baltimore)	251.0

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
I-695, Cromwell Bridge Road; I-695 (Baltimore)	13.4
MD 254, Bridge 0803800 over Neale Sound; MD 254 (Charles)	15.9
MD 478, Knoxville Road; MD 478, Replace Bridge 10089 over a branch of the Potomac River (Frederick)	6.5
Traffic Relief Plan (Phase 2) Smart Traffic Signals; 14 Corridors (State Wide)	50.3
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek	12.4
I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County	20.1
I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City	12.7
MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs	14.3
MD 695 Francis Scott Key Bridge - Facility-Wide Asphalt Resurfacing	21.2
MD 695 Francis Scott Key Bridge - Structural, Mechanical, and Electrical Rehabilitation of the Curtis Creek Bridges	24.4
I-895 Harbor Tunnel Thruway - Replace 15KV Feeder Cables	10.2
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span	14.2
	764.9
Total	764.9

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration		
I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway; Traffic Relief Plan (Phase 1) (State Wide)	Planning	71.0
Maryland Transportation Authority		
I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study	Planning	0.3
		<hr/> Total 71.3

PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Transit Administration

MARC Growth and Investment Program

27.2

Total

27.2

PROJECTS MOVED FROM THE CONSTRUCTION PROGRAM TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration I-95/I-495, Capital Beltway; I-95/I-495, Access to Greenbelt Metro Station (Prince George's)	The Greenbelt Metro location was not selected by the FBI, as result, the Construction and Right-of-Way funds will be transferred to the Baltimore Beltway TRP (Phase 3) project.	13.5
Maryland Transportation Authority I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	Construction is deferred until redesign is complete.	3.2
		<hr style="width: 10%; margin-left: auto; margin-right: 0;"/>
		Total 16.7

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
State Highway Administration		
I-70 and I-695, Baltimore Beltway; I-70 / I-695 Triple Bridges (Baltimore)	Planning	Project removed and replaced by new I-695 Baltimore Beltway Project.
I-695, Baltimore Beltway; I-695, Operational Studies (Baltimore)	Planning and Engineering	Project removed and replaced by new I-695 Baltimore Beltway Project.
I-695, Baltimore Beltway; I-695, I-83 to I-95 (Baltimore)	Planning and Engineering	Project removed and replaced by new I-695 Baltimore Beltway Project.
I-695, Baltimore Beltway; I-695, I-95 to MD 122 (Baltimore)	Planning and Engineering	Project removed and replaced by new I-695 Baltimore Beltway Project.

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Port Administration Terminal Security Program	Construction	Majority of projects completed.
Maryland Transit Administration Union Payroll System	PE, CO	Project moved to TSO IT.
Montgomery County Bus Rapid Transit	PP, PE, CO	Project transferred to Montgomery County.
Maryland Transportation Authority I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems	Engineering and Construction	This project was combined with the Canton Viaduct Replacement Project (Line 21).

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2017-2022 CTP, for the following ten major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
State Highway Administration		
MD 36, Mount Savage Road;MD 36, Bridge over Jennings Run (Allegany)	Construction delay due to changes in the scope of work related to: retaining wall, pedestrian bridge, and project inspections.	FY 2018 to FY 2019
US 40, Pulaski Highway;US 40, Bridges over Little and Big Gunpowder Falls (Baltimore)	Construction is delayed due to the acquisition of necessary environmental permits.	FY 2018 to FY 2019
I-83, Harrisburg Expressway;I-83, Bridge over Padonia Road (Baltimore)	Delay due to an adjusted advertisement date.	FY 2018 to FY 2019
MD 85, Buckeystown Pike;MD 85, English Muffin Way to Grove Road (Frederick)	Construction delay due to utility relocations.	FY 2017 to FY 2018
MD 355, Urbana Pike;MD 355, Replace Bridge 10086 over Bennett Creek (Frederick)	Construction delayed from FY18 to FY19 due to readvertising the project.	FY 2018 to FY 2019
MD 97, Georgia Avenue;MD 97, South of Brookeville to north of Brookeville Bypass (Montgomery)	Construction delay due to a change in project delivery method from CMAR to traditional design-bid-build.	FY 2017 to FY 2019
MD 355, Rockville Pike;MD 355, Woodmont Avenue/Glenbrook Parkway to South Wood Drive/South Drive (Montgomery)	Construction delayed from FY17 to FY18 due to utility relocations.	FY 2017 to FY 2018
MD 355, Frederick Road;MD 355, Bridge over Little Bennett Creek (Montgomery)	Delay due to necessary acquisition of environmental permits.	FY 2018 to FY 2019
MD 381, Brandywine Road;MD 381, Bridge over Timothy Branch (Prince George's)	Construction delay due to a need to accommodate a detour for Cedarville Road over Mattawoman Creek bridge replacement project.	FY 2017 to FY 2018
I-95/I-495, Capital Beltway;I-95/I-495, Bridges over Suitland Parkway (Prince George's)	Construction delay due to necessary design work.	FY 2018 to FY 2019

COST & SCOPE CHANGES

In total, one-hundred and ninety-five major construction projects experienced significant changes in project cost or scope, for a net increase of \$627.0 million. One-hundred And Thirty-two projects increased in cost by a total of \$1.02 billion, while fifty-five projects experienced decreases totaling \$476.3 million. The scope of six projects changed, which caused a net increase totalling \$80.4 million, while one project experienced a reduction in scope totalling \$1.1 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2017 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-one major projects in FY 2017, at a total cost of \$770.5 million. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall	70.4
Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall	122.4
D/E Connector at BWI Marshall Airport	141.1
Loading Bridge Replacement Program at BWI Marshall Airport	12.7
International Checked Baggage Inspection System at BWI Marshall Airport	22.6
Maryland Transit Administration	
Takoma/Langley Park Transit Center (ARRA)	35.0
Bus New Main Shop	42.6
State Highway Administration	
MD 47, Barrelville Road; MD 47, Bridge over North Branch (Allegany)	4.5
MD 222, N. Main Street; MD 222, Bridge 07027 over Rock Run (Cecil)	4.9
Keysers Ridge Maintenance Facility; Keyser's Ridge Maintenance Facility (Garrett)	14.5
MD 22, Aberdeen Thruway; MD 22, BRAC Intersection improvements at Old Post Road (Harford)	9.8
US 29, Columbia Pike; US 29, Seneca Drive to MD 175 (Howard)	38.2
MD 355, Rockville Pike; MD 355, BRAC Intersection Improvements at Cedar Lane (Montgomery)	18.2
I-95/I-495, Capital Beltway; I-95/I-495, Improve access from MD 5 and I-95/495 to Branch Ave. Metro (Phase II) (Prince George's)	49.5
MD 5, Point Lookout Road; MD 5, Bridge over Eastern Branch (St. Mary's)	6.0
MD 349, Nanticoke Road; MD 349, Bridge 2201500 over Windsor Creek (Wicomico)	2.8

FY 2017 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge	12.0
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck	37.1
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs	105.8
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek	6.3
Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge, and Hatem Bridge Locations	<u>14.1</u>
Total	770.5

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of thirty-five (35) segments of highway	188.6
Rehabilitation or replacement of twenty-four (24) bridges	48.1
Safety and Geometric Improvements at eight (8) locations	18.6
Twenty-nine (29) projects including highway safety, enhancements, crash prevention, guardrail end treatment, drainage, sidewalks, urban reconstruction, traffic management and intersection capacity improvements	80.0
Eighty-six (86) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	277.2
	<hr/>
Total	612.5

AWARDS

Highlights of projects awarded by the Department during FY 2017 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Roof Recoating - Glen Burnie	.3
MVA Renovate Rooms 219 and 220 - Glen Burnie	.5
MAA Concourse DX Egress Stair Improvements	4.9
MAA Concourse E Renovations and Additions	60.3
MPA Demolish Warehouse Building - Dundalk	7.4
MPA Exterior Improvements - South Locust Point	1.0
MPA Demolish Terminal Building - Dundalk	1.2
MTA Mainline 3rd Rail Heater System Replacement - Metro Subway	3.5
MTA Rehabilitation off Existing Rail North and South Bound	2.4
SHA MD 175 Reece Road to Disney Road	16.9
SHA US 219 I-68 to Old Salisbury Road	58.5
SHA I-270 Watkins Mill Road to Great Seneca Creek Crossing	97.7
SHA US 113 MD 365 to Five Mile Branch Road	59.9
SHA MD 210 Livingston Road/Kerby Hill Road Interchange	86.9
MdTA Renovation - 2330 Broening Highway	6.9
MdTA On - Call Miscellaneous Facility Repairs	1.5
Total	409.8

**DEPARTMENT OF TRANSPORTATION
FY 2019 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	60.8
Major Projects	69.8	Major IT Projects	J06I0008	0
System Preservation Minor Projects	40.8	Other Funds	Other	56.3
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.5</u>			
MAA TOTAL	117.1			117.1

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	127.0
Major Projects	82.1	Major IT Development	J03D0008	0
System Preservation Minor Projects	29.9	Other	Other	0
Development and Evaluation Program	10.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.0</u>			
MPA TOTAL	127.0			127.0

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	743.3
Major Projects	736.1	Major IT Development	J05H0108	3.5
System Preservation Minor Projects	61.9	Other Funds	Other	64.9
Development and Evaluation Program	1.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>12.5</u>			
MTA TOTAL	811.7			811.7

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	16.5
Major Projects	17.8	Major IT Development	J04E0008	21.0
System Preservation Minor Projects	18.5			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.2			
MVA TOTAL	<u>37.5</u>			<u>37.5</u>

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	404.1	State System Construction and Equipment	J02B0101	1,368.0
System Preservation Minor Projects	992.1	County and Municipality Capital Program	J02B0103	72.4
<u>Development and Evaluation Program</u>	51.1	Major IT Development	J02B0108	6.9
		Other Funds	Other	0
SHA TOTAL	<u>1,447.3</u>			<u>1,447.3</u>

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	263.7	Facilities and Capital Equipment	J01A0103	102.5
System Preservation Minor Projects	81.6	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	16.0	WMATA Capital Grants	J01A0105	0
<u>Capital Salaries, Wages and Other Support Costs</u>	1.9	WMATA Capital Costs	J01A0105	155.9
		Major IT Development	J01A0108	1.7
		Other Funds	Other	103.1
TSO TOTAL	<u>363.2</u>			<u>363.2</u>

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,573.6			
System Preservation Minor Projects	1,224.8			
Development and Evaluation Program	78.3			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>27.1</u>			
GRAND TOTAL	2,903.8			<u>2,903.8</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2019 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	31.3	-	-	-	-	31.3
Operating Grants-in Aid	14.7	-	-	-	-	14.7
Facilities and Capital Equipment	-	102.5	3.2	-	-	105.7
WMATA Operating Grants	366.0	-	-	-	-	366.0
WMATA Capital Grants	-	155.9	99.9	-	-	255.8
<u>Information Technology Services</u>	47.1	1.7	-	-	-	48.8
Subtotal	459.1	260.1	103.1	-	-	822.3
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	333.8	333.8
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,368.0	-	-	-	1,368.0
State System Maintenance	280.3	-	-	-	-	280.3
County & Municipality Capital Program	-	6.6	-	65.9	-	72.5
Highway Safety Operating Program	13.6	-	-	-	-	13.6
County & Municipality Program	-	-	-	178.1	-	178.1
<u>Major IT Development</u>	-	6.9	-	-	-	6.9
Subtotal	293.9	1,381.5	-	244.0	-	1,919.4

Maryland Port Administration (J03D00)

Port Operations	50.8	-	-	-	-	50.8
<u>Port Facilities and Capital Equipment</u>	-	127.0	-	-	-	127.0
Subtotal	50.8	127.0	-	-	-	177.8

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	189.2	-	-	-	-	189.2
Facilities and Capital Equipment	-	16.5	-	-	-	16.5
Motor Vehicle Highway Safety Program	15.5	-	-	-	-	15.5
<u>Major IT Development</u>	-	21.0	-	-	-	21.0
Subtotal	204.7	37.5	-	-	-	242.2

Maryland Transit Administration (J05H00)

Transit Administration	91.7	-	-	-	-	91.7
Bus Operations	441.2	-	-	-	-	441.2
Rail Operations (Includes MARC)	226.6	-	-	-	-	226.6
Capital Equipment (Includes MARC)	-	743.3	64.9	-	-	808.2
Statewide Programs Operations	89.8	-	-	-	-	89.8
<u>Major IT Development</u>	-	3.5	-	-	-	3.5
Subtotal	849.3	746.8	64.9	-	-	1,661.0

Maryland Aviation Administration (J06100)

Airport Operations	201.3	-	-	-	-	201.3
Facilities and Capital Equipment	-	60.8	56.3	-	-	117.1
<u>Major IT Development</u>	-	-	-	-	-	-
Subtotal	201.3	60.8	56.3	-	-	318.4

DEPARTMENT TOTAL

2,059.1	2,613.7	224.3	244.0	333.8	5,474.9
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2018</u>	BUDGET YEAR <u>2019</u>	Planning Years				SIX - YEAR TOTAL
			<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{AD}	87.9	107.4	41.0	16.9	16.2	11.6	280.9
Motor Vehicle Administration	21.4	37.6	18.1	17.9	15.1	15.4	125.4
Maryland Aviation Administration ^D	158.0	117.1	92.3	81.3	62.1	61.4	572.1
Maryland Port Administration	101.5	127.0	165.5	154.6	159.3	92.9	800.7
Maryland Transit Administration ^D	713.1	811.7	531.0	442.1	544.1	339.7	3,381.7
Washington Metropolitan Area Transit ^{ACD}	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
State Highway Administration ^B	<u>1,513.0</u>	<u>1,447.3</u>	<u>1,420.1</u>	<u>1,285.4</u>	<u>1,232.0</u>	<u>1,221.8</u>	<u>8,119.7</u>
TOTAL CAPITAL	2,850.6	2,903.9	2,523.9	2,254.0	2,284.5	1,998.5	14,815.3
Special Funds	1,525.7	1,550.7	1,244.9	1,122.7	1,265.8	1,239.3	7,949.0
Federal Funds	1,078.5	1,128.9	1,075.1	966.5	813.2	645.1	5,707.4
Other Funds ^F	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	88.5	93.0	95.0	97.0	99.0	101.0	573.5
Motor Vehicle Administration	206.5	204.7	210.0	215.0	220.0	225.0	1,281.2
Maryland Aviation Administration	194.3	201.3	206.0	211.0	216.0	221.0	1,249.6
Maryland Port Administration	51.6	50.8	52.0	53.0	54.0	55.0	316.4
Maryland Transit Administration	828.1	849.3	870.0	892.0	943.0	1,052.0	5,434.4
Washington Metropolitan Area Transit	365.3	366.0	377.0	388.0	400.0	412.0	2,308.3
State Highway Administration	<u>277.9</u>	<u>294.0</u>	<u>302.0</u>	<u>310.0</u>	<u>317.0</u>	<u>323.0</u>	<u>1,823.9</u>
TOTAL OPERATING	2,012.2	2,059.1	2,112.0	2,166.0	2,249.0	2,389.0	12,987.3
Special Funds	1,914.7	1,960.8	2,014.0	2,068.0	2,151.0	2,291.0	12,399.5
Federal Funds	97.5	98.4	98.0	98.0	98.0	98.0	587.9
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2020	2021	2022	2023	
	2018	2019					
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	175.5	178.1	179.0	182.0	184.0	188.0	1,086.6
County and Municipal Capital	78.9	72.4	-	-	-	-	151.3
TOTAL DISTRIBUTION OF SHARED REVENUES	254.4	250.5	179.0	182.0	184.0	188.0	1,237.9
Special Funds	182.1	184.7	-	-	-	-	-
Federal Funds	72.4	65.9	-	-	-	-	138.3
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
Special Funds ^E	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
<u>DEPARTMENT TOTAL</u>	<u>5,446.0</u>	<u>5,547.3</u>	<u>5,168.9</u>	<u>5,011.0</u>	<u>5,175.5</u>	<u>5,067.5</u>	<u>31,416.1</u>
Special Funds	3,951.3	4,030.0	3,612.9	3,599.7	3,874.8	4,022.3	23,090.9
Federal Funds	1,248.4	1,293.2	1,173.1	1,064.5	911.2	743.1	6,433.6
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9

^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 20-23.

^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 2018-FY 2023 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022 - 23</u>	
National Highway Performance Program (NHPP)	351.1	350.9	363.7	365.0	502.7	1,933.4
Surface Transportation Program (STP)	163.4	249.4	233.4	189.2	304.5	1,139.9
Congestion Mitigation / Air Quality (CMAQ)	58.9	62.0	57.9	57.6	112.4	348.8
Highway Safety Improvement (HSIP)	2.9	100.6	47.4	43.3	47.7	241.9
Statewide Planning & Research (SPR)	8.2	8.2	8.2	8.2	16.4	49.2
Transportation Alternatives Program (TAP)	13.9	13.6	23.5	22.8	25.8	99.6
Special Federal Appropriations	6.3	-	0.6	-	-	6.9
NHPP Exempt	23.1	9.1	9.3	9.7	20.0	71.2
Urbanized Area Formula, SEC9	96.6	98.5	100.5	102.5	211.2	609.3
New Starts, Fixed Guideway, Modernized & Bus	298.8	217.1	186.5	187.9	256.2	1,146.5
Elderly and Persons with Disabilities	3.6	3.6	3.7	3.8	7.8	22.5
Rural Area Formula	<u>6.6</u>	<u>6.7</u>	<u>6.8</u>	<u>7.0</u>	<u>14.4</u>	<u>41.5</u>
TOTALS	1,033.4	1,119.7	1,041.5	997.0	1,519.1	5,710.7

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 2018 - FY 2023 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2018	2019	2020	2021	2022 - 23	
<u>Environmental Projects</u>						
National Highway Performance Program	12.7	17.0	2.9	5.3	14.8	52.7
Surface Transportation Program	22.5	33.4	29.0	12.8	30.8	128.5
Transportation Alternative Program	12.4	13.6	13.5	13.3	25.8	78.6
Highway Safety	0.6	0.8	0.5	0.5	1.8	4.2
<u>Safety and Spot Improvements</u>						
National Highway Performance Program	11.6	8.4	8.6	11.4	14.8	54.8
Surface Transportation Program	33.9	25.4	28.3	36.2	30.8	154.6
Congestion Mitigation / Air Quality	1.1	0.6	0.6	0.7	-	3.0
Highway Safety	7.8	6.5	7.4	9.6	1.8	33.1
<u>Resurfacing and Rehabilitation</u>						
National Highway Performance Program	46.5	32.7	36.1	42.0	109.4	266.7
Surface Transportation	60.5	42.5	47.1	54.7	142.5	347.3
Highway Safety	1.1	0.8	0.8	1.0	2.5	6.2
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	70.6	76.4	63.7	70.8	233.7	515.2
Surface Transportation Program	4.5	4.9	4.1	4.5	14.9	32.9
<u>Urban Reconstruction/Revitalization</u>						
National Highway Program	-	-	-	-	-	-
Surface Transportation Program	13.1	9.1	7.6	1.3	0.7	31.8
<u>Congestion Management</u>						
National Highway Performance Program	1.3	2.1	1.8	1.7	4.1	11.0
Surface Transportation Program	3.1	4.8	3.8	3.9	9.0	24.6
Congestion Mitigation / Air Quality	2.5	4.2	3.8	3.2	8.8	22.5
TOTALS	305.8	283.2	259.6	272.9	646.2	1,767.7

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

The following listing estimates system preservation program levels for FY 2018 through FY 2023. Anticipated projects for FY 2018 and FY 2019 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2020	2021	2022	2023	
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
<u>The Secretary's Office</u>							
Information Technology	9.6	11.7	3.7	3.5	3.5	3.5	35.5
Program 8 Major IT Projects	3.4	1.7	5.4	1.3	3.6	-	15.4
Grants	51.0	59.5	0.4	0.4	0.4	0.4	112.1
The Secretary's Office	<u>8.5</u>	<u>8.7</u>	<u>6.6</u>	<u>3.5</u>	<u>1.1</u>	<u>1.2</u>	<u>29.6</u>
TOTAL	72.5	81.6	16.1	8.7	8.6	5.1	192.6
<u>Motor Vehicle Administration</u>							
Building Improvements	3.9	6.1	6.7	4.2	4.6	4.5	30.0
Information Technology	9.0	7.5	6.4	8.5	7.4	7.6	46.4
Information Technology Project	1.4	4.8	1.2	2.1	-	-	9.5
Safety	<u>0.1</u>	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.2</u>
TOTAL	14.4	18.5	14.3	14.8	12.0	12.1	86.1
<u>Maryland Aviation Administration</u>							
Airside Development	5.9	3.1	2.0	2.0	-	-	13.0
Annual	1.4	1.3	1.4	1.8	1.5	1.5	8.9
Baltimore/Washington	7.6	9.3	10.5	10.5	10.5	25.4	73.8
Consol Rental Car Facility	4.1	-	-	-	-	-	4.1
Critical Airport Systems	4.1	6.7	1.5	1.2	1.2	1.2	15.9
Environmental Compliance	1.3	1.2	1.3	1.2	1.3	1.2	7.5

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
<u>Maryland Aviation Administration</u>							
Equipment	3.8	3.2	2.1	2.2	2.1	2.0	15.4
Information Tech CTIPP	0.8	0.6	-	-	-	-	1.4
International Infrastructure	4.7	-	-	-	-	-	4.7
Landside Development	1.3	-	-	-	-	-	1.3
Martin State	2.2	1.4	0.9	0.9	0.9	0.9	7.2
Regional Aviation	2.3	2.4	2.3	2.4	2.3	2.4	14.1
Security	5.7	5.6	0.8	0.8	0.8	0.8	14.5
Terminal Development	<u>6.2</u>	<u>5.8</u>	<u>2.8</u>	<u>2.8</u>	<u>0.8</u>	<u>0.8</u>	<u>19.2</u>
TOTAL	51.4	40.6	25.6	25.8	21.4	36.2	201.0
<u>Maryland Port Administration</u>							
All Terminals	8.6	6.3	15.2	23.6	24.7	12.0	90.4
Dundalk Marine Terminal	13.9	2.7	2.1	-	-	-	18.7
Facilities and Equipment	1.2	0.9	1.2	1.6	0.9	1.5	7.3
Masonville Auto Terminal	0.5	2.6	4.2	-	-	-	7.3
North Locus Point	-	1.5	3.9	2.0	-	-	7.4
Open-Ended Consulting	7.0	8.3	7.4	7.1	7.1	6.8	43.7
Port Wide	1.9	2.7	0.9	0.6	0.3	0.5	6.9
Safety, Environment and Risk	1.4	1.9	1.1	0.7	0.1	1.3	6.5
Security Projects	0.2	0.3	0.7	-	-	0.2	1.4
South Locus Point	-	1.6	1.7	-	-	-	3.3
World Trade Center	<u>2.0</u>	<u>1.0</u>	<u>1.3</u>	<u>1.5</u>	<u>2.2</u>	<u>1.0</u>	<u>9.0</u>
TOTAL	36.7	29.8	39.7	37.1	35.3	23.3	201.9
<u>Maryland Transit Administration</u>							
Agency Wide	36.4	28.7	24.8	20.3	29.5	22.3	162.0
Bus	5.6	10.5	6.6	7.8	19.1	5.0	54.6

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2020	2021	2022	2023	
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>							
Information Technology	2.3	-	-	-	-	-	2.3
Light Rail	15.9	8.6	7.4	9.3	21.7	14.8	77.7
LOTS	0.8	0.4	0.3	0.2	1.0	0.4	3.1
MARC	6.8	3.5	4.1	4.2	6.0	5.9	30.5
Metro	17.5	6.9	10.0	8.1	9.4	8.0	59.9
Mobility	<u>4.5</u>	<u>3.3</u>	<u>3.2</u>	<u>1.0</u>	<u>2.4</u>	<u>2.2</u>	<u>16.6</u>
TOTAL	89.8	61.9	56.4	50.9	89.1	58.6	406.7
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway & Bridge	698.9	661.6	672.2	690.4	814.7	891.1	4,428.9
Total Maximum Daily Load	100.0	100.0	105.7	64.6	58.6	54.5	483.4
Noise Barriers	5.4	2.1	2.0	2.1	1.2	1.2	14.0
Enhancements	18.9	17.1	16.8	16.5	16.5	16.5	102.3
Facilities	18.5	32.3	13.9	17.1	19.2	10.0	111.0
Communications	5.6	9.0	5.7	5.7	5.7	5.7	37.4
Equipment	22.8	22.7	17.0	15.5	16.0	16.0	110.0
Environmental Compliance	9.4	4.5	6.8	6.0	6.2	6.2	39.1
Truck Weight	<u>7.4</u>	<u>5.3</u>	<u>9.8</u>	<u>10.3</u>	<u>2.9</u>	<u>2.9</u>	<u>38.6</u>
TOTAL	886.9	854.6	849.9	828.2	941.0	1,004.1	5,364.7
CTP SYSTEM							
PRESERVATION PROJECTS	1,151.7	1,087.0	1,002.0	965.5	1,107.4	1,139.4	6,453.0

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>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
2.	MD 47, Barrelville Road -- Secondary	MD 47, Bridge over North Branch
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridge over Padonia Road
2.	I-695, Cromwell Bridge Road -- Interstate	I-695
3.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
4.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Milford Mill Road
6.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
10.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
12.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
13.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls
<u>Calvert County</u>		
<u>Construction Program</u>		
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Caroline County

Construction Program

2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
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Carroll County

Construction Program

2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River
3.	MD 496, Bachmans Valley Road -- Secondary	MD 496, Bridge over Big Pipe Creek

Cecil County

Construction Program

1.	MD 222, N. Main Street -- Secondary	MD 222, Bridge 07027 over Rock Run
2.	MD 272, Mauldin Ave -- Secondary	MD 272, Replace Bridge over Amtrak

Charles County

Construction Program

1.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
2.	MD 254, Bridge 0803800 over Neale Sound -- Secondary	MD 254

Frederick County

Construction Program

3.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Replace Bridge 10086 over Bennett Creek
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Frederick County</u>		
	<u>Construction Program</u>	
10.	MD 478, Knoxville Road -- Secondary	MD 478, Replace Bridge 10089 over a branch of the Potomac River
<u>Garrett County</u>		
	<u>Construction Program</u>	
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River
<u>Montgomery County</u>		
	<u>Construction Program</u>	
8.	MD 195, Carroll Avenue -- Secondary	MD 195, Bridge over Sligo Creek and Sligo Creek Parkway
10.	MD 355, Frederick Road -- Secondary	MD 355, Bridge over Little Bennett Creek
<u>Prince George's County</u>		
	<u>Construction Program</u>	
2.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
3.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
5.	I-95, Capital Beltway -- Primary	I-95, Bridge over MD 214
11.	MD 381, Brandywine Road -- Secondary	MD 381, Bridge over Timothy Branch
<u>St. Mary's County</u>		
	<u>Construction Program</u>	
3.	MD 5, Point Lookout Road -- Secondary	MD 5, Bridge over Eastern Branch
<u>Talbot County</u>		
	<u>Construction Program</u>	
2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Washington County

Construction Program

1.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River
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Wicomico County

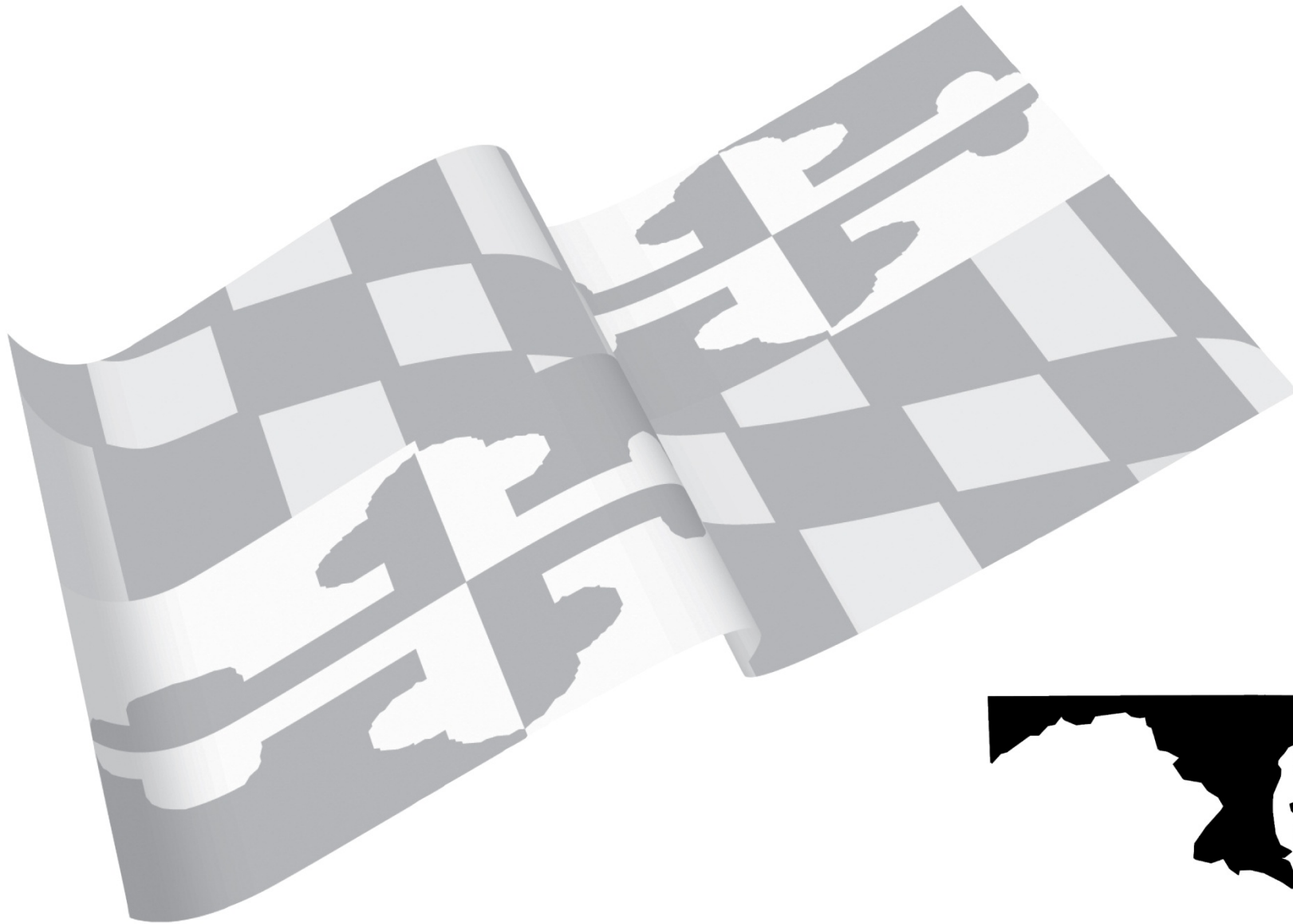
Construction Program

1.	MD 349, Nanticoke Road -- Secondary	MD 349, Bridge 2201500 over Windsor Creek
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Worcester County

Development and Evaluation Program

3.	US 50, Ocean Gateway -- Primary	US 50, Replace Bridge over Sinepuxent Bay
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BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycles 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.

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Projects currently funded for construction as of Dec 2017	FY18-23 Ped/Bike Programed Funding [^]
MTA	--	978,000
MVA - Maryland Highway Safety Office - Bicycle Programs	--	172,000
Retrofit Sidewalk Program	15,245,000	31,100,000
Retrofit Bicycle Program	6,333,000	15,700,000
ADA Program	13,100,000	43,400,000
Urban Reconstruction	5,013,600	6,474,270*
Primary/Secondary Program	9,466,128	9,466,128**
Bikeways Program	--	12,090,000
Bikeshare Program	--	881,000
Transportation Enhancements/Alternatives Program	--	49,500,000***
Recreational Trails	--	5,610,000***
Safe Routes to School Program	--	0^^
Federal Earmark Projects	--	0^^^
Total	49,157,728	175,371,398

[^]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

^^ This program was consolidated into Transportation Alternatives under the federal transportation bill, MAP-21, beginning in FY2013.

^^^ No additional earmark projects are expected at this time

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF December 2017

The following projects, funded for construction as of December 2017 are typical of projects that will be developed through the bicycle and pedestrian programs.

MARYLAND TRANSIT ADMINISTRATION

<u>Baltimore City</u> North Avenue Rising (TIGER Grant)	678,000
<u>Statewide</u> Bicycle Initiatives	300,000
TOTAL	978,000

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 18-19)

<u>Anne Arundel County</u> MD 424 - Duke of Kent Drive to MD 450	2,700,000
<u>Cecil County</u> MD 267 - Market St to MD 7C	1,398,000
<u>Frederick County</u> MD 17 - B Street to Center Street	1,039,000
<u>Statewide</u> Various locations in District 2	2,506,000
Various locations in District 5	2,983,000
Various locations in District 5	2,006,000
Various locations in District 3	2,613,000
TOTAL	15,245,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Bicycle Program (Fiscal years 18-19)

Carroll County

MD 27 - Baltimore Boulevard to Hollow Rock Avenue 2,900,000

Montgomery County

MD187 - Lincoln Drive to Charles Street 1,980,000

MD 124 - Dosh Drive to MD 117 1,453,000

TOTAL 6,333,000

ADA Program (Fiscal years 18-19)

TOTAL 13,100,000

Urban Reconstruction (Fiscal years 18-19)

Baltimore County

US 40 - Intersection improvements at Mohr's Lane 517,600
(\$6,819,000 total construction cost, estimated \$517,600 for ped/bike elements)

Frederick County

MD 140 - East of North Avenue to Timbermill Run 209,400
(\$2,759,000 total construction cost, estimated \$209,400 for ped/bike elements)

MD144FB - through Town of New Market to Bye Alley 596,500
(\$7,859,000 total construction cost, estimated \$596,500 for ped/bike elements)

MD 180 - MD 383 to Old Holter Road 437,800
(\$5,768,000 total construction cost, estimated \$437,800 for ped/bike elements)

Harford County

MD 755 - Willoughby Beach Road to MARC Station 388,000
(\$5,112,000 total construction cost, estimated \$388,000 for ped/bike elements)

Kent County

MD 291 - School Street to Crane Street 442,600
(\$5,831,000 total construction cost, estimated \$442,600 for ped/bike elements)

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Prince George's County

MD 5 - Curtis Lane to south of Suitland Parkway/Naylor Road, Branch Avenue to south of Suitland Parkway (\$8,707,000 total construction cost, estimated \$660,900 for ped/bike elements)	660,900
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MD 201 - Kenilworth Towers to Riverdale Road (\$9,623,000 total construction cost, estimated \$730,400 for ped/bike elements)	730,400
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MD 212A - Pine Street to US 1 (\$7,138,000 total construction cost, estimated \$541,800 for ped/bike elements)	541,800
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Washington County

MD 845 A - South of Keedysville to north of Keedysville (\$6,294,000 total construction cost, estimated \$477,700 for ped/bike elements)	477,700
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Worcester County

MD 528 - from 62nd Street to Convention Center Drive (\$143,000 total construction cost, estimated \$10,900 for ped/bike elements)	10,900
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TOTAL	5,013,600
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Primary/Secondary Program (Fiscal years 18-19)

The following lists the estimated costs for pedestrian and bicycle elements associated with major projects currently funded for construction

Allegany County

MD 36 - Bridge over Jennings Run	shoulders	0.1 miles	15,000
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MD 47 - Bridge over North Branch	shoulders	0.1 miles	15,000
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Anne Arundel County

MD 175 - Disney Road to Reece Road	sidewalks	1.1 miles	151,008
	shoulders	1.1 miles	165,000

MD 175 - Mapes Road to Reece Road	sidewalks	0.6 miles	82,368
	shoulders	0.6 miles	90,000

Baltimore County

MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Calvert County

MD 2/4 - Fox Run Boulevard to Commerce Lane	shoulders	0.8 miles	120,000
	sidewalks	0.8 miles	109,824

MD 261 - Bridge over Fishing Creek

shoulders	0.1 miles	15,000
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Caroline County

MD 404 - US 50 to MD 309 (Caroline/Queen Anne's/Talbot County)	shoulders	9.1 miles	1,365,000
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MD 331 - Bridge over Choptank River
(Caroline/Talbot County)

shoulders	0.1 miles	15,000
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Carroll County

MD 30 Bus. - Hampstead Urban Reconstruction	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648

Cecil County

MD 222 - Bridge over Rock Run	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000

MD 272 - Bridge over Amtrak

sidewalks	0.1 miles	13,728
shoulders	0.1 miles	15,000

Charles County

MD 234 - Bridge over Gilbert Swamp Run	shoulders	0.1 miles	15,000
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Frederick County

US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000

US 40 ALT - Old National Pike

sidewalks	2.1 miles	288,288
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Garrett County

MD 39 - Bridge over Youghiogheny River	shoulders	0.1 miles	15,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Montgomery County

I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	68,640
MD 97 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280
MD 97 - South of Brookeville to north of Brookeville	shoulders	0.7 miles	105,000
MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 320 - Anacostia Tributary	pedestrian bridge	0.0 miles	1,500,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640

Prince George's County

I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
US 1 - MD 193 to I-95 (Segments II & III)	sidewalks	1.1 miles	151,008
	wide curb lanes	1.1 miles	165,000
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
I-95 - Bridge 1615305, 1615306 over MD 214	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280

BICYCLE AND PEDESTRIAN RELATED PROJECTS

MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 337 - at MD 218 and I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000
MD 381 - Bridge over Timothy Branch	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 500 - MD 208 to MD 410	sidewalks	1.2 miles	164,736
<u>Queen Anne's County</u>			
US 301 - at MD 304	shoulders	0.1 miles	15,000
MD 404 - west of MD 309 to Cemetery Rd (Phase 1B)	shoulders	1.1 miles	165,000
<u>Saint Mary's County</u>			
MD 5 - south of Camp Brown Road to the Roger Station	shoulders	2.2 miles	330,000
MD 5 - at Abell Street/Moakley Street	wide curb lanes	0.2 miles	30,000
MD 5 - Bridge over Eastern Branch	shoulders	0.1 miles	15,000
<u>Wicomico County</u>			
MD 349 - Bridge over Windsor Creek	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
<u>Worcester County</u>			
US 113 - Massey Branch to Five Mile Branch (Phase 3)	shoulders	4.6 miles	690,000
US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000
wide curb lanes	10.2 miles	sub-total	1,530,000
shoulders	26.8 miles	sub-total	4,020,000
pedestrian bridge	1.0 bridge	sub-total	1,500,000
sidewalks	17.6 miles	sub-total	2,416,128
TOTAL			9,466,128

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ONGOING GRANT AWARDS AND EARMARKS

The following bicycle and pedestrian projects have been awarded grant or earmark funds. Projects are in various stages of design and construction.

Bikeshare Program

Baltimore City Bikeshare	881,000
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Bikeways Program

Typical projects, awarded FY2018

City of Takoma Park – New Hampshire Ave Bikeway Design	240,000
Prince George's County - Bike Share Program Phase 1A	188,765
Town of Ocean City – Ocean City Bike Route	99,512
Town of Chestertown – Gilcrest Rail Trail Phase 4	70,000

TOTAL FY2018 AWARDS*	2,074,514
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Recreational Trails Program

Typical projects, awarded FY2018

Adkins Arboretum - South Meadow Trail Viewing Platform	30,500
National Audubon Society - Pickering Creek	22,950
Chesapeake & Pocomoke State Forest - Algonquin Cross County Trail Northern Extension	20,014
Elk Neck State Forest - Mason Dixon Trail	42,262
Green Ridge State Forest - Big Run/Deep Run Trail	29,999
Potomac-Garrett State Forest - Wallman Off-Road Vehicle Trail	33,340
Patapsco Valley State Park - Ridge Trail Extension	29,760
Cunningham Falls State Park - Campground Trail Extension	33,195

TOTAL FY2018 AWARDS*	478,238
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* Fiscal Year 2018 Project Awards List: http://www.mdot.maryland.gov/News/Releases2017/2017_Nov_29_MDOT_Announces_Bike_%20and_Pedestrian_Grants

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements/Alternatives Program

Allegany County

Amtrak Station Entryway Improvement 243,000

Anne Arundel County

Broadneck Peninsula Trail II 1,809,000

Baltimore City

Inner Harbor Crosswalks and Bicycle Way Finding 1,050,000

Baltimore Downtown Bicycle Network 1,684,000

Potomac Street Cycle Track 418,000

Jones Falls Greenway - Phase V 2,050,000

Herring Run Greenway 1,980,000

Calvert County

Solomons Island Road 904,000

Cecil County

Bohemia Trail 1,355,000

Charles County

Indian Head Trailhead 360,000

Indian Head Boardwalk 3,314,000

Frederick County

Ballenger Creek Trail Phase IV 360,000

Howard County

Patuxent Branch Trail Paving - ADA Improvements 1,092,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Montgomery County

Ethan Allen Gateway Streetscape	1,255,000
Falls Road East Shared Use Path	100,000
Flower Avenue Green Street Project	1,040,000
North Branch Hiker-Biker Trail	2,000,000
Sligo Creek Trail	548,000

Prince George's County

Bowie Heritage Trail, Phase I	404,000
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Queen Anne's County

Cross County Connector Trail	3,431,000
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St. Mary's County

MD 5 Pedestrian and Bicycle Trail	1,741,000
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Talbot County

Dutchman's Lane Sidewalk	600,000
Easton Rail Spur Line	827,000

Washington County

Marsh Run Multi-Use Trail	200,000
Rehabilitate the Conococheague Creek Aqueduct	A portion is Bicycle and Pedestrian related
Western Maryland Rail-Trail - Phase IV	2,450,000

Wicomico County

Northeast Collector Road Bike Path - Phase II	225,000
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TOTAL	31,440,000
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Safe Routes to School

Typical projects, awarded FY2018

Dorchester County Board of Education - Bayly Road Sidewalk	200,000
City of Hagerstown - Potomac Street at Howard Street, Signal Improvements	264,000
Baltimore City - Pimlico Elementary School	257,777

TOTAL FY2018 AWARDS*	904,023
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* Fiscal Year 2018 Project Awards List: http://www.mdot.maryland.gov/News/Releases2017/2017_Nov_29_MDOT_Announces_Bike_%20and_Pedestrian_Grants

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Federal Earmark Projects

Anne Arundel County

South Shore Trail 1,600,000

Baltimore City

Gwynns Falls Trail/CSX Bridge 335,000

East North Avenue (US 1) 4,000,000

MLK Boulevard & West Baltimore Street 2,000,000

Life Science Park (EBDI) 9,000,000

Midtown Cultural District Streetscape 475,000

Druid Hill Park Improvements 1,600,000

Coppin State University ADA Improvements 2,640,000

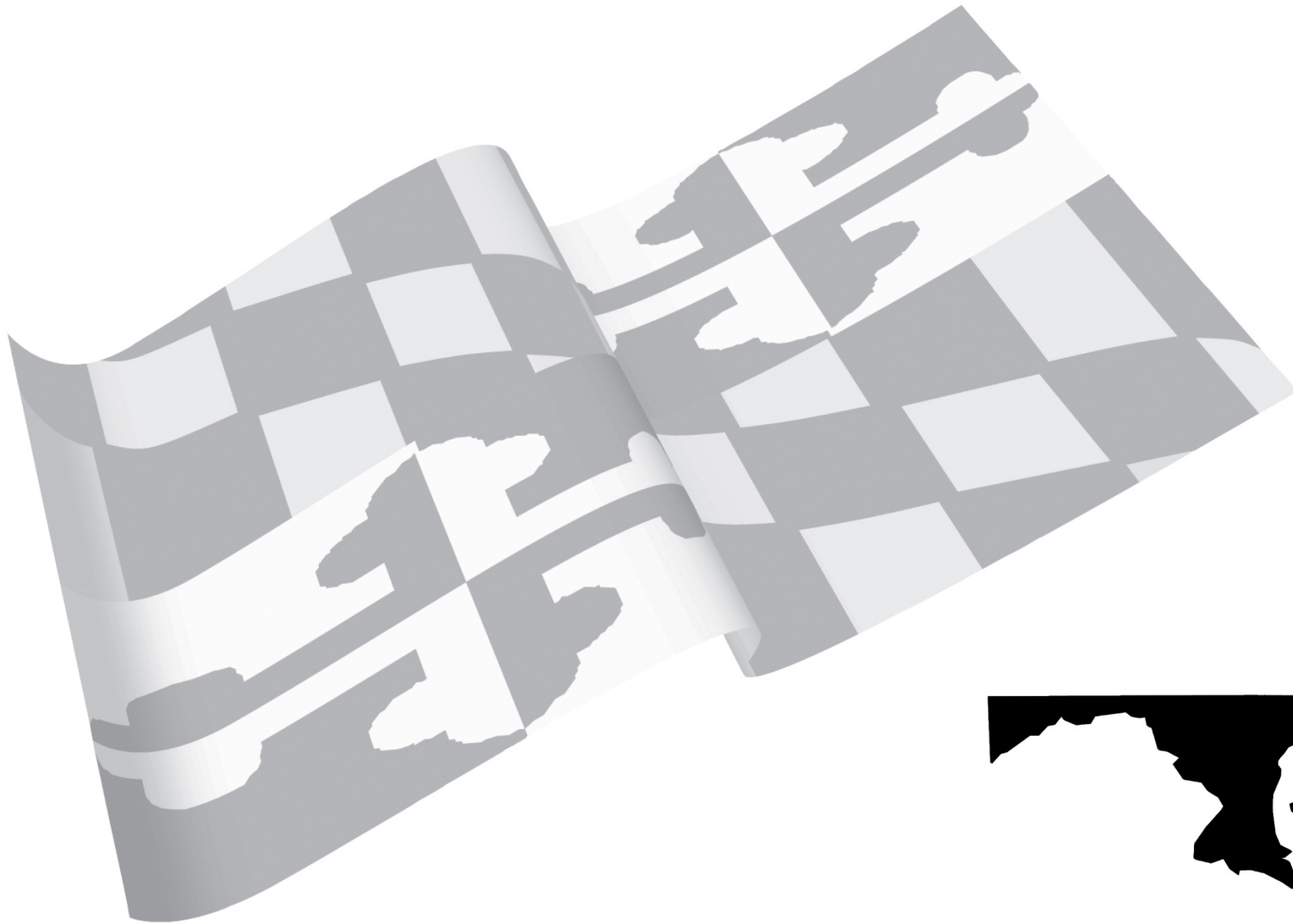
Montgomery County

Rockville Intermodal Access, Maryland Avenue and Market Street 4,000,000

Complete Streets Near Metro Stations 827,200

Long Branch Village Center Access Improvements 750,000

TOTAL ALLOCATIONS 27,227,200



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2018

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

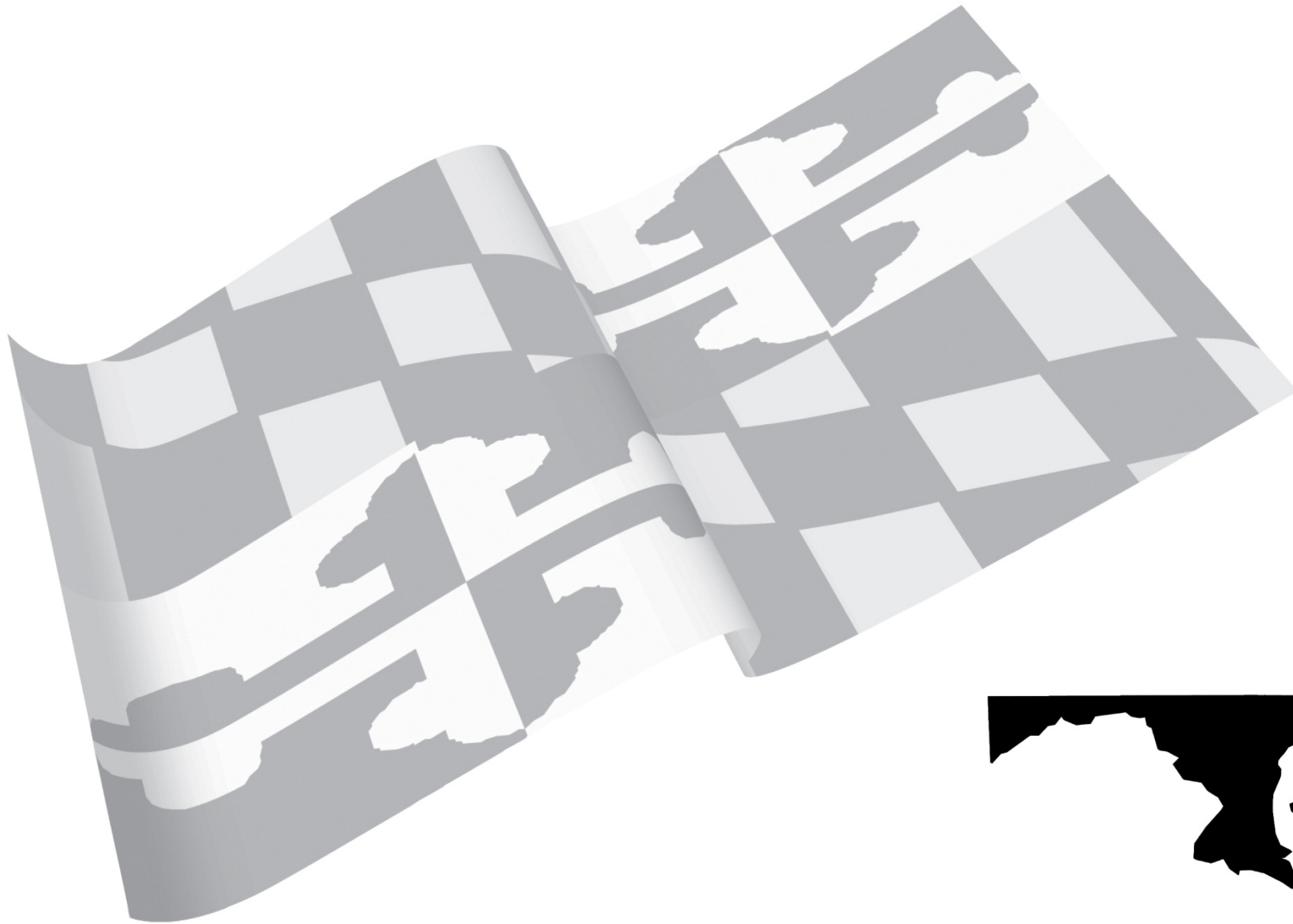
<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Allegany County	Greater Cumberland Regional	5350	297	297	5,944
Anne Arundel County	Tipton Airport	0	26	9	35
Baltimore County	Essex Skypark	0	146	16	162
Dorchester County	Cambridge-Dorchester Regional	0	178	36	214
Frederick County	Frederick Municipal Airport	222	12	12	246
Harford County	Harford County Airport	0	209	23	232
Montgomery County	Montgomery County Airpark	2,806	156	156	3,118
Montgomery County	Davis Airport	0	1,655	184	1,839
Queen Anne's County	Bay Bridge Airport	215	12	12	239
Somerset County	Crisfield-Somerset County	204	11	11	226
St. Mary's County	St. Mary's County Regional Airport	1,572	87	87	1,746

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2018

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>	GRANT AMOUNT (\$000's)			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Talbot County	Easton Airport	90	48	19	157
Washington County	Hagerstown Regional Airport	1,692	207	132	2,031
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	1,290	361	177	1,828
Worcester County	Ocean City Municipal Airport	702	<u>1,509</u>	534	2,745
	Total		\$4,914		



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. Highways, rail, marine and airport infrastructure must be in good working condition and free flowing. Unpredictable congestion and delays lower the reliability of delivery times, which leads to costlier freight movement. Ensuring that the network of highways, railways, waterways, and airports are ready to handle the current level and anticipated growth of goods movement is a priority of the Maryland Department of Transportation (MDOT).

MDOT is working to implement multimodal freight mobility solutions, advance supply chains through transportation improvements, and expand freight transportation options throughout the state. The goal of investing in freight related projects is to help improve logistical transportation for over 82,000 freight industry businesses that employ 1.5 Million people and contribute \$123.4 Billion annually to the State's economy.

How is Maryland accommodating goods movement today?

Multiple plans and programs being undertaken by MDOT 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.

How is Maryland accommodating goods movement for the future?

MDOT developed a 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 partnered with carriers, shippers, and freight network users to develop a strategy that works 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.

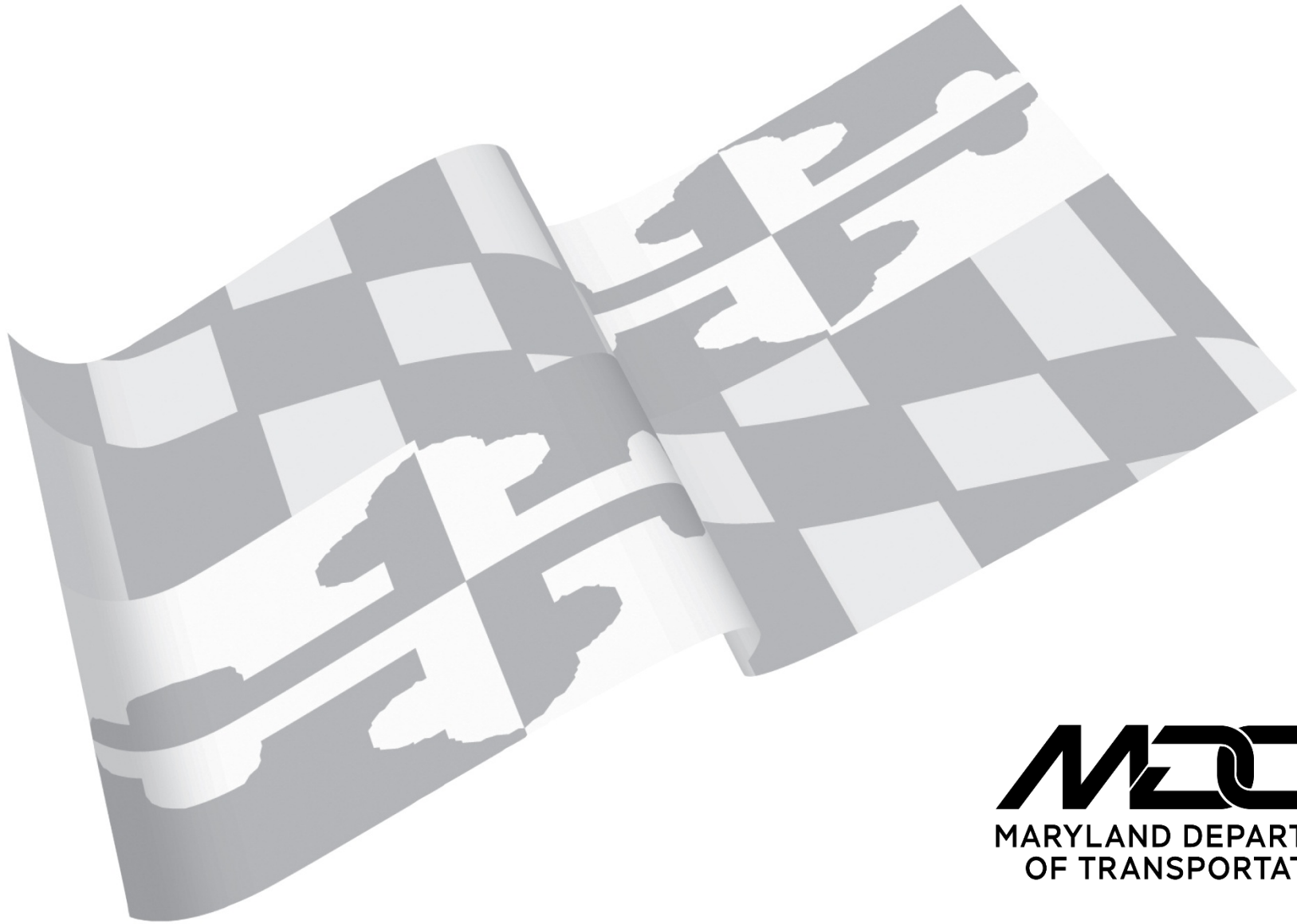
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$3.3 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

PROJECT	ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)
<u>THE SECRETARY'S OFFICE</u>	
Intermodal Rail Incentive Program	4,656
Baltimore Rail Study	379
Rosedale Grade Crossing Improvement Project	777
<u>MOTOR VEHICLE ADMINISTRATION</u>	
Performance Registration Information Systems Management (PRISM)	630
<u>MARYLAND PORT ADMINISTRATION</u>	
Hart-Miller Island Related Projects	25,623
Dredge Material Placement and Monitoring	206,831
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	31,211
Pearce Creek Waterline Project	5,643
Chrome Ore Processing Residue Remediation	28,110
Marine Terminal Property Acquisition	5,115
Port of Baltimore Export Expansion Project	10,676
Dredge Material Management Program	51,859
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	200,364
TERMINAL-WIDE SYSTEM PRESERVATION	202,077
<u>MARYLAND TRANSPORTATION AUTHORITY</u>	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	11,312
US 301 Replace Harry W. Nice Memorial Bridge	728,179

Deck Rehabilitation – I-95 Bridge over Little Northeast Creek	11,582
Deck Rehabilitation – Various bridges on I-95 in Cecil County (PE)	19,740
Port Covington Access to I-95	33,162
<u>STATE HIGHWAY ADMINISTRATION</u>	
STATEWIDE	17,100
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	38,600
Traffic Relief Plan-(Phase 2)- Smart Traffic Signals	50,300
Planning Activities in support of Traffic Relief Plan-I-270 and I-495	69,190
ALLEGANY	3,299
US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	
ANNE ARUNDEL	113,428
MD 295, study to widen to 6 lanes and interchange improvements (capacity)	
US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge	
MD 175, Annapolis Road (capacity improvements)	
BALTIMORE COUNTY	360,116
I-83 interstate construction projects	
I-83 safety improvements, resurfacing, bridge replacement	
I-695 interstate construction projects (system preservation)	
I-695 upgrades to 8 lanes	
I-695 Baltimore Beltway Congestion Relief and bridge and interchange improvements at I-70	
I-695 bridge replacement, widening, safety improvements	
CALVERT	18,173
MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	
CAROLINE	79,143
MD 404 upgrade to 4 lane divided highway (capacity improvements)	
MD 331 replace bridge over Choptank River (bridge replacement)	
CHARLES	0
US 301 Project Planning Study (capacity improvements study) project on hold	

FREDERICK US 15 / US 40 improvement study (operational and safety improvements) MD 180 Jefferson Pike	24,332
GARRETT US 219 North I-68 to Pennsylvania State Line (capacity improvements)	58,806
HARFORD MD 22, intersection improvements (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	30,879
HOWARD US 29 improvements (operational, safety and capacity improvements) MD 32 improvements study (safety and capacity improvements)	151,486
MONTGOMERY I-270 multimodal corridor study (capacity improvements) MD 355 grade separated crossing over CSX Multiple projects for bridge replacement and safety, capacity, and operational improvements	268,887
PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) MD 4, Suitland Parkway Interchange (capacity improvement) MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements) US 50 traffic capacity study	329,758
QUEEN ANNE'S US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	70,540

TALBOT MD 404 upgrade to 4 lane divided highway (capacity, safety and operational study) MD 331 replace bridge over Choptank River (bridge replacements)	79,143
WASHINGTON I-70 interchange improvements study (bridge replacement and capacity improvements) I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (bridge replacement and capacity improvements) I-81, widen and rehabilitate bridge over Potomac River	85,537
WORCESTER US 113, capacity improvements	91,491



THE SECRETARY'S OFFICE

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	7.3	7.9	10.3	6.2	5.5	4.4	41.6
System Preservation Minor Projects	72.5	81.6	16.1	8.7	8.7	5.1	192.7
<u>Development & Evaluation Program</u>	<u>6.0</u>	<u>16.0</u>	<u>12.7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>34.7</u>
SUBTOTAL	85.8	105.5	39.1	14.9	14.2	9.5	269.0
<u>Capital Salaries, Wages & Other Costs</u>	<u>2.1</u>	<u>1.9</u>	<u>1.9</u>	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>11.9</u>
TOTAL	87.9	107.4	41.0	16.9	16.2	11.6	280.9
Special Funds	78.0	91.2	28.1	16.7	16.0	11.3	241.3
Federal Funds	6.1	13.0	10.4	0.2	0.2	0.3	30.2
Other Funds	3.7	3.2	2.5	-	-	-	9.4



PROJECT: Transportation Enhancement 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: Enhancement activities must be directly related to transportation.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Transportation enhancement 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 structures.

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

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added funding in FY23. The cost increase of \$2.2 million is due to additional Planning needs.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	1,600	400	150	300	300	150	150	150	1,200	0
Engineering	4,900	700	650	800	800	650	650	650	4,200	0
Right-of-way	1,200	0	300	0	0	300	300	300	1,200	0
Construction	102,300	9,900	14,500	16,000	15,700	15,400	15,400	15,400	92,400	0
Total	110,000	11,000	15,600	17,100	16,800	16,500	16,500	16,500	99,000	0
Federal-Aid	43,410	3,630	5,967	5,985	6,048	6,930	7,425	7,425	39,780	0

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added FY23 funding.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	82,708	57,078	4,132	4,222	4,128	4,222	4,507	4,419	25,630	0
Total	82,708	57,078	4,132	4,222	4,128	4,222	4,507	4,419	25,630	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0054, 0055, 0057, 0062, 0065, 0066, 0115, 0159, 0160



PROJECT: Bikeways Network Program

DESCRIPTION: Program funds are made available to local jurisdictions and other eligible entities for projects that address gaps in the statewide bicycle network and that advance the goals outlined in the Maryland Bike and Pedestrian Master Plan.

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation strategy. 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.

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

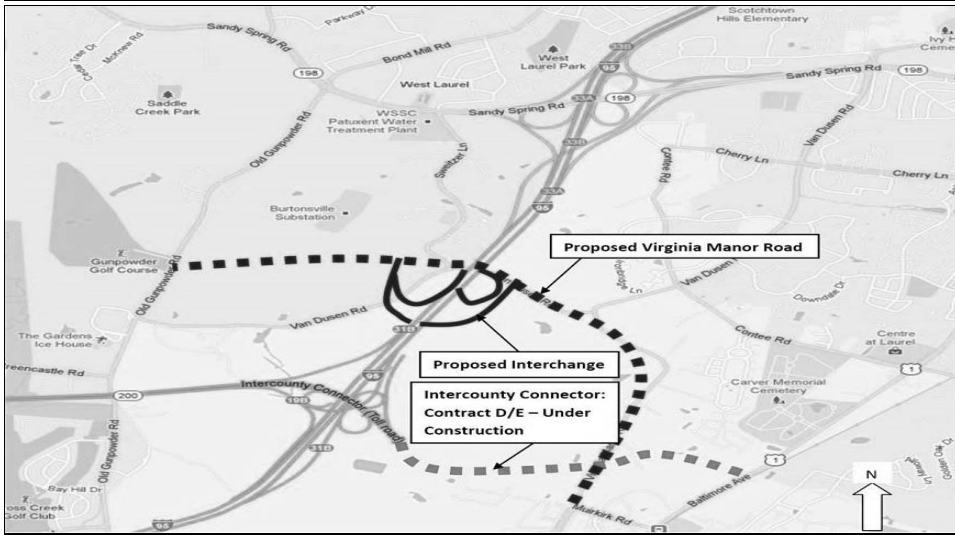
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

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

STATUS: A total of 95 bikeways projects have been awarded in four grant cycles. Approximately 25 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added \$2.3M in funding for FY19 Grant Cycle.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,195	11,183	3,150	3,688	2,205	2,010	959	0	12,012	0
Total	23,195	11,183	3,150	3,688	2,205	2,010	959	0	12,012	0
Federal-Aid	1,295	1,235	60	0	0	0	0	0	60	0



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

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

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.

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)

STATUS: Construction of Virginia Manor Road (Konterra Drive) and associated improvements are complete. The \$11M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The amount of \$7M - Prince George's County matching share of the \$30M grant - has been put into the Balance-to-Complete until further projects have been identified.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
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
Construction	27,000	16,001	0	0	3,999	0	0	0	3,999	7,000	
Total	30,000	19,001	0	0	3,999	0	0	0	3,999	7,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Amtrak's Baltimore and Potomac (B&P) Tunnel

DESCRIPTION: The purpose of this project is to complete preliminary engineering and National Environmental Policy Act (NEPA) documentation for the rehabilitation and or replacement of Amtrak's B&P Tunnel in Baltimore City. This project is funded by a High Speed Intercity Passenger Rail grant from the Federal Railroad Administration.

JUSTIFICATION: The B&P Tunnel is located along the Northeast Corridor (NEC), the busiest corridor in Amtrak's rail network. The NEC is between Washington D.C. and Boston, Massachusetts, and carries approximately 144 Amtrak, MARC commuter and Norfolk Southern freight trains per day. The existing two-track tunnel was constructed in 1873 and is currently owned and maintained by Amtrak. Due to its age and design, the tunnel creates a capacity and speed bottleneck along the heavily traveled NEC.

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

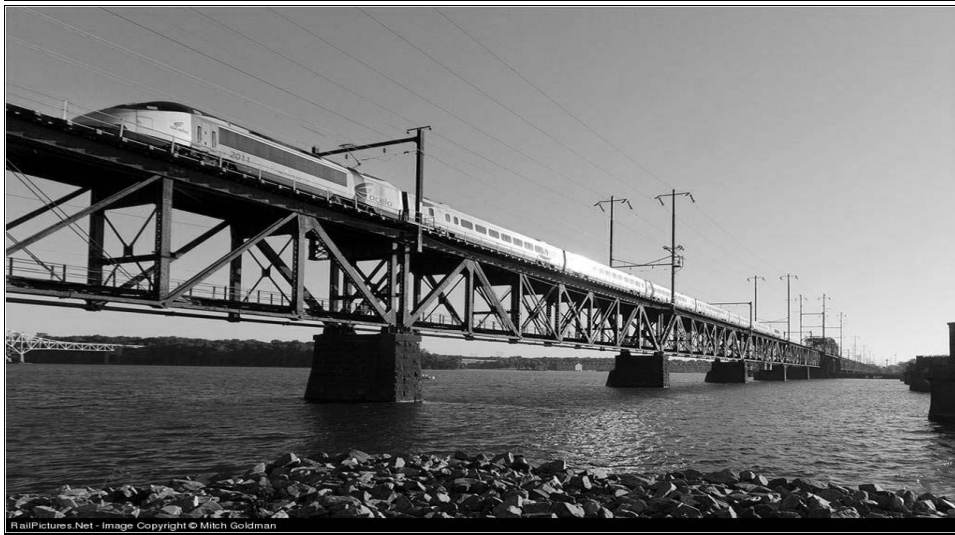
ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-33)

STATUS: Planning is Complete

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	41,983	41,983	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	41,983	41,983	0	0	0	0	0	0	0	0
Federal-Aid	41,983	41,983	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$18M is due to cost savings.



PROJECT: Amtrak's Susquehanna River Bridge

DESCRIPTION: The purpose of this project is to complete preliminary engineering and National Environmental Policy Act (NEPA) documentation for the rehabilitation and or replacement of Amtrak's Susquehanna River Bridge between Harford and Cecil Counties. This project is funded by a High Speed Intercity Passenger Rail grant from the Federal Railroad Administration.

JUSTIFICATION: The Susquehanna River Bridge is located along the Northeast Corridor (NEC), the busiest corridor in Amtrak's rail network. The NEC is between Washington D.C. and Boston, Massachusetts, and carries approximately 110 Amtrak, MARC commuter and Norfolk Southern freight trains per day. The existing two-track bridge was constructed in 1906 and is currently owned and maintained by Amtrak. Due to its age and design, the bridge creates a capacity and speed bottleneck along the heavily traveled NEC.

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

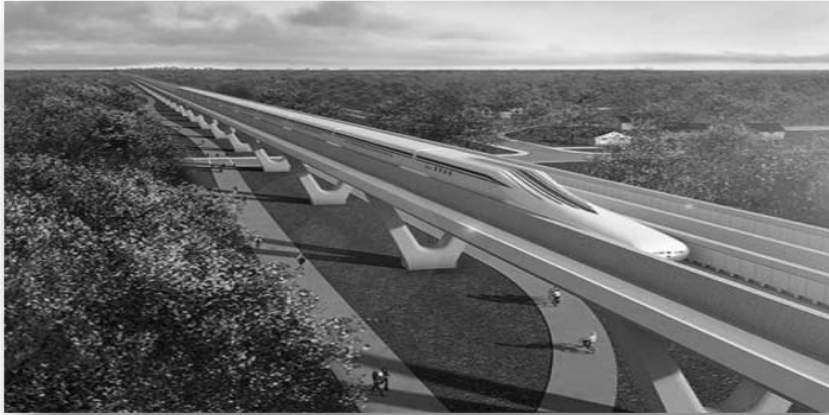
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-33)

STATUS: Planning is Complete

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$7.7M is due to cost savings.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	COST (\$000)	THRU 2017			2018	20192020.....2021.....	2022.....2023.....	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,276	14,271	5	0	0	0	0	0	0	5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	14,276	14,271	5	0	0	0	0	0	0	5	0
Federal-Aid	14,276	14,271	5	0	0	0	0	0	0	5	0



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.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning activities are underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	34,749	98	6,000	16,000	12,651	0	0	0	34,651	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,749	98	6,000	16,000	12,651	0	0	0	34,651	0
Federal-Aid	27,800	79	4,800	12,800	10,121	0	0	0	27,721	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions</u>			
<u>Grants</u>			
1	Grant to City of Cambridge (0195)	1,000	Complete
2	Piscataway Drive Grant (0205)	2,200	Complete
<u>Information Technology Project</u>			
3	Employee Scheduling System - Expense Module (0184)	936	Complete
4	Employee Scheduling System - Leave Request Module (0183)	380	Complete
5	Network Acces Control (0209)	451	Complete
<u>Program 8 - Major IT Projects</u>			
6	Enterprise Budget System (1207)	2,589	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

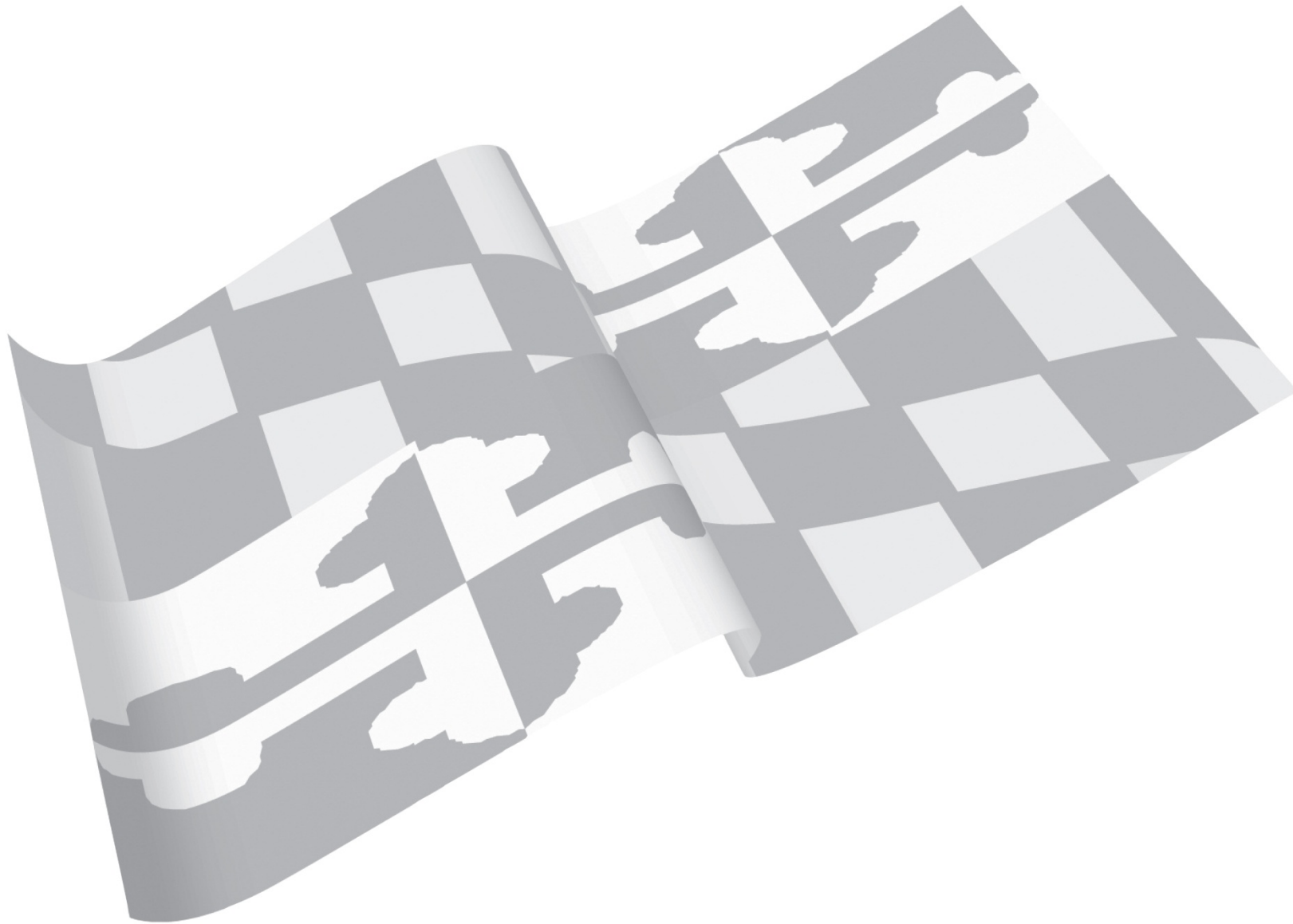
THE SECRETARY'S OFFICE - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019</u>			
<u>Grants</u>			
7	Airport Citizens Committee (0078)	576	Ongoing
8	Business & Capital Support at BWI Marshall Airport (0130)	5,900	Ongoing
9	MD Department of Planning Grant (0154)	284	Ongoing
10	Grant to Dorchester County (0226)	200	Summer, 2018
11	Grants to State Jurisdictions (0215)	92,127	Underway
12	I-95/Forestville Road Improvement Grant (0167)	1,795	Underway
13	Keep Maryland Beautiful Grant (0228)	100	Underway
14	Maryland Bike Share Program (0172)	881	Underway
15	MCCBL Grant to City of Cambridge (0225)	2,500	Underway
16	Odenton TOD Grant (0221)	5,000	Underway
17	Rosedale Grade Crossing Improvement Grant (0219)	777	Underway
18	UMBC MOU - Electronic Vehicle Education Program (0223)	95	Underway
19	Washington County Grant (0194)	249	Underway
<u>Information Technology Project</u>			
20	Capital Program Management System Maintenance II (0087)	300	Ongoing
21	Data Center Shared Services (0101)	550	Ongoing
22	Fiber Optic Installations (0203)	670	Ongoing
23	Network Hardware/Software Replacement Costs (0020)	3,301	Ongoing
24	TSO OA Enhancements OBJ 11 (0100)	158	Ongoing
25	TSO OA Replacements OBJ 10 (0099)	350	Ongoing
26	Department IT Improvement Projects (1213)	15,902	Underway
27	Mobile Device Management (0189)	150	Underway
<u>Program 8 - Major IT Projects</u>			
28	Capital Management and Programming System (CMAPS) (0211)	4,511	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Program 8 - Major IT Projects (cont'd)</u>			
29	DoIT Oversight Costs on MDOT Projects (0216)	200	Underway
30	State Personnel System (Benefits) (0178)	402	Underway
<u>The Secretary's Office</u>			
31	Environmental Compliance Oversight (0126)	1,042	Ongoing
32	MDOT Headquarters Building (0081)	2,721	Ongoing
33	OPCP - 12 Consultant Contract (0169)	49	Ongoing
34	Port of Baltimore Incentive Pilot Program (0206)	1,400	Ongoing
35	Program Management (0019)	100	Ongoing
36	Rail Safety Oversight (0032)	500	Ongoing
37	Real Estate Services (0005)	250	Ongoing
38	Security/Emergency Management (0082)	100	Ongoing
39	Special Real Estate Counsel Contract (0133)	470	Ongoing
40	TOD Implementation Projects (0143)	400	Ongoing
41	Baltimore Rail Study (0121)	379	Underway
42	Chapter 30 - Major Transportation Project Scoring System (0202)	391	Underway
43	Department Asset Management Program (0229)	2,000	Underway
44	Department P3 Projects (0224)	100	Underway
45	MBE 2015 Disparity Study (0168)	350	Underway
46	OPCP 17 - Consultant Contract (0218)	5,500	Underway
47	Transportation Facilitation Consultant Services (0217)	1,000	Underway
48	UMD - NCSG Agreement (0148)	403	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	5.8	17.8	2.5	1.7	1.7	1.8	31.4
System Preservation Minor Projects	14.3	18.5	14.3	14.8	12.0	12.1	86.0
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	20.2	36.3	16.8	16.5	13.7	13.9	117.4
<u>Capital Salaries, Wages & Other Costs</u>							
	1.2	1.3	1.3	1.4	1.4	1.4	8.0
TOTAL	21.4	37.6	18.1	17.9	15.1	15.4	125.4
Special Funds	21.1	36.9	18.1	17.9	15.1	15.4	124.4
Federal Funds	0.3	0.7	-	-	-	-	1.0



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 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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: Project Core (MVA Line - 2)

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.

STATUS: MVA customers currently complete more than 50% of core service transactions by using US mail, telephone, internet, kiosk, mobile office or County Treasurer office. A MVA web site redesign and additional options for renewing and obtaining a driver license via alternative service delivery systems are recent and current initiatives.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Total cost increased by \$1.0M for planned spending in FY 2023 and revised estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,916	1,234	106	109	112	115	118	122	682	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	29,385	20,354	1,112	1,495	1,536	1,582	1,629	1,677	9,031	0	
Total	31,301	21,588	1,218	1,604	1,648	1,697	1,747	1,799	9,713	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Project Core (Enterprise Management System)

DESCRIPTION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

STATUS: The planning phase of the project is near completion. A scope of work including requirements for implementation was developed and reviewed. Proposals were solicited earlier this year, and review of vendor proposals is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: An increase of \$5.7M was added to fund additional phases of the project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY2020.....2021.....2022.....			.....2023.....
Planning	13,445	9,266	2,020	2,159	0	0	0	0	4,179	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,523	0	2,583	14,086	854	0	0	0	17,523	0
Total	30,968	9,266	4,603	16,245	854	0	0	0	21,702	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

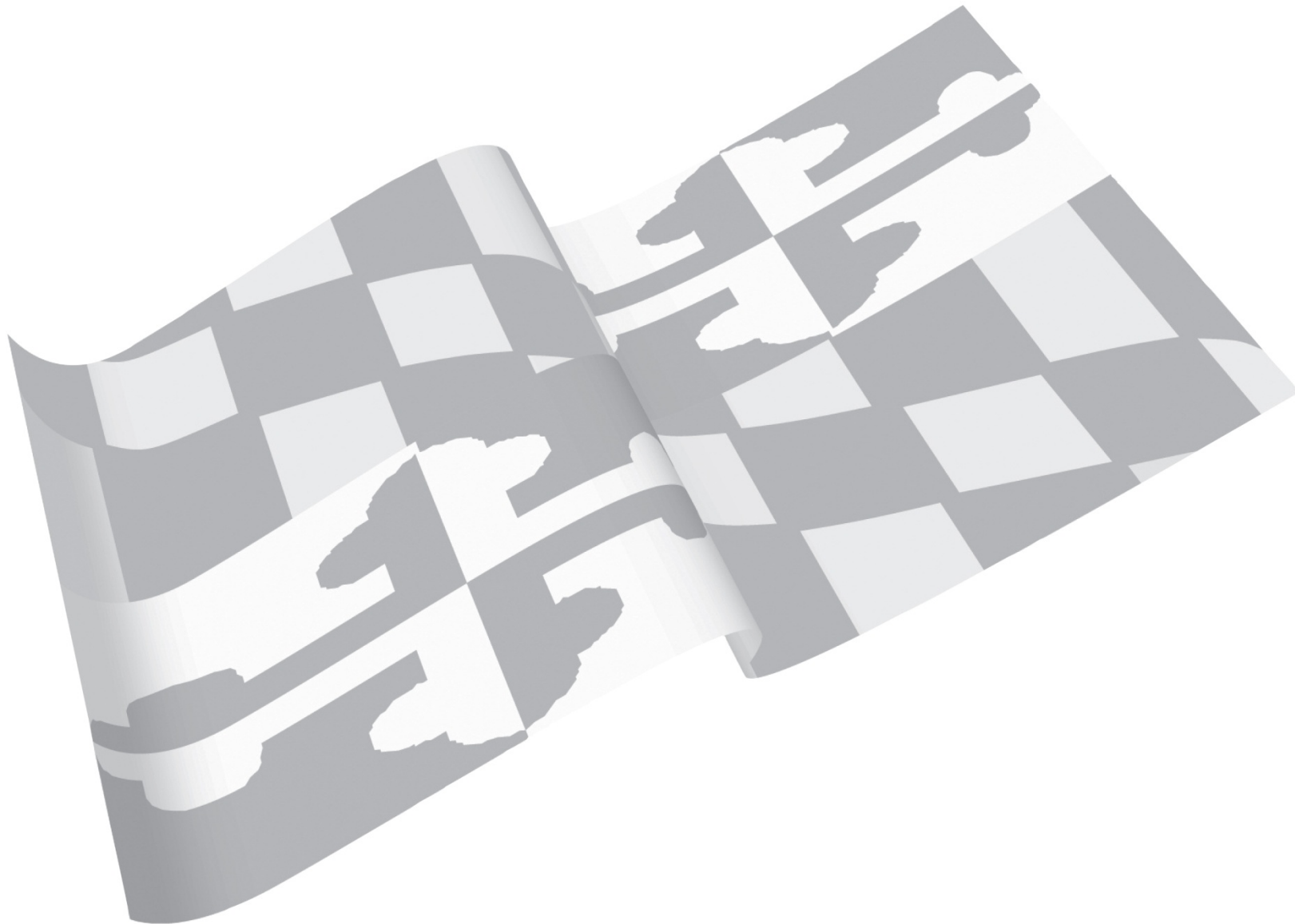
MOTOR VEHICLE ADMINISTRATION - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions</u>			
<u>Information Technology</u>			
1	Central Issuance (0772)	5,644	Complete
2	Data Loss Protection (0697)	485	Complete
3	Driver Law Test System (0695)	801	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019</u>			
<u>Building Improvements</u>			
4	Building and Interior Modification (0598)	1,139	Ongoing
5	Comprehensive Planning Services (0536)	2,192	Ongoing
6	Environmental Management System Improvements (0668)	375	Ongoing
7	Glen Burnie Office Systems Preservation (0512)	1,965	Ongoing
8	OIR Office Systems Preservation (0698)	639	Ongoing
9	VEIP Preservation (0686)	2,022	Ongoing
10	Cumberland Office Interior Modifications and Site Work (0742)	153	Underway
11	Glen Burnie Reconstruction (0552)	1,515	Underway
<u>Information Technology</u>			
12	Business Process Reengineering (0699)	430	Ongoing
13	Central Document Processing System Preservation (0651)	811	Ongoing
14	Computer Equipment System Preservation (0645)	5,794	Ongoing
15	DLS/POS Migration (0681)	1,372	Ongoing
16	Security System Preservation & Improvement (0518)	759	Ongoing
17	System Preservation (0597)	4,581	Ongoing
18	Telecommunication System Preservation & Improvement (0545)	1,581	Ongoing
19	Facial Recognition IT Screening Pilot (0677)	509	Underway
20	Performance Registration Information Systems Management (0778)	630	Underway
<u>Information Technology Project (Appr 8)</u>			
21	DIWS II (0684)	6,150	Underway
<u>Safety</u>			
22	Maryland Highway Safety Office Bicycle Programs (0777)	172	Ongoing

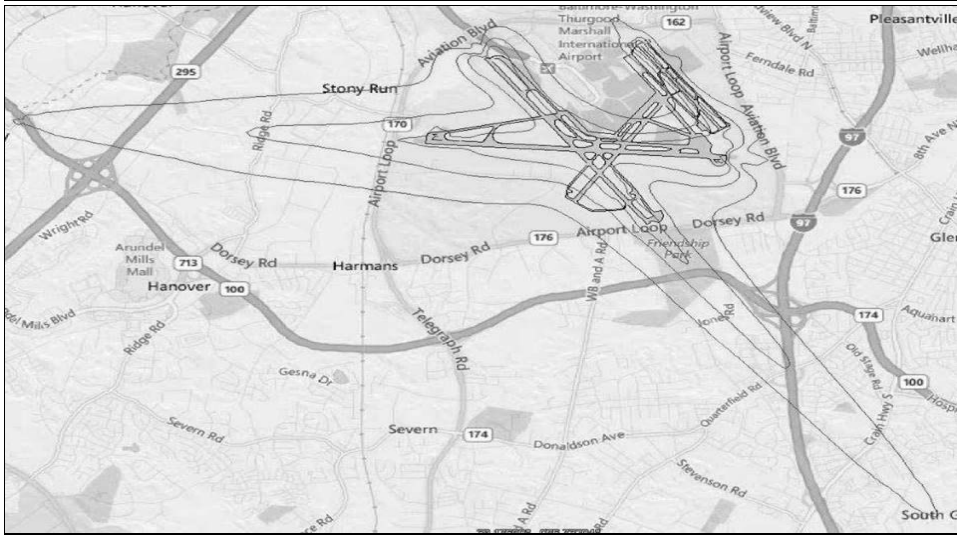


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	92.1	69.8	60.1	49.0	34.1	18.7	323.9
System Preservation Minor Projects	51.5	40.9	25.7	25.8	21.4	36.2	201.4
<u>Development & Evaluation Program</u>	<u>7.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>7.8</u>
SUBTOTAL	151.4	110.6	85.8	74.8	55.6	54.9	533.1
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>39.0</u>
TOTAL	158.0	117.1	92.3	81.3	62.1	61.4	572.1
Special Funds	112.2	50.6	28.7	28.8	24.4	39.2	283.9
Federal Funds	11.5	10.2	7.0	14.5	17.4	8.9	69.5
Other Funding *	34.3	56.3	56.6	38.0	20.2	13.3	218.8
<u>Other Funding Breakdown*</u>							
CFC	20.1	-	-	-	-	-	20.1
COPS	-	16.0	19.9	-	-	-	35.9
PFC	<u>14.2</u>	<u>40.3</u>	<u>36.7</u>	<u>38.0</u>	<u>20.2</u>	<u>13.3</u>	<u>162.8</u>
	34.3	56.3	56.6	38.0	20.2	13.3	218.8



PROJECT: Residential Sound Insulation Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise for residential properties that currently fall within 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 under this program to an interior noise level of 45 DNL in accordance with MAA standards. The State will receive an aviation 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 their homes or if elected property acquisition.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

STATUS: New noise contour maps were approved by FAA in August 2016. Interior Sound Testing requirements were approved by FAA in November 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increase of \$39.4 million represents the multi-year cost estimate of eligible properties.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,328	0	0	331	521	1,623	2,060	793	5,328	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	39,672	0	0	2,469	3,879	12,079	15,339	5,906	39,672	0	
Total	45,000	0	0	2,800	4,400	13,702	17,399	6,699	45,000	0	
Federal-Aid	36,000	0	0	2,240	3,520	10,961	13,919	5,360	36,000	0	

Other funding sources are Passenger Facility Charge (PFC) revenue.
2197



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall

DESCRIPTION: The project represents the second phase of the Runway Safety Area (RSA), Standards Compliance and Pavement Management Program (PMP) Improvements. This project consists of the design and construction of the Runway 10-28 RSA compliance, standards and PMP improvements to meet Federal Aviation Administration (FAA) standards. Runway improvements will include grading, pavement rehabilitation, pavement markings, and lighting relocation, as well as, connecting taxiways, and property acquisitions.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft 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:

Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 3.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Airfield improvements open to service. Property acquisitions required for RSA compliance will continue into 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decrease \$1.9 million due to close out allocation of costs.

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 checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	147	147	0	0	0	0	0	0	0	0	0
Engineering	11,319	11,173	146	0	0	0	0	0	0	146	0
Right-of-way	503	8	495	0	0	0	0	0	0	495	0
Construction	58,540	58,000	540	0	0	0	0	0	0	540	0
Total	70,509	69,328	1,181	0	0	0	0	0	0	1,181	0
Federal-Aid	23,921	23,921	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenues and revenue bonds supported by PFC revenue. 7805, 7806, 7807, 7808, 7809, 7810, 7813, 7865, 7866



PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15L-33R, as well as, new exit taxiways, taxilanes, and a dual parallel taxiway around the terminal.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft 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:

Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 2.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and surface variations that could impair directional control of the aircraft. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Open for service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increase of \$1.3 million due to reallocation of costs among active work phases.

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 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	166	166	0	0	0	0	0	0	0	0	
Engineering	9,339	9,307	32	0	0	0	0	0	32	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	112,859	110,597	2,262	0	0	0	0	0	2,262	0	
Total	122,364	120,070	2,294	0	0	0	0	0	2,294	0	
Federal-Aid	29,287	29,287	0	0	0	0	0	0	0	0	

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 7726, 7836, 7837, 7846, 7847, 7855, 7856, 7857



PROJECT: D/E Connector at BWI Marshall Airport

DESCRIPTION: The terminal improvements in this project include the relocation and consolidation of the Concourses D and E passenger screening checkpoints, the addition of a secure-side connector between Concourses D and E, new holdrooms and gates with immigration access, the conversion of the existing Concourse D and E entrances into egress space, baggage screening improvements, and improved passenger amenities.

PURPOSE & NEED SUMMARY STATEMENT: The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes, enhance baggage handling capacity, and provide passengers with ease of movement between concourses without the need to exit and return through 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Passenger ease of movement and security is a primary focus of the airport. These improvements provide the flexibility and capacity to rebalance security screening needs between Concourses D and E, as well as capacity for new international or expanding airline service by eliminating aircraft restrictions due to current holdroom sizes. Brings concourses up to current fire/life safety codes. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Open for service.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	462	462	0	0	0	0	0	0	0	0	0
Engineering	19,580	19,240	340	0	0	0	0	0	0	340	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	121,045	114,564	6,481	0	0	0	0	0	0	6,481	0
Total	141,087	134,266	6,821	0	0	0	0	0	0	6,821	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increase of \$8.8 million is the result of change order for unforeseen site conditions and reallocation of historical costs.

USAGE: Accommodate projected annual passenger growth.

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

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue. 2007, 2009, 9702, 9703, 9704, 9705, 9706, 9707, 9708, 9709, 9710



PROJECT: Loading Bridge Replacement Program at BWI Marshall Airport

DESCRIPTION: This project consists of the purchase and installation of 15 new passenger loading bridges. All new passenger loading bridges on international common use gates are being equipped with PCAir, 400 HZ power units and bag slides.

PURPOSE & NEED SUMMARY STATEMENT: These passenger loading bridges are designated as replacements of existing loading bridges which have reached or exceeded their useful life, as well as those required for ongoing capital improvements. The replacement of the loading bridges is essential to supporting the safe movement of passengers on and off aircraft using terminal facilities.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Replacement of the aged passenger loading bridges supports the safe movement of passengers on and off aircraft. The addition of PCAir and 400 HZ power units will facilitate alternative fuel usage and improve air quality. 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: Open for service.

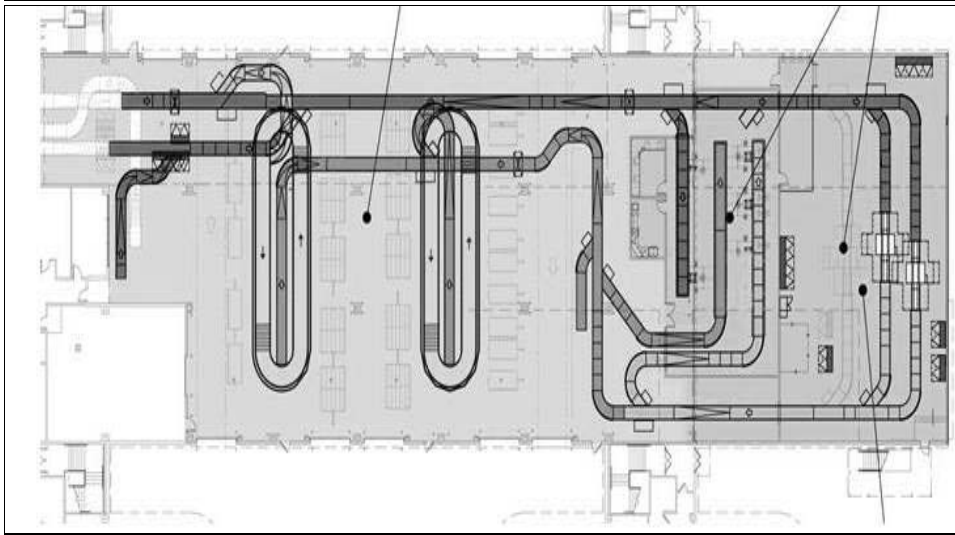
POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2020....	....2021....	....2022....	....2023....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,004	1,000	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,704	11,426	278	0	0	0	0	0	278	0
Total	12,708	12,426	282	0	0	0	0	0	282	0
Federal-Aid	2,272	2,272	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decrease of \$1.1 million due to final cost being less than the PFC Application budget.

USAGE: Accommodate projected annual passenger growth.

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

Other funding sources are Passenger Facility Charge (PFC) revenue. 2015, 9701



PROJECT: International Checked Baggage Inspection System at BWI Marshall Airport

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a more integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, equipment, and baggage makeup area.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected international airline departure flight schedules is dependent upon attaining the maximum utilization of bag screening technology.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project enhances compliance with Federal Aviation Administration Part 139 SIDA and safety regulations through modernization of baggage screening processes. In addition, the improvements provide the ability to maintain 100 percent electronic baggage screening while achieving the necessary capacity to meet projected airline departure flight schedules. 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:

International Building Expansion - System Preservation Minor Projects Program

STATUS: Open for service.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	920	913	7	0	0	0	0	0	0	7	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	21,677	20,703	974	0	0	0	0	0	0	974	0
Total	22,597	21,616	981	0	0	0	0	0	0	981	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increase of \$0.3 million driven by extended system acceptance testing.

USAGE: Accommodate projected annual passenger growth.

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

Other funding is Passenger Facility Charge (PFC) and TSA Other Transaction Agreement.
8997



PROJECT: International Concourse Extension at BWI Marshall Airport

DESCRIPTION: This project consists of extending the international terminal Concourse E by 150 feet for six additional gates. The work includes constructing a new aircraft parking apron; adding passenger boarding bridges with PC Air/400 HZ capability; stormwater management improvements; extending the existing building and IT systems. The project also includes the addition of automated passport control equipment, additional restrooms, and a third bag claim device to the immigration processing area.

PURPOSE & NEED SUMMARY STATEMENT: The greatest potential growth in airline service at BWI Marshall is in international markets. US based airlines are looking to expand their business into international markets, and international carriers are seeking more access to US destinations. With current capacity constraints at the International Concourse during peak periods as well as significant increases in forecasted international traffic in the coming years, an extension of the international concourse is needed for additional aircraft gates.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Project phase status: - North Cargo area security completed in February 2016. - Apron and stormwater management completed in May 2017. - FIS improvements completed in September 2016. - FIS Restroom and Third Bag Claim completed June 2017. - Building extension began April 2017 and with completion targeted for November 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decrease of \$1.6 million reflects favorable price proposals.

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			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2020....	....2021....	....2022....	....2023....		
Planning	271	271	0	0	0	0	0	0	0	0	
Engineering	10,445	10,083	362	0	0	0	0	0	362	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	102,670	40,563	41,665	20,442	0	0	0	0	62,107	0	
Total	113,386	50,917	42,027	20,442	0	0	0	0	62,469	0	
Federal-Aid	3,100	0	1,550	1,550	0	0	0	0	3,100	0	

Other funding source is Passenger Facility Charge (PFC) revenue.
2047, 2048, 9693, 9694



PROJECT: Consolidated Rental Car Facility Shuttle Bus Fleet Replacement

DESCRIPTION: This project will purchase 20 compressed natural gas, low floor, 60 foot, articulated buses to shuttle airport passengers from the Consolidated Rental Car Facility to the BWI Marshall Airport terminal.

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 25 buses were purchased in 2003 and have passed their useful life of 12 years. In 2016, four used 60 foot articulated buses were purchased to add capacity to the existing fleet. The timely replacement of the existing buses with larger articulated 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Passenger ease of movement and airport access is a primary focus of the airport. These improvements provide reliable connections to and from the airport with capacity to support new international or expanding airline service. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Open for service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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
Construction	16,000	0	16,000	0	0	0	0	0	0	16,000	0
Total	16,000	0	16,000	0	0	0	0	0	0	16,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

USAGE: Accommodate rental car customer growth.

OPERATING COST IMPACT: Operating cost recovered through rental car user fees.

Other funding source is Customer Facility Charge (CFC) revenues.
2095



PROJECT: Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

DESCRIPTION: This project will purchase a maximum of 50, 40 foot and 60 foot, buses to be powered by clean diesel for shuttle bus services to and from airport operated parking facilities and the Amtrak BWI Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 49 buses were 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

STATUS: Procurement in FY 2018 with delivery beginning in FY 2019.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,850	0	0	16,000	19,850	0	0	0	35,850	0
Total	35,850	0	0	16,000	19,850	0	0	0	35,850	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

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

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

The other funding source is Certificate of Participation (COPS).
2210



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 aircraft parking positions. Improvements include deicing system expansion for new pavement, security enhancements, building modifications, apron pavement rehabilitation, additional aircraft parking positions, 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). The expansion of apron deicing will enable aircraft utilizing the Midfield Cargo area to deice there without having to cross active runways to use other deicing areas during winter 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:
None.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project provides compliance with FAA Part 139 regulations. Pavement and deicing improvements, new aircraft parking positions, 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: Apron expansion complete October 2017. Deicing and tenant relocation improvements underway.

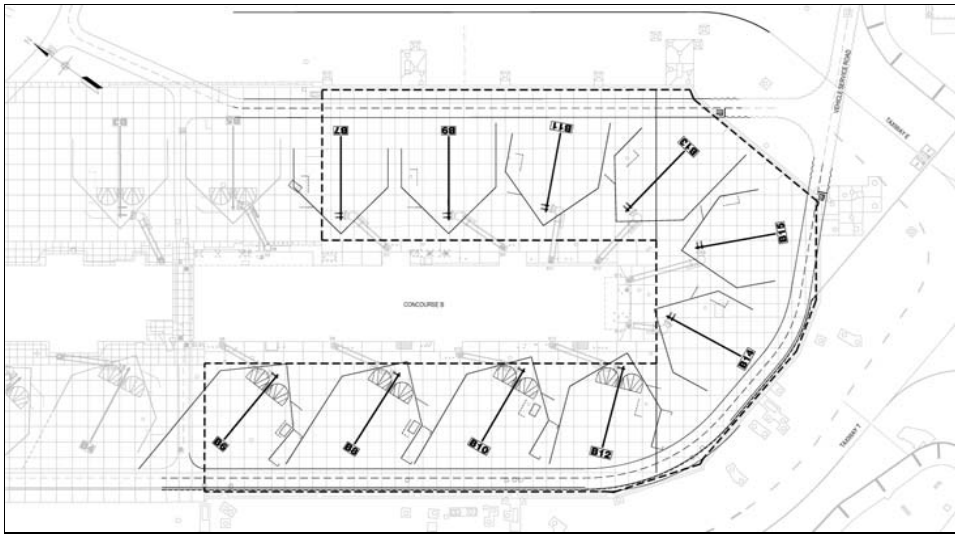
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

USAGE: Accommodate expanded cargo operations.

OPERATING COST IMPACT: Operating cost recovered mostly 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....	2022.....2023.....	YEAR TO COMPLETE	TO COMPLETE
Planning	47	10	37	0	0	0	0	0	0	37	0
Engineering	565	351	214	0	0	0	0	0	0	214	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	25,238	1,016	14,222	10,000	0	0	0	0	0	24,222	0
Total	25,850	1,377	14,473	10,000	0	0	0	0	0	24,473	0
Federal-Aid	3,900	0	3,900	0	0	0	0	0	0	3,900	0

2195, 2203, 2213



PROJECT: Concourse B Apron Pavement Reconstruction at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction of approximately 28,000 square yards of Concourse B apron pavement from gates B6 to B15 that is adjacent to Taxiway T. This work includes existing pavement demolition and removal, erosion and sediment control, new portland cement concrete pavement, and pavement markings. The work will be accomplished in stages to minimize impacts to the airfield operations and maintain appropriate access for terminal gate usage.

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. The apron pavement dates to 1999 when the concourse was extended making the pavement almost 20 years old. Increasing aircraft weight has contributed to the deterioration of the pavement.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 apron 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.

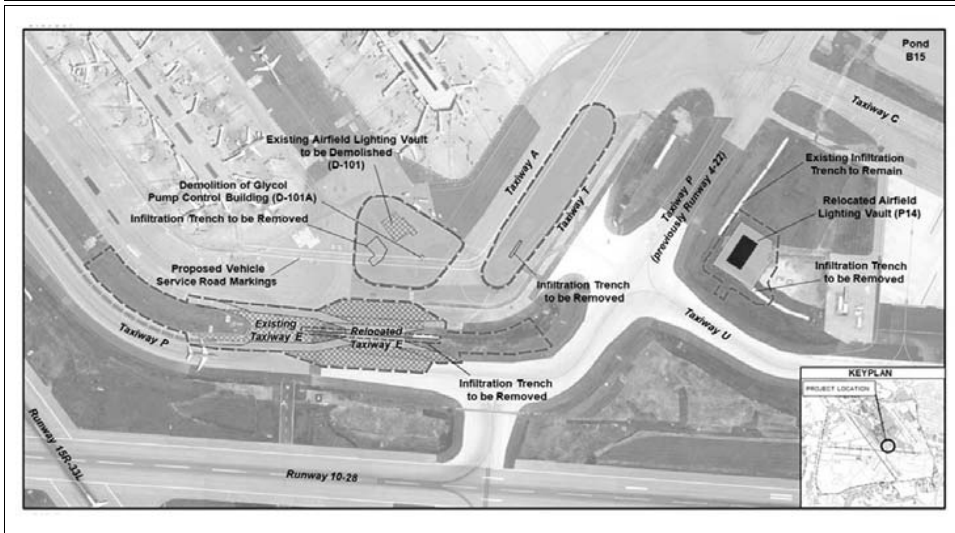
STATUS: Contract awarded fall 2017. Construction start spring 2018 with completion in FY 2019.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

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 ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	632	132	322	178	0	0	0	0	500	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	9,802	0	6,142	3,660	0	0	0	0	9,802	0	
Total	10,434	132	6,464	3,838	0	0	0	0	10,302	0	
Federal-Aid	7,809	0	4,871	2,938	0	0	0	0	7,809	0	



PROJECT: Airfield Lighting Vault Relocation at BWI Marshall Airport

DESCRIPTION: This project will relocate the existing airfield electrical vault near the end of Concourses B and C to a grass area outside the dual parallel taxiway system. The new vault allows for improvements to the airfield lighting infrastructure. Additionally, the existing lighting vault will be demolished and the space converted to aircraft maneuvering area.

PURPOSE & NEED SUMMARY STATEMENT: The existing electrical vault location constricts aircraft operations. Relocation of the lighting vault will ease aircraft movements to and from the Concourses B/C alley. Infill of the nearby grass area will provide optimal taxiway geometry and comply with current FAA Design Standards. Vault improvements will provide additional circuit continuity.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The improvements enhance airfield safety by improving the taxiway geometry to comply with current FAA Design Standards, and the new vault provides opportunities to enhance airfield lighting and support redundancy. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Airline consultation to request Passenger Facility Charge (PFC) funding held November 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

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 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,515	0	0	1,360	1,360	795	0	0	3,515	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	32,219	0	0	3,988	14,116	14,115	0	0	32,219	0	
Total	35,734	0	0	5,348	15,476	14,910	0	0	35,734	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding source is Passenger Facility Charge (PFC) revenue.
2196



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 their 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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

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: Airline consultation to request Passenger Facility Charge (PFC) funding held November 2017.

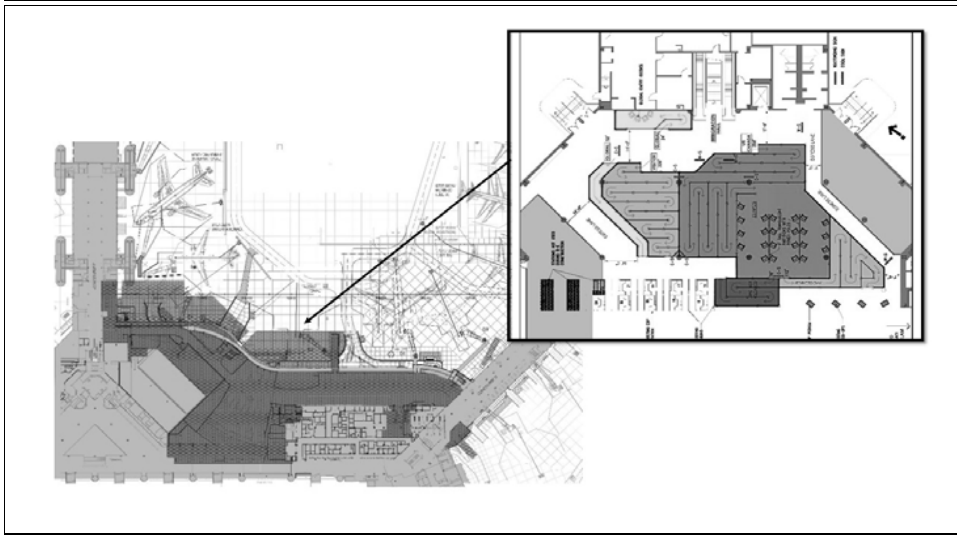
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,889	0	0	473	473	473	470	0	1,889	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	15,109	0	0	3,778	3,778	3,778	3,775	0	15,109	0	
Total	16,998	0	0	4,251	4,251	4,251	4,245	0	16,998	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: FIS Hall Reconfiguration at BWI Marshall Airport

DESCRIPTION: This project will increase passenger throughput in the Federal Inspection Service (FIS) area by implementing Customs and Border Protection's (CBP) new "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 growing international travel demand, eight new international arrival gates are being 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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

STATUS: Airline consultation to request Passenger Facility Charge (PFC) funding held November 2017.

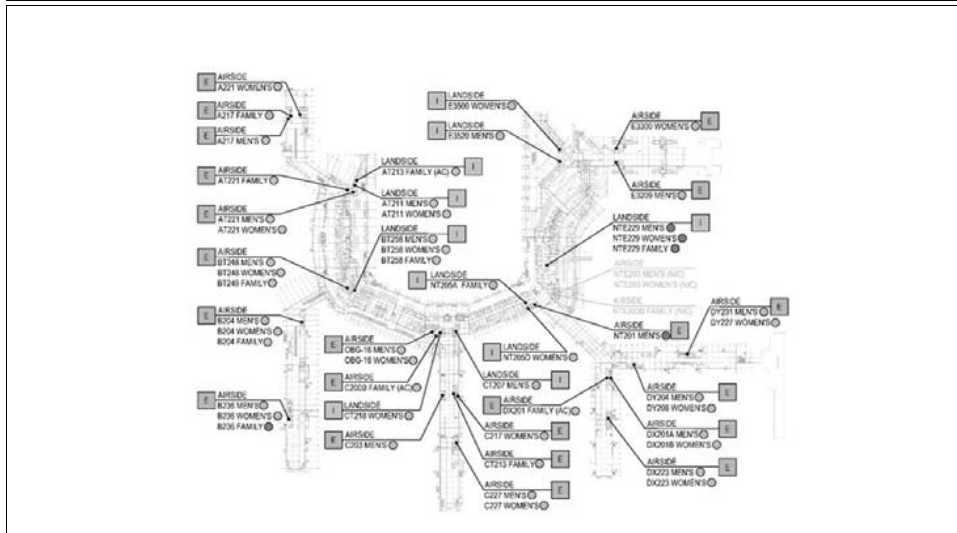
SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,200	0	0	1,200	0	0	0	0	1,200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,800	0	0	1,473	3,663	3,664	0	0	8,800	0	
Total	10,000	0	0	2,673	3,663	3,664	0	0	10,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Restroom Improvement Program at BWI Marshall Airport

DESCRIPTION: This multi-year program will renovate 64 existing 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 and expansion of some facilities to increase the number of stalls.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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: Airline consultation to request Passenger Facility Charge (PFC) funding held November 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

USAGE: Accommodate current and projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,375	7	69	1,155	1,155	1,155	1,155	679	5,368	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	48,576	0	0	3,283	11,323	11,323	11,323	11,324	48,576	0	
Total	53,951	7	69	4,438	12,478	12,478	12,478	12,003	53,944	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



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 Martin State Airport Airport Layout Plan (ALP) approved by the FAA in July 2011.

JUSTIFICATION: 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 resumed with modified scope and targeted completion in mid 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	2,838	1,792	1,046	0	0	0	0	0	1,046	0
Engineering	3	3	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,841	1,795	1,046	0	0	0	0	0	1,046	0
Federal-Aid	258	258	0	0	0	0	0	0	0	0

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) to be started by 2020.

JUSTIFICATION: 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 with targeted completion of March 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	3,648	1,736	1,912	0	0	0	0	0	1,912	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,648	1,736	1,912	0	0	0	0	0	1,912	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

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

JUSTIFICATION: At BWI Marshall Airport, airlines need to perform periodic or incidental maintenance on their aircraft. There is insufficient space at 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:
None.

STATUS: Planning and preliminary design underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,000	119	4,881	0	0	0	0	0	4,881	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,000	119	4,881	0	0	0	0	0	4,881	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions</u>			
<u>Airside Development</u>			
1	BWI Noise Exposure Map (1913)	293	Complete
2	Grounds Maintenance Office Trailer (2113)	90	Complete
<u>Baltimore/Washington</u>			
3	Comp Acoustical Services Contract (1918)	1,215	Complete
4	Comp Arch Eng Design Services (1902)	12	Complete
5	Wildlife Management Plan (1181)	1,291	Complete
<u>Consol Rental Car Facility</u>			
6	CRCF - New Tenant Access Road and Walkway (1978)	948	Complete
7	CRCF Used Articulated Buses FY16 (2092)	442	Complete
<u>Critical Airport Systems</u>			
8	Conc C LL IT Systems Room Expansion (2049)	3,937	Complete
<u>Equipment</u>			
9	ARFF Equip Repl - Ambulance #30324 (2000)	365	Complete
10	ARFF Equip Repl - Brush-43 #30026 (2065)	110	Complete
11	ARFF Equip Repl - Tower Unit #30089 (1999)	1,264	Complete
12	Equip - Intl Trash Compactor Replacements (2059)	87	Complete
13	Equip Repl - MTN Tractor #9897 (2058)	52	Complete
14	Equip Repl - Paint Truck #30091 (2075)	313	Complete
15	Equip Repl - Tractors (4) (2074)	338	Complete
16	Equip Repl - Utility Bucket Truck #9979 (2116)	174	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions (cont'd)</u>			
<u>Equipment (cont'd)</u>			
17	MAA Shuttle Bus Mid-Life Overhaul (1930)	4,825	Complete
18	Snow Equip Repl - De-Icing Truck #9952 (2073)	325	Complete
19	Snow Equip Repl - Front End Loader #9891 (2069)	190	Complete
20	Snow Equip Repl - Front End Loader #9931 (2070)	190	Complete
21	Snow Equip Repl - Front End Loader #9944 (2071)	354	Complete
22	Snow Equip Repl - Tractor Trailer #9949 - #9297 (2072)	199	Complete
<u>Martin State</u>			
23	MTN Water Supply for Fire System (1433)	2,898	Complete
<u>Security</u>			
24	TSA Baggage Screening Improvements Ph 2 (8999)	1,929	Complete
25	TSA Piers A/B Bag Screening Equip Replacement (8998)	4,838	Complete
<u>Terminal Development</u>			
26	Conc C Holdroom & Terminal Charging Stations (2035)	690	Complete
27	NT Substation Replacements (2032)	7,911	Complete
28	Terminal Interior / Exterior Modifications (2014)	10,701	Complete
29	Terminal Wide Restroom Mirror Replacement (2041)	290	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019</u>			
<u>Airside Development</u>			
30	ARFF Airfield Access Road (7775)	1,500	Underway
31	BWI Erosion Repairs (2200)	1,725	Underway
32	BWI Field Maint Wash Rack Cross Connect Repairs (2201)	300	Underway
33	BWI New Air Traffic Control Tower (1939)	492	Underway
34	Comp Pavement Markings FY17 (1909)	635	Underway
35	Comprehensive Paving FY 2016 (2108)	820	Underway
36	Concourse D Apron RON (9599)	5	Underway
37	RTR Relocation (2211)	3,439	Underway
38	Snow Removal Driving Simulator Update (2128)	71	Underway
39	Taxiway T Reconstruction (2204)	2	Underway
<u>Annual</u>			
40	Facility Management Program (7600)	200	Ongoing
41	Parking Garage Structure Inspection (1463)	110	Ongoing
42	Real Estate Administrative Services (7019)	50	Ongoing
43	Real Estate Property Services (7018)	55	Ongoing
44	Bridge Inspection (SHA Consultant) (1023)	66	Underway
45	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
46	MAA Noise Prop AA Sewer Assessment (1905)	96	Underway
47	Prof Services GIS, SUE and Eng Data Part I (2085)	707	Underway
48	Prof Services GIS, SUE and Eng Data Part II (2086)	400	Underway
49	Prof Services GIS, SUE and Engineering Data (2016)	41	Underway
50	Security and Life Safety Systems CAD Update (2079)	600	Underway
51	Utility Designating (2017)	300	Underway
52	Wildlife Deterrent Unit Inspections (1904)	5	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Baltimore/Washington</u>			
53	Building Permits and Inspections (1390)	300	Ongoing
54	Comp Construction Mgmt & Inspection (8016)	500	Ongoing
55	Fire Protection Engineer Services (1173)	562	Ongoing
56	Comp Professional Program Mgmt (2117)	100	Summer, 2018
57	BTC - BWI and MTN Minors (1062)	3,500	Underway
58	BWI Aerial Photogrammetry & Airspace Analysis (1959)	100	Underway
59	Capital Financial Services (2018)	500	Underway
60	Comp Acoustical Services Contract (2118)	500	Underway
61	Comp Airport Planning Services (1949)	1,000	Underway
62	Comp Airport Planning Services (1951)	1,000	Underway
63	Comp Arch Eng Design Services (1954)	500	Underway
64	Comp Arch Eng Design Services (1955)	933	Underway
65	Comp Arch Eng Design Services (1956)	1,000	Underway
66	Comp Arch Eng Design Services (1957)	1,000	Underway
67	Comp Arch Eng Design Services (1958)	600	Underway
68	Comp Arch Eng Design Services-1 (1915)	2	Underway
69	Comp Arch Eng Design Services-2 (1912)	9	Underway
70	Comp Const Mgmt Services (1952)	800	Underway
71	Comp Construction Mgmt & Inspection (1953)	800	Underway
72	Comp Financial Planning & Analysis Serv (2082)	300	Underway
73	Comp Professional Program Mgmt (1916)	50	Underway
74	Comp Real Estate Services (2119)	400	Underway
75	Comprehensive AIT Services (2115)	1,072	Underway
76	MBE Support Services (1950)	200	Underway
77	Pavement Management BWI/MTN (1943)	400	Underway
78	Wildlife Management Services (2078)	800	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Consol Rental Car Facility</u>			
79	CRCF BMF Bus Storage Area Pvmr Expansion (2131)	887	Underway
80	CRCF Bus Maintenance Facility FY16 Bldg Impv (2091)	134	Underway
81	CRCF CSB - BMF - Garage FY16 Bldg Impv (2090)	51	Underway
82	CRCF Pavement Rehabilitation FY16 (2093)	2,563	Underway
83	CRCF Security Improvements (2130)	500	Underway
<u>Critical Airport Systems</u>			
84	IT Equipment (1456)	2,400	Ongoing
85	BWI Dispatch System Upgrade (2123)	1,750	Summer, 2018
86	BWI Radio System Software Upgrade (2111)	1,200	Summer, 2018
87	Airport Project Administration System (AirPass) (2040)	1,696	Underway
88	Public Address System Replacement (2124)	3,800	Underway
<u>Environmental Compliance</u>			
89	Comp Environmental Compliance (2056)	1,146	Underway
90	Comp Environmental Compliance (2084)	45	Underway
91	Comp Environmental Planning (1899)	951	Underway
92	Comp Environmental Planning (1900)	49	Underway
93	Stream & Wetland Restoration Mitigation Services (1948)	200	Underway
94	Terminal Environmental Mitigation (8106)	200	Underway
<u>Equipment</u>			
95	Portable Snowmelters (New) (9402)	501	Complete
96	Procurement Storage Trailers (2102)	238	Complete
97	ARFF Silver Gear Replacement (2205)	270	Summer, 2018

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Equipment (cont'd)</u>			
98	BWI Mobile Lounge Refurbishment (2198)	1,580	Summer, 2018
99	Glycol Recovery Vehicles - Replacement (3) (2126)	1,230	Summer, 2018
100	ARFF Eqmt Repl - Rescue Truck Unit #30244 (2100)	1,299	Underway
101	Compact Crawler Boom Lift (2107)	142	Underway
102	Equip Repl - MTN Steel Skid Loader #9752 (2101)	91	Underway
103	MTN Snow Equip - Snow Melters New (2) (2099)	150	Underway
104	Operating Vehicles (2053)	241	Underway
105	Snow Equip - Snow Grooming Vehicle New (2105)	232	Underway
106	Snow Equip Repl - De-Icing Truck #30166 (2098)	325	Underway
107	Snow Equip Repl - Rotary Plow #30097 (2096)	701	Underway
<u>Information Tech CTIPP</u>			
108	Airport Road Electronic Signage Repl - Design Only (2044)	9	Underway
109	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	22	Underway
110	Permanent Noise Monitoring System Replacement (7405)	1,410	Underway
<u>Intl Infrastructure</u>			
111	Conc Infrastructure Improvements (9695)	3,529	Underway
112	International Building Expansion (9700)	935	Underway
113	Mobile Lounges (9697)	220	Underway
<u>Landside Development</u>			
114	Cargo Building 122 - Left Side Bay (2129)	75	Underway
115	Daily Garage Inspection Repairs (1921)	50	Underway
116	Hourly Garage - New Parking Products (2127)	600	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

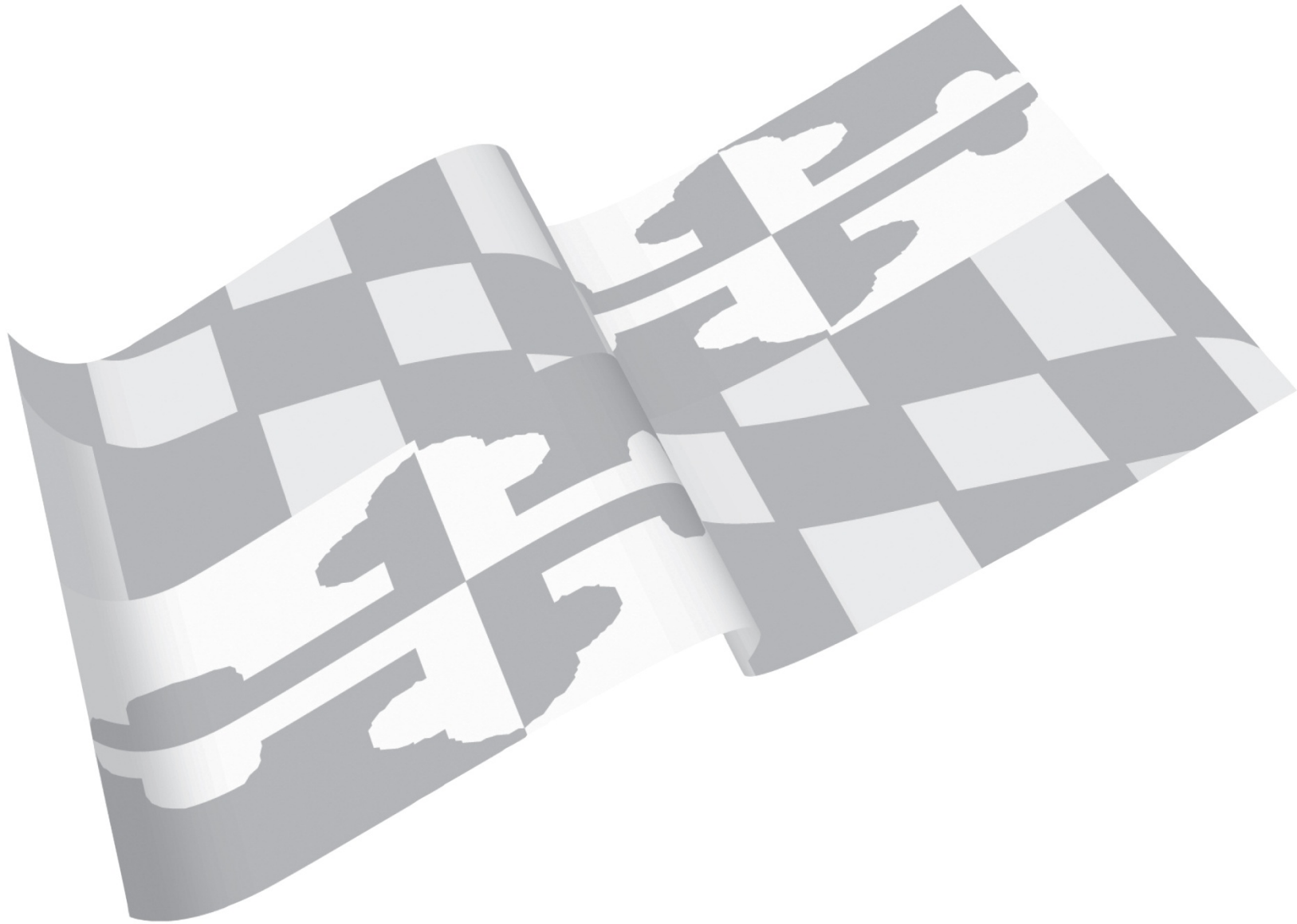
MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Landside Development (cont'd)</u>			
117	Protective Land Acquisition (1137)	601	Underway
<u>Martin State</u>			
118	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2018
119	MTN Equip Repl - Tug (2202)	60	Summer, 2018
120	MTN Air Traffic Control Tower (1121)	906	Underway
121	MTN Aircraft Washpad Environmental Repairs (2206)	684	Underway
122	MTN Corporate Hangar Stormwater System Impv (2208)	1,255	Underway
123	MTN Fire Supp Bldg Fuel Piping & Containment (2207)	394	Underway
124	MTN Obstruction Removal (9431)	319	Underway
<u>Regional Aviation</u>			
125	Aid to Public/Private Airports (MAPA-90%) (1106)	2,000	Underway
126	Regional Aviation Program (1107)	200	Underway
127	Statewide Aviation Grants (AIP-5%) (1105)	2,500	Underway
<u>Security</u>			
128	Concourse A BHS Expansion - Design (9597)	5,668	Underway
129	Concourse A/B Anti-Backflow Improvments (2028)	1,517	Underway
130	IASS SAN Upgrade (2125)	2,529	Underway
131	Security Initiatives (1298)	1,600	Underway
<u>Terminal Development</u>			
132	County Sewer and Water Capital Improvements (1028)	1,200	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Terminal Development (cont'd)</u>			
133	Terminal Leasehold Modifications (7500)	457	Ongoing
134	Outbound Baggage Upgrade for Concourse C/D (2112)	500	Summer, 2018
135	Terminal Electronic Wayfinding Signage Ph 1-3 (2199)	2,500	Summer, 2018
136	ARC Flash Hazards (2109)	728	Underway
137	BWI ATCT HVAC Improvements (2209)	520	Underway
138	BWI Website Redevelopment (2080)	23	Underway
139	C/D Connector Study (2216)	67	Underway
140	Common Use Domestic Facilities (7503)	400	Underway
141	Concourse A Five Gate Improvement - Design (9598)	1,170	Underway
142	Concourse B International Ticket Counters (2054)	10	Underway
143	Tenant Terminal Relocations (7504)	689	Underway
144	Terminal AB 737-800 Modifications (9596)	2,752	Underway
145	Terminal Interior / Exterior Modifications - SBR (2215)	4	Underway
146	Terminal Interior / Exterior Modifications (2114)	340	Underway
147	Terminal Interior / Exterior Modifications (2214)	632	Underway
148	Terminal Office Relocation Phase 3 (9013)	3	Underway



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	53.1	82.1	109.1	100.8	108.9	62.3	516.3
System Preservation Minor Projects	36.7	29.8	39.7	37.1	35.4	23.4	202.1
<u>Development & Evaluation Program</u>	<u>6.9</u>	<u>10.0</u>	<u>11.6</u>	<u>11.5</u>	<u>9.7</u>	<u>2.2</u>	<u>51.9</u>
SUBTOTAL	96.7	121.9	160.4	149.4	154.0	87.9	770.3
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.8</u>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>5.0</u>	<u>30.5</u>
TOTAL	101.5	127.0	165.5	154.6	159.3	92.9	800.7
Special Funds	91.7	124.8	164.0	154.6	159.3	92.9	787.3
Federal Funds	9.8	2.1	1.6	-	-	-	13.5



PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island operated as a dredged material placement site since 1984. The southern part of the island is developed for passive public recreation and for use as a wildlife habitat. On December 31, 2009 Hart-Miller Island ceased accepting dredge material. Department of Natural Resources approved the design for wildlife habitat at the North Cell of the island; dewatering and site improvements are underway.

PURPOSE & NEED SUMMARY STATEMENT: The capacity of the island was needed to allow dredging of the Port's harbor and shipping channels. Hart-Miller Island represented one of the most cost efficient dredge disposal options available while it operated.

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: Dredge Material Placement Monitoring -- Line 2
 Dredged Material Program -- Line 10

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,870	7,357	62	150	51	150	100	0	513	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	98,830	73,690	4,040	4,667	6,352	6,395	2,655	1,031	25,140	0
Total	106,700	81,047	4,102	4,817	6,403	6,545	2,755	1,031	25,653	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5007



PROJECT: Dredged Material Placement and Monitoring

DESCRIPTION: This program involves the placement and monitoring of material dredged from the Port of Baltimore channels. Costs associated with this program are for construction of containment sites; monitoring during placement; dredged material placement site operations; and beneficial use projects.

JUSTIFICATION: The Governor's Strategic Plan for Dredged Material Management identifies either specific sites and projects, or types of sites or projects for future dredged material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 1,900 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase 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:

Hart-Miller Island Related Projects -- Line 1
Dredged Material Program -- Line 11

STATUS: The MPA continues to evaluate alternative dredged material placement sites. Masonville Dredged Material Placement Facility is accepting dredged material.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Program decreased by \$196M primarily due to costs associated with Cox Creek being presented separately.

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY2020.....2021.....2022.....			.....2023.....
Planning	31,408	19,826	941	2,118	2,477	2,483	3,213	350	11,582	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	577,389	382,140	25,419	25,371	30,959	36,472	46,628	30,400	195,249	0
Total	608,797	401,966	26,360	27,489	33,436	38,955	49,841	30,750	206,831	0
Federal-Aid	5,947	700	5,247	0	0	0	0	0	5,247	0

5005, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5245, 5260, 5418



PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4) and 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 funds activity at Berth 4; Phase III funds Berth 3 (and a portion of Berth 2).

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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

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 was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs. Phase II construction was completed in November 2016. Phase III is scheduled to begin in FY 19.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Decrease in funding of approximately \$37M due to completion of projects and reallocation of funds to meet other needs.

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020....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
Construction	56,768	25,557	0	3,435	18,568	9,208	0	0	31,211	0	0
Total	56,768	25,557	0	3,435	18,568	9,208	0	0	31,211	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

3143, 3158, 3181



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 87 departures are scheduled for the 2017 cruise season. 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; and erect 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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

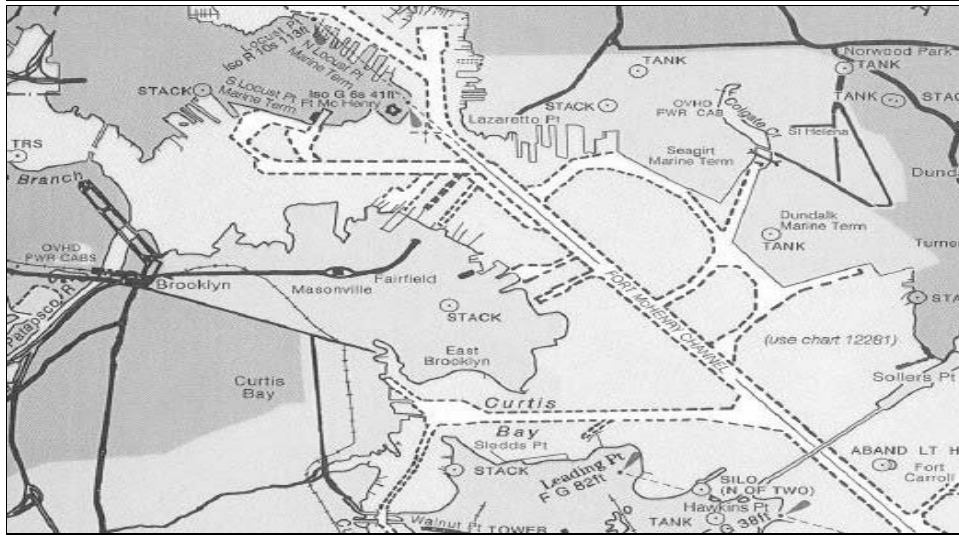
EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

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

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Decrease of \$1.6M primarily due to removal of completed projects.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,198	5,484	1,259	1,455	0	0	0	0	2,714	0
Total	8,198	5,484	1,259	1,455	0	0	0	0	2,714	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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.

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"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

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.

STATUS: In FY 17, MPA acquired a substantial parcel of land at Point Breeze.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The acquisition of the Point Breeze property resulted in a net increase of approximately \$56M.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....	YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	89,748	84,633	115	0	5,000	0	0	0	5,115	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	89,748	84,633	115	0	5,000	0	0	0	5,115	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Funding decrease of \$36M as funds previously reserved for contingencies were reprogrammed to meet other needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY2020.....2021.....2022.....		2023.....
Planning	838	534	50	50	50	54	50	50	304	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	66,145	38,339	4,514	4,636	4,820	4,800	4,586	4,450	27,806	0	
Total	66,983	38,873	4,564	4,686	4,870	4,854	4,636	4,500	28,110	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	

1011, 1068, 1084, 1102, 1104, 1106, 1108, 9000



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 MPA) in order to increase capacity to accommodate material dredged from the Port of Baltimore's Harbor shipping channels as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing 144-acre DMCF are also being raised as part of the expansion. The site currently receives approximately 500,000 cubic yards of dredged material from Harbor shipping channels each year.

PURPOSE & NEED SUMMARY STATEMENT: Dredged material placement capacity for Harbor material is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity currently provided by these sites is not adequate to manage the volume of sediment that will be dredged from the Port of Baltimore's Harbor shipping channels over the 20-year planning period of the State's DMMP. Expansion and raising the existing dikes at Cox Creek is 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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

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

STATUS: Land clearing activities are underway on the upland expansion area and construction of the foundation dike will commence within the next year. Dredged material placement is planned to continue during construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: This is the first year that Cox Creek DMCF has a separate sheet in the CTP. These costs were previously accounted for in the Dredged Material Placement and Monitoring Program.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020....2021....			....2022....	....2023....
Planning	21,265	265	500	500	5,000	5,000	5,000	5,000	21,000	0
Engineering	9,050	3,978	2,872	2,000	50	50	50	50	5,072	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0
Construction	221,592	47,300	6,238	32,620	31,666	36,168	46,650	20,950	174,292	0
Total	252,918	52,554	9,610	35,120	36,716	41,218	51,700	26,000	200,364	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309, 5311



PROJECT: Port of Baltimore Export Expansion Project (TIGER GRANT)

DESCRIPTION: MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage. The scope of the contract has increased to accomplish similar additional work at the Fairfield (Beverly Slip) and South Locust Point terminals (Fruit Slip). Additionally the derelict Pier 5 at Fairfield terminal will be demolished.

PURPOSE & NEED SUMMARY STATEMENT: The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it was expanded in 2016. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land at Fairfield Marine Terminal, which is needed for cargo storage (and cost avoidance to replace failing bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

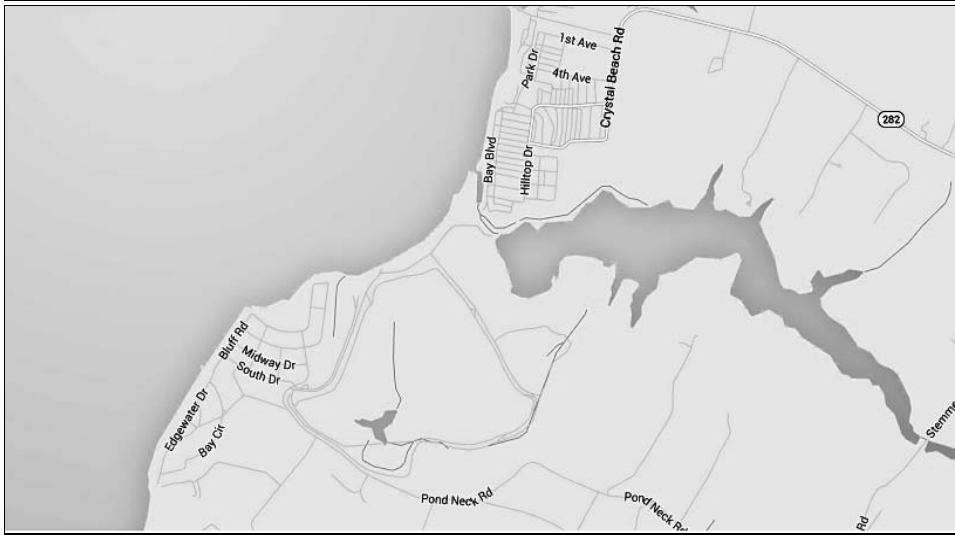
EXPLANATION: The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads and provide additional land for cargo operations.

STATUS: Contracts for dredging, storm drain relocation, and FMT Rail are complete. Fairfield Basin Filling contract is well underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Costs have increased by \$4.9M as there were differing site conditions and MPA was able to raise elevation of the space to improve resiliency.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	48,660	37,984	2,576	4,000	4,100	0	0	0	10,676	0	
Total	48,660	37,984	2,576	4,000	4,100	0	0	0	10,676	0	
Federal-Aid	10,000	2,920	4,080	1,926	1,074	0	0	0	7,080	0	

2711, 2712, 5239



PROJECT: Pearce Creek Waterline Project

DESCRIPTION: The project will construct a waterline from Cecilton to communities near the Pearce Creek Dredged Material Containment Facility (DMCF) in Cecil County. The waterline provides potable water to areas adversely affected by Corps of Engineers dredged material placement in the Pearce Creek DMCF. The Pearce Creek Waterline Project is constructed with the assistance of an MDOT Secretary's Grant.

PURPOSE & NEED SUMMARY STATEMENT: A liner for the Pearce Creek DMCF is to be funded and constructed by the Corps of Engineers. The waterline is needed to support reopening of the DMCF for material taken from the C&D Canal and approach channels.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project plays an integral role in the reactivation of the Pearce Creek DMCF. Dredged material collected from the C&D Canal approach channels and placed in the Pearce Creek DMCF will save the State millions of dollars of its share of transportation cost to alternative placement locations such as Poplar Island.

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: Dredge Material Management Program - Line 10

STATUS: Water transmission and distribution lines are complete and in-home connections are underway. The DMCF began receiving dredged material in late 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	TOTAL CURRENT YEAR 2018	TOTAL BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,011	8,368	4,549	1,094	0	0	0	0	5,643	0
Total	14,011	8,368	4,549	1,094	0	0	0	0	5,643	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- Hart Milller Island Related Projects - Line 1
- Dredge Material Placement and Monitoring - Line 2

STATUS: Feasibility studies are underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	33,897	26,168	3,020	2,622	695	672	700	20	7,729	0
Engineering	66,757	22,627	3,835	7,404	10,891	10,780	9,040	2,180	44,130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	100,654	48,795	6,855	10,026	11,586	11,452	9,740	2,200	51,859	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: This program has decreased by \$55M primarily due to completed projects being removed.

5217, 5220, 5224, 5401, 5402, 5419, 5420, 5421, 5422,
5423, 5425, 5426, 5427

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions</u>			
<u>All Terminals</u>			
1	Paving Repair VIIIA (1845)	187	Complete
2	Paving Repairs VIII-B (1846)	370	Complete
<u>Dundalk Marine Terminal</u>			
3	Berth 1&2 Cut Off Wall (3180)	2,323	Complete
4	Building 91A HVAC Replacement - EPC Program (3135)	190	Complete
5	DMT Variable Message Sign Replacement (3164)	261	Complete
6	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	98	Complete
<u>Facilities and Equipment</u>			
7	Paceco Crane Rehabilitation (3066)	580	Complete
8	Specialized Vehicles - Dump Truck, Welder and Loader (3067)	367	Complete
<u>Open-Ended Consulting</u>			
9	Comprehensive Facility Inspection Diving (1725)	462	Complete
10	Construction Management Inspection FY 13 - FY14 (1270)	4,001	Complete
11	Drainage Improvement Design DMT (1274)	548	Complete
12	Howard Street Tunnel Design review (1266)	18	Complete
13	Portwide Engineering & Design FY 11 - STV (1259)	1,419	Complete
14	Portwide Engineering & Design FY 11 - WBCM (1256)	2,972	Complete
15	Portwide Engineering & Design FY 11 - WRA (1258)	1,802	Complete
16	Portwide Engineering Design FY 13 - FY WBCM (1262)	2,928	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions (cont'd)</u>			
<u>Security Projects</u>			
17	CCTV Access Control Cyber Vulnerability Assessment (1932)	130	Complete
18	CCTV Video Analytics (1931)	1,009	Complete
19	Cruise Terminal Sonar Sustainability (1920)	109	Complete
<u>World Trade Center</u>			
20	EPC Miscellaneous Projects (3453)	54	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019</u>			
<u>All Terminals</u>			
21	Open Ended Building Renovation Contract (1832)	1,299	Ongoing
22	Agency Wide Building Repairs V (1854)	1,000	Spring, 2018
23	Utility Installation Program (1837)	1,000	Spring, 2018
24	Agency Wide Berth Substructure Repairs VI (1839)	1,412	Underway
25	Agency Wide Substructure Repair VII (1865)	2,500	Underway
26	Concrete Deck Repair IV (1838)	300	Underway
27	EPC Capital Projects (1829)	1,679	Underway
28	Paving Repairs IX (1842)	5,701	Underway
<u>Dundalk Marine Terminal</u>			
29	Berth 1 New Mooring Dolphin (1016)	500	Spring, 2018
30	Crane 10 and Water Tower Demolition (3168)	600	Underway
31	Demolition of 96 D Hanger & Police Bldg (3145)	1,240	Underway
32	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	3,508	Underway
33	DMT C Street Drainage Improvements (1150)	6,470	Underway
34	DMT POV Gate Entrance Barrier Upgrade (1934)	213	Underway
35	Dunmar South HVAC Upgrades (3166)	550	Underway
36	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	3,323	Underway
37	Repair Floor Shed 4 (1175)	188	Underway
<u>Facilities and Equipment</u>			
38	Sprinkler Repairs (3038)	230	Ongoing
39	Facility Capital Equipment (3233)	600	Underway
40	Loaders (2) and Back Hoe (1) (3068)	311	Underway
41	Railroad Crane Inspection and Construction (3106)	960	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Masonville Auto Terminal</u>			
42	Kurt Iron Slip Vessel Removal (2715)	400	Spring, 2018
43	Kurt Iron Slip Stormwater management (2714)	1,000	Spring, 2019
44	Masonville Terminal Access Road Upgrades (2718)	400	Spring, 2019
45	Barge Grouting at Fairfield Terminal (2717)	877	Underway
46	Kurt Iron Slip Wick Drains (2716)	400	Underway
<u>North Locust Point</u>			
47	NLP Lots Redevelopment (1815)	1,000	Summer, 2018
48	Pier 10 Stabilization (1659)	500	Summer, 2018
<u>Open-Ended Consulting</u>			
49	Construction Management and Inspection FY 15-17 O&L (1273)	462	Underway
50	Construction Management Insp. FY 15 -17 (1271)	1,242	Underway
51	Construction Management Inspection FY 15-17 WRA (1272)	674	Underway
52	Facility Inspection Diver V (1841)	180	Underway
53	GIS CATS - II (1852)	800	Underway
54	GIS Deployment (1851)	336	Underway
55	Inspection Surveys (1827)	177	Underway
56	Open Ended Engineering IT Services (1853)	432	Underway
57	Portwide Engineering & Design FY 16 STV (1278)	1,609	Underway
58	Portwide engineering and Design FY 16 WBCM (1277)	2,699	Underway
59	Portwide Engineering and Design FY 16 WRA (1279)	1,529	Underway
60	Portwide Engineering and Design JMT (1276)	2,566	Underway
61	Portwide Engineering and Design M&N (1275)	2,261	Underway
62	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	67	Underway
63	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	104	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

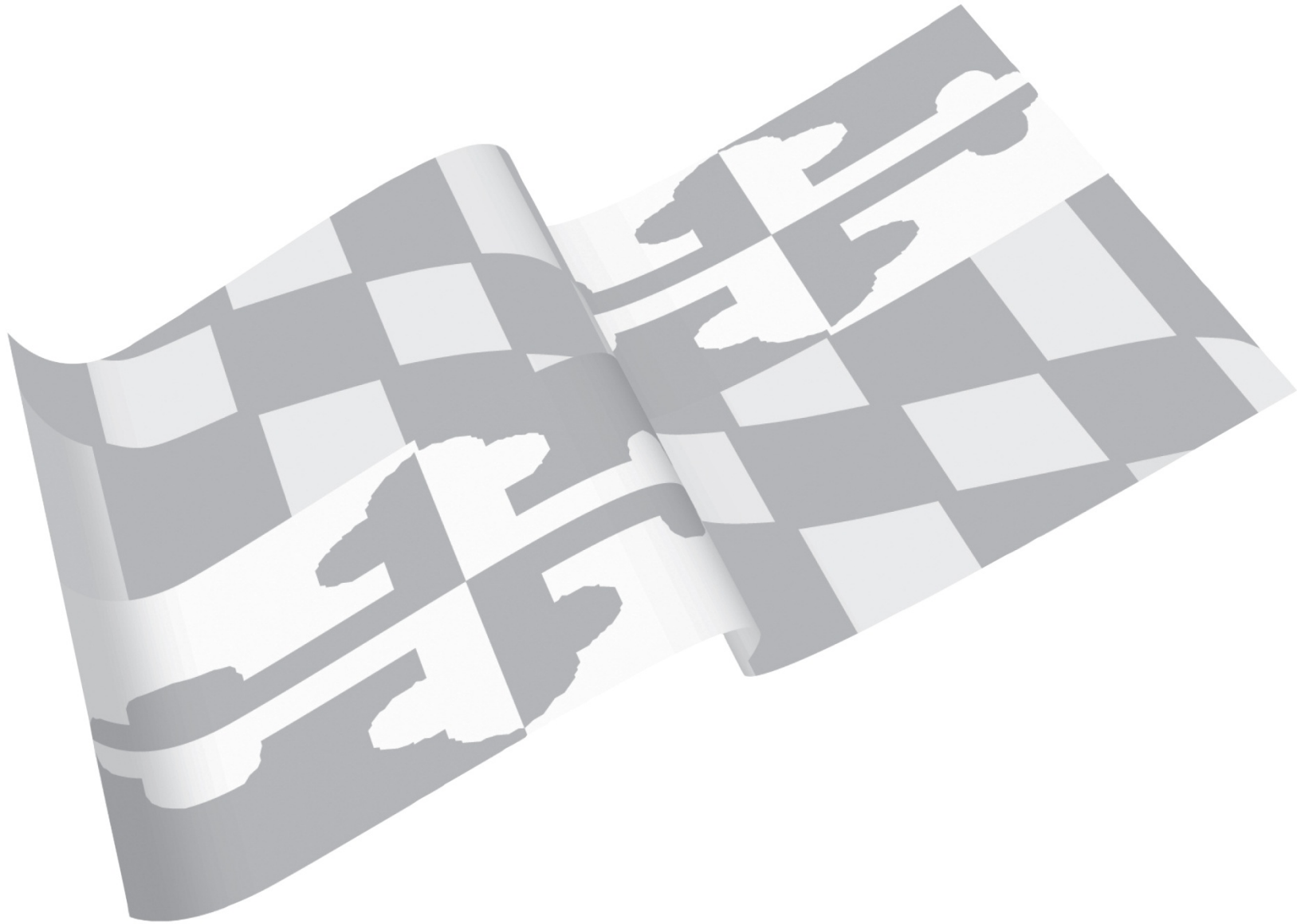
MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>Open-Ended Consulting (cont'd)</u>			
64	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	161	Underway
<u>Port - Wide</u>			
65	Broening Highway Project Support (3212)	2,000	Spring, 2018
66	CTIPP Equipment (3124)	763	Underway
67	Fiber Cable Installation from DMT to FSK/MdTA (3213)	310	Underway
68	IT Database Infrastructure Implementation Support (3115)	270	Underway
69	Network Infrastructure Wifi Access Expansion (3210)	190	Underway
70	Open Ended Planning Studies JM (3501)	240	Underway
71	Telecommunications Network & Voicemail System Upgrade (3211)	250	Underway
72	Vessel Berth Tracking and Management System (3214)	600	Underway
<u>Safety, Environment and Risk Management</u>			
73	CMAQ Dray Truck Program (1831)	16	Ongoing
74	Environmental Remediation (1400)	425	Ongoing
75	Hawkins Point O&M (1707)	762	Ongoing
76	Algae Bio Gas Demonstration Project (1870)	290	Underway
77	Environmental Mitigation Maintenance (1743)	100	Underway
78	FMC Property Masonville Ph Env Assesmen (1285)	200	Underway
79	Lot 95 Stormwater Retrofit (3184)	400	Underway
80	Stormwater Construction and Retrofit Program (1411)	1,050	Underway
<u>Security Projects</u>			
81	Cyber Vulnerability Assessment II (1933)	290	Summer, 2018
82	Security Systems Integration (1940)	197	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>South Locust Point</u>			
83	Paving the Fruit Slip (1648)	1,600	Underway
84	Signage on McComas Street (1647)	50	Underway
<u>World Trade Center</u>			
85	Hot Water Recirculation Repairs (3456)	135	Summer, 2018
86	Chiller Replacement & Cooling Tower - WTC (3430)	25	Underway
87	Tenant Renovation - Meridian WTC (3107)	1,876	Underway
88	Transformer Replacment - WTC Tenants (3480)	107	Underway
89	World Trade Center Columnar Lights (3440)	375	Underway
90	WTC Restroom Renovations (3454)	485	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	605.3	736.1	462.0	378.7	442.5	268.0	2,892.5
System Preservation Minor Projects	89.8	61.9	56.5	51.0	89.1	58.7	406.9
<u>Development & Evaluation Program</u>	<u>4.0</u>	<u>1.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.2</u>
SUBTOTAL	699.0	799.2	518.5	429.6	531.6	326.7	3,304.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>14.0</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>77.0</u>
TOTAL	713.1	811.7	531.0	442.1	544.1	339.7	3,381.7
Special Funds	172.0	334.5	100.0	73.4	183.6	150.5	1,014.0
Federal Funds	432.5	412.3	386.2	341.8	275.1	188.3	2,036.2
Other Funding	108.5	64.9	44.9	26.9	85.4	0.8	331.5



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 construction funding for storage tracks at the MARC Martin State Airport facility, and acquisition and improvements at the Riverside Maintenance Facility.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. 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

ASSOCIATED IMPROVEMENTS:

MARC Growth and Investment Program - Line 33
 MARC Northeast Maintenance Facility - Line 36

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

STATUS: Design is underway for the Martin State Airport storage tracks. Assessments for the Voluntary Cleanup Program for the Riverside Maintenance Facility will begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY2020.....2021.....2022.....			.....2023.....
Planning	1,026	544	482	0	0	0	0	0	482	0
Engineering	1,400	1,236	164	0	0	0	0	0	164	0
Right-of-way	28,718	349	70	2,144	0	26,155	0	0	28,369	0
Construction	12,760	8	0	6,392	6,360	0	0	0	12,752	0
Total	43,904	2,137	716	8,536	6,360	26,155	0	0	41,767	0
Federal-Aid	34,105	693	572	6,828	5,088	20,924	0	0	33,412	0



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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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:

MARC Growth and Investment Program - Line 33

STATUS: Ongoing projects on the Penn Line include Hanson Interlocking, Master Plans for Penn Station and Union Station, and B&P Tunnel Lighting. Ongoing projects on the Camden and Brunswick lines include improvements to the Brunswick platform and station track, replacement of Carroll and W. Baltimore/Lansdowne Interlockings, and improvements to the Jessup Yard.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$15.0M due to the addition of FY 23 (\$21.2M) and partially offset by moving \$6.2M to the MARC GP-39 project.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2020....	....2021....	....2022....	....2023....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,966	5,681	1,485	600	100	100	0	0	2,285	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	323,728	177,943	27,285	14,710	20,072	17,061	45,457	21,200	145,785	0	
Total	331,694	183,624	28,770	15,310	20,172	17,161	45,457	21,200	148,070	0	
Federal-Aid	243,955	130,781	23,015	12,219	16,137	13,728	34,645	13,430	113,174	0	

0183, 0687, 1460



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches, mid-life overhaul of 26 MARC IIA coaches, and five-year overhaul of 54 MARC IV multi-level coaches.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service. New railcars will replace Gallery coaches scheduled for retirement. The remainder of the new vehicles will be used for expanded service.

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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Federal Railroad Administration approved a high speed testing for the MARC IV coaches. The overhaul of MARC III vehicles is underway. Specification development for the MARC IIA coaches will begin in FY 2019.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,594	594	0	0	1,000	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	234,162	172,328	8,147	18,000	14,000	10,812	7,800	3,075	61,834	0
Total	235,756	172,922	8,147	18,000	15,000	10,812	7,800	3,075	62,834	0
Federal-Aid	179,232	129,524	5,959	14,400	12,000	8,649	6,240	2,460	49,708	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increased by \$11.3M due to the addition of funds for the MARC III overhaul that will allow MTA to meet increased federal safety requirements as well as the addition of the MARC IV Coach Truck Overhaul project that will begin in FY 23.

1263, 1304, 1450, 1502



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure eight new diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete Head-End Power engine overhaul and mid-life overhaul for 26 MP36PH-3C diesel locomotives, and overhaul eight SC-44 diesel locomotives at seven years of service life per manufacturer's requirements and federal regulations.

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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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: Production of the MP-36 diesel locomotives is underway. Procurement for the re-power of the GP-39 Locomotives is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$21.6M due to the addition of three locomotive overhaul projects that will occur starting in FY 2023 and additional work on the MARC GP-39 project.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,331	1,297	34	0	0	0	0	0	34	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	93,807	18,735	30,172	20,150	8,500	0	0	16,250	75,072	0	
Total	95,138	20,032	30,206	20,150	8,500	0	0	16,250	75,106	0	
Federal-Aid	75,282	14,883	24,164	16,120	6,800	0	0	13,315	60,399	0	

1440, 1444, 1500, 1501, 1503



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. If the on-board computer determines the train cannot operate safely within the restrictions, it applies the brakes thus preventing any potential accidents. 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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Ensure the safe operation of MARC service.

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: Construction is underway with completion expected in FY 2019, in concurrence with federal PTC implementation deadline of December 31, 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$15.2M to reflect a Federal Railroad Administration grant.

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)	EXPEND THRU 2017			2018	20192020....2021....		2022....	....2023....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	24	24	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,731	9,508	19,324	2,899	0	0	0	0	22,223	0	
Total	31,755	9,532	19,324	2,899	0	0	0	0	22,223	0	
Federal-Aid	25,231	7,594	15,318	2,319	0	0	0	0	17,637	0	



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. This project may also include a new pedestrian overpass connecting the garage and station.

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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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:

MARC Growth and Investment Program - Line 33

STATUS: Design for station improvements is complete and the project has been advertised for construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

USAGE: In FY 2017 MARC annual ridership was 9.2 million.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	405	405	0	0	0	0	0	0	0	0
Engineering	3,551	2,589	662	300	0	0	0	0	962	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,915	2,241	2,437	5,000	237	0	0	0	7,674	0
Total	13,871	5,235	3,099	5,300	237	0	0	0	8,636	0
Federal-Aid	8,052	1,166	2,479	4,218	189	0	0	0	6,886	0



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 share docks, bike racks, and a new brick and steel façade.

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 will match the historic and cultural aesthetics of the Camden Yards campus.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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:

MARC Growth and Investment Program - Line 33

STATUS: Project will begin construction in FY 2019.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: This project was added to Construction Program.

USAGE: In FY 2017 MARC annual ridership was 9.2 million.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	10	0	10	0	0	0	0	0	10	0	
Engineering	1,865	0	1,070	670	125	0	0	0	1,865	0	
Right-of-way	25	0	25	0	0	0	0	0	25	0	
Construction	5,300	0	0	4,250	1,050	0	0	0	5,300	0	
Total	7,200	0	1,105	4,920	1,175	0	0	0	7,200	0	
Federal-Aid	4,164	0	0	3,542	622	0	0	0	4,164	0	



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 MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Construction for the FY 2015 and FY 2016 Homeland Security Grants are underway. The FY 2014 Homeland Security grant was completed in FY 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased by \$10.8M due to the completion and removal of the FY 2011 and FY 2013 grants.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	399	168	167	40	24	0	0	0	231	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,856	1,510	4,294	1,052	0	0	0	0	5,346	0
Total	7,255	1,678	4,461	1,092	24	0	0	0	5,577	0
Federal-Aid	7,255	1,525	4,614	1,092	24	0	0	0	5,730	0

1454, 1468, 1490



PROJECT: Freight Rail Program

DESCRIPTION: The 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.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- 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 2017 - 22 CTP: Project costs increased by \$38.6M due to moving Grade Crossing Rehabilitation, and Freight Capital Improvements projects from Minor Projects and combining with the Freight Bridge Rehabilitation projects on this page.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	64	19	24	21	0	0	0	0	45	0	
Engineering	18,723	10,650	3,592	813	1,235	1,030	739	664	8,073	0	
Right-of-way	63	3	60	0	0	0	0	0	60	0	
Construction	46,430	28,292	7,012	3,874	1,732	1,880	1,820	1,820	18,138	0	
Total	65,280	38,964	10,688	4,708	2,967	2,910	2,559	2,484	26,316	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0212, 0213, 0590



PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of the Light Rail fleet. 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

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: The mid-life overhaul began in FY 2014. The first three overhauled cars have been received and are undergoing testing. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

USAGE: In FY 2017 Light Rail annual ridership was 7.4 million.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,568	3,022	246	100	100	100	0	0	546	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	193,522	82,409	21,134	28,690	31,458	29,081	400	350	111,113	0	
Total	197,090	85,431	21,380	28,790	31,558	29,181	400	350	111,659	0	
Federal-Aid	117,332	40,744	15,465	21,432	23,647	16,044	0	0	76,588	0	



PROJECT: Light Rail Safety Improvements

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

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

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project includes inspection and repairs to the Light Rail's rail and cable systems to ensure safe and reliable service.

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:

Howard Street Rail and Interlocking Replacement project - Line 12

STATUS: The BaltimoreLink audio/visual project was completed in FY 2017. Construction is underway for the Maintenance of Way Improvements. Design is underway for the Cable Replacement project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased by \$12.8M due to the removal of the Howard Street Rail Replacement project.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	221	221	0	0	0	0	0	0	0	0
Engineering	4,976	4,158	818	0	0	0	0	0	818	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,183	2,145	9,830	8,998	0	210	0	0	19,038	0
Total	26,380	6,524	10,648	8,998	0	210	0	0	19,856	0
Federal-Aid	223	223	0	0	0	0	0	0	0	0

0489, 1465, 1466



PROJECT: Howard Street Rail and Interlocking 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 and includes installation of two new crossovers between Center Street and Mulberry Street and an interlocking at Mount Royal.

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

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:
 Light Rail Safety Improvements - Line 11

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes rail replacement, upgrade interlocking and curves, and new crossover.

STATUS: Design is underway.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL				PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,129	11	1,742	105	105	105	61	0	2,118	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,871	0	0	0	41	1,467	21,866	16,497	39,871	0
Total	42,000	11	1,742	105	146	1,572	21,927	16,497	41,989	0
Federal-Aid	13,165	0	0	0	0	0	0	13,165	13,165	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project was moved from Light Rail Safety Improvements - Line 11. Project was added to Construction Program.



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: On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability. 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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

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: The Notice to Proceed (NTP) has been issued for the Metro Train Control and Vehicle Replacement Project

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost has decreased by \$54.4M due to moving the Electrical System Preservation project to Metro Safety Improvements, and bid savings on the Metro Fleet and Train Control Replacement Program.

USAGE: In FY 2017 Metro annual ridership was 10.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,284	4,819	465	0	0	0	0	0	465	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	518,807	30,307	35,776	61,503	91,350	92,142	112,642	50,110	443,523	44,977	
Total	524,091	35,126	36,241	61,503	91,350	92,142	112,642	50,110	443,988	44,977	
Federal-Aid	306,206	17,992	24,765	47,726	72,195	70,939	35,995	36,594	288,214	0	

0091, 1281, 1415, 1477



PROJECT: Metro Safety Improvements

DESCRIPTION: Funding to provide repairs and keep Metro tracks in a state of good repair. This project will also provide for improvements to the Metro tunnels and stations to improve their resilience to flooding, as well as electrical system preservation.

PURPOSE & NEED SUMMARY STATEMENT: Replacements and repairs to maintenance of way are necessary to correct general degradation and to ensure safety. Flood resiliency will allow the Metro to continue to operate in severe weather conditions.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project provides track and electrical system repairs as part of Metro's system preservation program.

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:
Metro Interlocking Renewals - Line 15

STATUS: Construction for the Maintenance of Way and the Electrical System projects are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased by \$36.5M due to moving the Metro Interlocking Renewals project.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,196	1,480	1,715	400	300	301	0	0	2,716	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,955	7,223	5,729	2,754	3,078	5,621	2,550	0	19,732	0
Total	31,151	8,703	7,444	3,154	3,378	5,922	2,550	0	22,448	0
Federal-Aid	3,384	463	2,921	0	0	0	0	0	2,921	0



PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at locations such as Johns Hopkins, Charles Center, State Center, Old Court, Milford Mill and Owings Mills.

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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

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:
Metro Safety Improvements - Line 14

STATUS: The Johns Hopkins and State Center Interlocking projects are under design.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,996	4,921	1,841	0	100	134	0	0	2,075	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	51,165	17,780	871	3,001	11,001	6,712	1,000	10,800	33,385	0
Total	58,161	22,701	2,712	3,001	11,101	6,846	1,000	10,800	35,460	0
Federal-Aid	35,785	13,808	2,165	2,400	8,880	0	0	8,532	21,977	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: This project was added to the Construction Program, moved from Metro Safety Improvements project.



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 MTA's current fleet. 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

ASSOCIATED IMPROVEMENTS:
None.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project enables the 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 is underway to be completed in FY 2018. Procurement of Phase II is underway with construction to follow.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$16.5M due to reflect the actual contract value.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	3,366	3,366	0	0	0	0	0	0	0	0	
Engineering	13,267	12,730	537	0	0	0	0	0	537	0	
Right-of-way	6,806	3,766	784	812	580	864	0	0	3,040	0	
Construction	150,576	59,568	19,178	37,500	25,000	9,330	0	0	91,008	0	
Total	174,015	79,430	20,499	38,312	25,580	10,194	0	0	94,585	0	
Federal-Aid	97,261	47,422	423	23,785	19,651	5,980	0	0	49,839	0	



PROJECT: Bus Procurement

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

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 20

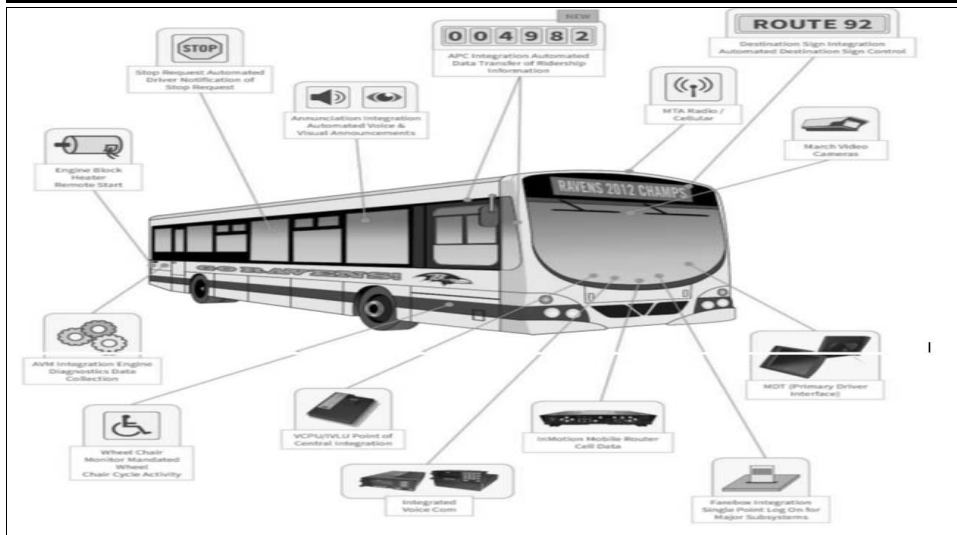
STATUS: Delivery of 172 40-foot clean diesel buses was complete in FY 2017. An additional 140 buses have been ordered for delivery in FY 2018 and FY 2019. Specification development for a five-year procurement is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$43.0M due to the addition of FY 2023.

USAGE: In FY 2017 Bus annual ridership was 69.6 million.

<u>POTENTIAL FUNDING SOURCE:</u> <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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	700	341	359	0	0	0	0	0	359	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	542,121	286,450	2,165	50,668	50,636	61,000	48,202	43,000	255,671	0
Total	542,821	286,791	2,524	50,668	50,636	61,000	48,202	43,000	256,030	0
Federal-Aid	395,380	201,854	2,019	37,051	40,257	47,355	32,444	34,400	193,526	0

1172, 1447



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MTA buses with a unified, integrated, state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing 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.

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:
Bus Network Improvements - Line 20

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Construction began in FY 2017.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,857	4,848	9	0	0	0	0	0	9	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,226	2,416	5,261	22,795	9,754	0	0	0	37,810	0
Total	45,083	7,264	5,270	22,795	9,754	0	0	0	37,819	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.



PROJECT: Bus New Main Shop

DESCRIPTION: Design and construct a new bus maintenance shop within MTA's Washington Boulevard maintenance complex. The new facility will be utilized to perform major bus repairs including engine replacement, transmission repairs, and HVAC repairs. The facility is designed with sustainable design principles.

PURPOSE & NEED SUMMARY STATEMENT: Major bus repairs will be done in a new shop, freeing space in existing maintenance areas and improving utilization of the existing maintenance 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will provide a new facility for major repair and improve the use of existing maintenance facility by freeing space for additional bus bays and other areas designated for minor repairs.

STATUS: Construction was completed in FY 17.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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)	EXPEND THRU 2017			2018	20192020....2021....		2022....	....2023....
Planning	98	98	0	0	0	0	0	0	0	0	
Engineering	2,107	2,107	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	40,428	37,145	3,283	0	0	0	0	0	3,283	0	
Total	42,633	39,350	3,283	0	0	0	0	0	3,283	0	
Federal-Aid	32,037	29,412	2,625	0	0	0	0	0	2,625	0	



PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for transitways (dedicated bus lanes), transit hubs, and Transit Signal Prioritization (TSP). 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 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

ASSOCIATED IMPROVEMENTS:

Bus Procurement - Line 17
 Bus Communications Systems Upgrade - Line 18
 North Avenue Rising - Line 21

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

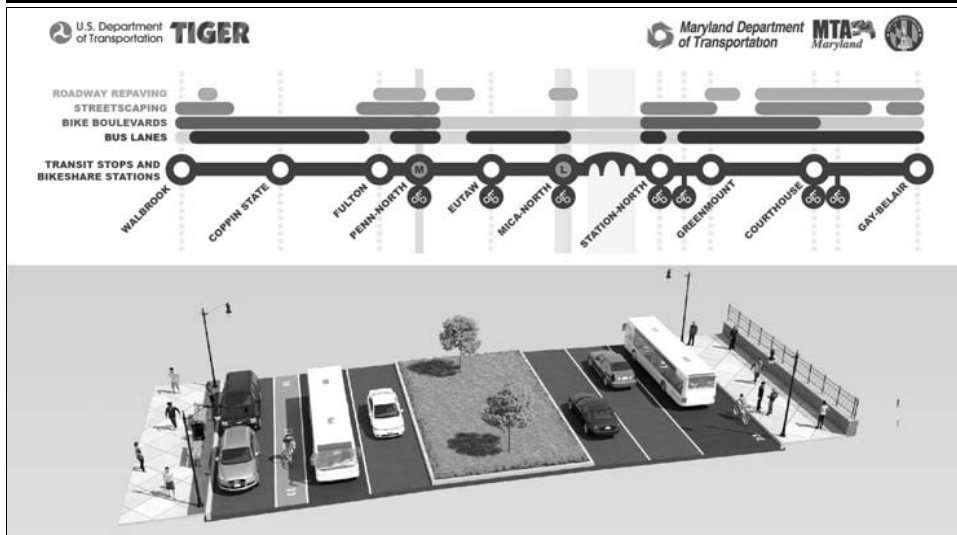
EXPLANATION: The elements of this project will improve reliability and on-time performance while simultaneously enhancing the customer wait and transfer experience.

STATUS: Transit Signal Priority (TSP) and Dedicated Bus Lane projects are ongoing.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	4,690	3,960	730	0	0	0	0	0	730	0
Engineering	4,971	3,592	1,379	0	0	0	0	0	1,379	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,624	13,378	9,556	3,690	0	0	0	0	13,246	0
Total	36,285	20,930	11,665	3,690	0	0	0	0	15,355	0
Federal-Aid	17,202	8,618	5,632	2,952	0	0	0	0	8,584	0

1463, 1469, 1470, 1471



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, bike share docks, 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 20

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: This project was awarded \$10.0M in federal Transportation Investment Generating Economic Recovery (TIGER) grant funds. Planning and design are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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 ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	950	0	550	200	100	50	50	0	950	0
Engineering	1,931	0	1,300	300	131	100	100	0	1,931	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,449	0	1,000	2,000	12,000	7,000	2,449	0	24,449	0
Total	27,330	0	2,850	2,500	12,231	7,150	2,599	0	27,330	0
Federal-Aid	10,000	0	2,280	2,000	5,205	515	0	0	10,000	0

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



PROJECT: Mobility Vehicle Procurement

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

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Notice to proceed was issued for a five year cutaway contract and delivery of the first 75 cutaways occurred in FY 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$10.0M due to the addition of FY 2023.

USAGE: In FY 2017 Demand Response Mobility annual ridership was 2.7 million.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	119,956	60,490	5,771	9,912	9,702	11,330	12,751	10,000	59,466	0
Total	119,956	60,490	5,771	9,912	9,702	11,330	12,751	10,000	59,466	0
Federal-Aid	63,013	22,559	893	6,929	7,761	8,638	8,233	8,000	40,454	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 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. MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- Montgomery County Local Bus Program - Line 25
- Prince George's County Local Bus Program - Line 26
- Locally Operated Transit Systems - Line 51

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

<u>POTENTIAL FUNDING SOURCE:</u>										
<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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY2020.....2021.....2022.....			.....2023.....
Planning	285	126	29	20	20	20	20	50	159	0
Engineering	39,351	27,452	2,219	1,950	3,080	1,550	1,550	1,550	11,899	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	247,972	129,552	23,453	19,100	24,984	24,806	12,853	13,224	118,420	0
Total	287,608	157,130	25,701	21,070	28,084	26,376	14,423	14,824	130,478	0
Federal-Aid	239,361	133,557	20,277	16,664	21,896	22,070	12,275	12,622	105,804	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$21.0M due to the addition of FY 2023, additional federal funds and additional contribution from others.

0045, 0211, 0217, 0218, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 1437, 1443, 1455, 1461, 1467, 1509



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. MTA works with non-profits to apply for federal aid and meet compliance requirements.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems - Line 51

STATUS: Funds are awarded based on a biennial application cycle.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$4.0M due to the addition of FY 2023 and additional federal funds.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	64,093	31,431	3,886	5,641	6,755	6,005	6,505	3,870	32,662	0
Total	64,093	31,431	3,886	5,641	6,755	6,005	6,505	3,870	32,662	0
Federal-Aid	50,847	24,719	3,108	4,512	5,404	4,804	5,204	3,096	26,128	0



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements, preventive maintenance, and planning for the Montgomery County Rapid Transit System (RTS).

JUSTIFICATION: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system. The RTS will improve the quality of transit service and enhance connectivity throughout the County.

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:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23
 Corridor Cities Transitway (CCT) - Line 35

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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	7,280	4,078	1,901	1,301	0	0	0	0	3,202	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,218	58,325	4,000	2,000	2,000	2,893	2,000	2,000	14,893	0
Total	80,498	62,403	5,901	3,301	2,000	2,893	2,000	2,000	18,095	0
Federal-Aid	23,730	15,430	0	1,600	1,600	2,314	1,186	1,600	8,300	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased by \$9.9M due to the removal of completed project, Montgomery County Preventive Maintenance/Fare Box Reader & Information Kiosks.



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23

STATUS: Project funding will support improvements to bus stops throughout the county.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,827	7,092	771	818	678	984	984	500	4,735	0
Total	11,827	7,092	771	818	678	984	984	500	4,735	0
Federal-Aid	2,761	1,012	0	0	542	400	407	400	1,749	0



PROJECT: Fare Collection System Enhancements and Equipment Preservation

DESCRIPTION: Upgrade existing fare collection hardware and software to ensure security compliance, improve customer satisfaction, maximize return on investment on existing system, and provide on-going overhaul and replacement of system components while preparing for next generation system.

PURPOSE & NEED SUMMARY STATEMENT: As the existing fare collection system ages it is imperative that MTA upgrade software and overhaul critical system components to ensure reliable system operation.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

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: Operating system software and various component overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$2.5M due to the addition of FY 2023.

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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	286	179	107	0	0	0	0	0	107	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	63,961	7,765	5,235	4,077	1,392	865	2,500	2,500	16,569	39,627
Total	64,247	7,944	5,342	4,077	1,392	865	2,500	2,500	16,676	39,627
Federal-Aid	5,531	441	2,956	2,134	0	0	0	0	5,090	0

1329, 1429, 1459



PROJECT: Agencywide Roof Replacement

DESCRIPTION: Inspection and replacement of roofs on MTA facilities.

JUSTIFICATION: Repairs are needed to stop leaks, increase energy efficiency, and extend service life.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Old Court Metro and Bush Building 9 roof replacements were completed in FY 2017. Design is underway for additional Metro roof replacements.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,985	2,832	653	100	100	300	500	500	2,153	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,669	9,980	999	2,423	3,267	2,700	3,100	3,200	15,689	0
Total	30,654	12,812	1,652	2,523	3,367	3,000	3,600	3,700	17,842	0
Federal-Aid	15,198	7,277	250	2,018	2,693	0	0	2,960	7,921	0

0300



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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in 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:
None.

STATUS: Condition assessment is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased by \$16.0M due to the addition of FY 2023.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	100	41	59	0	0	0	0	0	59	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	55,900	116	1,785	0	0	5,099	32,900	16,000	55,784	0	
Total	56,000	157	1,844	0	0	5,099	32,900	16,000	55,843	0	
Federal-Aid	27,222	0	0	0	0	0	14,422	12,800	27,222	0	

1457, 1458



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all 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 MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: The 490 MHz network will no longer be useable beginning in FY 2022 due to Federal Law, which requires all 490 MHz users to move to an alternate spectrum by January 1, 2022. This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide 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

ASSOCIATED IMPROVEMENTS:
None.

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

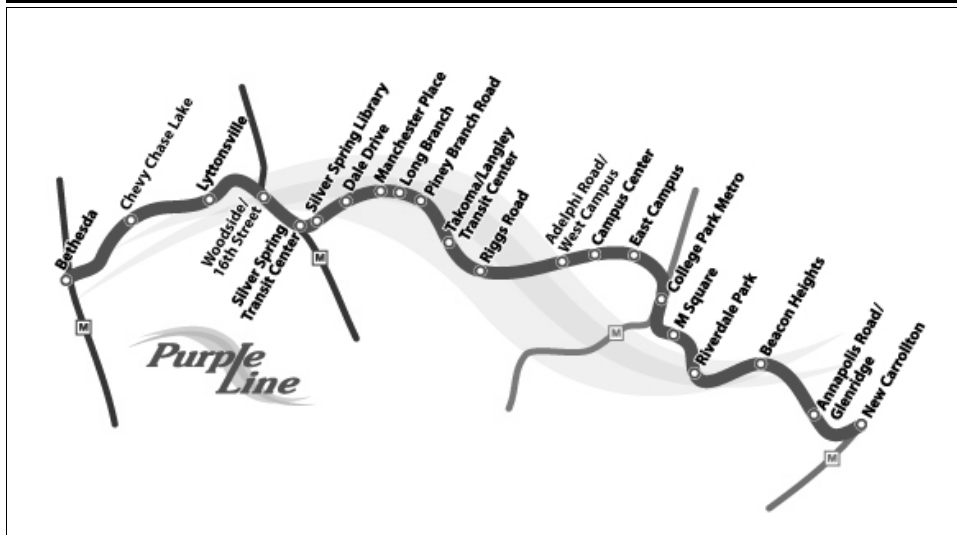
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The MTA must migrate to the current system to continue the availability of radio communication which is required to ensure safe operation.

STATUS: Coordination with DoIT and MD FiRST is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	310	290	0	0	0	0	0	290	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,580	389	4,500	9,226	7,334	5,531	2,600	0	29,191	0
Total	30,180	699	4,790	9,226	7,334	5,531	2,600	0	29,481	0
Federal-Aid	10,824	0	0	6,580	4,244	0	0	0	10,824	0



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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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: Third-Party Funded Projects - Line 32

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.

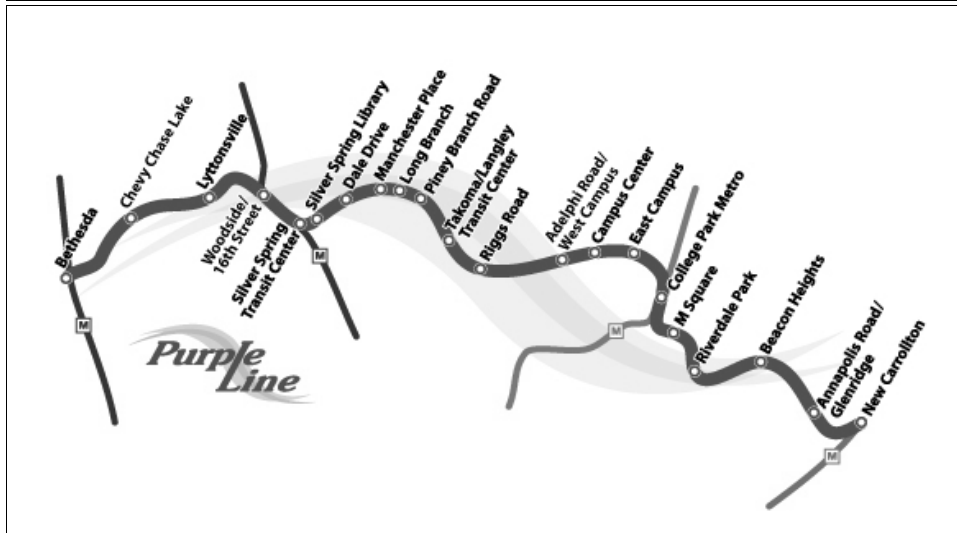
STATUS: Design activities and construction are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	223,181	207,945	15,236	0	0	0	0	0	15,236	0
Right-of-way	229,600	98,199	61,037	70,364	0	0	0	0	131,401	0
Construction	974,569	264,710	197,924	264,535	90,133	21,803	102,600	32,864	709,859	0
Total	1,480,357	623,861	274,197	334,899	90,133	21,803	102,600	32,864	856,496	0
Federal-Aid	960,432	209,113	254,703	153,435	119,181	116,000	108,000	0	751,319	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

USAGE: Daily ridership estimated at 72,000 in 2040.

Note: Total estimated cost does not include investments by concessionaire or future availability payments.



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.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line and Capital Crescent Trail, Montgomery County is adding additional access features.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 31

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: Design activities and construction are underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,756	0	6,756	0	0	0	0	0	6,756	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	138,206	20,762	31,340	37,707	20,880	23,521	3,996	0	117,444	0
Total	144,962	20,762	38,096	37,707	20,880	23,521	3,996	0	124,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1453, 1487, 1488

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased \$2.3M due to reductions in expenditures and local contributions.



PROJECT: MARC Growth and Investment Program

DESCRIPTION: Funding to plan and engineer the long-term expansion of the MARC Train System to meet the needs of Maryland commuters. Current work includes planning and design of a replacement West Baltimore Station, upgrade to the real time information system, design of a train approaching system, and design for an on-board information system.

PURPOSE & NEED SUMMARY STATEMENT: MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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:

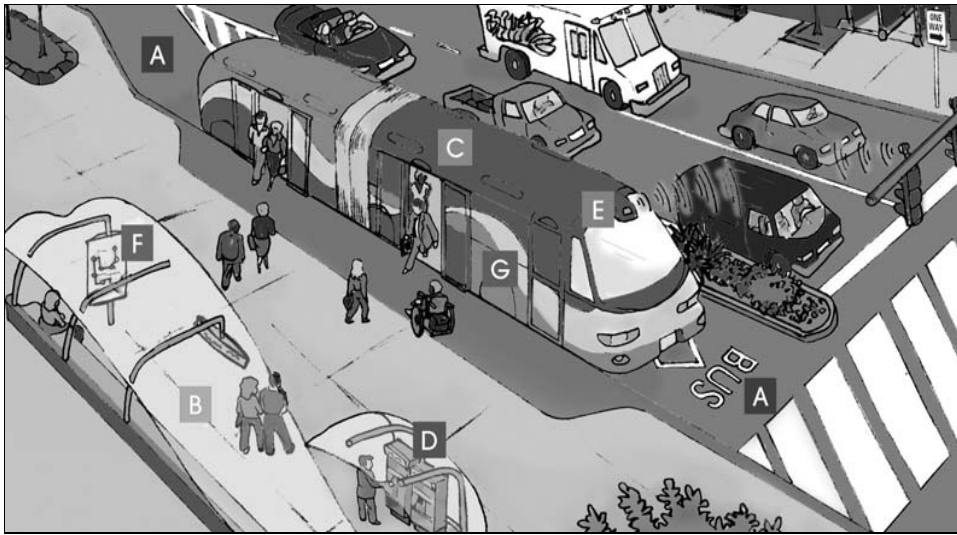
- MARC Maintenance, Layover & Storage Facilities - Line 1
- MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
- MARC BWI Rail Station Upgrades & Repairs - Line 6
- MARC Camden Station Improvements- Line 7

STATUS: West Baltimore station project is on hold.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,866	1,866	0	0	0	0	0	0	0	0
Engineering	8,901	9	0	0	0	0	8,892	0	8,892	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,585	0	0	0	0	0	3,600	17,985	21,585	0
Total	32,352	1,875	0	0	0	0	12,492	17,985	30,477	0
Federal-Aid	24,473	92	0	0	0	0	9,993	14,388	24,381	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project moved to Construction from the Development and Evaluation Program. The cost increased by \$27.3M due to new MARC construction projects, MARC Ticket Vending Machines, MARC Real Time Upgrade, MARC Train Approaching System, MARC Fleet On-Board Information System and MARC CCTV - Camden Line Stations

1290, 1475, 1478, 1485, 1506, 1507



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.

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

- | | |
|--|---|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

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.

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 |

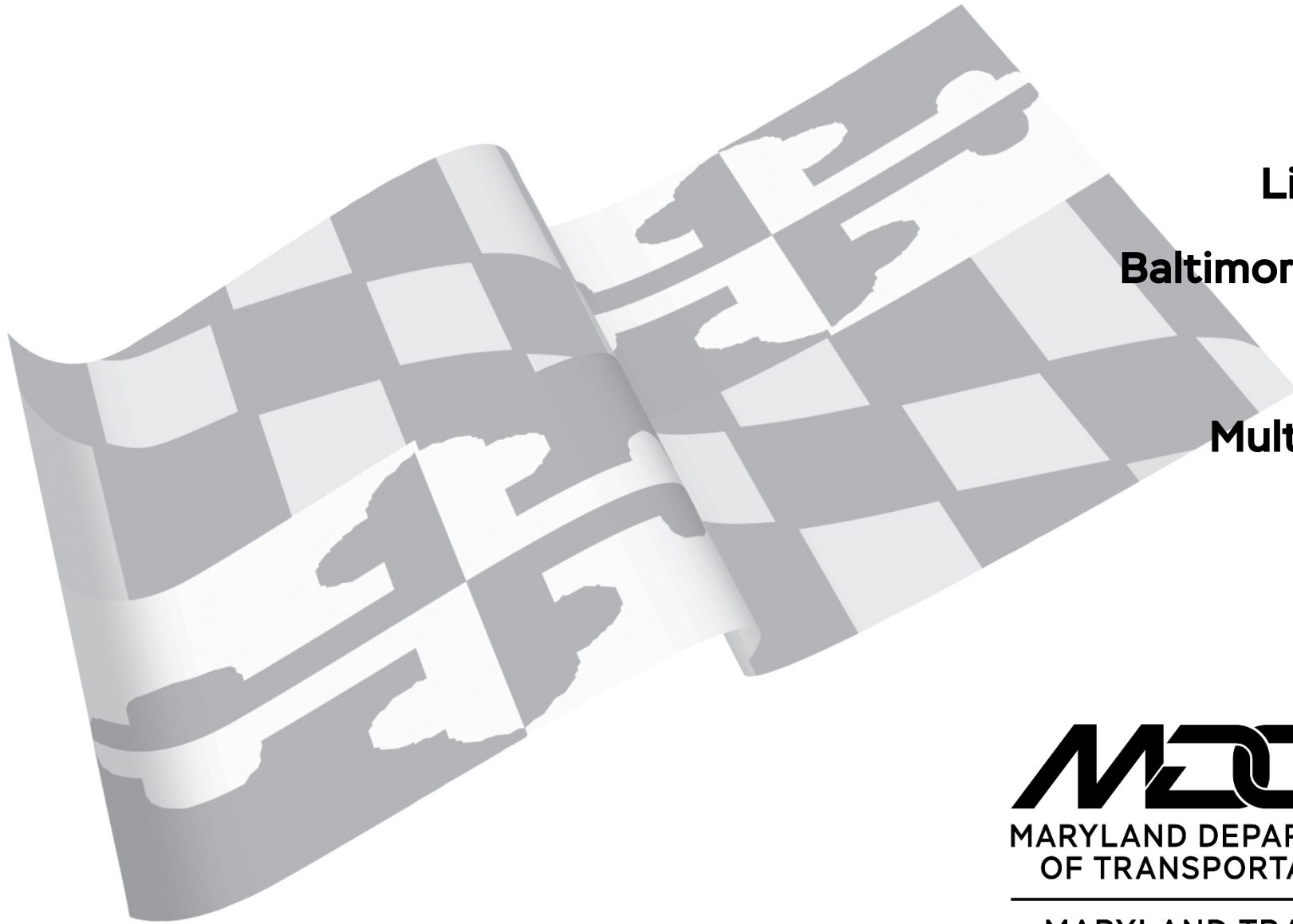
ASSOCIATED IMPROVEMENTS:

None.

STATUS: Developing grant application and selection process.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,000	0	0	500	1,500	0	0	0	2,000	0
Total	2,000	0	0	500	1,500	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program



MARC

Light Rail

Baltimore Metro

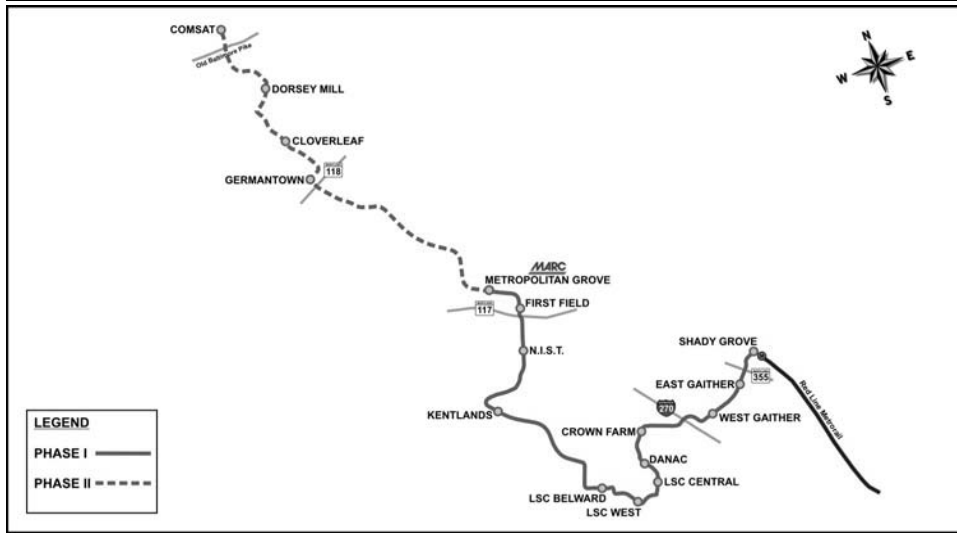
Bus

Multi-Modal

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



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.

JUSTIFICATION: 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 25
- SHA-M-1 - I-270/Watkins Mill Road Extended
- SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
- SHA-F-9 - MD 85 (D&E)

STATUS: Completion of 30% design of Phase 1 occurred November 2015. Coordination with stakeholders and corridor preservation continues for Phase 2.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	42,408	37,251	3,915	1,242	0	0	0	0	5,157	0
Engineering	35,000	0	0	0	0	0	0	0	0	35,000
Right-of-way	38,403	0	0	0	0	0	0	0	0	38,403
Construction	145,000	0	0	0	0	0	0	0	0	145,000
Total	260,811	37,251	3,915	1,242	0	0	0	0	5,157	218,403
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0



PROJECT: MARC Northeast Maintenance Facility

DESCRIPTION: Preliminary Engineering and Environmental Assessment for a new MARC Northeast Maintenance Facility north of Baltimore. The new facility will support existing and expanded Penn Line operations at an MTA-controlled facility, enabling transfer of maintenance and layover of locomotives and rolling stock from Amtrak facilities in Baltimore and Washington. Storage of MARC equipment at an MTA-controlled facility will potentially allow contracting of maintenance functions currently performed by Amtrak.

JUSTIFICATION: The MARC Northeast Maintenance Facility project addresses the need for additional Penn Line storage, consolidates maintenance and inspection functions, supports 2035 ridership growth projections, and Amtrak's Northeast Corridor growth and planned expansion of freight and high speed rail. Expansion of Penn Line service to points north and east of Perryville is contingent upon construction of a maintenance facility north of Baltimore. Efforts are underway to evaluate additional capital improvements needed for expansion of Penn Line service in cooperation with local and regional stakeholders.

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

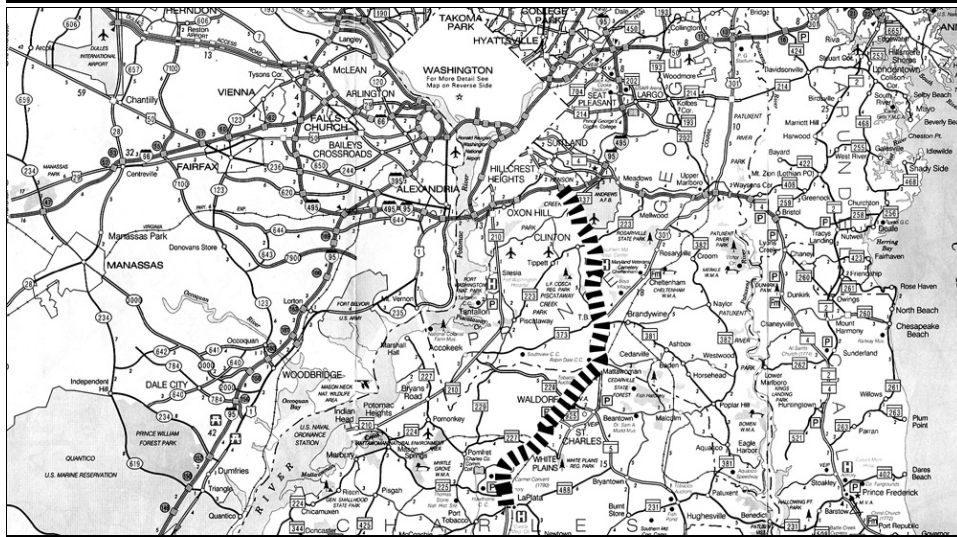
ASSOCIATED IMPROVEMENTS:

MARC Maintenance, Layover & Storage Facilities - Line 1
 MARC Growth and Investment Program - Line 33

STATUS: Project currently is on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost decreased by \$7.6M due to project being on hold.

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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	4,613	4,613	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,613	4,613	0	0	0	0	0	0	0	0	0
Federal-Aid	2,851	2,851	0	0	0	0	0	0	0	0	0



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.

JUSTIFICATION: 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

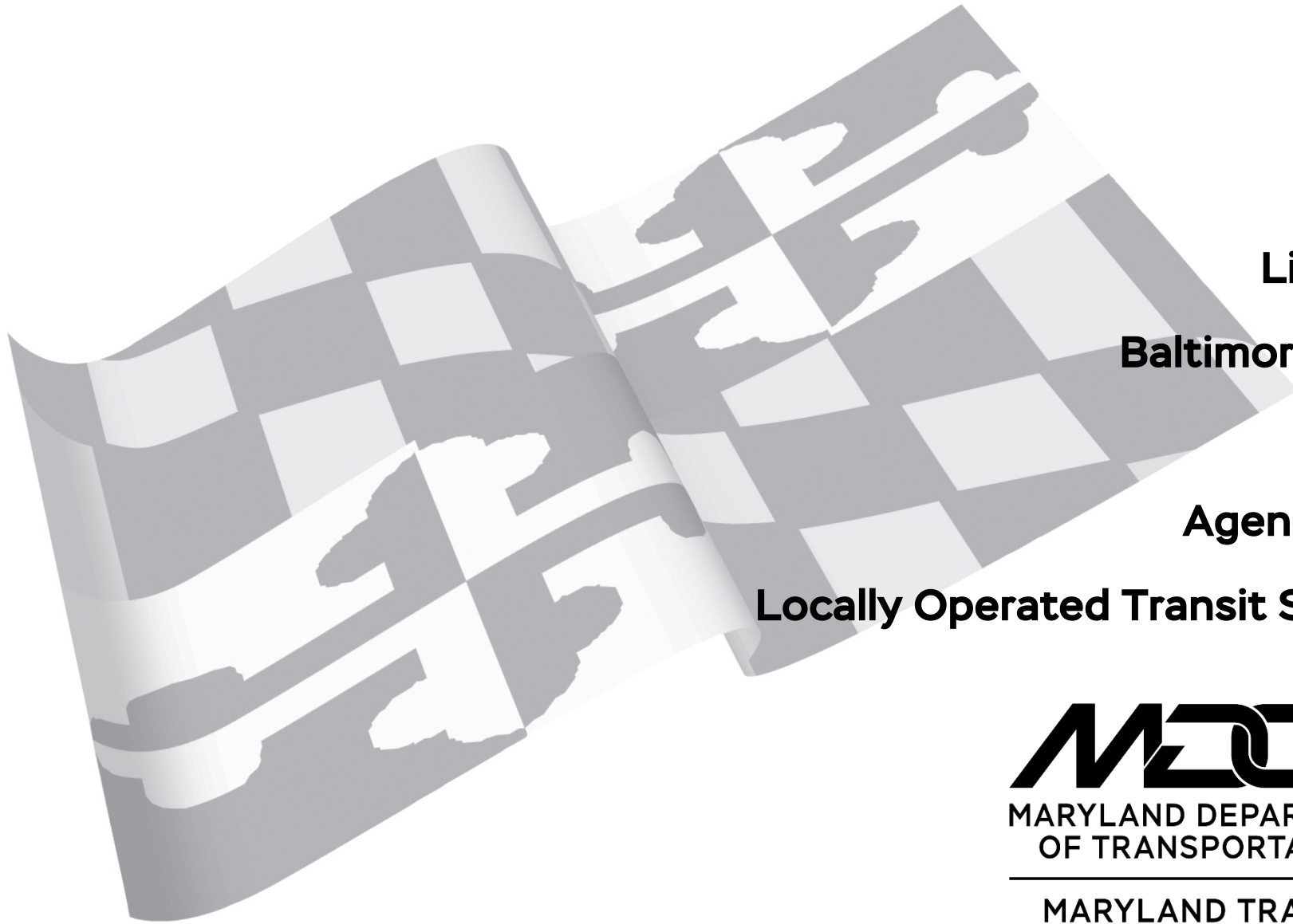
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: The study is complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

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 ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE		
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	6,261	4,812	35	0	0	0	0	0	35	1,414		
Engineering	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	6,261	4,812	35	0	0	0	0	0	35	1,414		
Federal-Aid	0	0	0	0	0	0	0	0	0	0		



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

MARYLAND TRANSIT ADMINISTRATION - LINE 38

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>AGENCY WIDE IMPROVEMENTS FY 2018 AND 2019</u>		
1	AGY ADA COMPLIANCE (0266)	1,592	Underway
2	AGY BICYCLE INITIATIVES (1449)	887	Underway
3	AGY BRIDGE & SUBWAY INSPECTION FUND (0608)	3,681	Underway
4	AGY CAPITAL PROGRAM SUPPORT FUND (1239)	4,741	Underway
5	AGY CCTV BUS VAULTING LANES (1496)	525	Underway
6	AGY COMMUNICATIONS SYSTEMS UPGRADES & SUPPORT (1367)	731	Underway
7	AGY CORROSION CONTROL SERVICES PROGRAM (0752)	1,232	Underway
8	AGY CTIPP IT EQUIPMENT (1103)	2,035	Underway
9	AGY ENERGY SAVINGS INITIATIVES (1422)	990	Underway
10	AGY ENVIRONMENTAL COMPLIANCE FUND (1149)	6,178	Underway
11	AGY FIBER OPTIC CONNECTION (1486)	5,318	Underway
12	AGY HOWARD COUNTY BRT (1481)	2,000	Underway
13	AGY INFORMATION TECHNOLOGY PRESERVATION FUND (1396)	581	Underway
14	AGY MISC ENGINEERING PROJECTS (1070)	643	Underway
15	AGY NON-REVENUE VEHICLES FUND (1079)	2,889	Underway
16	AGY OWNER CONTROLLED INSURANCE PROGRAM FUND (0832)	3,814	Underway
17	AGY PARKING LOT INITIATIVES (0177)	5,284	Underway
18	AGY PAVEMENT INSPECTION FUND (0470)	510	Underway
19	AGY PLANNING STUDIES FUND (0510)	1,996	Underway
20	AGY RAIL PURCHASE FUND (0660)	2,770	Underway
21	AGY SAFETY AND CLAIMS MANAGEMENT SYSTEMS (1473)	434	Underway
22	AGY SIGNAGE IMPROVEMENTS (0843)	4,455	Underway
23	AGY STANDARD SPECS & DETAILS FUND (0221)	619	Underway
24	AGY TELECOMMUNICATIONS PRESERVATION FUND (0493)	775	Underway
25	AGY TMDL COMPLIANCE (1452)	7,400	Underway
26	AGY TOD & SMART GROWTH FUND (1190)	681	Underway
27	AGY TRANSIT ASSET MANAGEMENT (1435)	2,161	Underway
28	AGY TRANSIT OPERATIONS SUPPORT (1213)	873	Underway
29	AGY TRAPEZE INSTALLS AND UPGRADES (1482)	1,400	Underway
30	AGY WICOMICO DEMOLITION AND HAZMAT ABATEMENT (1392)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>BUS IMPROVEMENTS FY 2018 AND 2019</u>		
31	BUS DIVISION WIRELESS UPGRADE (1504)	780	FY 2019
32	BUS PRE-TRIP INSPECTION SYSTEM (1505)	500	FY 2019
33	BUS FACILITIES MAINTENANCE AND EQUIPMENT FUND (1096)	2,708	Underway
34	BUS FACILITIES PRESERVATION FUND (0193)	6,672	Underway
35	BUS HYBRID BATTERY REPLACEMENT (1436)	156	Underway
36	BUS ROLLING STOCK PRESERVATION FUND (0554)	5,314	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
37	<u>LIGHT RAIL IMPROVEMENTS FY 2017 COMPLETIONS</u>		
	LTR CCTV WIRELESS INFRASTRUCTURE CONNECTIVITY (1211)	379	Complete
38	LTR NORTH AVE YARD ROUTE PUSH BUTTON SYSTEM (0451)	4,124	Complete
39	LTR PA/LED SIGNS REPLACEMENT (1294)	12,916	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS FY 2018 AND 2019</u>		
40	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE (1499)	1,147	FY 2019
41	LTR ACCESS ROAD AND GATE PRESERVATION FUND (1189)	700	Underway
42	LTR BRIDGE PRESERVATION FUND (0248)	2,205	Underway
43	LTR CATENARY PRESERVATION FUND (1254)	1,317	Underway
44	LTR DRAINAGE IMPROVEMENTS FUND (0856)	5,258	Underway
45	LTR ELECTRICAL BOX REPLACEMENT ALL LTR STATIONS FUND (1187)	740	Underway
46	LTR GRADE CROSSING REPLACEMENT FUND (1048)	3,338	Underway
47	LTR INTERLOCKING RENEWALS FUND (1451)	899	Underway
48	LTR PRESERVATION FUND (0005)	2,740	Underway
49	LTR RAIL INSTALLATION FUND (0797)	1,412	Underway
50	LTR RAILROAD WORKER PROTECTION EQUIPMENT FUND (1364)	388	Underway
51	LTR REFURBISHING OF CARWASH FUND (1188)	430	Underway
52	LTR SUBSTATION PRESERVATION FUND (1227)	826	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
53	<u>MARC IMPROVEMENTS FY 2017 COMPLETIONS</u> MARC PA/LED SIGNS REPLACEMENT (0430)	11,353	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<p><u>MARC IMPROVEMENTS FY 2018 AND 2019</u></p>		
54	MARC FACILITY IMPROVEMENT FUND (0199)	2,687	Underway
55	MARC PARKING LOT PRESERVATION FUND (1006)	2,207	Underway
56	MARC ROLLING STOCK PRESERVATION FUND (0634)	4,733	Underway
57	MARC STRUCTURAL INSPECTION SERVICES D&E (1376)	198	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
58	<u>METRO IMPROVEMENTS FY 2017 COMPLETIONS</u> METRO DIRECT FIXATION ANCHOR BOLT REPLACEMENT (0455)	9,348	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS FY 2018 AND 2019</u>		
59	METRO BRIDGE & ELEVATED STRUCTURES PRESERVATION FUND (0239)	2,708	Underway
60	METRO RAIL INSTALLATION FUND (0868)	2,825	Underway
61	METRO SYSTEM PRESERVATION FUND (0179)	3,625	Underway
62	METRO THIRD RAIL COVER BOARD (1425)	2,248	Underway
63	METRO TUNNEL PRESERVATION FUND (0529)	5,023	Underway
64	METRO WAYSIDE EMERGENCY TELEPHONE SYSTEMS (1288)	7,418	Underway
65	RO SIGNAL AND TRACTION POWER SYSTEM PRESERVATION FUND (0840)	5,810	Underway
66	YEARLY TESTING AND REPAIR OF FIRE PROTECTION SERVICES (1186)	755	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
67	<u>MOBILITY IMPROVEMENTS FY 2017 COMPLETIONS</u> MOBILITY TRAVELING TRAINER PROGRAM (JARC) (1427)	338	Complete
68	MOBILITY TRAVELING TRAINER PROGRAM (NEW FREEDOM) (1428)	394	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
69	<u>MOBILITY IMPROVEMENTS FY 2018 AND 2019</u> MOBILTY CAD/AVL SYSTEM REPLACEMENT (1483)	5,172	Underway
70	MOL MISC. IMPROVEMENTS FUND (1166)	1,926	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
71	<u>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2017 COMPLETIONS</u> ITP MTA POLICE MD FIRST 700MHZ RADIO MIGRATION (1439)	5,633	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
72	<u>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2018 AND 2019</u> ITP DISASTER RECOVERY ENVIRONMENT FOR VMWARE (1495)	1,000	Underway
73	ITP SWITCH REPLACEMENT (1494)	1,300	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
74	<u>LOTS IMPROVEMENTS FY 2018 AND 2019</u> LOTS TDP (1442)	1,200	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>			
<u>ANNAPOLIS FY 2017 COMPLETIONS</u>			
1	Bus Stop Lighting and Signs	220	Complete
2	Support Vehicle	70	Complete
<u>ANNE ARUNDEL COUNTY FY 2017 COMPLETIONS</u>			
1	Ridesharing (FY16)	194	Complete
<u>CALVERT COUNTY FY 2017 COMPLETIONS</u>			
1	2 Small Replacement Buses (FY16 5311 & 5307)	150	Complete
2	Preventive Maintenance (FY16 5307 & 5311)	173	Complete
3	Replacement Small Bus (FY15 5339)	67	Complete
4	Ridesharing (FY16)	9	Complete
5	Scan Tools (FY17 5307 & 5311)	11	Complete
<u>CECIL COUNTY FY 2017 COMPLETIONS</u>			
1	Preventive Maintenance (FY16)	150	Complete
<u>CHARLES COUNTY FY 2017 COMPLETIONS</u>			
1	3 Small Cutaway Replacement Buses (FY16)	227	Complete
2	4 GenFare Fareboxes (FY16)	60	Complete
3	4 Replacement Buses (FY15) Converted to 8 Small Replacement Buses	592	Complete
4	Preventive Maintenance (FY16)	227	Complete
<u>DORCHESTER COUNTY FY 2017 COMPLETIONS</u>			
1	Preventive Maintenance (FY16)	75	Complete
2	Safety Cabinet (FY15)	1	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2017 COMPLETIONS</u>			
1	Action in Maturity - 1 Expansion Small Bus	58	Complete
2	Action in Maturity - Preventive Maintenance	6	Complete
3	Action in Maturity - Preventive Maintenance (FY16/17)	12	Complete
4	Adult Day Care Corp of Calvert County - Preventive Maintenance (FY16/17)	3	Complete
5	Allegany County HRDC, Inc. - 2 Expansion Small Buses	96	Complete
6	Allegany County HRDC, Inc. - Preventive Maintenance	13	Complete
7	Appalachian Parent Assoc - 1 Small Replacement Bus	52	Complete
8	Appalachian Parent Assoc - 2 Small Buses	120	Complete
9	Appalachian Parent Assoc - Misc Support Equip	14	Complete
10	ARC of Baltimore - 2 Small Buses	121	Complete
11	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Complete
12	ARC of Montgomery County - 2 Small Replacement Buses	104	Complete
13	ARC of Montgomery County - Preventive Maintenance	25	Complete
14	ARC of Northern Chesapeake - 1 Expansion Small Bus	52	Complete
15	ARC of Northern Chesapeake - 1 Small Replacement Bus	52	Complete
16	ARC of Northern Chesapeake - 2 Small Buses	120	Complete
17	ARC of Northern Chesapeake - Preventive Maintenance	14	Complete
18	ARC of Northern Chesapeake Region - Preventive Maintenance (FY16/17)	22	Complete
19	ARC of Prince George's - 1 Small Replacement Bus	52	Complete
20	ARC of Washington County - 1 Small Replacement Bus	52	Complete
21	ARC of Washington County - Preventive Maintenance	13	Complete
22	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Complete
23	Associated Catholic Charities - Preventive Maintenance (FY16/17)	18	Complete
24	Bay Community Support Services - 1 Small Bus	60	Complete
25	Bay Community Support Services - 4 Expansion Lift Equipped Mini Vans	144	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2017 COMPLETIONS (cont'd)</u>			
26	Bay Community Support Services - Preventive Maintenance	13	Complete
27	Bayside Community Network - 2 Capital Maintenance Items Walker Racks	1	Complete
28	Bayside Community Network - 2 Small Buses	121	Complete
29	Bayside Community Network - 2 Small Replacement Buses	96	Complete
30	Bayside Community Network - Preventive Maintenance	19	Complete
31	Benedictine School for Exceptional Children - 1 Small Replacement Bus	52	Complete
32	Center for Life Enrichment - 2 Small Buses	120	Complete
33	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	52	Complete
34	Charles County Nursing and Rehabilitation - Preventive Maintenance	9	Complete
35	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus	52	Complete
36	Chesapeake Care Resources, Inc. - Preventive Maintenance	18	Complete
37	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY16/17)	33	Complete
38	CHI Centers - 1 Small Bus	60	Complete
39	CHI Centers - 2 Small Replacement Buses	104	Complete
40	Daybreak Adult Day Services - 1 Small Replacement Bus	52	Complete
41	Daybreak Adult Day Services - Preventive Maintenance	9	Complete
42	Delmarva Community Transit - 4 Small Replacement Buses	260	Complete
43	Delmarva Community Transit - Preventive Maintenance	29	Complete
44	Diakon - 1 Small Replacement Bus	52	Complete
45	Dove Pointe - 1 Small Bus	61	Complete
46	Dove Pointe - Preventive Maintenance	33	Complete
47	Dove Pointe, Inc. - Preventive Maintenance (FY16/17)	57	Complete
48	Dove Pointe, Inc. - 2 Expansion Small Buses	104	Complete
49	Easter Seals Baltimore - 1 Small Replacement Bus	52	Complete
50	Easter Seals Baltimore - Preventive Maintenance	9	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2017 COMPLETIONS (cont'd)</u>			
51	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	61	Complete
52	Easter Seals Hagerstown - 1 Small Replacement Bus	52	Complete
53	Easter Seals Hagerstown - Preventive Maintenance	9	Complete
54	Easter Seals Silver Spring - 1 Expansion Small Bus	52	Complete
55	Easter Seals Silver Spring - 1 Small Bus	60	Complete
56	Easter Seals Silver Spring - Preventive Maintenance	8	Complete
57	Freedom Landing - 1 Small Replacement Bus	52	Complete
58	Freedom Landing - 1 Small Replacement Bus	52	Complete
59	Friends Aware - 1 Minivan	41	Complete
60	Friends Aware - Preventive Maintenance	18	Complete
61	Hopkins Elder Plus - 1 Small Replacement Bus	52	Complete
62	Hopkins Elder Plus - Preventive Maintenance	16	Complete
63	HUMANIM - 1 Small Expansion Bus	52	Complete
64	HUMANIM - 1 Small Replacement Bus	52	Complete
65	Jewish Council for Aging - 1 Small Expansion Bus	52	Complete
66	Kent Center - 1 Small Bus	62	Complete
67	Lifestyles, Inc - Preventive Maintenance	3	Complete
68	Lifestyles, Inc. - 1 Small Expansion Bus	52	Complete
69	Mosaic - 1 Small Expansion Bus	52	Complete
70	Mosaic - 1 Small Replacement Bus	52	Complete
71	Mount Zion Baptist Church - 1 Small Replacement Bus	52	Complete
72	Pleasant Day - 1 Small Replacement Bus	52	Complete
73	Pleasant Day - Preventive Maintenance	15	Complete
74	Progress Unlimited - 2 Small Buses	120	Complete
75	Progress Unlimited - Preventive Maintenance	10	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2017 COMPLETIONS (cont'd)</u>			
76	Progress Unlimited, Inc. - 2 Small Replacement Buses	104	Complete
77	Progress Unlimited, Inc. - ADP Software	3	Complete
78	Prologue Inc - 2 Small Buses	120	Complete
79	Prologue Inc - 2 Small Replacement Buses	104	Complete
80	Providence Center - 1 Small Replacement Bus	52	Complete
81	Providence Center - Equipment - radios (FY16/17)	58	Complete
82	Somerset Community Services - 1 Small Expansion Bus	52	Complete
83	Somerset Community Services - 1 Small Replacement Bus	52	Complete
84	Somerset Community Services - 2 Small Buses	120	Complete
85	Somerset Community Services, Inc. - Preventive Maintenance	11	Complete
86	Southern Md. TCCAC - 1 Small Bus	60	Complete
87	Spring Dell - 1 Small Replacement Bus	52	Complete
88	Spring Dell - 16 On Board Surveillance Cameras	28	Complete
89	Spring Dell - 3 Small Buses	180	Complete
90	Spring Dell - Preventive Maintenance	26	Complete
91	St Mary's Adult Medical Day Care, Inc. - 1 Small Replacement Bus	52	Complete
92	St Mary's Adult Medical Daycare - 1 Small Bus	60	Complete
93	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - Preventive Maintenance	9	Complete
94	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) 1 Small Replacment Bus	52	Complete
95	The League for People with Disabilities - 1 Small Expansion Bus	52	Complete
96	The League for People with Disabilities - Preventive Maintenance	5	Complete
97	UCP of Central Maryland - 1 Small Expansion Bus	52	Complete
98	UCP of Central Maryland - 1 Small Replacement Bus	52	Complete
99	UCP of Central Maryland - 2 Small Replacement Buses	104	Complete
100	UCP of Central Maryland (aka UCC) - Preventive Maintenance	15	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2017 COMPLETIONS (cont'd)</u>			
101	Washington County CAC - 1 Small Expansion Bus	52	Complete
102	Washington County CAC - Preventive Maintenance	16	Complete
103	Washington County Community Action Council - 3 Small Buses	183	Complete
104	Washington County HDC - 2 Small Expansion Buses	104	Complete
105	Way Station - 2 Small Buses	120	Complete
106	Way Station - 3 Small Expansion Buses	156	Complete
107	Way Station - Preventive Maintenance	10	Complete
108	Worcester County Comm on Aging - 1 Computer	1	Complete
109	Worcester County Comm on Aging - Preventive Maintenance	6	Complete
110	Worcester County Commission on Aging - 1 Minivan	40	Complete
111	Worcester County Developmental Center - 1 Expansion Mini-Van	36	Complete
112	Worcester County Developmental Center - 1 Small Expansion Bus	52	Complete
113	Worcester County Developmental Center - Preventive Maintenance	19	Complete
114	Worcester County Developmental Center - Preventive Maintenance (FY16/17)	42	Complete
115	Worcester County Developmental Center - Preventive Maintenance (FY17)	42	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>FREDERICK COUNTY FY 2017 COMPLETIONS</u>			
1	2 Small Replacement Cutaway Buses, 37079, 36452 (FY16)	162	Complete
2	Additional Infrastructure Funds (FY16)	70	Complete
3	APC for Buses (27) (FY15)	150	Complete
4	AVL and Infrastructure for 27 Buses (FY15)	175	Complete
5	Gas Small Cutaway 37830 (FY17)	67	Complete
6	Gas Small Cutaway 37831 (FY17)	67	Complete
7	Gas Small Cutaway 37832 (FY17)	67	Complete
8	Preventive Maintenance (FY16 5311)	70	Complete
9	Ridesharing (FY16)	124	Complete
<u>GARRETT COUNTY FY 2017 COMPLETIONS</u>			
1	AVL (FY15)	21	Complete
2	Boiler Replacement (FY17)	25	Complete
<u>HARFORD COUNTY FY 2017 COMPLETIONS</u>			
1	AVL - Additions VLLU (FY15)	40	Complete
2	Maintenance Equipment (FY13)	17	Complete
3	Preventive Maintenance (FY16)	325	Complete
4	Rideshare (FY16)	88	Complete
<u>HOWARD COUNTY FY 2017 COMPLETIONS</u>			
1	Bus IT Package	78	Complete
2	Ridesharing (FY16)	131	Complete
<u>MONTGOMERY COUNTY FY 2017 COMPLETIONS</u>			
1	Wash Area Grant - Preventive Maintenance (FY17)	5,600	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>OCEAN CITY FY 2017 COMPLETIONS</u>			
1	Preventive Maintenance (FY17 5311)	600	Complete
<u>QUEEN ANNE'S COUNTY FY 2017 COMPLETIONS</u>			
1	Preventive Maintenance (FY17)	65	Complete
<u>ST. MARY'S COUNTY FY 2017 COMPLETIONS</u>			
1	Preventive Maintenance (FY16 5307 & 5311)	94	Complete
<u>TALBOT COUNTY FY 2017 COMPLETIONS</u>			
1	10 Tablets / Routers / Mounts	17	Complete
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2017 COMPLETIONS</u>			
1	2 Medium Replacement Buses (FY16)	300	Complete
2	2 Support Vehicles (FY16)	90	Complete
3	Maintenance Shop Equipment (FY16)	28	Complete
4	Medium Bus Replacement (FY15 5339)	116	Complete
5	Medium Duty Bus 401 (FY17)	121	Complete
6	Medium Duty Bus 402 (FY17)	121	Complete
7	Passenger Amenities	75	Complete
8	Preventive Maint (FY17)	900	Complete
<u>WASHINGTON COUNTY FY 2017 COMPLETIONS</u>			
1	Pressure Washer for Buses (FY16)	13	Complete
2	Preventive Maintenance (FY16)	250	Complete
3	Vehicle Lift System (FY16)	47	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WICOMICO COUNTY FY 2017 COMPLETIONS</u>			
1	See Tri-County Council for the Lower Eastern Shore for Projects	250	Complete
<u>WORCESTER COUNTY FY 2017 COMPLETIONS</u>			
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ALLEGANY COUNTY FY 2018 AND 2019</u>			
1	1 Small Replacement Bus - 293 (FY18)	80	FY 2018
2	3 Small Replacement Buses (FY13)	205	FY 2018
3	Passenger Facility Construction (FY17)	350	FY 2018
4	Preventive Maintenance (FY16)	350	FY 2018
5	Preventive Maintenance (FY18)	350	FY 2018
6	Replacement Bus 12/2 (FY15)	55	FY 2018
7	Replacement Bus 8/2 (FY15)	50	FY 2018
8	Replacement HD Bus (FY15) 2 Small Buses	130	FY 2018
9	Security System for Transit Facility (FY16)	8	FY 2018
10	Small Cutaway Replacement 297 (FY17)	65	FY 2018
11	Small Cutaway Replacement 302 (FY17)	75	FY 2018
12	Vehicle Cameras APC (FY15)	237	FY 2018
13	Vehicle Parking Addition (FY16)	12	FY 2018
14	1 Medium Replacement Bus - 304 (FY18)	300	FY 2019
15	1 Medium Replacement Bus - 305 (FY18)	300	FY 2019
16	1 Medium Replacement Bus (FY13)	309	FY 2019
17	Medium Duty under 30' Replacement 303 (FY17)	175	FY 2019
18	Preventive Maintenance (FY17)	350	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ANNAPOLIS FY 2018 AND 2019</u>			
1	1 Small Replacement Bus - 2112 (FY18)	79	FY 2018
2	1 Small Replacement Bus - 2212 (FY18)	80	FY 2018
3	Heavy Duty Floor Jacks (FY17)	9	FY 2018
4	Maintenance Shop Rehabilitation	105	FY 2018
5	Preventive Maintenance (FY18)	400	FY 2018
6	Scan Tool (FY18)	6	FY 2018
7	Support Vehicle Replacement 76 (FY17)	25	FY 2018
8	Preventive Maintenance (FY17)	350	Ongoing
9	40 Bus Stop Shelters	422	Underway
10	Electronic Farebox System	300	Underway
11	Electronic Farebox System (FY16)	200	Underway
<u>ANNE ARUNDEL COUNTY FY 2018 AND 2019</u>			
1	4 Small Buses for Ft. Meade Shuttle	320	FY 2018
2	Ridesharing (FY17)	197	FY 2018
3	Ridesharing (FY18)	82	FY 2018
<u>BALTIMORE CITY FY 2018 AND 2019</u>			
1	Ridesharing (FY16)	80	FY 2018
2	Ridesharing (FY17)	80	FY 2018
3	Ridesharing (FY18)	82	FY 2018
<u>BALTIMORE COUNTY FY 2018 AND 2019</u>			
1	BMC Ridesharing (FY16)	171	FY 2018
2	BMC Ridesharing (FY17)	170	FY 2018
3	Ridesharing (FY18)	170	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2018 AND 2019</u>			
1	1 Small Expansion Bus (FY18 5339)	70	FY 2018
2	1 Small Replacement Bus - 131 (FY18 5339)	70	FY 2018
3	1 Small Replacement Bus - 133 (FY18 5339)	70	FY 2018
4	1 Small Replacement Bus (FY17 5339)	67	FY 2018
5	2 Fleet Radios (FY14)	5	FY 2018
6	AVL Equipment (FY18 5339)	4	FY 2018
7	Dispatch Software (FY14)	32	FY 2018
8	Electronic Farebox (FY18 5339)	14	FY 2018
9	Electronic Fareboxes (FY15 5339)	30	FY 2018
10	In-Vehicle Camera System (FY13)	50	FY 2018
11	Preventive Maintenance (FY18 5307)	36	FY 2018
12	Preventive Maintenance (FY18 5311)	137	FY 2018
13	Ridesharing (FY17)	9	FY 2018
14	Ridesharing (FY18)	9	FY 2018
15	1 Medium Replacement Bus (FY16 5311 & 5307)	148	FY 2019
16	4 Medium Replacement Buses	633	FY 2019
17	D & E Transit Center	2,000	FY 2019
18	Preventive Maintenance (FY17 5307 & 5311)	173	Ongoing
<u>CAROLINE COUNTY FY 2018 AND 2019</u>			
1	Denton Parking Bus Shelter	9	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CARROLL COUNTY FY 2018 AND 2019</u>			
1	2 Small Expansion Buses (FY14 5307)	122	Fall, 2018
2	1 Small Replacement Bus - 3380 (FY18)	61	FY 2018
3	2 Small Replacement Buses (FY14 5307)	120	FY 2018
4	6 Small Bus Replacements (FY15)	366	FY 2018
5	6 Small Bus Replacements (FY17)	383	FY 2018
6	Preventive Maintenance (FY18)	200	FY 2018
7	Replacement Tablets (18) (FY18)	9	FY 2018
8	Transportation Development Plan (FY18)	95	FY 2018
9	Preventive Maintenance (FY16)	200	Ongoing
10	Preventive Maintenance (FY17)	200	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2018 AND 2019</u>			
1	1 Small Replacement Bus - 228 (FY18)	77	FY 2018
2	2 Small Replacement Buses (FY13)	146	FY 2018
3	2 Small Replacement Buses (FY16)	152	FY 2018
4	3 Bus Wraps (FY15)	13	FY 2018
5	3 Surveillance Cameras	18	FY 2018
6	Annunciators (FY17)	17	FY 2018
7	Automated Stop Annunciator (AVA) (FY16)	82	FY 2018
8	Bus Wraps for Cutaway Buses (FY16)	7	FY 2018
9	Hub Study - Phase II	175	FY 2018
10	Mobile Radios (FY16)	29	FY 2018
11	Mobile Radios (FY17)	7	FY 2018
12	Preventive Maintenance (FY18)	150	FY 2018
13	1 Medium Replacement Bus - 225 (FY18)	210	FY 2019
14	1 Replacement Bus 35' (FY15)	226	FY 2019
15	2 Expansion 35' HD Buses	451	FY 2019
16	Medium duty 35' Expansion (FY17)	300	FY 2019
17	Medium duty 35' Expansion (FY17)	300	FY 2019
18	11 Tablets	7	Underway
19	Preventive Maint (FY17)	150	Underway
20	Transit Hub Study Needs FY16)	105	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CENTRAL MD NON-PROFIT FY 2018 AND 2019</u>			
1	Central MD Regional Transit (FY18/19 5310) - Mobility Management	411	FY 2018
2	Partners in Care - Mobility Management (FY18/19)	337	FY 2018
3	Central MD Regional Transit - VTCLI Statewide TRIP (FY15)	487	Ongoing
4	Central MD Regional Transit (FY16/17 5310) - Mobility Management	1,139	Ongoing
5	Central MD Regional Transit (FY16/17 5310) - Travel Training	464	Ongoing
6	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
7	New Freedom Program	542	Ongoing
8	Partners In Care (FY16/17 5310) - Mobility Management	294	Ongoing
<u>CHARLES COUNTY FY 2018 AND 2019</u>			
1	1 Expansion Bus (FY15) Converted to 2 Small Expansion Buses	148	FY 2018
2	3 Medium Replacement Buses (FY16) Converted to 6 Small Replacement Buses	466	FY 2018
3	GFI Fareboxes (2) (FY18)	31	FY 2018
4	Onboard Security Camera System (FY16)	138	FY 2018
5	Preventive Maint (FY17)	227	FY 2018
6	Preventive Maintenance (FY18)	227	FY 2018
7	Shelter and Bus Stop Improvements (FY17)	50	FY 2018
8	Small Cutaway CS46 (FY17)	67	FY 2018
9	Small Cutaway CS57 (FY17)	67	FY 2018
10	4 Medium Replacement Buses - T75, T76, T77, T78 (FY18)	676	FY 2019
11	Feasibility Study Phase II (FY15)	300	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>DORCHESTER COUNTY FY 2018 AND 2019</u>			
1	1 Medium Duty Replacement Bus (FY13)	113	FY 2018
2	1 Small Replacement Bus - 156 (FY18)	78	FY 2018
3	1 Small Replacement Bus - 163 (FY18)	78	FY 2018
4	3 Small Cutaway Replacement Buses (FY16)	210	FY 2018
5	Preventive Maintenance (FY18)	75	FY 2018
6	Radios (14) (FY18)	50	FY 2018
7	Small Cutaway 155 (FY17)	68	FY 2018
8	Small Cutaway 157 (FY17)	68	FY 2018
9	Small Cutaway 160 (FY17)	68	FY 2018
10	Preventive Maintenance (FY17)	75	Ongoing
11	Circuit Tester (FY15)	1	Underway
<u>EASTERN SHORE NON-PROFITS FY 2018 AND 2019</u>			
1	Delmarva Community Services - Mobility Management (FY18/19 5310)	325	FY 2018
2	Delmarva Community Services - Mobility Management (FY16/17 5310)	324	Ongoing
3	Delmarva Community Services - VTCLI One Call/One Click Center (FY15)	500	Ongoing
4	Job Access and Reverse Commute (JARC) Program	47	Ongoing
5	New Freedom Program	882	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019</u>			
1	Action in Maturity - 1 Small Replacement Bus (FY16//17)	60	FY 2018
2	Action in Maturity - 1 Small Replacement Bus (FY17)	60	FY 2018
3	Action in Maturity - Preventive Maintenance (FY18/19)	20	FY 2018
4	Allegany County HRDC - 1 Small Expansion Bus (FY18/19)	65	FY 2018
5	Allegany County HRDC - Mobility Management (FY18/19)	100	FY 2018
6	Allegany County HRDC - Preventive Maintenance (FY18/19)	27	FY 2018
7	Appalachian Parent Assoc - 1 Small Replacement Bus (FY16/17)	60	FY 2018
8	Appalachian Parent Association - 1 Small Replacement Bus - 15 (FY18/19)	65	FY 2018
9	Appalachian Parent Association - Preventive Maintenance (FY18/19)	44	FY 2018
10	ARC of Carroll County - 1 Small Expansion Bus (FY16/17)	60	FY 2018
11	ARC of Carroll County - 1 Small Replacement Bus (FY16/17)	60	FY 2018
12	ARC of Carroll County - 2 Small Replacement Buses - 627, 733 (FY18/19)	130	FY 2018
13	ARC of Northern Chesapeake - 1 Small Expansion Bus (FY18/19)	65	FY 2018
14	ARC of Northern Chesapeake - 1 Small Replacement Bus - 41 (FY18/19)	65	FY 2018
15	ARC of Northern Chesapeake - Preventive Maintenance (FY18/19)	45	FY 2018
16	ARC of Northern Chesapeake Region - 2 Small Replacement Buses (FY16/17)	120	FY 2018
17	ARC of Southern Maryland - 1 Small Expansion Bus (FY18/19)	65	FY 2018
18	ARC of Southern Maryland - Preventive Maintenance (FY18/19)	5	FY 2018
19	ARC of Washington County - 1 Small Replacement Bus - T-29 (FY18/19)	65	FY 2018
20	ARC of Washington County - 1 Small Replacement Bus (FY16/17)	60	FY 2018
21	ARC of Washington County - Preventive Maintenance (FY18/19)	8	FY 2018
22	Arundel Lodge - 1 Small Replacement Bus - 6 (FY18/19)	65	FY 2018
23	Associated Catholic Charities - 1 Small Expansion Bus (FY16/17)	60	FY 2018
24	Associated Catholic Charities - 1 Small Replacement Bus (FY18/19)	65	FY 2018
25	Associated Catholic Charities - 2 Small Replacement Buses (FY16/17)	120	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
26	Associated Catholic Charities - Preventive Maintenance (FY18/19)	55	FY 2018
27	Athelas Institute - 2 Small Replacement Buses - A90, 83 (FY18/19)	130	FY 2018
28	Athelas Institute - Preventive Maintenance (FY18/19)	10	FY 2018
29	Bay Community Support Services - 1 Small Expansion Bus (FY18/19)	65	FY 2018
30	Bay Community Support Services - 3 Small Replacement Buses - 20, 22, 25 (FY18/19)	195	FY 2018
31	Bay Community Support Services - Preventive Maintenance (FY18/19)	25	FY 2018
32	Bayside Community Network - 1 Small Replacement Bus (FY16/17)	60	FY 2018
33	Bayside Community Network - 1 Small Replacement Bus (FY17)	60	FY 2018
34	Bayside Community Network - 2 Small Replacement Buses - 20, 45 (FY18/19)	130	FY 2018
35	Bayside Community Network - Preventive Maintenance (FY18/19)	23	FY 2018
36	Center for Life Enrichment - 2 Small Replacement Buses (FY16/17)	120	FY 2018
37	Center for Life Enrichment - 2 Small Replacement Buses (FY17)	120	FY 2018
38	Change Inc. - 2 Small Replacement Buses - 20, 21 (FY18/19)	130	FY 2018
39	Charles County Freedom Landing - Preventive Maintenance (FY18/19)	3	FY 2018
40	Charles County Nursing & Rehab. Ctr. - 2 Small Rpcmt Buses - 1090, 6200 (FY18/19)	130	FY 2018
41	Charles County Nursing & Rehab. Ctr. - Preventive Maintenance (FY18/19)	19	FY 2018
42	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus (FY16/17)	60	FY 2018
43	Chesapeake Care Resources - 2 Small Replacement Buses - 2, 4 (FY18/19)	130	FY 2018
44	Chesapeake Care Resources - Preventive Maintenance (FY18/19)	5	FY 2018
45	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus (FY17)	60	FY 2018
46	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses (FY16/17)	120	FY 2018
47	Chesapeake Care Resources, Inc. - 6 Wheelchair Accessability Systems (FY17)	3	FY 2018
48	Comprehensive Housing Assistance - 1 Small Expansion Bus (FY16/17)	60	FY 2018
49	Comprehensive Housing Assistance - 1 Small Expansion Bus (FY17)	60	FY 2018
50	Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	10	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
51	Daybreak Adult Day Services - 1 Small Replacement Bus (FY16/17)	60	FY 2018
52	Delmarva Community Services - 3 Small Replacement Buses - 153, 154, 820 (FY18/19)	195	FY 2018
53	Delmarva Community Transit - 1 Small Replacement Bus (FY16/17)	60	FY 2018
54	Delmarva Community Transit - 3 Small Replacement Buses (FY17)	180	FY 2018
55	Diakon - 1 Small Replacement Bus	60	FY 2018
56	Diakon Family & Comm. Ministries - 1 Small Expansion Bus (FY18/19)	65	FY 2018
57	Diakon Family & Comm. Ministries - Preventive Maintenance (FY18/19)	4	FY 2018
58	Dorchester Co. Comm. On Aging (Pleasant Day) - Preventive Maintenance (FY18/19)	17	FY 2018
59	Dorchester County Comm on Aging - 1 Small Replacement Bus (FY16/17)	60	FY 2018
60	Dorchester County Comm on Aging - 1 Small Replacement Bus (FY17)	60	FY 2018
61	Dove Pointe - 2 Small Replacement Buses - 148, 149 (FY18/19)	130	FY 2018
62	Dove Pointe - Preventive Maintenance (FY18/19)	100	FY 2018
63	Dove Pointe, Inc. - 2 Small Replacement Buses (FY16/17)	120	FY 2018
64	Dove Pointe, Inc. - 2 Small Replacement Buses (FY17)	120	FY 2018
65	Easter Seals Baltimore - 2 Small Expansion Buses (FY16/17)	120	FY 2018
66	Easter Seals Baltimore - 2 Small Expansion Buses (FY17)	120	FY 2018
67	Easter Seals Baltimore - Preventive Maintenance (FY18/19)	44	FY 2018
68	Easter Seals Hagerstown - 1 Small Expansion Bus (FY18/19)	65	FY 2018
69	Easter Seals Hagerstown - 1 Small Replacement Bus (FY16/17)	60	FY 2018
70	Easter Seals Hagerstown - Preventive Maintenance (FY18/19)	15	FY 2018
71	Family & Children's Services of Central MD - 1 Small Expansion Bus	60	FY 2018
72	Freedom Landing - 2 Expansion Minivans (FY16/17)	40	FY 2018
73	Friends Aware - 1 Small Replacement Bus (FY16/17)	60	FY 2018
74	Friends Aware - 1 Small Replacement Bus (FY17)	60	FY 2018
75	Friends Aware - 1 Small Replacement Bus - 3 (FY18/19)	65	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
76	Friends Aware - Preventive Maintenance (FY18/19)	23	FY 2018
77	Harford Center - 1 Small Expansion Bus (FY18/19)	65	FY 2018
78	Harford Center - 2 Small Replacement Buses - 6, 7 (FY18/19)	130	FY 2018
79	Hopkins Elder Plus - 2 Small Replacement Buses (FY16/17)	120	FY 2018
80	HUMANIM - 1 Small Replacement Bus + Optional Equipment (FY17)	63	FY 2018
81	HUMANIM - 2 Small Replacement Buses (FY16/17)	120	FY 2018
82	Humanim - 1 Small Replacement Bus - JJ (FY18/19)	65	FY 2018
83	Johns Hopkins - Hopkins Elder Plus - 1 Small Replacment Bus - 24-010 (FY18/19)	65	FY 2018
84	Johns Hopkins - Hopkins Elder Plus - Preventive Maintenance (FY18/19)	35	FY 2018
85	Kent Center - 1 Small Replacement Bus (FY16/17)	60	FY 2018
86	Kent Center - 2 Small Replacement Buses (FY17)	120	FY 2018
87	Kent Center - Office Equipment (FY18/19)	4	FY 2018
88	Kent Center - Preventive Maintenancew (FY18/19)	5	FY 2018
89	LifeBridge Health - Equipment (FY16/17)	72	FY 2018
90	LifeBridge Health - 1 Small Expansion Bus (FY16/17)	60	FY 2018
91	LifeBridge Health - 2 Small Replacement Buses (FY16/17)	120	FY 2018
92	LifeBridge Health - 2 Small Replacment Buses - 321, 361 (FY18/19)	130	FY 2018
93	LifeBridge Health - Mobbility Management (FY18/19)	100	FY 2018
94	Lifestyles, Inc. - 1 Small Expansion Bus (FY16/17)	60	FY 2018
95	Lifestyles, Inc. - 1 Small Expansion Bus (FY17)	60	FY 2018
96	Lower Shore Enterprises - 2 Small Replacement Buses - 65, 90 (FY18/19)	130	FY 2018
97	Lower Shore Enterprises - 2 Small Replacement Buses (FY16/17)	120	FY 2018
98	Mosaic Community Services - 1 Small Replacement Bus - 406 (FY18/19)	65	FY 2018
99	Mosaic Community Services - Preventive Maintenance (FY18/19)	51	FY 2018
100	Partners in Care - 2 Small Expansion Buses (FY18/19)	130	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
101	Partners in Care - Preventive Maintenance (FY18/19)	20	FY 2018
102	Progress Unlimited - 1 Small Replacment Bus - 602 (FY18/19)	65	FY 2018
103	Progress Unlimited - 2 Small Expansion Buses (FY18/19)	130	FY 2018
104	Progress Unlimited - Preventive Maintenance (FY18/19)	70	FY 2018
105	Progress Unlimited - Walkie Talkies (FY18/19)	7	FY 2018
106	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY17)	60	FY 2018
107	Progress Unlimited, Inc. - 2 Small Expansion Buses (FY16/17)	120	FY 2018
108	Providence Center - 3 Small Expansion Buses (FY18/19)	195	FY 2018
109	SHORE UP! Inc. - 2 Small Replacement Buses - 18, 55 (FY18/19)	130	FY 2018
110	SHORE UP! Inc. - Preventive Maintenance (FY18/19)	12	FY 2018
111	Spring Dell - 1 Small Replacement Bus (FY17)	60	FY 2018
112	Spring Dell - 10 Wheelchair Lift Safety Belts (FY17)	1	FY 2018
113	Spring Dell - 2 Small Replacement Buses (FY16/17)	120	FY 2018
114	Spring Dell Center - 1 Small Replacement Bus - 50 (FY18/19)	65	FY 2018
115	Spring Dell Center - Preventive Maintenance (FY18/19)	42	FY 2018
116	Spring Dell Center - Security Cameras (7) (FY18/19)	15	FY 2018
117	St. Mary's Adult Medical Day Care - 1 Small Replacement Bus - 9-6778 (FY18/19)	65	FY 2018
118	Star Community - 1 Small Replacement Bus (FY16/17)	60	FY 2018
119	The League for People w/ Disabilities - 2 Small Expansion Buses (FY18/19)	130	FY 2018
120	The League for People w/ Disabilities - 3 Small Replacement Buses (FY18/19)	195	FY 2018
121	The League for People with Disabilities - 2 Small Expansion Buses (FY16/17)	120	FY 2018
122	Unified Community Connections - 1 Small Replacement Bus (FY16/17)	60	FY 2018
123	Unified Community Connections - 3 Small Expansion Buses (FY18/19)	195	FY 2018
124	Unified Community Connections - 4 Small Replacement Buses (FY17)	240	FY 2018
125	Unified Community Connections - Preventive Maintenance (FY18/19)	20	FY 2018

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
126	Union Hospital of Cecil County - 1 Small Replacement Bus - 12 (FY18/19)	65	FY 2018
127	Washington County CAC - 1 Small Replacement Bus - 3782 (FY18/19)	65	FY 2018
128	Washington County CAC - Preventive Maintenance (FY18/19)	15	FY 2018
129	Way Station - 1 Small Expansion Bus (FY18/19)	65	FY 2018
130	Way Station - 1 Small Replacement Bus - 313 (FY18/19)	65	FY 2018
131	Winter Growth - 1 Small Replacement Bus (FY16/17)	60	FY 2018
132	Winter Growth - 1 Small Replacement Bus (FY17)	60	FY 2018
133	Worcester County Comm. On Aging - Computer/Software (FY18/19)	20	FY 2018
134	Worcester County Comm. On Aging - Preventive Maintenance (FY18/19)	20	FY 2018
135	Worcester County Devel. Center - Preventive Maintenance (FY18/19)	65	FY 2018
136	Action in Maturity - Preventive Maintenance (FY17)	3	Ongoing
137	Allegany County HRDC, Inc. - Preventive Maintenance (FY16/17)	27	Ongoing
138	Appalachian Parent Assoc - Preventive Maintenance (FY16/17)	39	Ongoing
139	ARC of Washington County - Preventive Maintenance (FY16/17)	15	Ongoing
140	Bayside Community Network - Preventive Maintenance (FY16/17)	30	Ongoing
141	Center for Life Enrichment - Preventive Maintenance (FY16/17)	33	Ongoing
142	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	24	Ongoing
143	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY17)	4	Ongoing
144	Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	3	Ongoing
145	Comprehensive Housing Assistance - Preventive Maintenance (FY17)	6	Ongoing
146	Daybreak Adult Day Services - Preventive Maintenance (FY16/17)	21	Ongoing
147	Daybreak Adult Day Services - Preventive Maintenance (FY17)	10	Ongoing
148	Diakon - Preventive Maintenance	3	Ongoing
149	Dorchester County Comm on Aging - Preventive Maintenance (FY16/17)	17	Ongoing
150	Dove Pointe, Inc. - Preventive Maintenance (FY17)	48	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
151	Easter Seals Baltimore - Preventive Maintenance (FY16/17)	24	Ongoing
152	Easter Seals Baltimore - Preventive Maintenance (FY17)	24	Ongoing
153	Easter Seals Hagerstown - Preventive Maintenance (FY16/17)	18	Ongoing
154	Freedom Landing - Preventive Maintenance	9	Ongoing
155	Friends Aware - Preventive Maintenance (FY16/17)	42	Ongoing
156	Hopkins Elder Plus - Preventive Maintenance (FY16/17)	53	Ongoing
157	HUMANIM - Preventive Maintenance	20	Ongoing
158	Kent Center - Preventive Maintenance (FY12)	2	Ongoing
159	Kent Center - Preventive Maintenance (FY16/17)	9	Ongoing
160	Kent Center - Preventive Maintenance (FY17)	6	Ongoing
161	Lifestyles, Inc. - Preventive Maintenance (FY16/17)	2	Ongoing
162	Mosaic - Preventive Maintenance (FY16/17)	56	Ongoing
163	Partners In Care - Preventive Maintenance (FY16/17)	5	Ongoing
164	Progress Unlimited, Inc. - Preventive Maintenance (FY16/17)	76	Ongoing
165	Progress Unlimited, Inc. - Preventive Maintenance (FY17)	19	Ongoing
166	Shore Up! - Preventive Maintenance (FY16/17)	12	Ongoing
167	Spring Dell - Preventive Maintenance (FY16/17)	45	Ongoing
168	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY16/17)	6	Ongoing
169	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17)	3	Ongoing
170	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	6	Ongoing
171	Star Community - Preventive Maintenance (FY16/17)	3	Ongoing
172	The League for People with Disabilities - Preventive Maintenance (FY16/17)	7	Ongoing
173	Unified Community Connections - Preventive Maintenance	12	Ongoing
174	Washington County HDC - Preventive Maintenance (FY16/17)	6	Ongoing
175	Winter Growth - Preventive Maintenance (FY16/17)	2	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2018 AND 2019 (cont'd)</u>			
176	Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	15	Ongoing
177	Worcester County Comm on Aging - Preventive Maintenance (FY17)	5	Ongoing
<u>FREDERICK COUNTY FY 2018 AND 2019</u>			
1	1 Small Expansion Bus (No. Fred. Shuttle) (FY18)	72	FY 2018
2	3 Small Replacement Buses - 37833, 37834, 37903 (FY18)	217	FY 2018
3	Electric Bus 35928 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2018
4	Facility Expansion Construction (FY18)	500	FY 2018
5	Facility Update D&E (FY17)	390	FY 2018
6	Gas Medium Duty 37963 (FY17)	133	FY 2018
7	Paratransit Software (FY17)	275	FY 2018
8	Preventive Maintenance (FY18 5307)	700	FY 2018
9	Preventive Maintenance (FY18 5311)	70	FY 2018
10	Ridesharing (FY18)	124	FY 2018
11	1 Electric Bus - 35927 (FY18)	585	FY 2019
12	3 Heavy Duty Diesel Replacement Buses - 35925, 35924, 35926 (FY18)	1,200	FY 2019
13	Electric Bus 35920 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2019
14	Electric Bus 35922 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2019
15	Preventive Maint (FY17 5307)	700	Ongoing
16	Preventive Maint (FY17 5311)	70	Ongoing
17	Ridesharing (FY17)	124	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>GARRETT COUNTY FY 2018 AND 2019</u>			
1	1 Small Replacement Bus (FY14)	48	FY 2018
2	2 Small Cutaway Replacement Buses (FY16)	120	FY 2018
3	3 Small Bus Replacement	180	FY 2018
4	3 Small Bus Replacements - 179, 180, 182 (FY18)	188	FY 2018
5	On Board Cameras (FY16)	75	FY 2018
6	Preventive Maintenance (FY18)	267	FY 2018
7	Small Cutaway 172 (FY17)	67	FY 2018
8	Small Cutaway 176 (FY17)	67	FY 2018
9	Small Cutaway 181 (FY17)	67	FY 2018
10	Transportation Development Plan (FY18)	95	FY 2018
11	two-way radio (FY17)	29	FY 2018
12	Preventive Maint (FY17)	267	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTY FY 2018 AND 2019</u>			
1	2 Small Replacement Buses - 8005, 8011 (FY18 5307)	167	FY 2018
2	Fare Collection (FY18)	130	FY 2018
3	Office Space Buildout (FY18)	150	FY 2018
4	Preventive Maintenance (FY18)	425	FY 2018
5	Ridesharing (FY18)	88	FY 2018
6	Security Cameras (FY18)	100	FY 2018
7	Vehicle Video Security Sys Funds (FY17)	55	FY 2018
8	Vehicle Video Security System (FY15)	150	FY 2018
9	1 Medium Bus (FY13)	198	FY 2019
10	1 Medium Replacement Bus (FY16)	196	FY 2019
11	3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	586	FY 2019
12	Bus Shelters (FY18)	130	FY 2019
13	Bus Wash (FY18)	150	FY 2019
14	Preventive Maintenance (FY17)	325	Ongoing
15	Rideshare (FY17)	88	Ongoing
16	A/C for Training Room (FY15)	15	Underway
17	AVL - Communications/Signage (FY15)	165	Underway
18	Bus Shelters (FY13)	130	Underway
19	Bus Stop Info Signs (FY13)	15	Underway
20	Bus Wash Renovation (FY14)	55	Underway
21	Bus Wash Renovation (FY16)	30	Underway
22	Bus Wash System (FY17)	280	Underway
23	Call Center Phone (FY15)	14	Underway
24	Garage Door Repair (FY14)	30	Underway
25	Operator Trainng Room A/C Funds (FY16)	25	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTY FY 2018 AND 2019 (cont'd)</u>			
26	Transportation Development Plan (FY16)	90	Underway
<u>HOWARD COUNTY FY 2018 AND 2019</u>			
1	Diesel Paratransit Cutaway Buses (FY16)	874	FY 2018
2	Ridesharing (FY18)	131	FY 2018
3	Pilot Rideshare Assistance (FY16)	197	Ongoing
4	Ridesharing (FY17)	131	Ongoing
5	Central Maryland Operations Facility	750	Underway
6	Electric Bus Project	3,778	Underway
7	Fleet Maintenance Plan (FY16)	75	Underway
8	Transportation Development Plan (FY16)	90	Underway
9	Voucher Card System (FY12)	179	Underway
<u>MONTGOMERY COUNTY FY 2018 AND 2019</u>			
1	Bus Replacement (FY17)	2,000	FY 2018
2	Bus Replacement (FY18 WAG)	2,000	FY 2018
3	Preventive Maintenance (FY18 WAG)	5,600	FY 2018
4	Ridesharing (FY18)	372	FY 2018
5	Ridesharing (FY16)	372	Ongoing
6	Ridesharing (FY17)	372	Ongoing
7	Bus Replacement (FY16)	2,000	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>OCEAN CITY FY 2018 AND 2019</u>			
1	1 ADA Cutaway Bus (FY17 5339)	68	FY 2018
2	1 Heavy Duty Bus 40' (FY16 5311)	454	FY 2018
3	2 Heavy Duty Buses (FY17 5339)	935	FY 2018
4	3 Heavy Duty Buses 40' (FY16 5339)	1,362	FY 2018
5	3 Large Replacement Buses (FY14 5309)	1,362	FY 2018
6	Bus Surveillance System (FY17 5339)	500	FY 2018
7	Preventive Maintenance (FY18 5311)	600	FY 2018
8	Transit Campus Construction (FY18 5311)	5,000	FY 2018
9	2 Heavy Duty Replacement Buses - 1752, 1756 (FY18 5339)	935	FY 2019
10	Bus Barn D&E	1,250	Underway
11	Bus Barn Fire Suppression (FY13 5309)	15	Underway
12	Transit Facility D & E (FY17)	520	Underway
<u>PRINCE GEORGE'S COUNTY FY 2018 AND 2019</u>			
1	Bus Stop Improvements (FY18 WAG)	500	FY 2018
2	Ridesharing (FY18)	269	FY 2018
3	Ridesharing (FY16)	269	Ongoing
4	Ridesharing (FY17)	269	Ongoing
5	Bus Stop Improvements (FY13 & FY14)	735	Underway
6	Bus Stop Improvements (FY15)	500	Underway
7	Bus Stop Improvements (FY16)	500	Underway
8	Bus Stop Improvements (FY17)	500	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>QUEEN ANNE'S COUNTY FY 2018 AND 2019</u>			
1	2 Small Replacement Buses - 262, 350 (FY18)	134	FY 2018
2	Bus Canopy (FY17)	20	FY 2018
3	Preventive Maintenance (FY18)	70	FY 2018
4	Transportation Development Plan (FY17)	90	Underway
<u>SOMERSET COUNTY FY 2018 AND 2019</u>			
1	See Tri-County Council for the Lower Eastern Shore Projects		
2	Smith Island Study (FY17)	40	Underway
<u>SOUTHERN MD NON-PROFITS FY 2018 AND 2019</u>			
1	Job Access and Reverse Commute (JARC) Program	100	Ongoing
2	New Freedom Program	400	Ongoing
<u>ST. MARY'S COUNTY FY 2018 AND 2019</u>			
1	2 Medium Duty Replacement Buses (FY14 5307) Converted to 5 Small Rpcmt Buses	387	FY 2018
2	2 Medium Replacement Buses (FY13) Converted to 3 Small Rpcmt Buses	233	FY 2018
3	3 Small Replacement Buses - 41, 42, 44 (FY18)	269	FY 2018
4	Preventive Maintenance (FY18 5307 & 5311)	125	FY 2018
5	Transportation Development Plan (FY18)	95	FY 2018
6	1 Medium Replacement Bus (FY17 5339)	138	FY 2019
7	3 30' HD Replacement Buses (FY16 5307 & 5311)	414	FY 2019
8	4 Medium Replacement Buses	500	FY 2019
9	Preventive Maintenance (FY17 5307 & 5311)	94	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TALBOT COUNTY FY 2018 AND 2019</u>			
1	2 Small Replacement Buses - 201, 940 (FY18 5339)	158	FY 2018
2	3 Small Cutaway Buses (FY17)	206	FY 2018
3	Preventive Maintenance (FY18 5311)	84	FY 2018
4	Radios (10) (FY18 5339)	35	FY 2018
5	1 Medium Replacement Bus - 2193 (FY18 5339)	175	FY 2019
6	2 Medium Duty Replacement Buses (FY14)	223	FY 2019
7	Preventive Maintenance (FY17)	84	Ongoing
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2018 AND 2019</u>			
1	3 Small Cutaway Replacement Buses (FY16)	210	FY 2018
2	Bus Wash Equipment (FY18 5307)	500	FY 2018
3	Expansion - Small Expansion Small Bus (FY15 5339)	62	FY 2018
4	Expansion Bus (FY15 5307)	62	FY 2018
5	Facility Construction Phase III	1,557	FY 2018
6	Mobility Management (FY18 5307)	143	FY 2018
7	Preventive Maintenance (FY18 5307)	826	FY 2018
8	Small Cutaway 45 (FY17)	71	FY 2018
9	Small Cutaway 46 (FY17)	71	FY 2018
10	Small Cutaway 70 (FY17)	71	FY 2018
11	2 Medium Replacement Buses (FY18 5307)	236	FY 2019
12	Mobility Management (FY17)	143	Ongoing
13	ADP Software - Vehicle Maintenance Records (FY14)	40	Underway
14	EAM Maintenance Software (FY15)	80	Underway
15	Trapeze Call Back Module (FY14)	30	Underway
16	Trapeze Cert. Module (FY14)	16	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

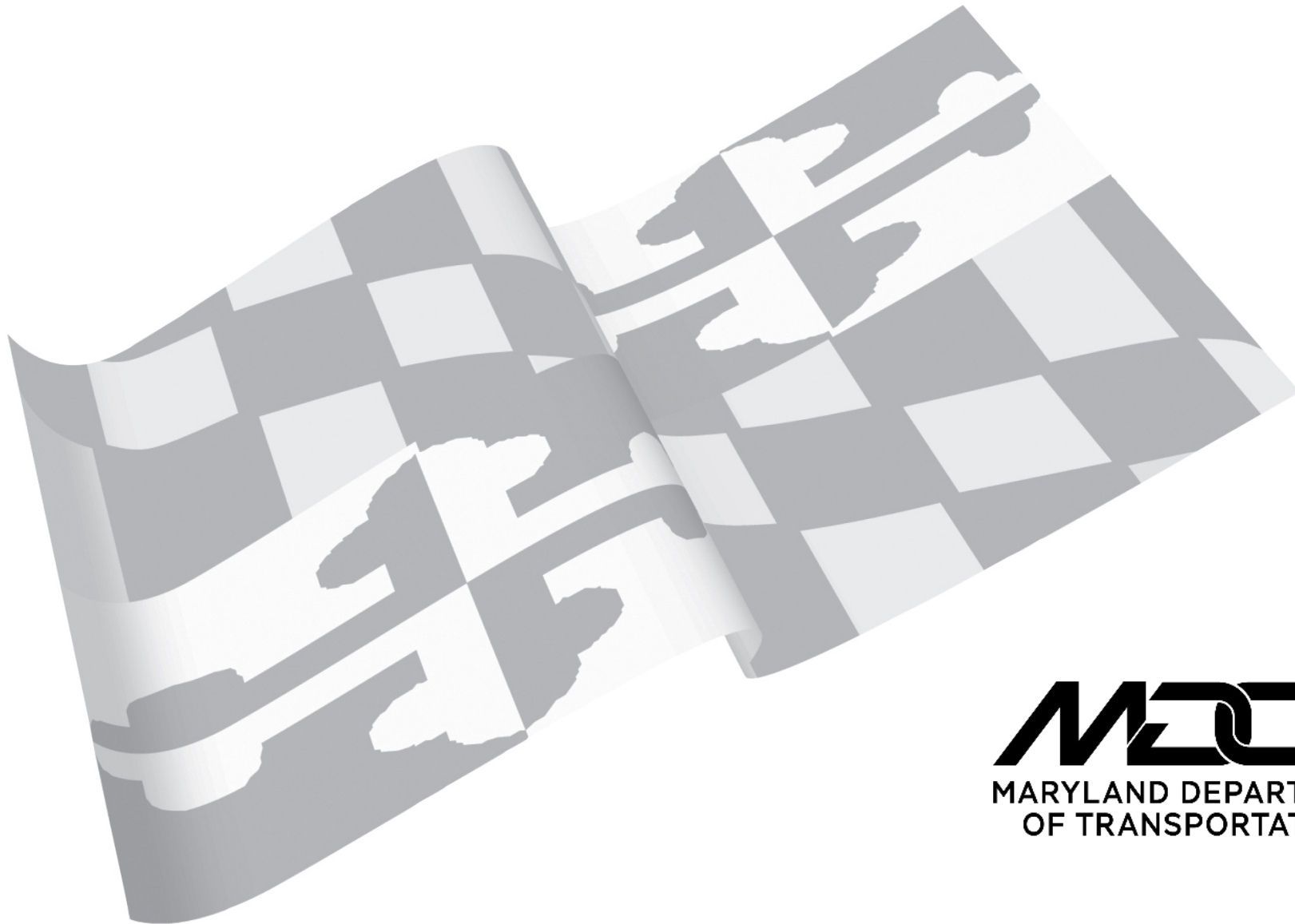
MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>WASHINGTON COUNTY FY 2018 AND 2019</u>			
1	1 Small Replacement Bus (FY16)	74	FY 2018
2	Fuel Monitoring System (FY16)	16	FY 2018
3	On-Board Surveillance Cameras	80	FY 2018
4	On-Vehicle Video Surveillance	82	FY 2018
5	Preventive Maintenance (FY18 5307)	300	FY 2018
6	Small Bus Replacement (FY15)	70	FY 2018
7	2 Medium Replacement Buses - 701, 702 (FY18 5307)	652	FY 2019
8	2 Medium Replacement Buses - 703, 704 (FY18 5307)	652	FY 2019
9	Preventive Maintenance (FY17)	285	Ongoing
10	Passenger Shelter Installs	100	Underway
11	Route Match Fixed Route System (FY17)	310	Underway
12	Route Match Notification System	27	Underway
<u>WESTERN MD NON-PROFITS FY 2018 AND 2019</u>			
1	Washington County CAC (FY18/19 5310) - Mobility Management	101	FY 2018
2	Job Access and Reverse Commute (JARC) Program	34	Ongoing
3	New Freedom Program	68	Ongoing
4	Washington County CAC (FY16/17 5310) - Mobility Management	100	Ongoing
<u>WICOMICO COUNTY FY 2018 AND 2019</u>			
1	See Tri-County Council for the Lower Eastern Shore for Projects		
<u>WORCESTER COUNTY FY 2018 AND 2019</u>			
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 51 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
1	<p align="center"><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></p> <p align="center"><u>KENT COUNTY</u></p> <p>See Talbot County for Projects</p>		



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
Special Funds	155.9	155.9	155.9	155.9	155.9	155.9	935.5
Federal Funds - WMATA *	99.9	99.9	99.9	99.9	99.9	99.9	599.2

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



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.

JUSTIFICATION: WMATA's FY 2018 - 2023 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 2018 - 2023 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432 - Line 3

STATUS: The FY 2018 - 2023 CIP was adopted by the WMATA Board of Directors on March 23, 2017.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The project cost increased \$116.2M due to the addition of FY 2023.

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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,034,940	1,869,953	193,657	194,266	194,266	194,266	194,266	194,266	1,164,987	0
Total	3,034,940	1,869,953	193,657	194,266	194,266	194,266	194,266	194,266	1,164,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9004, 9006



PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Project cost increased \$1.1M due to the addition of funding in FY 2023.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,764	16,308	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	22,764	16,308	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Matching Funding for "Passenger Rail Investment and Improvement 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.

JUSTIFICATION: Funding is used for capital improvements to improve safety and state of good repair of the rail system, including the 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

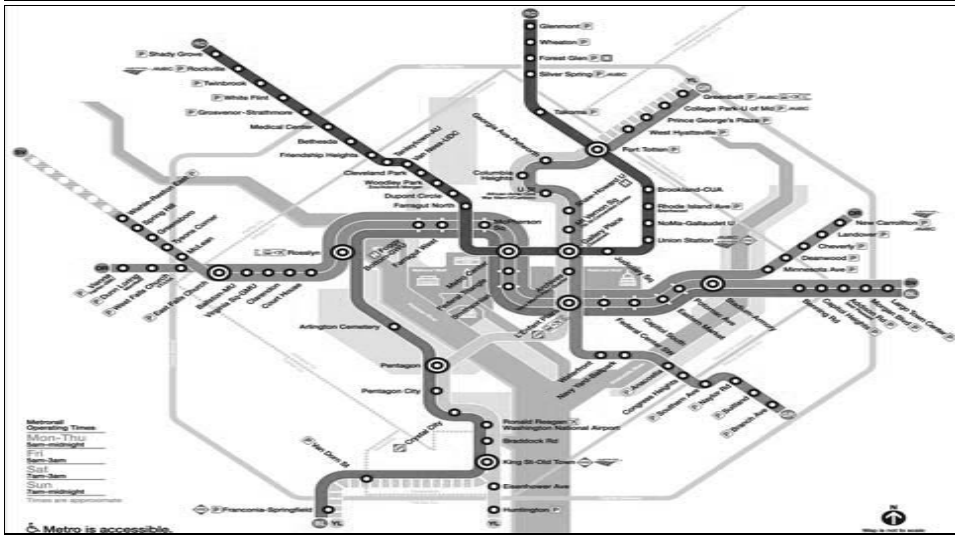
ASSOCIATED IMPROVEMENTS:

WMATA Capital Improvements Program - Line 1

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2018 is \$150.0M. Maryland will provide \$50.6M in FY 2018 for its portion of the match.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The project cost increased \$50.0M due to the addition of funding in FY 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	650,000	349,391	50,609	50,000	50,000	50,000	50,000	50,000	300,609	0	
Total	650,000	349,391	50,609	50,000	50,000	50,000	50,000	50,000	300,609	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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 terms of the Metro Matters Funding Agreement.

JUSTIFICATION: The Metro Matters program, 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. This 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

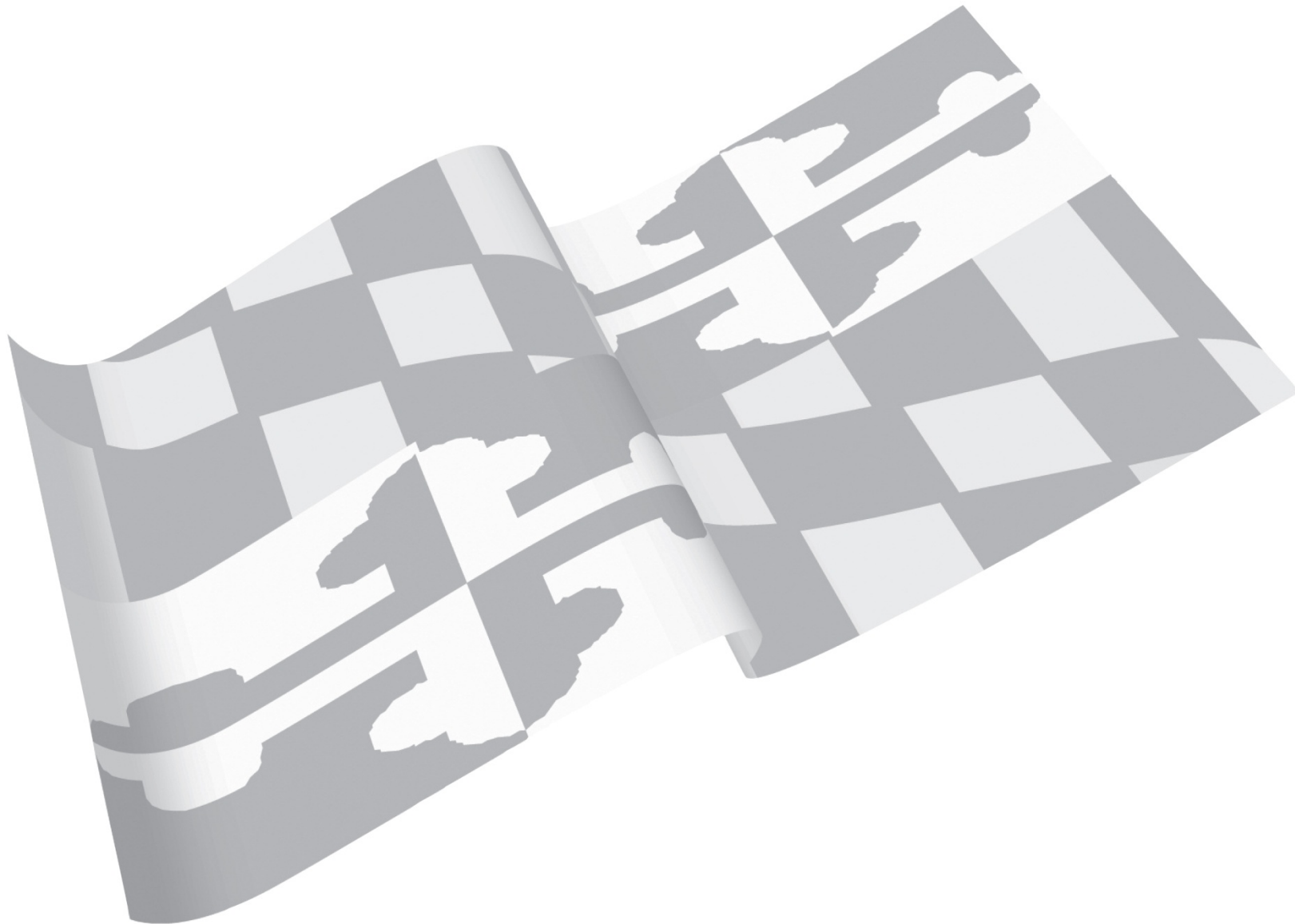
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's share of the annual contributions to the Metro Matters Program is approximately \$10.5M during FY 2018 - 2023. The final maturity date of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The project cost increased \$10.5M due to the addition of FY 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	146,361	83,661	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0	
Total	146,361	83,661	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

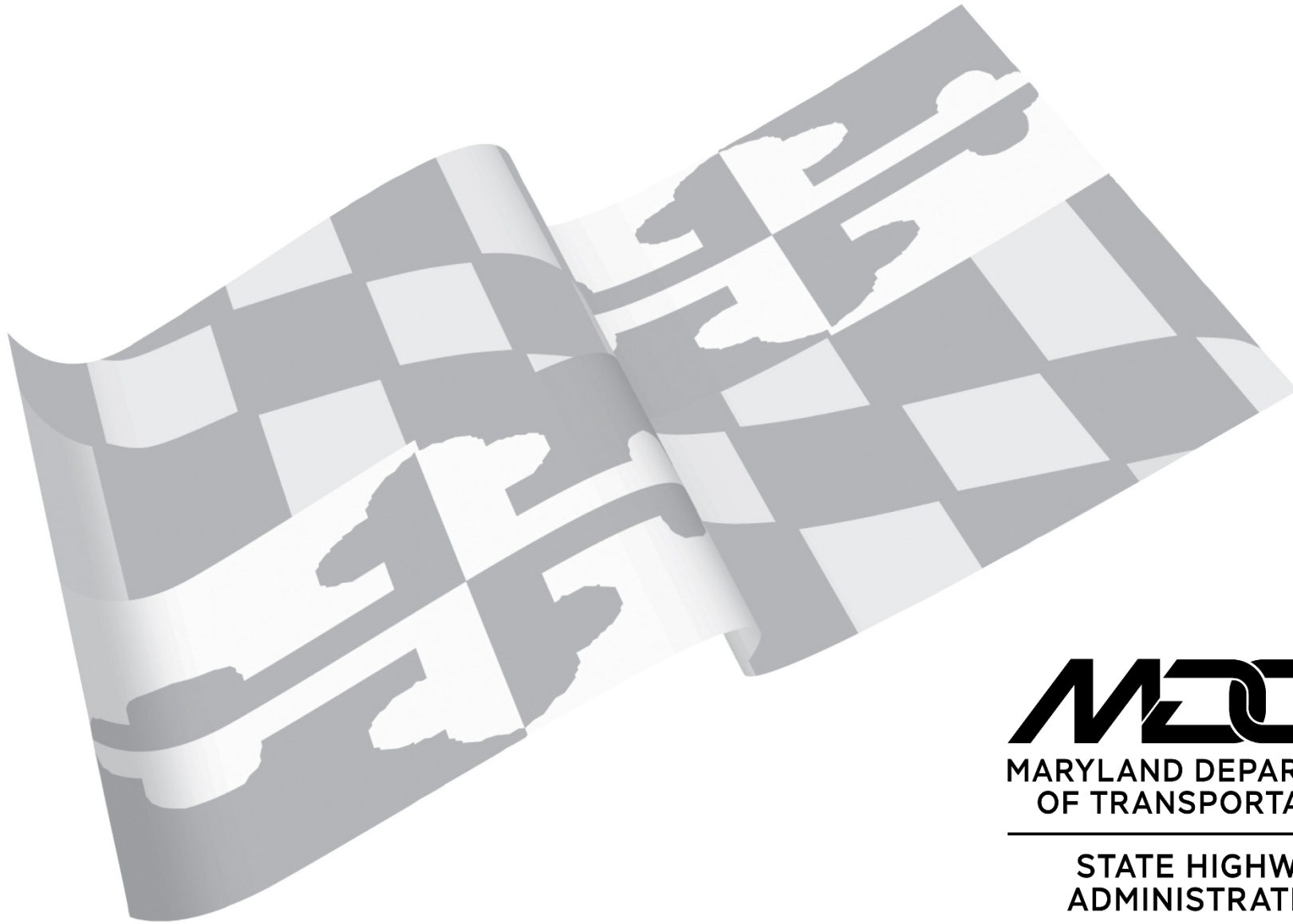


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	452.8	404.1	398.7	316.6	161.0	90.6	1,823.8
Safety, Congestion Relief and Community Enhancements	886.8	854.6	849.9	828.2	941.0	1,004.1	5,364.6
Other System Preservation	58.9	58.2	40.2	41.2	41.2	41.2	280.9
Programs 3 & 8	84.8	79.3	77.9	78.1	78.1	77.8	476.0
<u>Development & Evaluation Program</u>	<u>29.8</u>	<u>51.1</u>	<u>53.5</u>	<u>21.2</u>	<u>10.8</u>	<u>8.1</u>	<u>174.5</u>
TOTAL	1,513.1	1,447.3	1,420.2	1,285.3	1,232.1	1,221.8	8,119.8
Special Funds	894.7	756.7	750.1	675.4	711.5	774.2	4,562.7
Federal Funds	618.3	690.6	670.0	610.0	520.5	447.7	3,557.1



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) "511" - 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added funding in FY23. The cost increase of \$3.8 million is due to additional Planning needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	7,450	2,000	950	1,000	950	850	850	850	5,450	0	
Engineering	70,048	11,418	9,530	9,880	9,730	9,830	9,830	9,830	58,630	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	50,102	2,982	5,320	13,320	10,120	4,520	3,520	10,320	47,120	0	
Total	127,600	16,400	15,800	24,200	20,800	15,200	14,200	21,000	111,200	0	
Federal-Aid	49,756	5,412	6,162	8,470	7,488	6,384	6,390	9,450	44,344	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

PURPOSE & NEED SUMMARY STATEMENT: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added funding in FY23.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					....2020....	....2021....	....2022....	....2023....			
Planning	1,484	134	200	200	200	250	250	250	250	1,350	0
Engineering	9,766	1,166	1,300	1,100	1,550	1,550	1,550	1,550	1,550	8,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,550	3,800	1,000	2,600	3,850	3,100	3,600	5,600	19,750	0	0
Total	34,800	5,100	2,500	3,900	5,600	4,900	5,400	7,400	29,700	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

STATUS: Engineering, Right-of-Way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added funding in FY23. The cost decrease of \$10.9 million is due to reduced sound wall needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	600	400	0	0	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,400	11,500	7,500	2,100	2,100	2,000	2,000	1,200	16,900	0	0
Total	29,400	12,100	7,900	2,100	2,100	2,000	2,000	1,200	17,300	0	0
Federal-Aid	7,809	3,993	3,081	735	0	0	0	0	3,816	0	0

CLASSIFICATION:

STATE - N/A

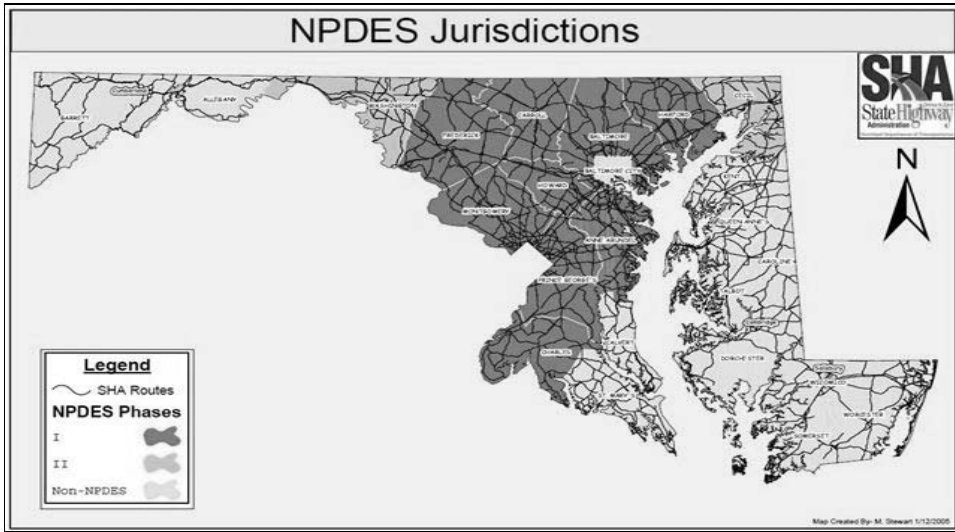
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for 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 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

STATUS: Engineering, Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$71.6 million is due to the addition of FY 23 funding and previously deleted cumulative expenditures offset by reduced construction cost estimates.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2020....	....2021....	....2022....	....2023....		
Planning	23,922	14,222	2,200	500	1,000	2,000	2,000	2,000	9,700	0
Engineering	298,725	97,725	45,000	23,000	30,000	35,000	34,000	34,000	201,000	0
Right-of-way	14,342	2,342	2,000	2,000	2,000	2,000	2,000	2,000	12,000	0
Construction	360,444	99,744	50,800	74,500	72,700	25,600	20,600	16,500	260,700	0
Total	697,433	214,033	100,000	100,000	105,700	64,600	58,600	54,500	483,400	0
Federal-Aid	37,000	37,000	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

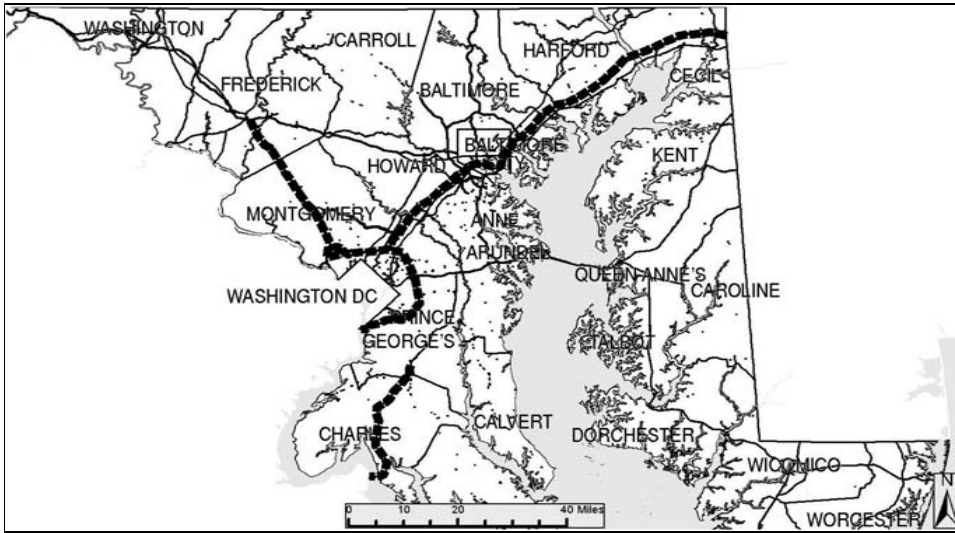
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop strategies to improve operations on the Capital Beltway, I-95 and US 301.

JUSTIFICATION: A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

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 underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	3,055	1,932	805	318	0	0	0	0	0	1,123	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,055	1,932	805	318	0	0	0	0	0	1,123	0
Federal-Aid	2,712	1,776	750	186	0	0	0	0	0	936	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - 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 for approximately 700,000 drivers per day on 14 major corridors across the state.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The Smart Traffic signals will improve traffic operations and reduce congestion on 14 major corridors.

STATUS:

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,300	0	5,300	7,500	7,500	10,000	12,500	7,500	50,300	0
Total	50,300	0	5,300	7,500	7,500	10,000	12,500	7,500	50,300	0
Federal-Aid	39,234	0	4,134	5,850	5,850	7,800	9,750	5,850	39,234	0

CLASSIFICATION:

STATE - N/A

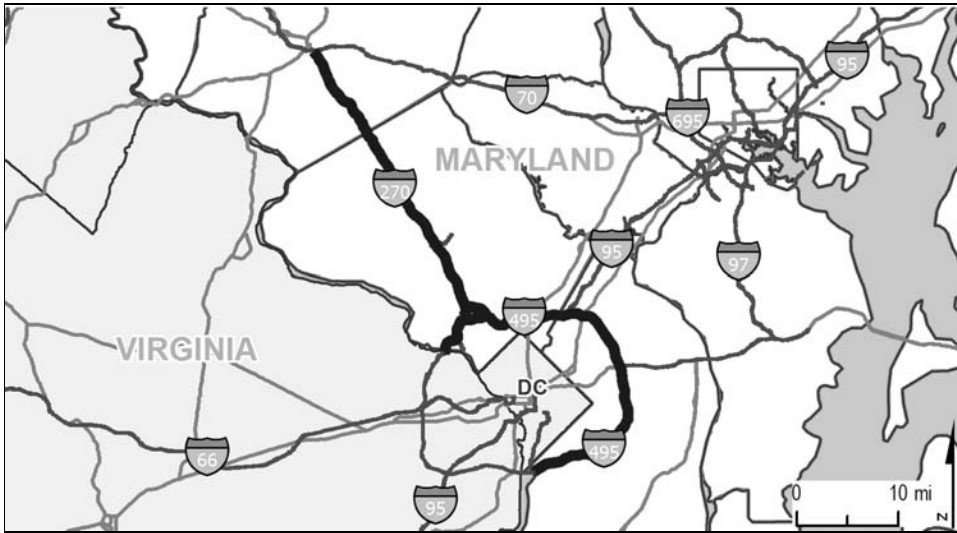
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning activities in support of the Traffic Relief Plan (Phase 1), which will implement express toll lanes (ETLs) along I-270 and I-495.

JUSTIFICATION: I-270 and I-495 experience severe congestion.

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 1)
- I-270 Innovative Congestion Management (Montgomery County Line 2)
- I-95/I-495 Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a contract for design and construction to a private partner, as part of a public/private partnership. Any upfront expenses will be reimbursed at the close of the public/private partnership as part of the

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Development and Evaluation Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023			
Planning	71,360	2,170	10,000	22,000	32,000	5,190	0	0	69,190	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	71,360	2,170	10,000	22,000	32,000	5,190	0	0	69,190	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in District 4; guardrail	2,302	Completed
2		At various locations in District 4; Joint Sealing	1,435	Completed
3		At various locations in District 6; resurface	445	Completed
4		At various locations in District 7; guardrails	1,940	Completed
5		Various locations in Districts 4 and 7; pavement marking	2,025	Completed
6		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	Completed
7		Various locations in District 3 and 5; thermoplastic thinline striping	1,207	Completed
8		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Completed
9		Various locations in District 7; guardrail	1,413	Completed
10		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Completed
<u>Bridge Replacement/Rehabilitation</u>				
11		Install troughs and rehabilitation of joints to 27 bridges in WA and BA Counties; joint sealing	3,144	Completed
12		Invert paving and restoration to various structures; miscellaneous	1,722	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
13		At various locations in District 1; rumble strips	505	Completed
14		Various locations in Baltimore and Harford Counties; safety	6,921	Completed
<u>Noise Barriers</u>				
15	I 495	Capital Beltway; noise walls 15110 and 15113; drainage improvements	160	Completed
<u>Traffic Management</u>				
16		Various locations in District 4; signalization	5,696	Completed
17		Sign Structure replacement in District 4	4,905	Completed
18		At various locations in District 5; signing	2,295	Completed
19		Various locations in District 1 and 2; signalization	1,064	Completed
20		Various locations in District 4; lighting	1,783	Completed
21		Various locations in District 1 and 2; signing	1,163	Completed
22		Various locations in District 3; signalization	2,146	Completed
23		Various locations in District 3; signing	2,810	Completed
24		Various locations in District 5; signalization	2,104	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
25		Various locations in District 4; signing	2,999	Completed
26		Various locations in District 3; lighting	1,734	Completed
27		Various locations in District 6 and 7; signalization	1,074	Completed
28		Traffic detection at signalized intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Completed
<u>C.H.A.R.T. Projects</u>				
29		CHART Closed Circuit Television deployment - Phase 4	801	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
30		At various locations in Montgomery and Prince George's Counties; guard rail	1,716	FY 2018
31		At various locations in District 1; surface treatment	5,000	FY 2018
32		At various locations in Montgomery and Prince George's Counties; sidewalks	1,575	FY 2018
33		At various locations in District 4 - thermo thinline striping; pavement marking	1,905	FY 2018
34		At various locations in District 5 - thermo thinline striping; pavement marking	2,460	FY 2018
35		At various locations in Montgomery and Prince George's Counties; joint sealing	5,715	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
36		Along various interstates in Montgomery and Prince George's Counties; patching	10,266	FY 2018
37		At various locations in District 5; resurface	2,134	FY 2018
38		At various locations in Caroline and Talbot Counties; patching	1,822	FY 2018
39		At various locations in District 2; surface treatment	2,730	FY 2018
40		At various locations in District 2; guard rail	574	FY 2018
41		At various locations in District 7; guard rail	3,595	FY 2018
42		At various locations in District 2; sidewalks	1,049	FY 2018
43		At various locations in District 2; surface treatment	3,302	FY 2018
44		At various locations in Carroll, Frederick and Howard Counties; patching	3,795	FY 2018
45		At various locations in Caroline, Cecil, Queen Anne's and Talbot Counties; joint sealing	337	FY 2018
46		At various locations in Kent and Queen Anne's Counties; patching	1,960	FY 2018
47		At various locations in Baltimore and Harford Counties; guard rail	2,036	FY 2018
48		At various locations in Kent and Queen Anne's Counties; patching	1,888	FY 2018
49		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	1,390	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
50		At various locations in District 1; patching	1,845	FY 2018
51		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	833	FY 2018
52		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; guard rail	2,020	FY 2018
53		At various locations in District 4; surface treatment	623	FY 2018
54		At various locations in District 7; guard rail	2,341	FY 2018
55		At various locations in District 7; slurry seal	4,440	FY 2018
56		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	FY 2018
57		At various locations in Allegany, Garrett and Washington Counties; guard rail	2,396	FY 2018
58		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,251	FY 2018
59		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	FY 2018
60		At various locations in District 4; surface treatment	1,548	FY 2018
61		At various locations in District 4; joint sealing	1,572	FY 2018
62		At various locations in District 6 - thermo thinline striping; pavement marking	1,245	FY 2018
63		At various locations in District 3 - thermo thinline striping; pavement marking	1,226	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
64		At various locations in Caroline and Talbot Counties; resurface	1,892	FY 2018
65		At various locations in District 5; guard rail	930	FY 2018
66		At various locations in District 6; resurface	478	FY 2018
67		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	FY 2018
68		At various locations in District 7 - thermo thinline striping; pavement marking	962	FY 2018
69		At various locations in District 5; sidewalks	2,250	FY 2018
70		At various locations in District 2; mill and resurface	3,877	FY 2018
71		At various locations in District 2 - thermo thinline striping; pavement marking	960	FY 2018
72		At various locations in Carroll and Frederick Counties; mill and resurface	18,187	FY 2018
73		At various locations in District 7; patching	2,313	FY 2018
74		At various locations in Kent and Queen Anne's Counties; resurface	1,894	FY 2018
75		At various locations on I-70, I-95, I-195, I-795, I-83, I-695, MD 695 and MD 295; safety and resurface	8,555	FY 2018
76		At various locations in District 1; pavement marking	1,003	FY 2018
77		At various routes in Carroll, Frederick and Howard Counties; guard rail	2,003	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
78		At various locations in District 5; pavement marking	1,907	FY 2018
79		At various locations in District 4; pavement marking	1,157	FY 2018
80		At various locations in District 2; sidewalks	1,392	Under construction
81		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; slurry seal	2,310	FY 2018
82		At various locations in District 5; patching	3,377	FY 2018
83		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	599	FY 2018
84		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	913	FY 2018
85		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	2,669	FY 2018
86		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
87		At various locations in District 6; slurry seal	2,974	Under construction
88		At various locations in District 2; joint sealing	465	Under construction
89		Various locations in District 2; slurry seal	1,186	Completed
90		Various locations in Carroll, Frederick and Howard Counties; joint sealing	442	Under construction
91		Various locations in District 2; guardrail	383	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
92	I 68	National Freeway; From 0.63 miles west of AL/GA County line to 0.37 east of AL/GA County line; climbing lane Funding provided by the Governor's Investment in Highways and Bridges Initiative	678	FY 2018
93	I 70 WB	Baltimore National Pike; Carroll County line to east of MD 75; safety and resurface	3,633	FY 2018
<u>Bridge Replacement/Rehabilitation</u>				
94		Movable and fixed bridges, culverts and walls - statewide; bridge rehabilitation	11,327	FY 2018
95		Substructure preservation of fixed bridges - statewide; bridge rehabilitation	6,709	FY 2018
96		At various locations - statewide; bridge joint rehabilitate	2,022	FY 2018
97		At various bridges in District 7; clean/paint bridges	2,230	FY 2018
98		Various bridges on various routes in District 5; clean/paint bridges	1,763	FY 2018
99		Provide maintenance of traffic and access equipment for bridge inspection - contract 2; bridge inspection	5,766	FY 2018
100		Providing maintenance of traffic and access equipment for bridge inspection; bridge inspection	5,939	FY 2018
101		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,980	FY 2018
102		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,908	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
103		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,030	FY 2018
104		At various locations in District 6; bridge rehabilitation	2,860	FY 2018
105		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,072	FY 2018
106		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	12,570	FY 2018
107		Invert paving and restoration to various structures; miscellaneous	4,187	FY 2018
108		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	FY 2018
109		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	11,258	FY 2018
110		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
111		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Under construction
112		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	FY 2018
<u>Safety/Spot Improvement</u>				
113		At various locations in District 1; rumble strips	300	FY 2018
114		At various locations in District 7; sidewalks	2,288	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
115		At various locations in District 7; drainage improvement	3,432	FY 2018
116		At various locations in District 2; drainage improvement	3,000	FY 2018
117		ADA sidewalk construction in District 5; sidewalks	2,670	FY 2018
118		At various locations in District 1; sidewalks	3,421	FY 2018
119		At various locations in District 2; sidewalks	2,943	FY 2018
120		At various locations in Prince George's and Montgomery Counties; drainage improvement	3,144	FY 2018
121		At various locations in District 3; bicycle-pedestrian improvements (Total cost \$13.7 million, includes all phases)	2,792	FY 2018
122		At various locations in District 4; RPM	753	FY 2018
123		Tree trimming/removal at various locations in Prince George's and Montgomery Counties; safety	523	FY 2018
124		At various locations in District 5; rumble strips	416	FY 2018
125		At various locations in District 1; RPM	429	FY 2018
126		Baltimore and Harford Counties - safety and operations improvements; safety	5,395	FY 2018
127		At various locations statewide - on call contract; drainage improvement	4,966	FY 2018
128		At various locations in District 1; rumble strips	319	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
129		Baltimore and Harford Counties - tree trimming and removal; landscape	1,816	FY 2018
130		At various locations in Carroll, Frederick and Howard Counties; RPM	801	FY 2018
131		At various locations in District 5; RPM	561	FY 2018
132		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,927	FY 2018
133		At various locations statewide; drainage improvement	3,312	Under construction
134		At various locations in Prince George's and Montgomery Counties; geometric improvements	3,292	FY 2018
135		At various locations in District 2; RPM	603	FY 2018
136		At various locations in Baltimore and Harford Counties; rumble strips	1,130	FY 2018
137		At various locations in District 4; sidewalks	2,995	Under construction
138		At various locations in District 6; drainage improvement	8,786	FY 2018
139		ADA at various locations in District 1; sidewalks	4,541	Under construction
140		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	Under construction
141		At various locations in District 6; sidewalks	3,392	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
142		At various locations in District 3; sidewalks	3,494	Under construction
143		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	FY 2018
144		Various locations in District 7; ADA compliance	2,515	Under construction
145		At various locations in District 1 and 2; pavement marking	899	Under construction
146		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,713	Under construction
147		Various locations in District 4; pavement markings	517	Completed
148	US 13	Ocean Highway; Jones Road to North of Eden Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,103	FY 2018
149	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Under construction
<u>Noise Barriers</u>				
150		Noise barrier preservation and remediation - statewide; noise abatement	2,240	FY 2018
151		Noise barrier fire door remediation in district 3; noise abatement	1,393	FY 2018
152		Various locations; noise abatements	1,410	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Traffic Management</u>				
153		At various locations in District 4; lighting	2,447	FY 2018
154		At various locations in Districts 6 and 7; signalization	5,440	FY 2018
155		At various locations in District 5; lighting	4,726	FY 2018
156		At various locations in Districts 1 and 2; signalization	5,101	FY 2018
157		At various locations in District 3; lighting	3,588	FY 2018
158		At various locations in District 3; signalization	5,934	FY 2018
159		At various locations in Districts 6 and 7; signing	4,652	FY 2018
160		At various locations in Districts 3, 4 and 5; signing	6,252	FY 2018
161		At various locations in District 1 and 2; lighting	3,723	FY 2018
162		At various locations in Districts 1 and 2; signing	3,584	FY 2018
163		At various locations in District 4; signalization	6,542	FY 2018
164		At various locations - statewide; signalization	7,362	FY 2018
165		At various locations in Districts 3, 4, and 5; signalization	7,771	FY 2018
166		Sign structure replacement - statewide; signing	7,389	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
167		Modify/install/recon of signing - statewide; signing	8,896	FY 2018
168		At various locations in District 6 and 7; lighting	2,773	FY 2018
169		At various locations statewide - UPS/APS/CFS; signalization	5,604	FY 2018
170		At various locations in District 3 and 6; signalization	7,433	FY 2018
171		At various locations - sign retro reflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2018
172		At various locations in Districts 1 and 2; signalization	3,793	FY 2018
173		At various locations in Districts 6 and 7; lighting	3,379	Under construction
174		At various locations statewide; signing	6,251	Under construction
175		Light Emitting Diode (LED) Upgrades - Statewide	4,030	Under construction
176		Modify/Install/Reconstruct Signals; signalization	5,741	Under construction
177		Tourism and service signing; signing	3,157	Under construction
178		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	Under construction
179		APS in Districts 6 and 7; signalization	5,037	FY 2019
180		At various locations in District 3; lighting	4,930	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
181		At various locations in District 3; signalization	6,942	FY 2018
182		At various locations in District 4; lighting	4,268	FY 2018
183		At various locations in District 5; lighting	4,377	FY 2018
184		At various locations in District 6; signing	3,693	Under construction
185		Various locations in District 3; signing	3,377	Under construction
186		Various locations in District 6 and 7; lighting	4,875	Under construction
187		Various locations in District 1 and 2; lighting	4,861	Under construction
188		Various Locations in District 5; signalization	5,664	Under construction
189		Various locations in District 4; signing	3,048	Under construction
190		Automatic Traffic Recorders Statewide; miscellaneous	1,923	Under construction
191		Modify/reconstruct with in Districts 3, 4, 5; signalization	10,045	Under construction
192		Traffic signs and APS in District 3; signalization	7,153	FY 2018
193		Sign Structure replacement in District 7	4,777	Under construction
194		Sign Structure replacement in District 3	5,003	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
195		Various locations in District 3, 4 and 5; signalization	5,671	Completed
196		Various locations in Districts 6 and 7; signalization	3,168	Under construction
197		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
198		Various locations in District 6 and 7; lighting	930	Under construction
199		Various locations in District 5; lighting	1,674	Under construction
200		Various locations in District 6 and 7; signing	2,170	Completed
201		Various locations in District 1 and 2; lighting	1,300	Under construction
202		Various locations in District 4; signalization	2,048	Under construction
<u>C.H.A.R.T. Projects</u>				
203		Statewide CHART DMS deployment - Phase 6; miscellaneous	5,120	FY 2018
204		Statewide CHART DMS deployment - Phase 5; miscellaneous	5,382	FY 2018
205		Statewide CHART CCTV deployment - Phase 6; miscellaneous	3,757	FY 2018
206		CHART SOC improvements	6,064	FY 2018
207		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,830	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>C.H.A.R.T. Projects (cont'd)</u>				
208		CHART DMS Deployment - Phase 4; miscellaneous	2,252	FY 2018
209		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,875	FY 2018
210		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	1,562	Under construction
211		Road Weather Information Systems Upgrade	500	Under construction
212		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
213		Back-up Power for CHART Cameras	241	Under construction
214		10 CCTV Cameras Project	700	Under construction
215	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	945	Under construction
<u>Environmental Preservation</u>				
216		Landscape sustainability improvements V for Districts 3 and 5; landscape	475	Under construction
217		Landscape Sustainability IV at various locations in District 2; landscape	125	Under construction
218		At various locations in District 4; landscape	1,072	FY 2018
219		At various locations in District 7; landscape	549	Under construction
220		Various locations in District 1 and 2; landscape	1,835	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Years 2018 and 2019 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
221	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	524	Under construction
		<u>Sidewalks</u>		
222		Various locations in District 2; sidewalks	2,506	Under construction
223		At various locations in District 5; sidewalks	2,983	Under construction
224		At various locations in District 5; sidewalks	2,006	Under construction
225		Various locations in District 3; sidewalks	2,613	Under construction
		<u>TMDL Compliance</u>		
226		Full delivery stream restoration services; wetlands	33,000	FY 2018
227		Tree planting on DNR property in District 7; landscape	2,562	FY 2018
228		Tree planting on DNR property in District 4; landscape	1,241	FY 2018
229		Tree planting at various locations in District 4; landscape	1,576	FY 2018
230		At various locations in District 7 - Group 2; drainage improvement	2,310	FY 2018
231		At various locations in District 5; landscape	1,380	FY 2018
232		At various locations in District 3 - Group 1; drainage improvement	6,131	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>TMDL Compliance (cont'd)</u>				
233		Tree planting at various locations in District 3; landscape	427	FY 2018
234		Tree establishment at various locations in Howard and Carroll Counties; landscape	2,388	FY 2018
235		Tree establishment at various locations in Anne Arundel and Charles Counties; landscape	921	FY 2018
236		At various locations in District 7 - Group 1 - impervious area removal; drainage improvement	2,910	FY 2018
237		Tree establishment at various locations in District 3; landscape	1,316	FY 2018
238		SWM at various locations in District 7 - Group 1; drainage improvement	6,864	FY 2018
239		Stream restoration and SWM at DNR Patapsco; wetlands replacement (reimbursed by DNR)	175	FY 2018
240		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,447	FY 2019
241		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,131	FY 2018
242		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,279	FY 2018
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
243		Archeological and Historic Preservation Data Development; update and enhance searchable database of Maryland's architectural and archeological resources	90	FY 2018

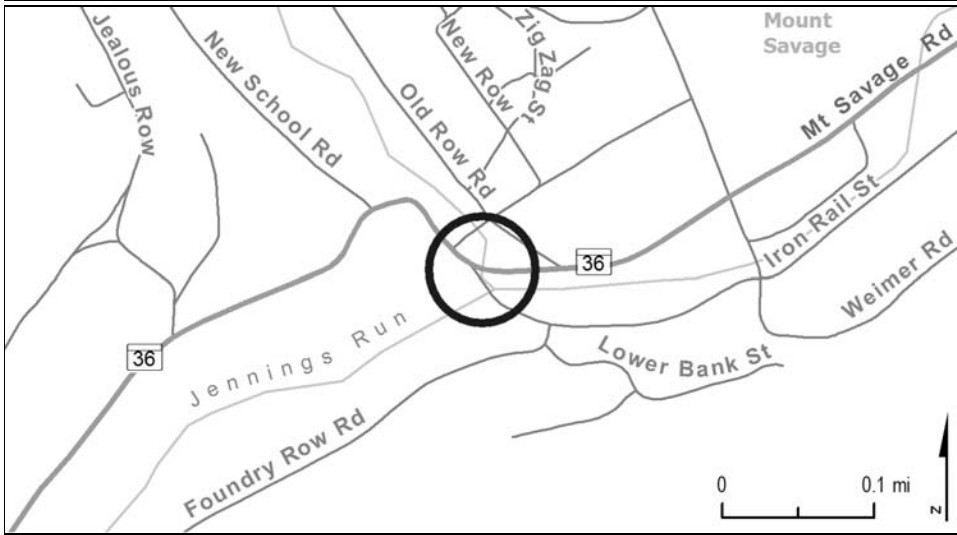
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
244		Data Development and Analysis of Architectural Resources; update and enhance searchable database of Maryland's architectural and archeological resources	196	FY 2018
245		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
246		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Underway
<u>Pedestrian and Bicycle Safety and Educational Activities (cont'd)</u>				
247		Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000	FY 2018
<u>Congressional Earmarks</u>				
248		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	0	



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 structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year. Construction delay due to changes in the scope of work related to: retaining wall, pedestrian bridge, and project inspections.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$0.8 million is due to a change in project scope.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,705	1,366	339	0	0	0	0	0	0	339	0
Right-of-way	394	301	31	30	32	0	0	0	0	93	0
Construction	4,050	0	0	2,981	1,069	0	0	0	0	4,050	0
Total	6,149	1,667	370	3,011	1,101	0	0	0	0	4,482	0
Federal-Aid	4,382	985	238	2,325	834	0	0	0	0	3,397	0

CLASSIFICATION:

STATE - Minor Arterial

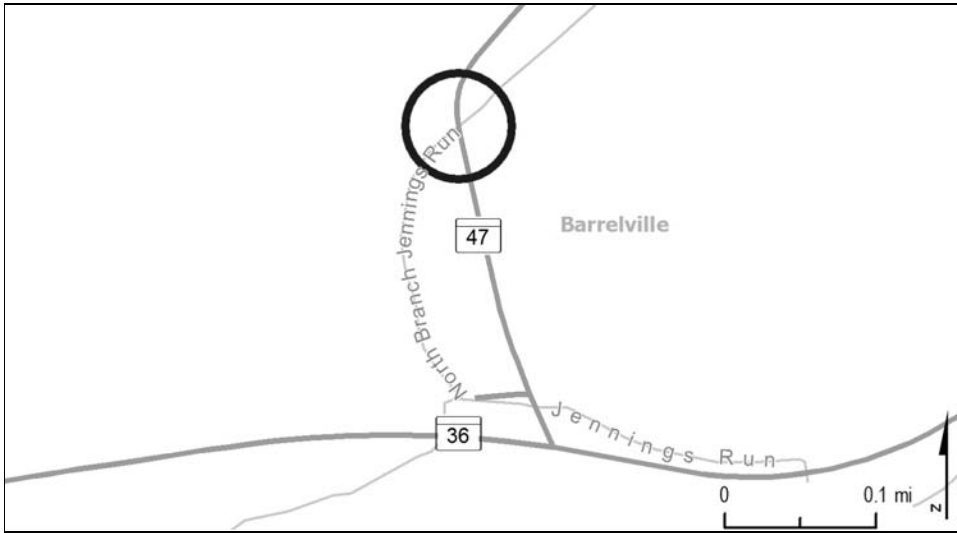
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 2,350

PROJECTED (2035) - 2,600



PROJECT: MD 47, Barrelville Road

DESCRIPTION: Replace Bridge 01043 over North Branch. Bicycle and pedestrian accommodations will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,233	1,233	0	0	0	0	0	0	0	0	0
Right-of-way	477	477	0	0	0	0	0	0	0	0	0
Construction	2,777	2,710	67	0	0	0	0	0	0	67	0
Total	4,487	4,420	67	0	0	0	0	0	0	67	0
Federal-Aid	2,826	2,767	59	0	0	0	0	0	0	59	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 2,400

PROJECTED (2035) - 2,850



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 Maryland/West Virginia joint study, between two Appalachian Development Highway System corridors, I-68 and US 48.

JUSTIFICATION: 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: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
				2020	2021	2022	2023				
Planning	6,204	2,905	450	1,899	950	0	0	0	0	3,299	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,204	2,905	450	1,899	950	0	0	0	0	3,299	0
Federal-Aid	3,626	1,053	351	1,481	741	0	0	0	0	2,573	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,650 - 19,700

PROJECTED (2035) - 12,600 - 37,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

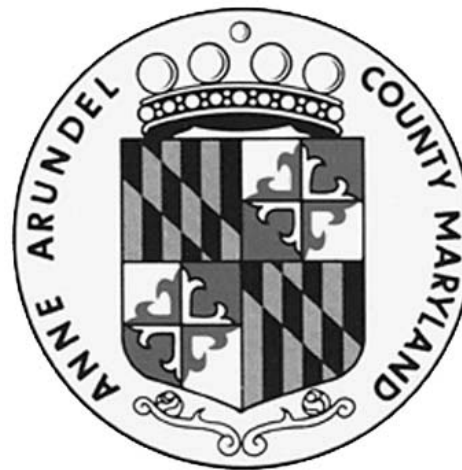
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 68	National Freeway; East of Orleans Road to Washington County line; safety and resurface	4,821	Completed
<u>Bridge Replacement/Rehabilitation</u>				
2	MD 956	Patriot Parkway; Bridge 0109800 over Potomac River; bridge deck replacement	3,454	Completed
<u>Intersection Capacity Improvements</u>				
3	MD 51	Industrial Boulevard; at Virginia Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,505	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
4		At various locations in Allegany County; surface treatment	1,587	Under construction
5		At various locations in Allegany County; mill and resurface	9,650	Under construction
6		At various locations in Allegany County; resurface	6,959	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
7	I 68	National Freeway; Bridge 0109300 over MD 639; bridge rehabilitation	6,000	FY 2018
8	I 68	National Freeway; Bridge 0111503 and 0111504 on I-68; clean/paint bridges	1,823	FY 2018

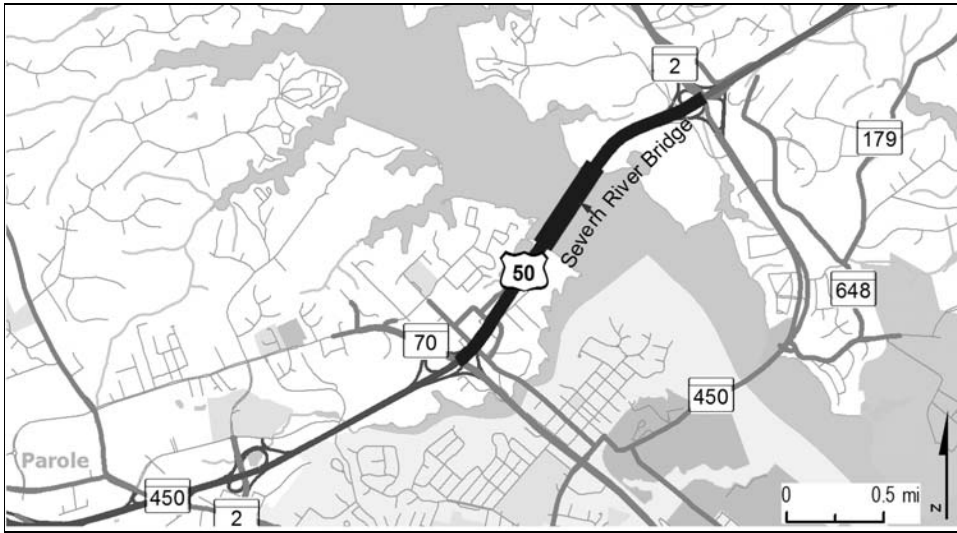
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	US 220	McMullen Highway; Milnor Avenue to Robinette Avenue (Phase 1); drainage improvement	436	FY 2018
10	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	881	Under construction
11	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage and sidewalk improvements	671	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
12		Amtrak Station Entryway Improvement	243	FY 2018
<u>Establishment of Transportation Museums</u>				
13		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of an exhibition exploring the National Road and C&O Canal	150	FY 2018



ANNE ARUNDEL COUNTY



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Project to ease congestion on eastbound US 50 from MD 70 to MD 2 northbound (1.7 miles) by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate an additional eastbound travel lane.

PURPOSE & NEED SUMMARY STATEMENT: The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This segment of US 50 experiences severe congestion during peak travel hours. An additional eastbound travel lane from MD 70 to MD 2 and on the Severn River/Pearl Harbor Memorial Bridge will improve safety and operations along this important commuter corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

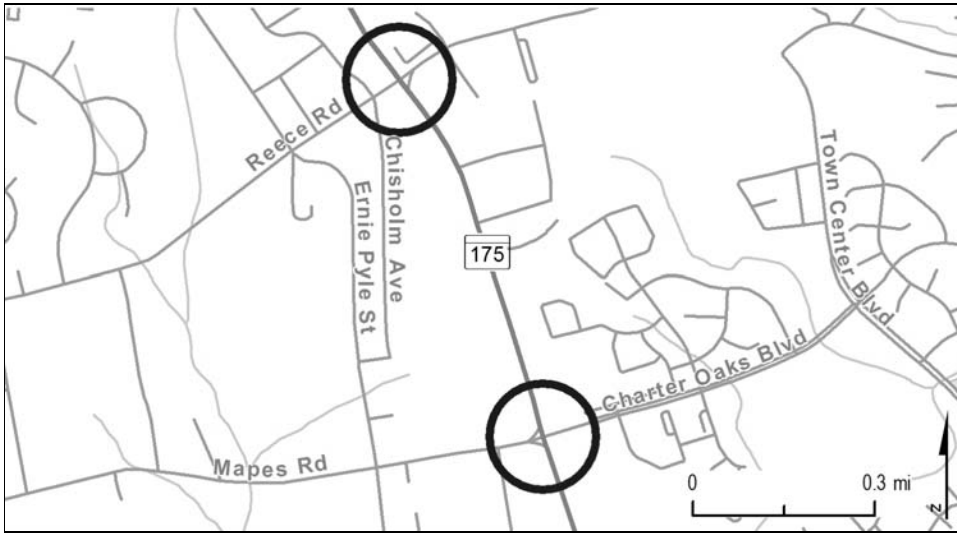
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	2,042	2,002	40	0	0	0	0	0	0	40	0
Engineering	2,936	902	2,034	0	0	0	0	0	0	2,034	0
Right-of-way	184	72	50	62	0	0	0	0	0	112	0
Construction	19,727	0	13,760	5,967	0	0	0	0	0	19,727	0
Total	24,889	2,976	15,884	6,029	0	0	0	0	0	21,913	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 129,000
 PROJECTED (2035) - 159,900



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (0.6 miles). (BRAC intersection improvement) This project includes construction of a new security fence and tree buffer along Fort Meade's property. Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, Disney Road to Reece Road (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

EXPLANATION: This project will relieve traffic congestion at these failing intersections as a result of the projected volumes from BRAC.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$1.6 million is due to reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,411	2,409	2	0	0	0	0	0	2	0
Construction	15,443	9,872	5,571	0	0	0	0	0	5,571	0
Total	17,854	12,281	5,573	0	0	0	0	0	5,573	0
Federal-Aid	14,345	9,862	4,483	0	0	0	0	0	4,483	0

CLASSIFICATION:

STATE - Urban Minor Arterial

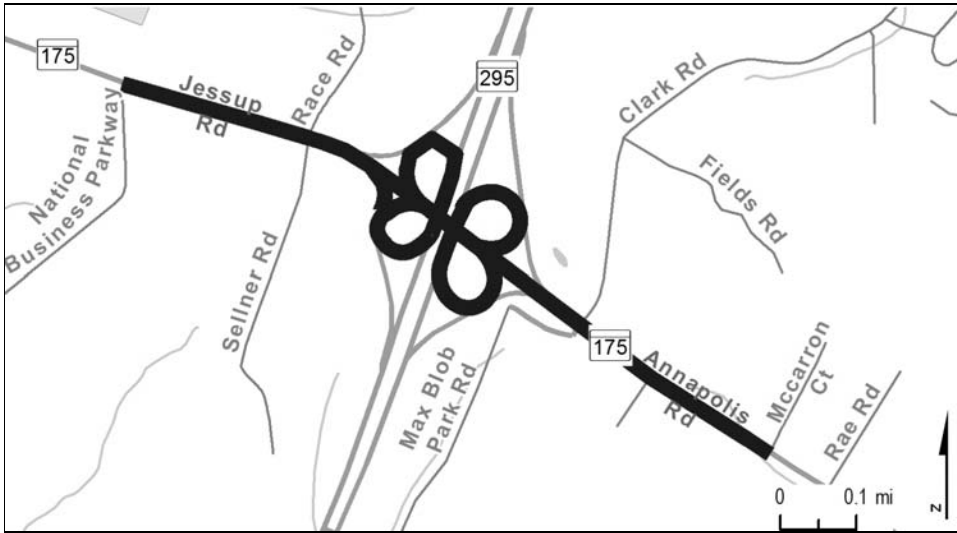
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 26,450

PROJECTED (2035) - 47,000



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from National Business Parkway 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.

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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece (Line 2)
- MD 175, Disney Road to Reece Road (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

EXPLANATION: This project will address safety concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.0 million is due to revised plats.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PHASE	TOTAL			PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2,410	1,190	0	0	0	0	0	1,190	0
Right-of-way	18,754	14,041	2,033	1,710	582	388	0	0	4,713	0
Construction	64,858	0	0	5,550	12,521	15,546	16,091	15,150	64,858	0
Total	87,212	16,451	3,223	7,260	13,103	15,934	16,091	15,150	70,761	0
Federal-Aid	53,370	1,829	952	4,329	9,766	12,126	12,551	11,817	51,541	0

CLASSIFICATION:

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 31,300 - 38,075

PROJECTED (2035) - 45,475 - 52,950



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 current and future congestion 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

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, MD 295 to MD 170 (Line 7)

EXPLANATION: This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

STATUS: Construction underway. The project received a \$10.0 million TIGER grant for construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,315	2,241	74	0	0	0	0	0	0	74	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	16,965	2,252	5,151	4,756	4,806	0	0	0	0	14,713	0
Total	19,280	4,493	5,225	4,756	4,806	0	0	0	0	14,787	0
Federal-Aid	15,804	3,764	3,956	4,026	4,058	0	0	0	0	12,040	0

CLASSIFICATION:

STATE - Urban Minor Arterial

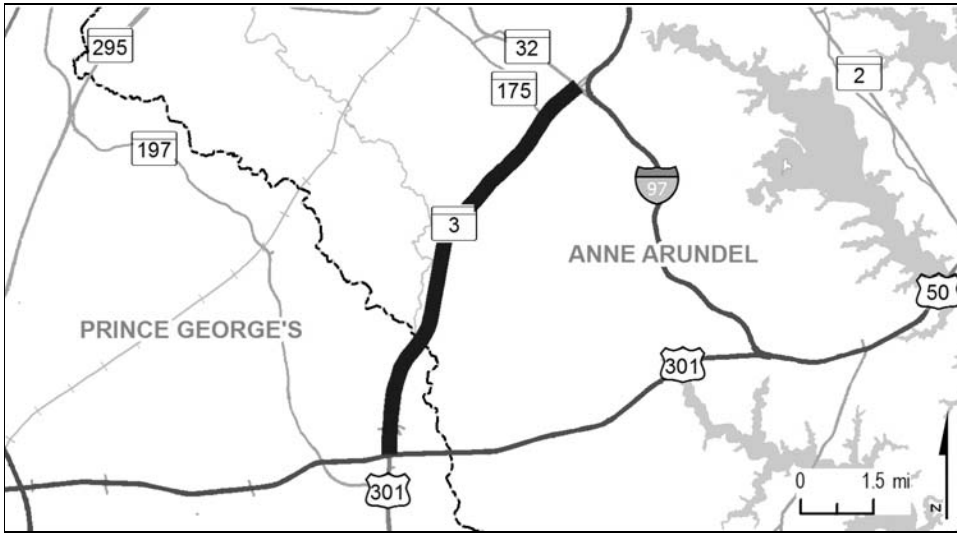
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 26,425

PROJECTED (2035) - 47,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion 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 22)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 67,125 - 85,825

PROJECTED (2035) - 78,375 - 124,800



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).

JUSTIFICATION: This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

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 2017 - 22 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	1,814	1,814	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

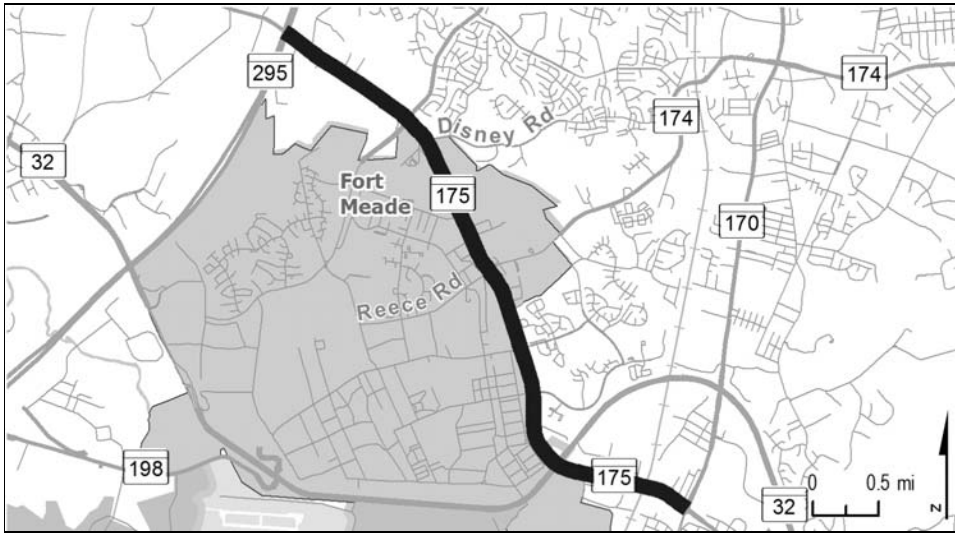
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 101,500

PROJECTED (2035) - 134,700



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)

JUSTIFICATION: This project will address current and future congestion 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 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, Disney Road to Reece Roads (Line 4)
- MD 198, MD 295 to MD 32 (Line 8)

STATUS: Partial Engineering underway from Mapes Rd. to Nevada Ave.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,637	2,637	0	0	0	0	0	0	0	0
Engineering	5,089	4,695	250	144	0	0	0	0	394	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,726	7,332	250	144	0	0	0	0	394	0
Federal-Aid	6,063	6,063	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

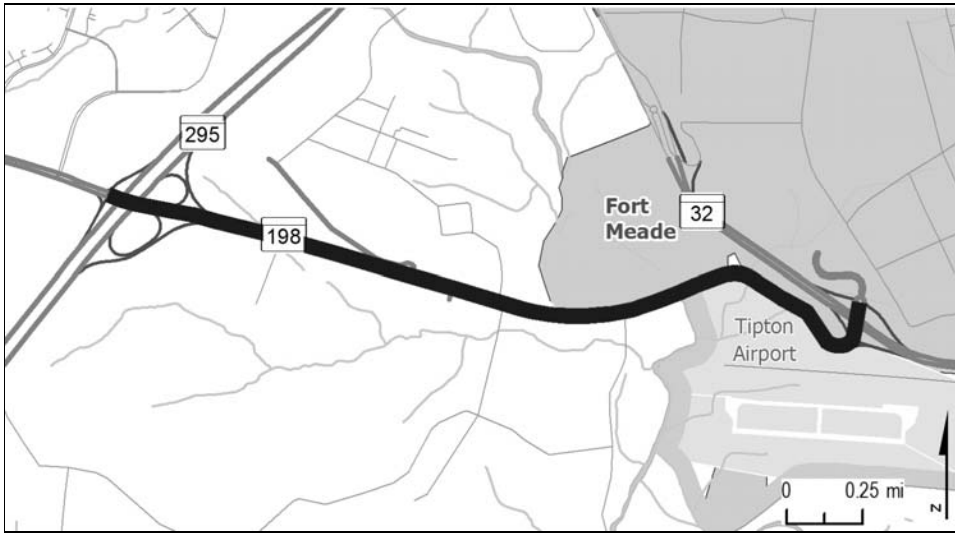
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 25,425 - 38,800

PROJECTED (2035) - 45,475 - 52,950



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: 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 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, Disney Road to Reece Roads (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

STATUS: County contributed \$3.5 million for the planning phase. Engineering underway for segment from Corridor Market Place to MD 295 (Phase 1) and the partial interchange at MD 198 and MD 295.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,803	345	0	0	0	0	0	0	0	3,458
Engineering	2,000	1,412	450	138	0	0	0	0	588	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,803	1,757	450	138	0	0	0	0	588	3,458
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 27,150

PROJECTED (2035) - 43,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Anne Arundel County; joint sealing	707	Completed
2	MD 980 B	MD 4 - Service Road; Wrighton Road to Talbot Road; safety and resurface	676	Completed
<u>Intersection Capacity Improvements</u>				
3	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,922	Completed
4	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	Completed
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
5		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
6		At various locations in Anne Arundel County; joint sealing	1,138	FY 2018
7		At various locations in Southern Anne Arundel County; mill and resurface	14,538	Under construction
8		At various locations in Northern Anne Arundel County; mill and resurface	13,893	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9		At various locations in Anne Arundel County; mill and resurface	7,296	Under construction
10		At various location in Anne Arundel County; surface treatment	1,283	Under construction
11		At various locations in Anne Arundel County; patching	1,887	Under construction
12		At various locations in South Anne Arundel County; mill and resurface	13,188	Under construction
13		At various locations in North Anne Arundel County; mill and resurface	12,616	Under construction
14	US 50	John Hanson Highway; Severn River Bridge to end SHA maintenance; guard rail	3,043	Under construction
15	MD 174	Reece Road; Old Quarterfield Road to MD 3 Business; safety and resurface	861	Under construction
16	MD 295 SB	Baltimore Washington Parkway; Hanover Road to Winterson Road; safety and resurface	1,662	FY 2018
<u>Bridge Replacement/Rehabilitation</u>				
17	MD 175	Annapolis Road; Bridge 1304300 over CSX; structure modify	359	Completed
18	MD 450	Defense Highway; Bridge 02243X0, 02335X0, 02288X0, 02244X0 on MD 450; miscellaneous	1,000	FY 2019
<u>Safety/Spot Improvement</u>				
19		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,190	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,567	FY 2019
21	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	581	FY 2018
22	MD 258	Bay Front Road; MD 794; geometric improvements	2,338	Completed
23	MD 450	North of World War 2 memorial; drainage improvement	715	Completed
<u>Urban Reconstruction</u>				
24	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruction (Funded for preliminary engineering)	2,500	Design Underway
<u>Traffic Management</u>				
25	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,699	Under construction
26	I 695	Baltimore Beltway; at I-97; lighting	1,373	FY 2018
<u>Environmental Preservation</u>				
27		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US50 to MD3); landscape	3,296	Under construction
<u>Sidewalks</u>				
28	MD 424	Davidsonville Road; Duke of Kent Drive to MD 450 (Defense Highway) - Phase 2; sidewalks	2,700	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>TMDL Compliance</u>				
29		Sandy Point State Park - MDOT SHA/DNR restoration credit partnership; drainage improvement	229	FY 2018
30		At various locations in Anne Arundel County - Group 1A; drainage improvement	2,860	FY 2019
31		At various locations in Anne Arundel County; drainage improvement	1,028	Under construction
32		At various locations - Group 1; drainage improvement	2,072	Under construction
33		At various locations in Anne Arundel County - Group 1; drainage improvement	2,397	FY 2018
34	MD 665	Aris T. Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,477	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
35		Broadneck Peninsula Trail II; construct 1.24 mile shared-use asphalt trail including landscaping, storm water management and access to a library, school, park and residential neighborhoods	1,809	FY 2018
<u>Environmental Mitigation</u>				
36		Rutland Road Fish Passage	748	FY 2018
37		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
38		<p align="center"><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks</u></p> <p>South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)</p>	0	



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03062 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge carrying northbound and southbound I-83 over Padonia Road was constructed in 1950 and does not allow for shoulders and sidewalks on Padonia Road. Bridge is nearing the end of its structural 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This bridge is structurally deficient. Bridge serves as a major link along the I-83 commuter and is a freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and City.

STATUS: Engineering underway. Construction to begin during budget fiscal year. Delay due to an adjusted advertisement date.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,294	1,053	152	89	0	0	0	0	241	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	9,729	10,035	236	0	0	20,000	0
Total	21,294	1,053	152	9,818	10,035	236	0	0	20,241	0
Federal-Aid	15,601	0	0	7,589	7,828	184	0	0	15,601	0

CLASSIFICATION:

STATE - Principal Arterial

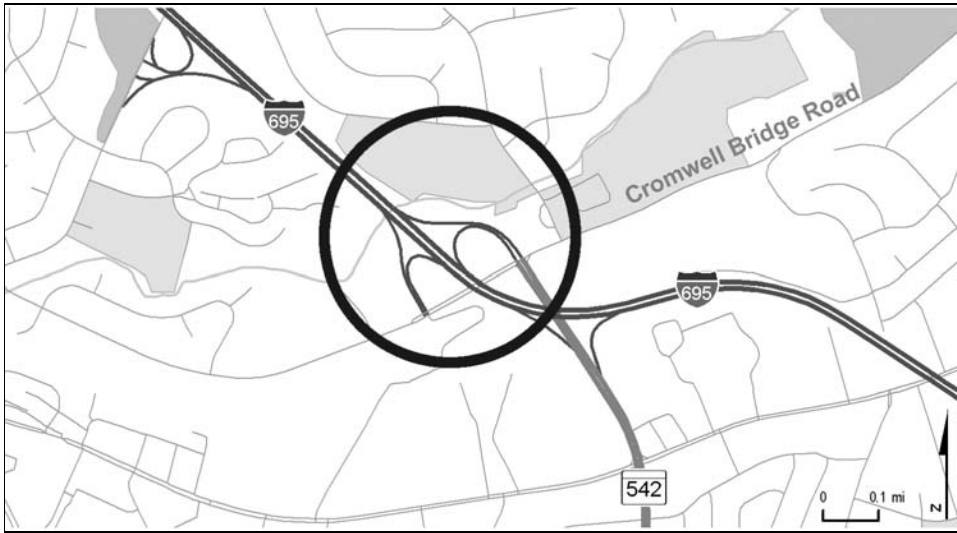
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 121,490

PROJECTED (2035) - 141,700



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 MDOT SHA drainage outfalls and outfall channels, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 5).

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-695, US 40 to MD 144 (Line 5)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve storm water drainage and stabilize environmental facilities and features into the future.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,808	1,660	148	0	0	0	0	0	148	0
Right-of-way	661	15	117	151	151	151	76	0	646	0
Construction	10,928	0	2,061	8,460	407	0	0	0	10,928	0
Total	13,397	1,675	2,326	8,611	558	151	76	0	11,722	0
Federal-Aid	8,896	327	1,653	6,599	317	0	0	0	8,569	0

CLASSIFICATION:

STATE - Principal Arterial

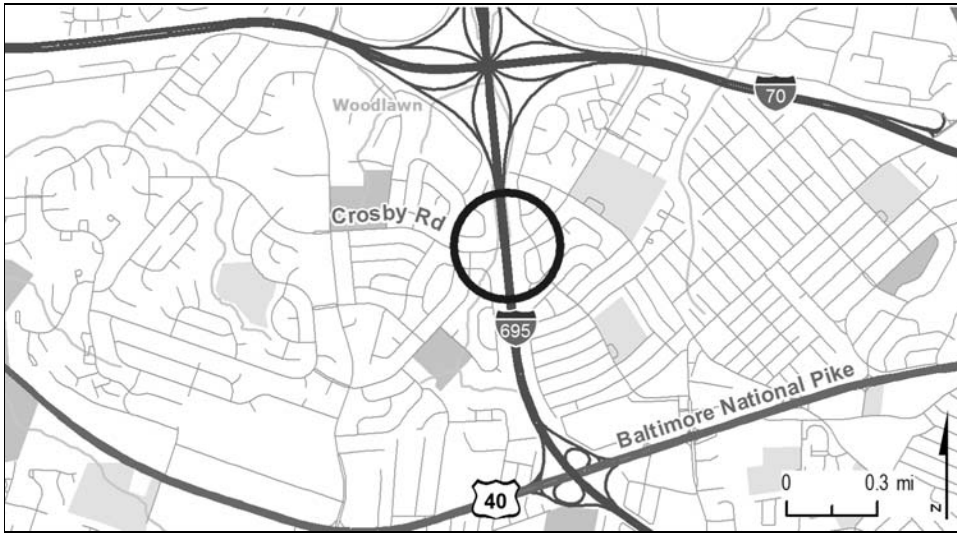
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 170,000

PROJECTED (2035) - 182,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life. Replacement bridge will accommodate ultimate section of I-695.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. This segment of I-695 is one of the most heavily traveled. The project enhances safety, operation, and accommodates pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	811	811	0	0	0	0	0	0	0	0	0
Right-of-way	31	22	2	2	2	2	1	0	0	9	0
Construction	7,399	14	4,907	2,478	0	0	0	0	0	7,385	0
Total	8,241	847	4,909	2,480	2	2	1	0	0	7,394	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

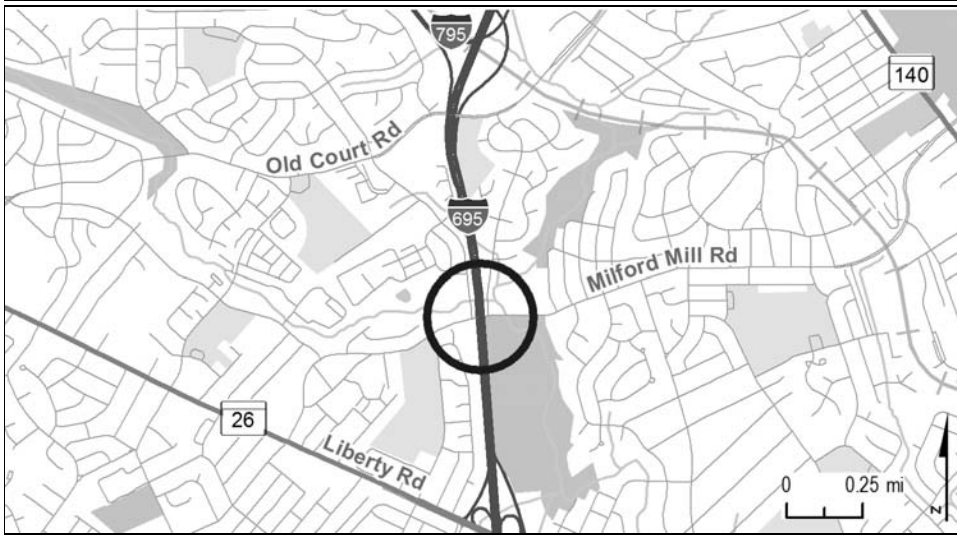
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 13,180

PROJECTED (2035) - 14,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03140 over Milford Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	27,561	25,781	1,780	0	0	0	0	0	1,780	0	0
Total	28,996	27,216	1,780	0	0	0	0	0	1,780	0	0
Federal-Aid	25,735	24,149	1,586	0	0	0	0	0	1,586	0	0

CLASSIFICATION:

STATE - Principal Arterial

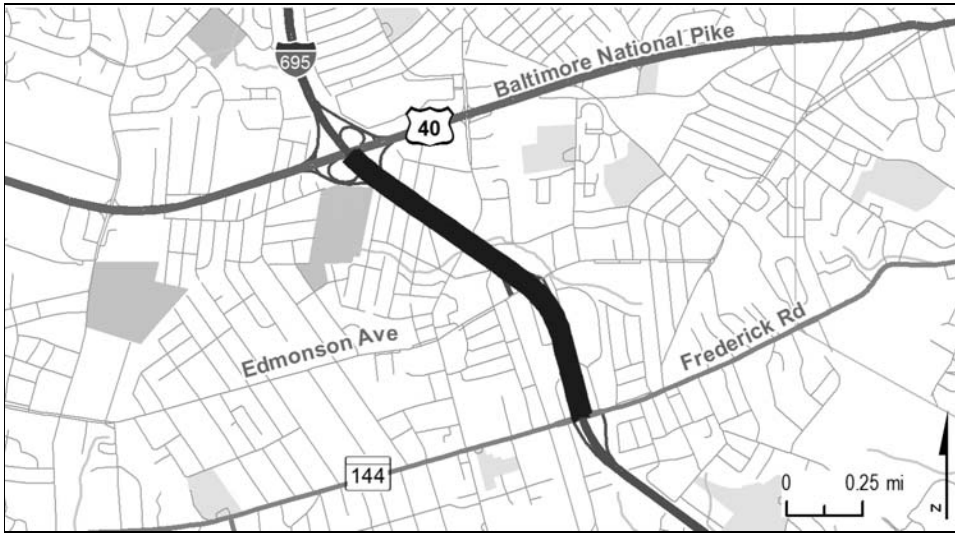
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 190,090

PROJECTED (2035) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate for the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook 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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate configuration of this section of the beltway.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	14,384	13,024	600	760	0	0	0	0	0	1,360	0
Right-of-way	4,101	3,328	227	319	227	0	0	0	0	773	0
Construction	86,922	27,001	16,155	17,407	20,077	6,282	0	0	0	59,921	0
Total	105,407	43,353	16,982	18,486	20,304	6,282	0	0	0	62,054	0
Federal-Aid	76,497	34,933	15,693	15,674	10,197	0	0	0	0	41,564	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 195,800

PROJECTED (2035) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 03113 on I-695 Inner Loop over Benson Ave. and Bridge 03114 on I-695 Inner Loop over Leeds Ave., US 1, AMTRAK and Herbert Run. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

PURPOSE & NEED SUMMARY STATEMENT: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the entrance of it to US 1.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.8 million is due to additional Maintenance of Traffic and Sediment and Erosion Control.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,596	1,596	0	0	0	0	0	0	0	0	
Right-of-way	4,815	1,825	2,876	114	0	0	0	0	2,990	0	
Construction	44,922	32,375	12,547	0	0	0	0	0	12,547	0	
Total	51,333	35,796	15,423	114	0	0	0	0	15,537	0	
Federal-Aid	46,732	32,067	14,665	0	0	0	0	0	14,665	0	

CLASSIFICATION:

STATE - Principal Arterial

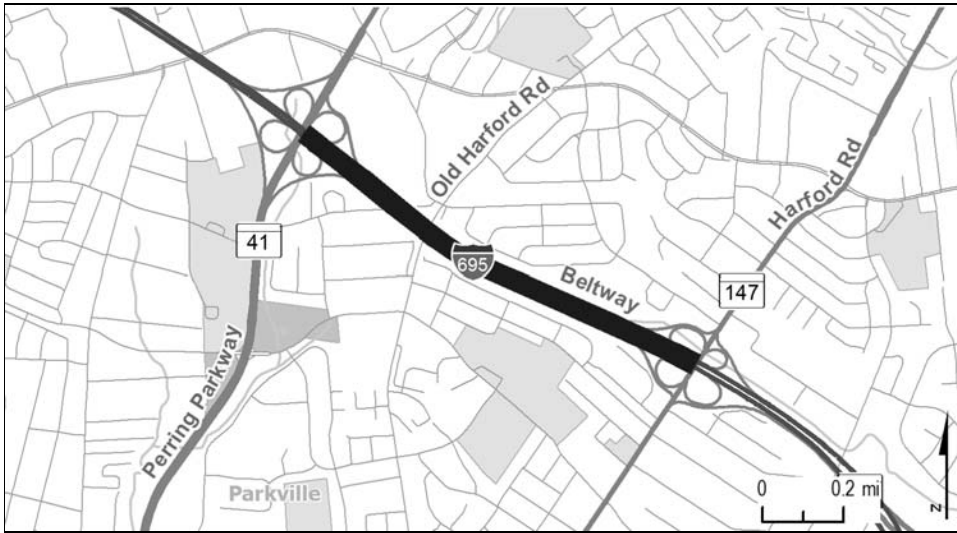
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 202,820
4,510 (Leeds Ave. ramp)

PROJECTED (2035) - 247,800
6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project will provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695; the replacement of the existing Old Harford Road bridge over I-695, and ramp modifications on the Inner Loop of I-695 at the MD 147 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695. The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,615	4,615	0	0	0	0	0	0	0	0
Right-of-way	880	634	246	0	0	0	0	0	246	0
Construction	27,450	25,586	1,864	0	0	0	0	0	1,864	0
Total	32,945	30,835	2,110	0	0	0	0	0	2,110	0
Federal-Aid	4,093	3,881	212	0	0	0	0	0	212	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 161,690

PROJECTED (2035) - 181,280



PROJECT: I-695, Baltimore Beltway- Traffic Relief Plan (Phase 3)

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-695 between I-70 to MD 43, including bridge and interchange improvements at I-70 and I-695.

PURPOSE & NEED SUMMARY STATEMENT: This project will address capacity and safety concerns along I-695.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow along I-695 through this major regional connection between I-70 and I-95. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and greater Baltimore region.

STATUS: Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	0	4,000	13,000	5,000	0	0	0	0	22,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	229,000	0	0	0	22,000	77,000	87,000	43,000	229,000	0	0
Total	251,000	0	4,000	13,000	27,000	77,000	87,000	43,000	251,000	0	0
Federal-Aid	195,780	0	3,120	10,140	21,060	60,060	67,860	33,540	195,780	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,408	1,408	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	11,166	10,588	578	0	0	0	0	0	0	578	0
Total	12,574	11,996	578	0	0	0	0	0	0	578	0
Federal-Aid	10,240	9,807	433	0	0	0	0	0	0	433	0

CLASSIFICATION:

STATE - Principal Arterial

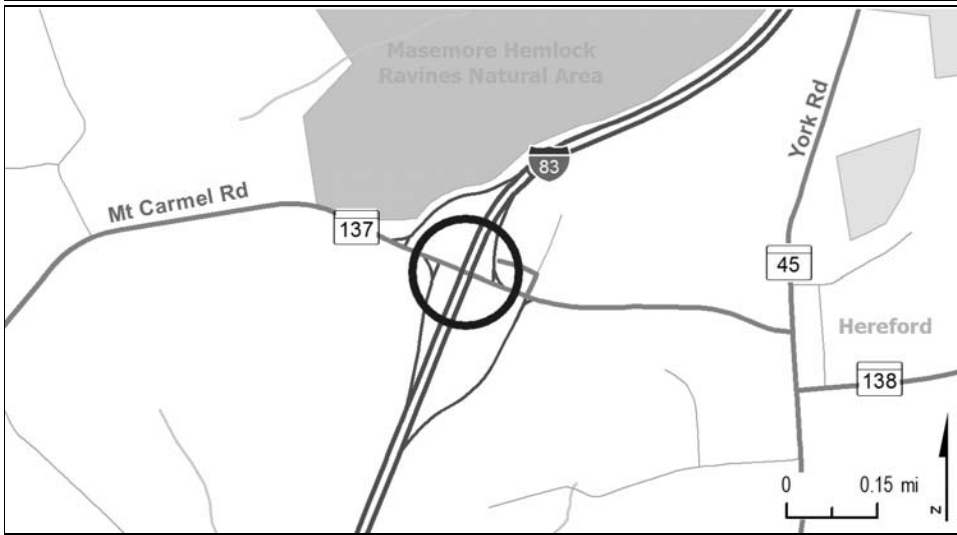
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 78,730

PROJECTED (2035) - 93,480



PROJECT: MD 137, Mount Carmel Road

DESCRIPTION: Replace Bridge 03050 over I-83. Bicycle and pedestrian improvements will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This bridge was constructed in 1955, is listed as structurally deficient, and is nearing the end of its structural 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This bridge is structurally deficient. This bridge links communities on either side of I-83. I-83 is a major commuter and freight route and links southern Pennsylvania to Baltimore County and Baltimore City.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Increase of \$3.6 million is due to project scope change.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	1,198	0	0	0	0	0	0	0	0	0
Right-of-way	127	7	26	39	39	16	0	0	0	120	0
Construction	7,282	687	4,842	1,753	0	0	0	0	0	6,595	0
Total	8,607	1,892	4,868	1,792	39	16	0	0	0	6,715	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

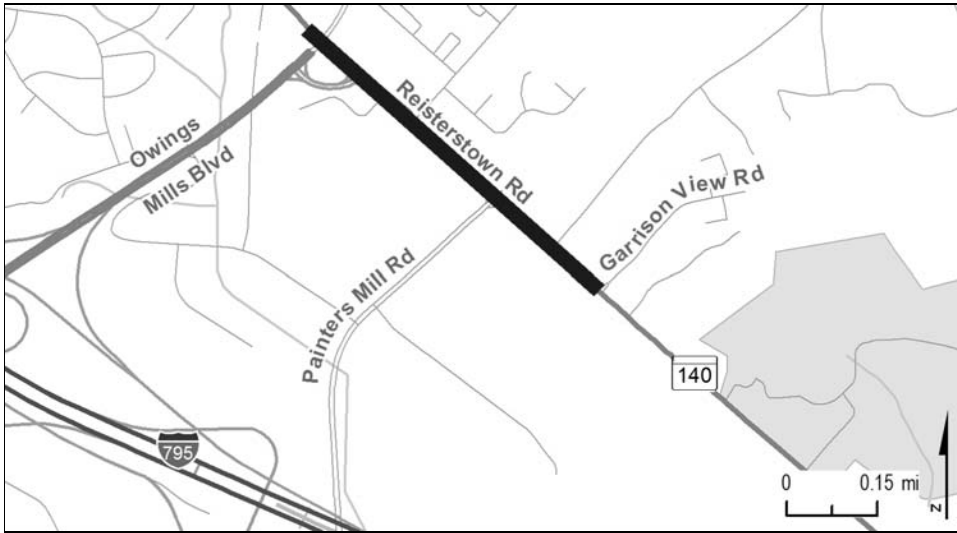
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 8,930

PROJECTED (2035) - 11,000



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 proposed development in the area, including the Transit Oriented Development at the Owings Mills Metro Station and Foundry Row.

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 Owings Mills Boulevard (Line 15)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bike and pedestrian accommodations to current MDOT policy.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,551	1,547	4	0	0	0	0	0	0	4	0
Right-of-way	4,176	3,016	529	447	147	37	0	0	0	1,160	0
Construction	12,382	7,654	2,233	2,495	0	0	0	0	0	4,728	0
Total	18,109	12,217	2,766	2,942	147	37	0	0	0	5,892	0
Federal-Aid	1,017	1,017	0	0	0	0	0	0	0	0	0

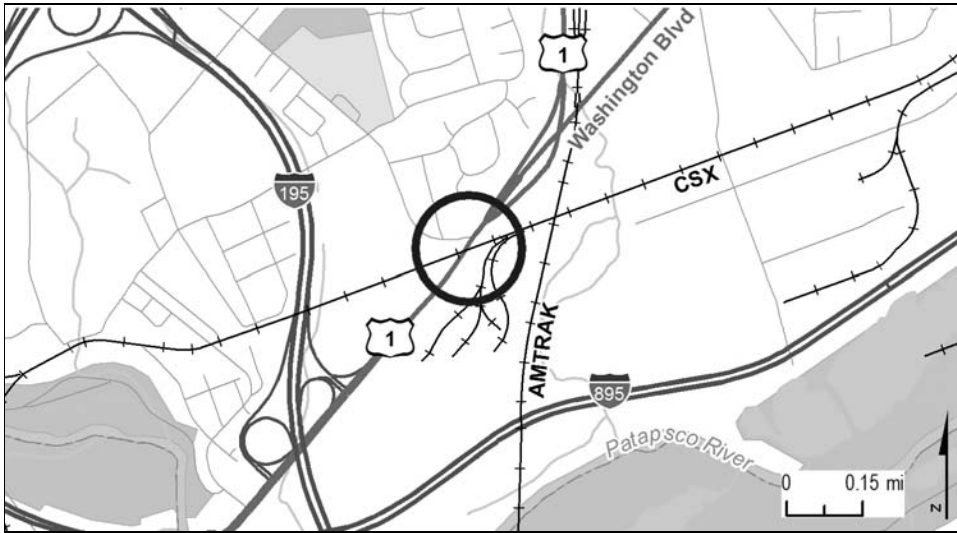
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 40,370
 PROJECTED (2035) - 49,600



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is structurally deficient.

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, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This structurally deficient bridge links communities in Baltimore and Howard Counties.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.2 million is due to required Right-of-Way acquisitions.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,651	1,595	56	0	0	0	0	0	0	56	0
Right-of-way	708	29	135	145	145	145	109	0	0	679	0
Construction	25,099	0	80	10,815	12,386	1,818	0	0	0	25,099	0
Total	27,458	1,624	271	10,960	12,531	1,963	109	0	0	25,834	0
Federal-Aid	19,777	200	62	8,436	9,661	1,418	0	0	0	19,577	0

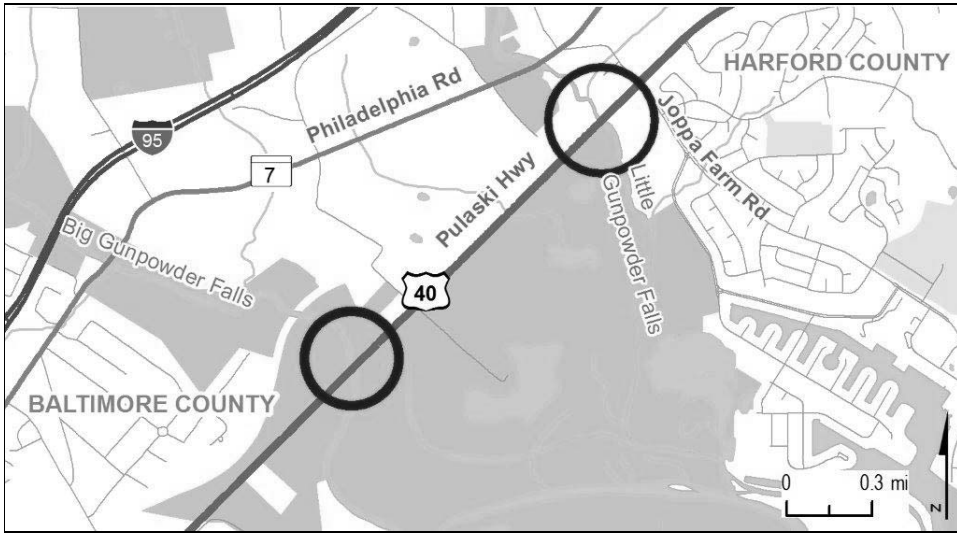
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 26,340
 PROJECTED (2035) - 28,500



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 structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: These structurally deficient bridges link communities in Baltimore and Harford Counties.

STATUS: Engineering underway. Construction to begin during budget fiscal year. Construction is delayed due from FY18 to FY19 due to the acquisition of necessary environmental permits.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,470	2,421	343	242	242	222	0	0	0	1,049	0
Right-of-way	31	0	5	7	7	7	5	0	0	31	0
Construction	13,500	0	0	10,179	3,321	0	0	0	0	13,500	0
Total	17,001	2,421	348	10,428	3,570	229	5	0	0	14,580	0
Federal-Aid	13,171	1,855	221	8,134	2,784	177	0	0	0	11,316	0

CLASSIFICATION:

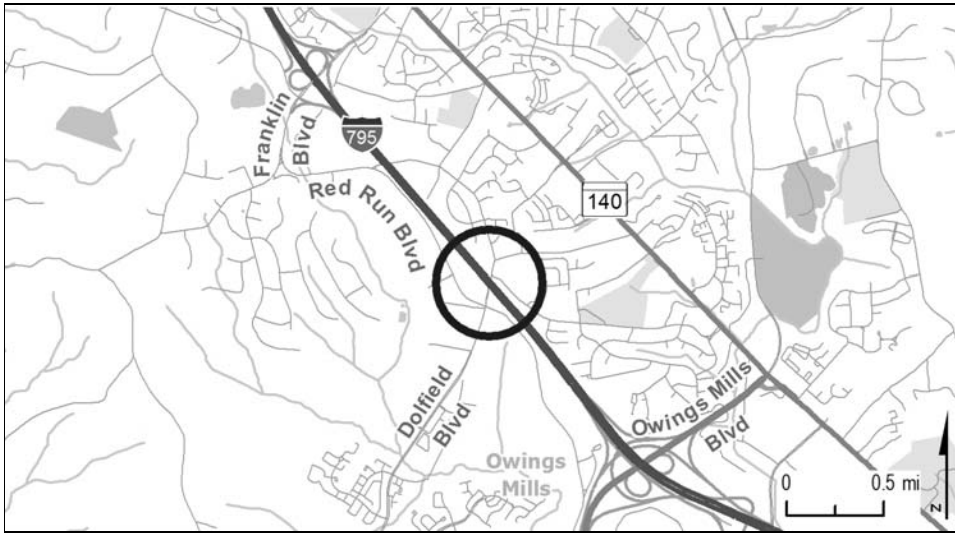
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 26,020

PROJECTED (2035) - 41,230



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 4 to 6 lanes.

JUSTIFICATION: 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 Owings Mills Boulevard (Line 15)

STATUS: Engineering underway. County contributed \$0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.5 million is due to additional Engineering needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,459	3,459	0	0	0	0	0	0	0	0	
Engineering	6,500	2,855	250	750	1,100	1,545	0	0	3,645	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,959	6,314	250	750	1,100	1,545	0	0	3,645	0	
Federal-Aid	5,392	2,111	225	675	990	1,391	0	0	3,281	0	

CLASSIFICATION:

STATE - Principal Arterial

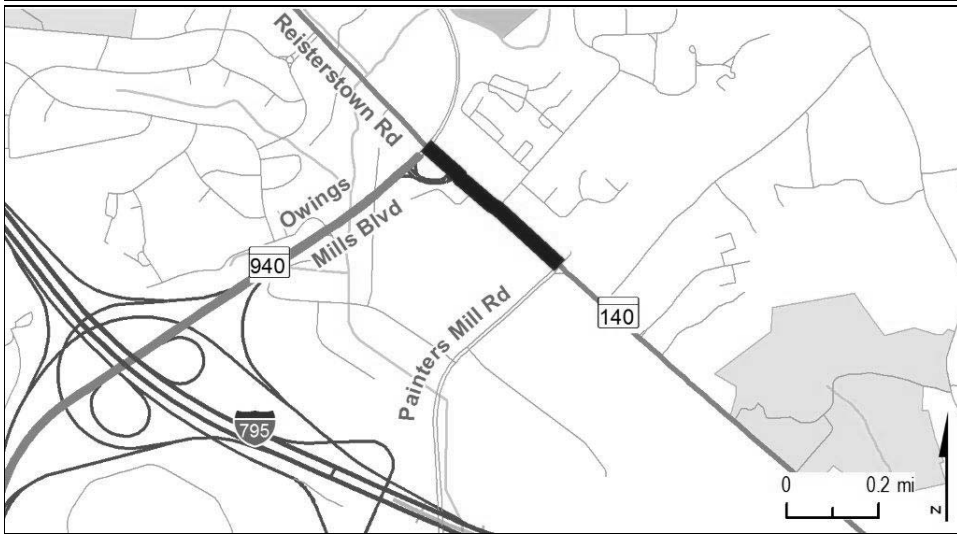
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 75,700

PROJECTED (2035) - 119,900



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 where appropriate (0.4 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business 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 140, Painters Mill Road to Garrison View Road (Line 11)
 I-795, at Dolfield Road (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,286	400	250	390	0	0	0	1,040	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	3,286	400	250	390	0	0	0	1,040	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 39,720 (MD 140)

PROJECTED (2035) - 49,600 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 695	Baltimore Beltway; MD 140 to Stevenson Road - outer and inner loop; safety and resurface	3,539	Completed
<u>Bridge Replacement/Rehabilitation</u>				
2	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	3,133	Completed
3	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	6,439	Completed
<u>Safety/Spot Improvement</u>				
4	MD 43 WB	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	375	Completed
<u>Traffic Management</u>				
5	I 695	Baltimore Beltway; at US 40 (westside), MD 26; lighting	2,061	Completed
6	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Road; signing	6,620	Completed
<u>TMDL Compliance</u>				
7		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	745	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
8		At various locations in east Baltimore County; mill and resurface	12,661	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9	I 95	Howard County line to US 1; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,845	Completed
10		At various locations in west Baltimore County; mill and resurface	11,887	Under construction
11	US 1	Belair Road; I-695 to Still Meadow Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,459	FY 2018
12	US 1 AL	Washington Boulevard; Howard/Baltimore County line to 550 ft. south of CSX railroad tracks; safety and resurface	1,911	FY 2018
13	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	3,178	Completed
14	MD 45	York Road; North of Padonia to Wight Avenue; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,507	FY 2018
15	I 83 NB	Harrisburg Expressway; Shawan Road to Mt Carmel Road; safety and resurface	5,511	Under construction
16	I 95	US 1 to end of SHA maintenance; safety and resurface	7,243	Under construction
17	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,475	Under construction
18	MD 140	Reisterstown Road; Milford Mill Road to the Baltimore County/City line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,787	FY 2018
19	I 195	Metropolitan Boulevard; Francis Avenue to Anne Arundel County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,248	Under construction
20	I 695	Baltimore Beltway; Greenspring Avenue to Falls Road; safety and resurface	3,479	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
21		Various bridges - Washington Boulevard, Martin Boulevard, Hollins Ferry, White Marsh, Baltimore Beltway; clean/paint bridges	2,759	FY 2018
22		Existing bridges on Harrisburg Expressway, Falls Road and Philadelphia Road; clean/paint bridges	1,499	Under construction
23	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,726	Under construction
<u>Safety/Spot Improvement</u>				
24	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,894	Under construction
25	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,904	Completed
26	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,240	Completed
<u>Urban Reconstruction</u>				
27	US 40	Baltimore National Pike; At Mohr's Lane; urban reconstruction	6,819	Under construction
<u>Noise Barriers</u>				
28	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 750 ft. north of Dogwood Road; noise abatement	3,362	FY 2018
<u>Traffic Management</u>				
29	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,133	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
30	I 95	At I-695; lighting	1,999	Under construction
31	I 795	Northwest Expressway; I-795 and Franklin, I-795 at MD 140; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,639	Completed
<u>Environmental Preservation</u>				
32	I 83	Harrisburg Expressway; IRVM, vegetation management - I-695 split to MD/PA line - Phase 1; landscape	3,498	Under construction
33	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	1,682	Under construction
<u>Intersection Capacity Improvements</u>				
34	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,836	Under construction
<u>TMDL Compliance</u>				
35		White Marsh Tributary at MD 43 (Silver Hill Farm); wetlands replacement	638	FY 2018
36		At various locations in Baltimore County - Group 1B; drainage improvement	3,346	Under construction
37		At various locations in Baltimore County - Group 1; drainage improvement	3,177	Under construction
38		Jones Falls; wetlands replacement (Project on hold)	1,876	FY 2018
39		Tree establishment at various locations in Baltimore County; landscape	2,471	FY 2018



BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
1		Inner Harbor Crosswalks and Bicycle Way; complete eight intersection upgrades on Pratt Street from Light Street to President Street	1,050	FY 2018
2		Baltimore Downtown Bicycle Network; create cycle tracks and bicycle lanes in Downtown Baltimore, stain concrete surface of Jones Fall Trail path, complete Phase 1 of Potomac Street Cycle Track	1,684	FY 2018
3		Potomac Street Cycle Track - Phase II; construct two way cycle track on Potomac Street between Eastern Avenue and Boston Street	418	FY 2018
4		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2018
5		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
6		Historic Red Caboose Restoration at President Street Station	60	FY 2018
<u>Historic Preservation</u>				
7		St. Paul Place and Preston Gardens	1,778	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
8		West Baltimore MARC Station Beautification	102	Underway

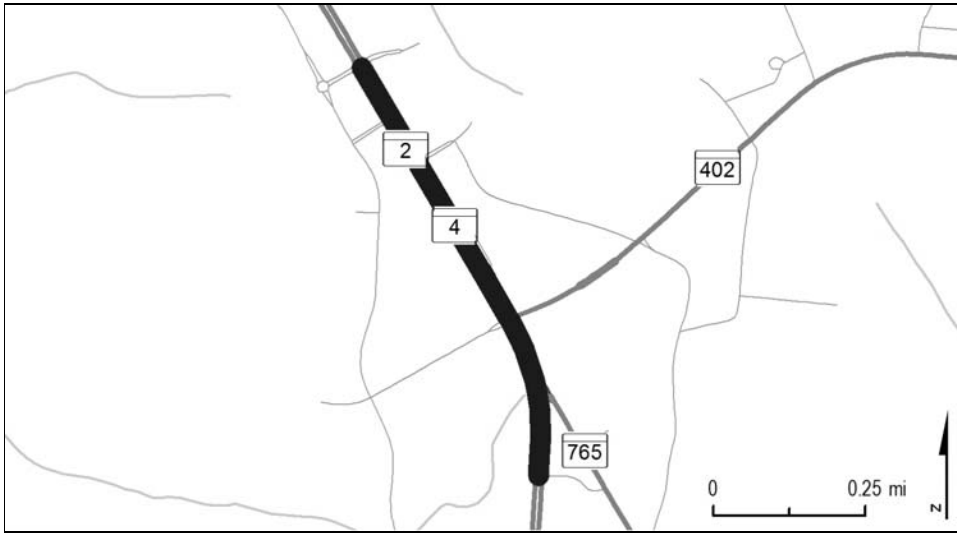
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Congressional Earmarks</u>				
9		Midtown Cultural District Streetscape; promote pedestrian use of Mount Royal Avenue between North Avenue and Guilford Avenue (Earmark \$475,000; PP)	0	
10		State Center intersection improvements in Baltimore City (Earmark \$0.8 million; PE) (Design) (Baltimore City Project) (Project on hold)	0	
11		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	
12		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project) (Project on hold)	0	
13		Parking at Clinton Street and Keith Avenue Baltimore Water Taxi (Earmark \$3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
14		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
15		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark \$2 million; CO) (Baltimore City Project)	0	
16		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.64 million; PE)	0	
17		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore (Project on hold)	0	
18		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
19	US 1	East North Avenue; reconstruction (Earmark \$4 million) (Baltimore City Project)	0	



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 Commerce Lane (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase 2 of a five-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: MD 2/4 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:
 MD 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 3)
 Prince Frederick Boulevard (County Project)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$6.6 million is due a more detailed estimate and reduced Right-of-Way needs.

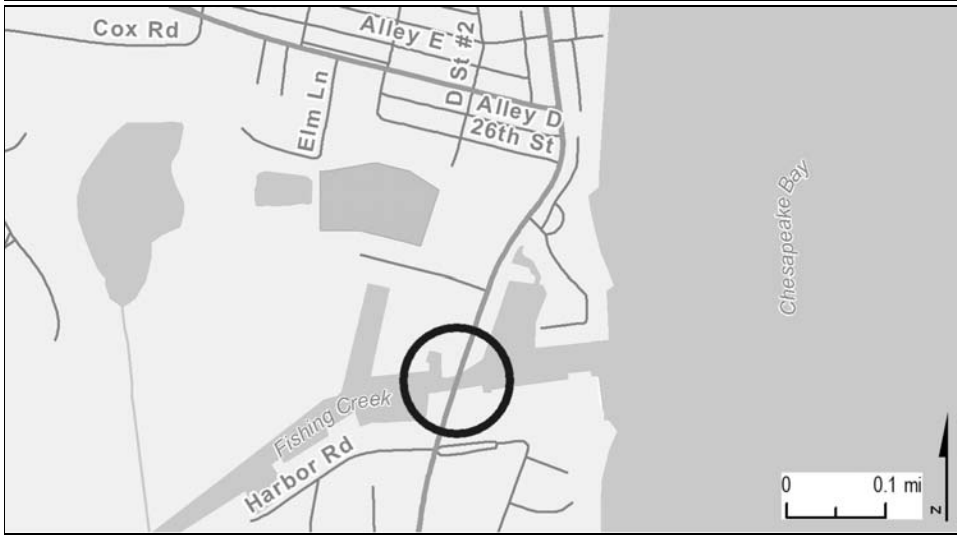
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0
Right-of-way	7,052	1,958	4,746	348	0	0	0	0	5,094	0
Construction	20,542	7,463	10,393	2,686	0	0	0	0	13,079	0
Total	29,956	11,783	15,139	3,034	0	0	0	0	18,173	0
Federal-Aid	20,625	7,535	10,986	2,104	0	0	0	0	13,090	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 45,250
 PROJECTED (2035) - 67,250



PROJECT: MD 261, Bayside Road

DESCRIPTION: Replace Bridge 04011 over Fishing Creek. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1940, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0	0
Right-of-way	1,103	1,103	0	0	0	0	0	0	0	0	0
Construction	24,494	10,475	11,579	2,440	0	0	0	0	14,019	0	0
Total	27,959	13,940	11,579	2,440	0	0	0	0	14,019	0	0
Federal-Aid	19,410	9,007	8,596	1,807	0	0	0	0	10,403	0	0

CLASSIFICATION:

STATE - Major Collector

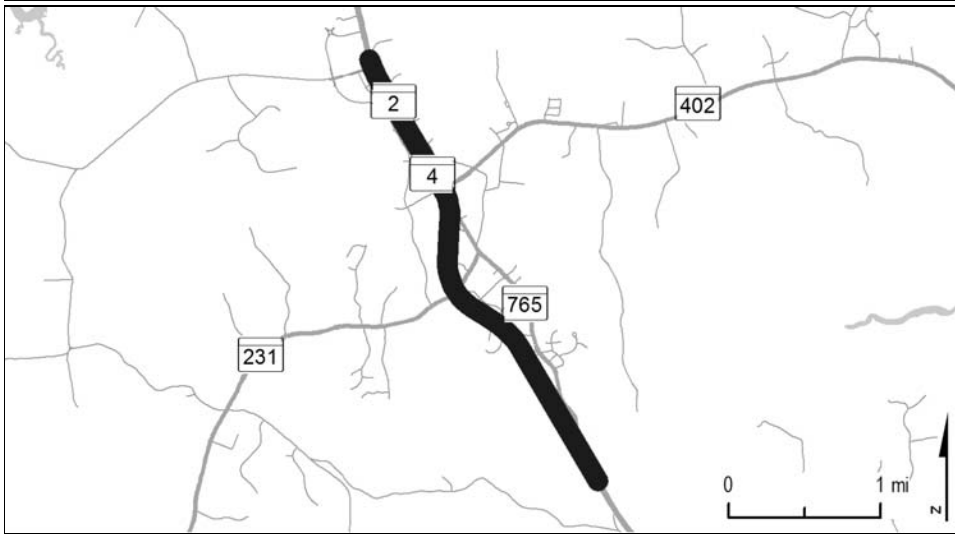
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 16,150

PROJECTED (2035) - 25,350



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Study 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).

JUSTIFICATION: MD 2/4 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:
 MD 2/4 Phase 2, Fox Run Boulevard to Commerce Lane (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,417	1,417	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,033	4,033	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0

CLASSIFICATION:

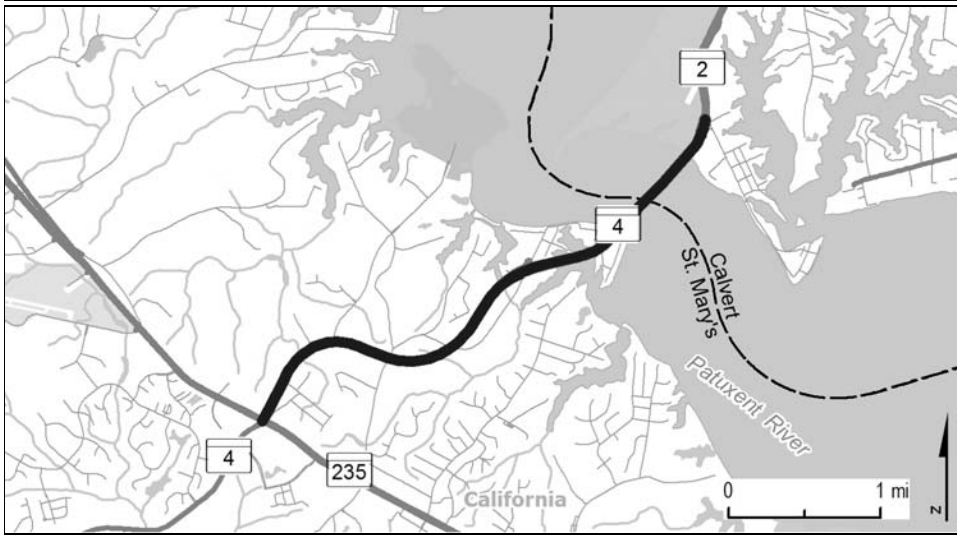
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 50,000

PROJECTED (2035) - 83,600



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.

JUSTIFICATION: 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: Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	4,925	4,925	0	0	0	0	0	0	0	0
Engineering	15,000	593	3,240	3,750	3,379	2,861	1,177	0	14,407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,925	5,518	3,240	3,750	3,379	2,861	1,177	0	14,407	0
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,550

PROJECTED (2035) - 36,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 231	Hallowing Point Road; over Patuxent River Bridge 0400800; bridge rehabilitation	4,885	Completed
<u>Safety/Spot Improvement</u>				
2	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	4,363	Completed
<u>Urban Reconstruction</u>				
3	MD 231	Church Street; Heritage Boulevard to MD 765A, MD 756A from Old Fields Lane to Armory Road; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	4,085	Completed
<u>Sidewalks</u>				
4		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	1,128	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
5		At various locations in Calvert County; mill and resurface	10,512	Under construction
6		At various locations in Calvert County; mill and resurface	10,817	Under construction

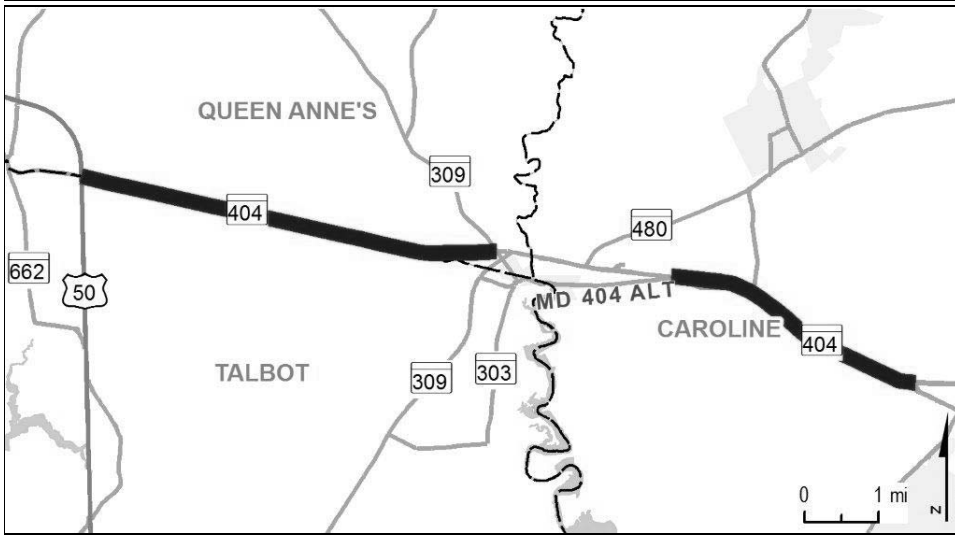
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
7		<p><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>	904	FY 2018
		<p>Solomon's Island Road; construct 2,130 feet of sidewalk along east side of Solomon's Island Road from Langley Lane to Alexander Street</p>		



CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a four lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to improve 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:
 US 50, US 301 to MD 404 (Queen Anne's County Line 3)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and operations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$7.0 million is due to reduced Right-of-Way needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	11,202	11,202	0	0	0	0	0	0	0	0	0
Right-of-way	12,036	5,212	3,689	1,766	1,369	0	0	0	0	6,824	0
Construction	127,606	72,337	55,269	0	0	0	0	0	0	55,269	0
Total	151,403	89,310	58,958	1,766	1,369	0	0	0	0	62,093	0
Federal-Aid	109,517	69,623	39,634	175	85	0	0	0	0	39,894	0

CLASSIFICATION:

STATE - Other Principal Arterial

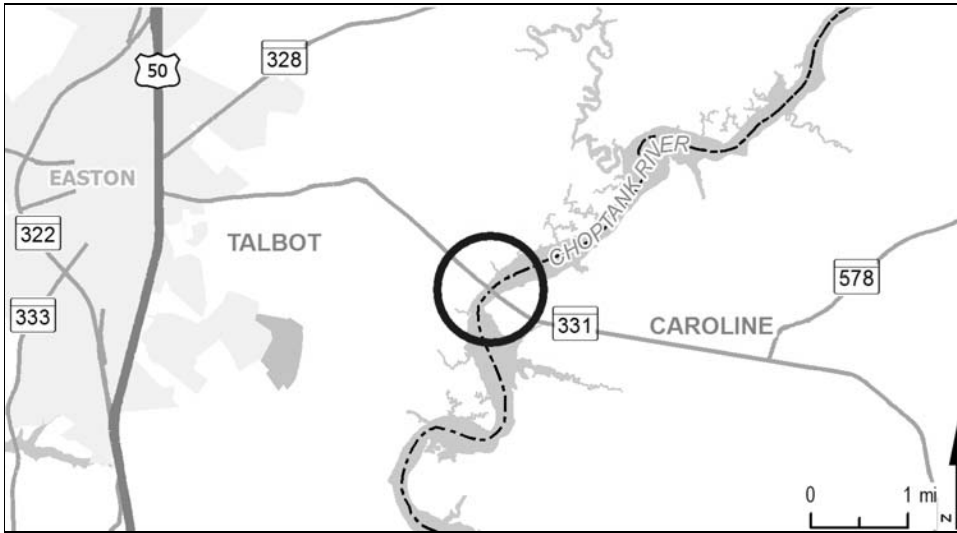
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 16,400
 20,150 (Summer)

PROJECTED (2035) - 21,900
 26,900 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over the Choptank River. The new span will be located south of the existing roadway and provide a 50 foot river clearance. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: A new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accommodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot 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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$3.4 million is due to additional utility costs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	584	584	0	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	0
Right-of-way	3,345	280	500	1,565	1,000	0	0	0	0	3,065	0
Construction	59,827	45,842	13,985	0	0	0	0	0	0	13,985	0
Total	65,431	48,381	14,485	1,565	1,000	0	0	0	0	17,050	0
Federal-Aid	47,358	37,665	9,693	0	0	0	0	0	0	9,693	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 11,750

PROJECTED (2035) - 18,075

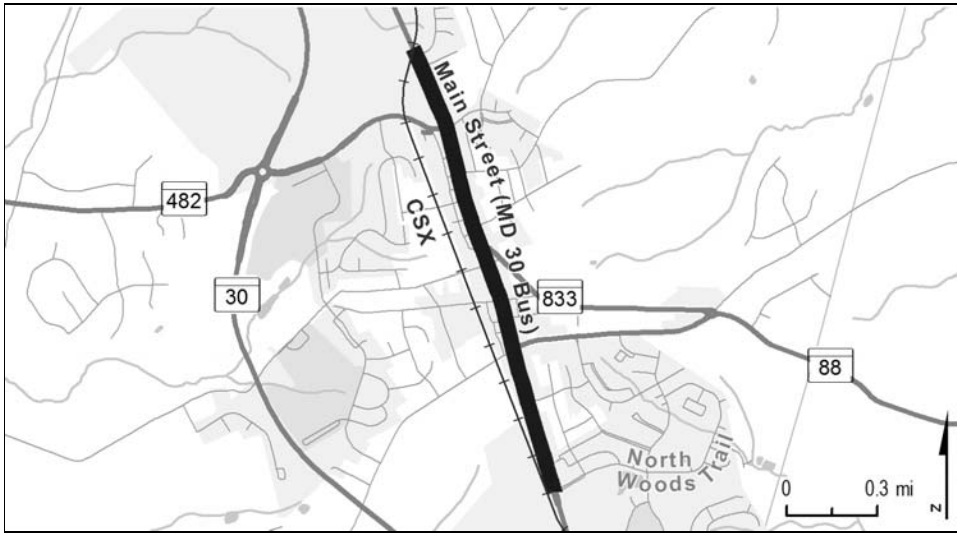
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Caroline County; mill and resurface	6,315	FY 2018
2		At various locations in Caroline County; mill and resurface	6,058	Under construction
3	MD 404 BUS	Meeting House Road; 1st Street to 9th Street; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	824	Completed
<u>Urban Reconstruction</u>				
4	MD 404 AL	Main Street; Talbot County Line to Hillsboro Eastern town limit; urban reconstruction (Funded for preliminary engineering)	1,646	Design Underway
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
5		Ridgely Railroad Station - Phase I; rehabilitate and restore historic railroad depot	359	FY 2018
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
6		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	1,668	FY 2018



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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

STATUS: Construction underway. County contributed \$0.6 million towards Construction cost.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$11.2 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,688	4,680	8	0	0	0	0	0	0	8	0
Right-of-way	856	632	73	55	55	41	0	0	0	224	0
Construction	25,679	930	7,055	11,470	6,224	0	0	0	0	24,749	0
Total	31,223	6,242	7,136	11,525	6,279	41	0	0	0	24,981	0
Federal-Aid	3,632	3,453	58	44	44	33	0	0	0	179	0

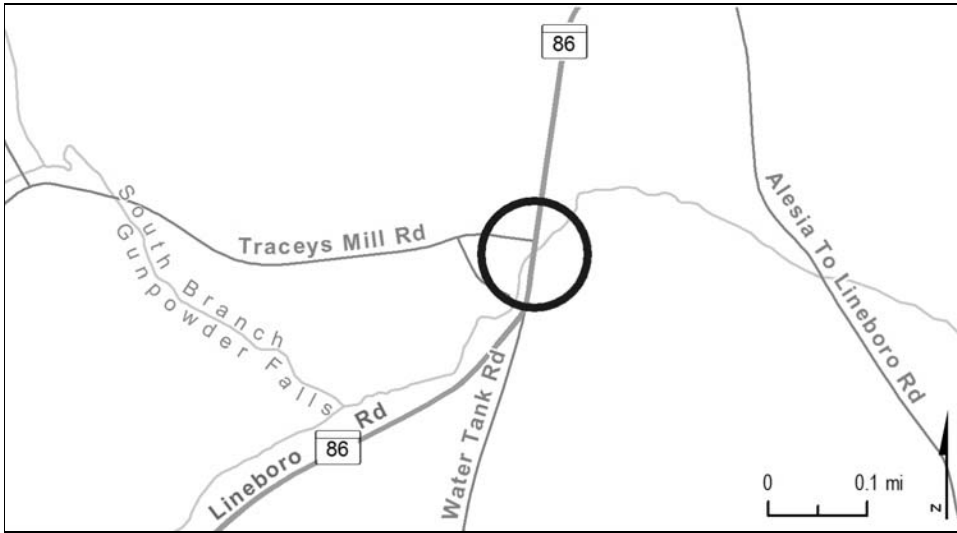
CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 16,100

PROJECTED (2035) - 19,450



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 structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
Planning	337	337	0	0	0	0	0	0	0	0	0	0
Engineering	1,059	854	205	0	0	0	0	0	0	0	205	0
Right-of-way	435	6	201	74	74	80	0	0	0	0	429	0
Construction	5,844	0	884	3,251	1,709	0	0	0	0	0	5,844	0
Total	7,675	1,197	1,290	3,325	1,783	80	0	0	0	0	6,478	0
Federal-Aid	263	263	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

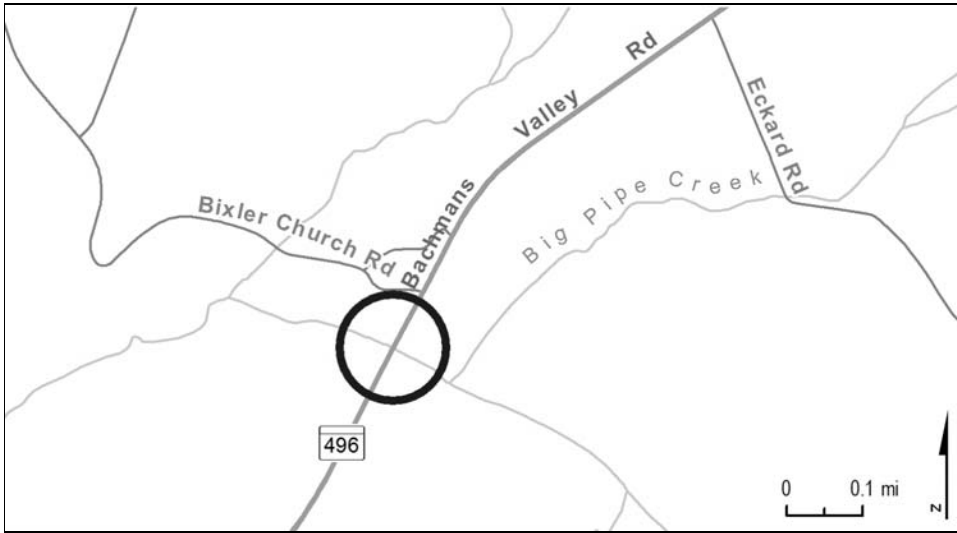
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 4,100

PROJECTED (2035) - 4,750



PROJECT: MD 496, Bachmans Valley Road

DESCRIPTION: Replace Bridge 06038 over Big Pipe Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,178	1,178	0	0	0	0	0	0	0	0	0
Right-of-way	143	67	76	0	0	0	0	0	0	76	0
Construction	4,403	250	2,848	1,118	66	66	55	0	4,153	0	0
Total	5,724	1,495	2,924	1,118	66	66	55	0	4,229	0	0
Federal-Aid	704	704	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

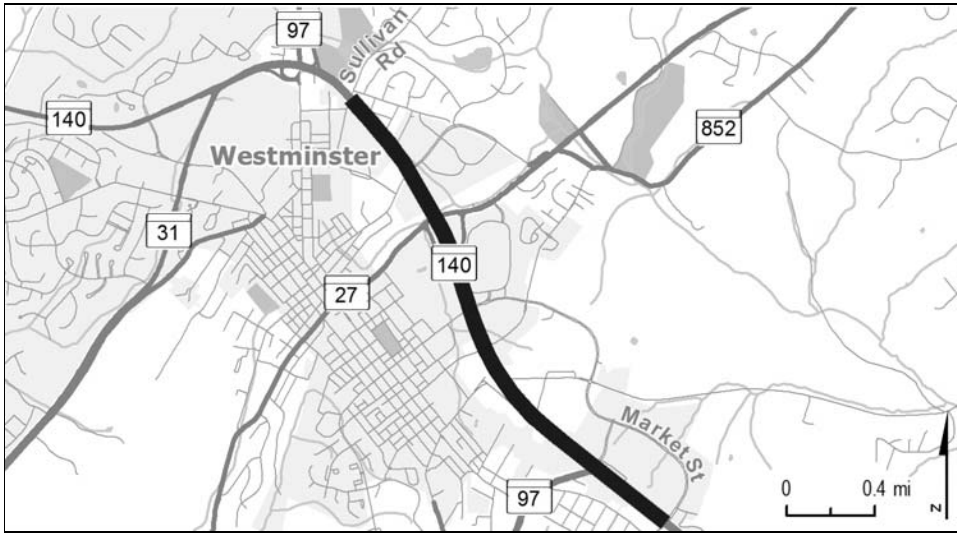
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 3,975

PROJECTED (2035) - 5,575



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study 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.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area of 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 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
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	
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	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

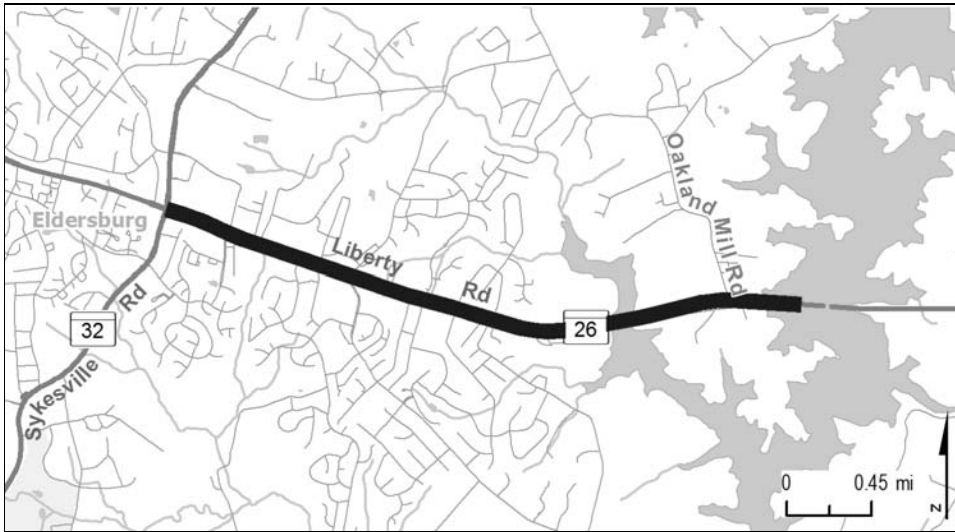
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 52,500 - 64,550

PROJECTED (2035) - 68,200 - 89,350



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.

JUSTIFICATION: 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 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....				
Planning	290	290	0	0	0	0	0	0	0	0	0	0
Engineering	1,365	1,365	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
Construction	0	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	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

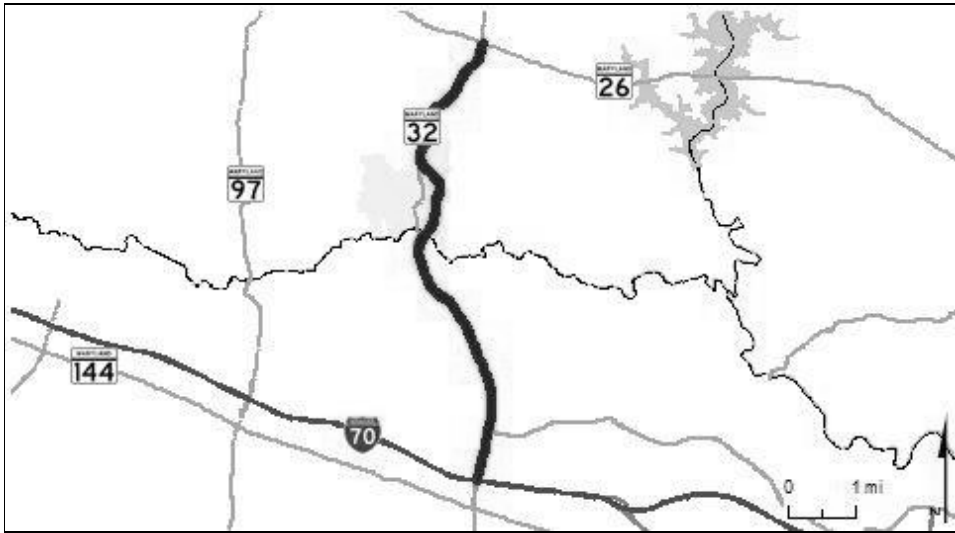
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 28,050 - 29,150

PROJECTED (2035) - 36,800 - 42,950



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).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County and around 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 32, MD 108 to Linden Church Road (Line 2)
- MD 32, Linden Church Road to I-70 (Line 3)
- MD 26, Liberty Reservoir to MD 32 (Line 5)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,250	13	568	0	0	0	0	0	0	568	669
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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,250	13	568	0	0	0	0	0	0	568	669
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 29,000

PROJECTED (2035) - 34,925

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 27	Ridge Road; at Center Street; widen and resurface	579	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Carroll County; mill and resurface	12,524	FY 2018
		<u>Safety/Spot Improvement</u>		
3	MD 26	Liberty Road; At Oakland Mills Road; geometric improvements	1,827	FY 2018
4	MD 31	New Windsor Road; Tahoma Farm Road to Medford Road; widen and resurface	1,746	Completed
5	MD 482	Hampstead Mexico Road; Gorsuch Road and Cape Horn Road; geometric improvements	1,894	Under construction
		<u>Urban Reconstruction</u>		
6	MD 31	High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering)	2,317	Design Underway
7	MD 851	Main Street; Howard County Line to Springfield Avenue; urban reconstruction (Funded for concepts)	421	Concepts Completed
		<u>Intersection Capacity Improvements</u>		
8	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	5,752	Under construction
9	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	2,895	Under construction

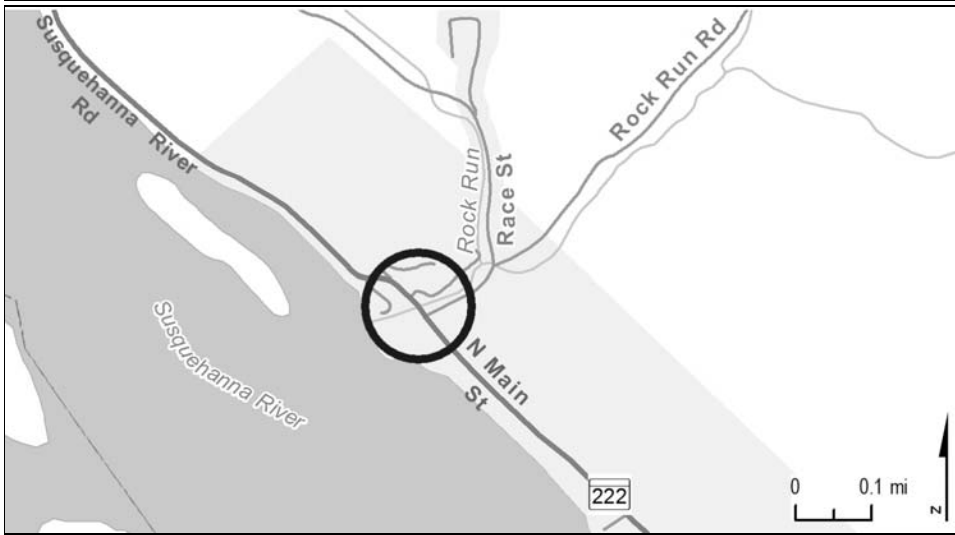
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
10	MD 140	Taneytown Pike; WMC Drive to Meadow Branch/Royer Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,849	Under construction
<u>Bicycle Retrofit</u>				
11	MD 27	Railroad Avenue; Baltimore Boulevard to Hollow Rock Avenue; sidewalks	2,900	FY 2018
<u>TMDL Compliance</u>				
12		Tree planting at various locations in Carroll County; landscape	1,828	FY 2018
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
13		Manchester Skate Park; construct a pocket wetland at Manchester Skate Park	756	FY 2018
14		Elderwood SWM Basin and Oklahoma Phase IV SWM Facility	1,047	FY 2018
15		Finksburg Industrial Park Stormwater Management Facility	761	FY 2018



CECIL COUNTY



PROJECT: MD 222, N. Main Street

DESCRIPTION: Replace Bridge 07027 over Rock Run. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1930, is structurally deficient.

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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The bridge substructure and superstructure required reconstruction.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,013	1,013	0	0	0	0	0	0	0	0	0
Right-of-way	54	50	4	0	0	0	0	0	0	4	0
Construction	3,769	3,278	491	0	0	0	0	0	0	491	0
Total	4,836	4,341	495	0	0	0	0	0	0	495	0
Federal-Aid	727	727	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 2,950

PROJECTED (2035) - 4,200



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 structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is structurally deficient. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$1.0 million is due to savings from readvertising the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,415	2,415	0	0	0	0	0	0	0	0
Right-of-way	561	558	3	0	0	0	0	0	3	0
Construction	17,423	278	8,863	8,282	0	0	0	0	17,145	0
Total	20,399	3,251	8,866	8,282	0	0	0	0	17,148	0
Federal-Aid	14,011	126	7,166	6,719	0	0	0	0	13,885	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 11,950

PROJECTED (2035) - 19,575

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Cecil County; resurface	6,913	Completed
2	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	4,984	Completed
3	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	1,762	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 213	Augustine Herman Highway; Structure 07071X0 over Branch Big Elk Creek; small structure replacement	498	Completed
<u>Safety/Spot Improvement</u>				
5	MD 213	Augustine Herman Highway; at MD 279; geometric improvements	1,093	Completed
6	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	978	Completed
7	MD 272	North East Road; at Tiger Drive; intersection reconstruct	1,932	Completed
<u>C.H.A.R.T. Projects</u>				
8		CHART DMS Deployment in Cecil County	300	Completed
<u>Sidewalks</u>				
9	MD 272	Maudlin Avenue; Irishtown Road to Church Street; sidewalks	1,064	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
10		At various locations in Cecil County; mill and resurface	6,435	FY 2018
11		At various locations in Cecil County; patching	1,373	FY 2018
12		At various locations in Cecil County; mill and resurface	6,434	Under construction
13	US 40	Pulaski Highway; MD 222 to MD 272; safety and resurface	7,139	Completed
<u>Safety/Spot Improvement</u>				
14	US 40	Pulaski Highway; at Maloney Road; geometric improvements	1,100	FY 2019
15	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,616	Under construction
16	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,597	Under construction
17	MD 272	Turkey Point Road; South of US 40 to Rogers Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,939	Under construction
18	MD 273	Telegraph Road; at Blue Ball Road; roundabout	1,218	Under construction
19	MD 273	Rising Sun Road; at Appleton Road; roundabout	2,462	Under construction
20	MD 281	E Main Street; At Muddy Lane; roundabout	3,898	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Environmental Preservation</u>				
21	MD 285	Biddle Street; Lock Street to Lewis Street; landscape	17	Under construction
<u>Sidewalks</u>				
22	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,398	Under construction
<u>TMDL Compliance</u>				
23		Gramies Run; wetlands replacement	4,804	FY 2018
24		Tree planting at various locations in Cecil County; landscape	1,472	FY 2018
25		At various locations in Cecil County - Group 1; drainage improvement	2,191	Under construction
26		Tree establishment at various locations in District 2; landscape	456	Under construction
27		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	528	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
28		Bohemia Trail; design and construct shared-use trail from Chesapeake City's municipal dock on Back Creek Mooring Basin to the Bohemia Manor School Complex located off of Basil Avenue	1,355	FY 2018
<u>Environmental Mitigation</u>				
29		Highway 301 Stream Restoration	440	FY 2018

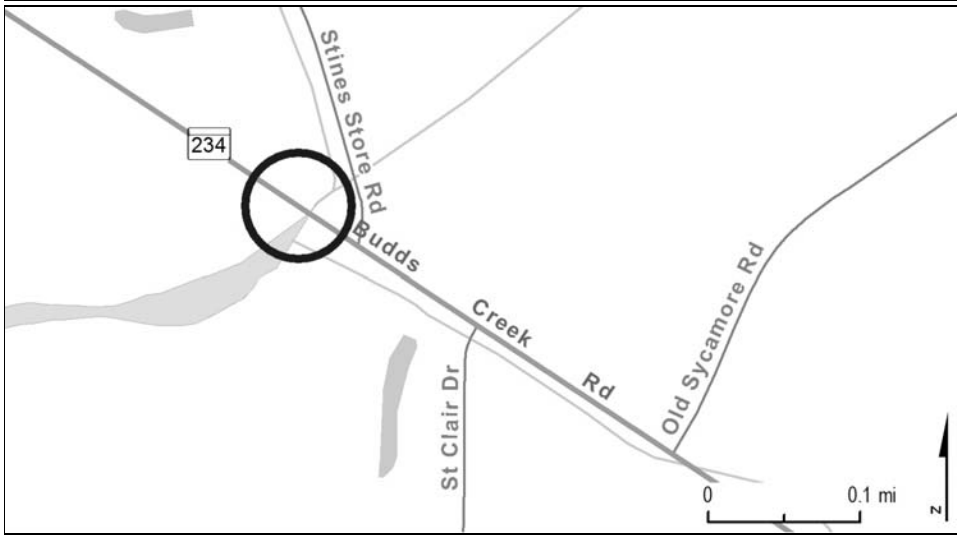
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
30		<p align="center"><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail</p>	585	FY 2018



CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace Bridge 0804700 over Gilbert Swamp Run. This project will accommodate bicycles and pedestrians where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1959, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.1 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	636	636	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,540	1,075	3,669	796	0	0	0	0	4,465	0	0
Total	6,176	1,711	3,669	796	0	0	0	0	4,465	0	0
Federal-Aid	485	485	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 6,475

PROJECTED (2035) - 10,600



PROJECT: MD 254, Bridge 0803800 over Neale Sound

DESCRIPTION: Replace Bridge 0803800 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1963, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,048	1,804	244	0	0	0	0	0	0	244	0
Right-of-way	120	9	93	5	5	8	0	0	0	111	0
Construction	13,758	2,138	6,764	4,856	0	0	0	0	0	11,620	0
Total	15,926	3,951	7,101	4,861	5	8	0	0	0	11,975	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE -

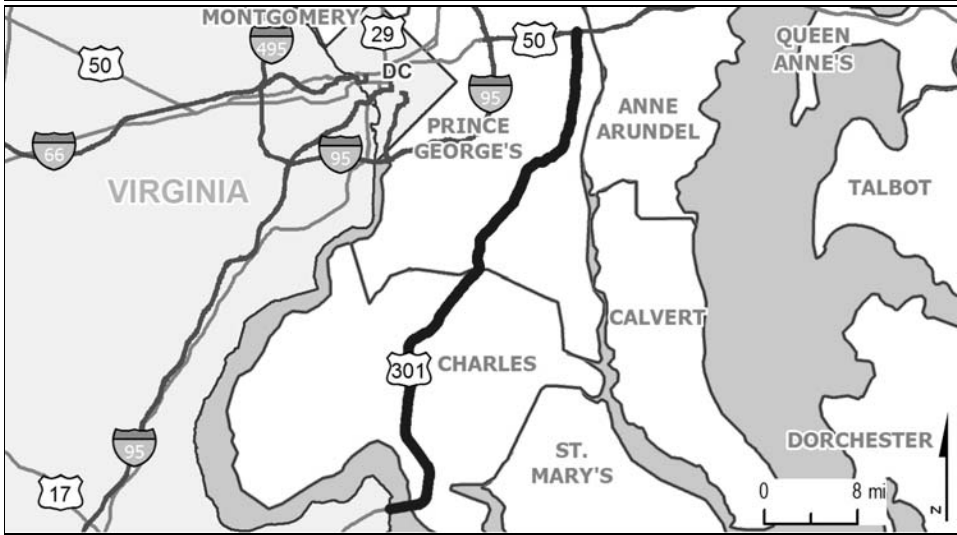
FEDERAL - Rural Minor

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 2,050

PROJECTED (2035) - 2,450



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).

JUSTIFICATION: This study will address transportation needs and consider related environmental and growth management issues.

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, Intersections at MD 5 and MD 228/MD 5BU (Line 4)
- MD 5BU, US 301 to Post Office Road (System Preservation Program)
- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Prince George's County Line 4)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 8)
- MD 3, US 50 to MD 32 (Prince George's County Line 16)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY					
			2018	2019	2020	2021	2022	2023		
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

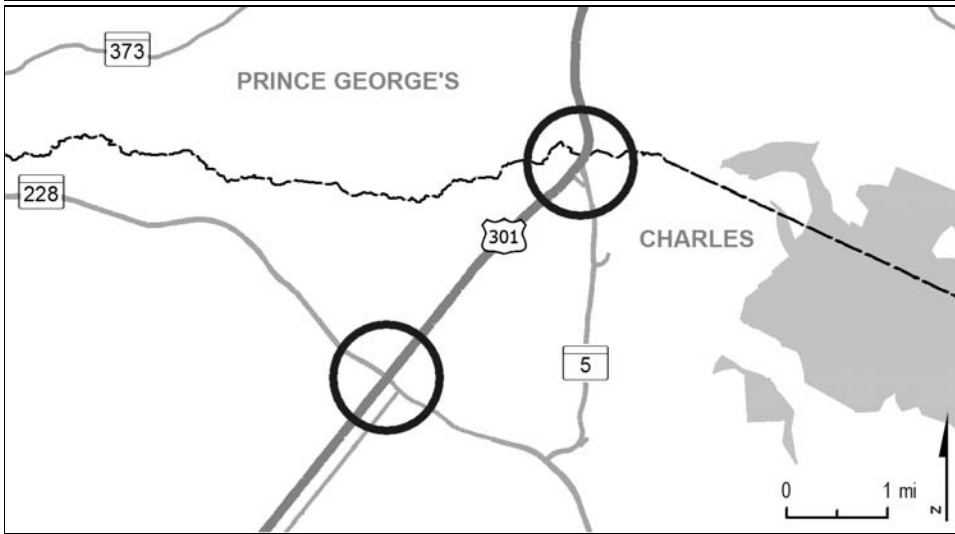
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 22,900 (Charles)
87,800 (Prince George's)

PROJECTED (2035) - 27,300 (Charles)
122,000 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.

JUSTIFICATION: US 301 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:

US 301, South Corridor Transportation Study (Line 3)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 8)
 MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	PROJECT CASH FLOW									
			CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
				2020	2021	2022	2023					
Planning	14,636	11,540	100	1,696	1,300	0	0	0	0	3,096	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	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	14,636	11,540	100	1,696	1,300	0	0	0	0	3,096	0	
Federal-Aid	8,352	7,669	100	83	500	0	0	0	0	683	0	

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 63,400 (Charles)
 87,800 (Prince George's)

PROJECTED (2035) - 78,100 (Charles)
 122,000 (Prince George's)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Charles County; resurface	11,188	Completed
		<u>Environmental Preservation</u>		
2	MD 6	Port Tobacco Road; at Gunston Road; landscape	6	Completed
		<u>Sidewalks</u>		
3	MD 210	Indian Head Highway; Ruth B Swann Drive to Wooster Drive; sidewalks	942	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
4		At various locations in Charles County; mill and resurface	10,903	Under construction
5		At various locations in Charles County; mill and resurface	10,462	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
6	MD 6	Charles Street; Bridge 0800700 over Zekiah Swamp; bridge rehabilitation	3,171	Under construction
7	MD 224	Riverside Road; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut; bridge rehabilitation	3,000	FY 2018
		<u>Safety/Spot Improvement</u>		
8	MD 5 BUS	Leonardtwn Road; US 301 to Post Office Road; ADA improvements	543	FY 2018

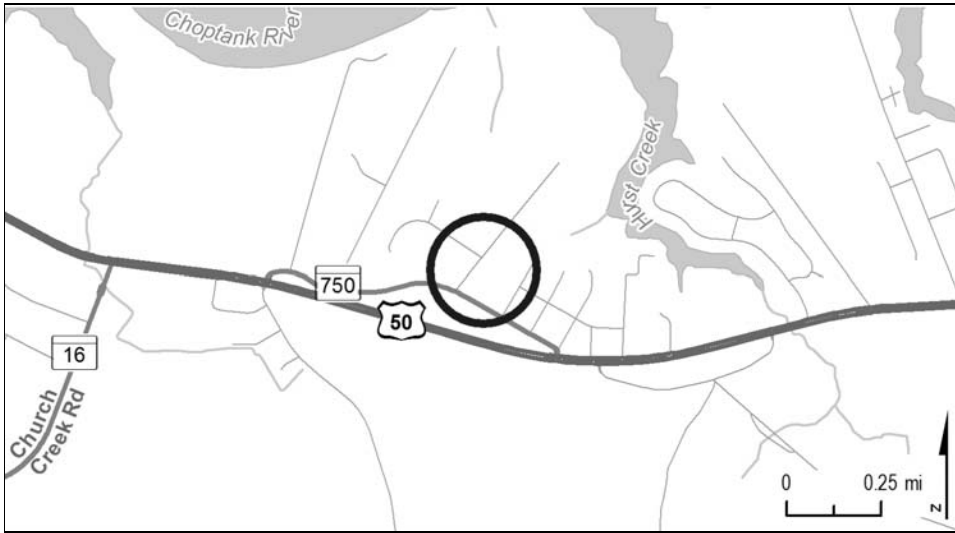
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Urban Reconstruction</u>				
9	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Underway
<u>TMDL Compliance</u>				
10		At various locations in Charles County - Group 1A; drainage improvement	835	FY 2018
11		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	503	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
12		Indian Head Trailhead Restroom	360	FY 2018
13		Indian Head Boardwalk; construct 1,200 foot boardwalk	3,314	FY 2018



DORCHESTER COUNTY



PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet the current needs of the District to maintain the roads in Cambridge and Dorchester 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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing shop does not meet the current needs to maintain the roads in the City of Cambridge and Dorchester County.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,896	1,896	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,053	22,021	32	0	0	0	0	0	32	0
Total	23,949	23,917	32	0	0	0	0	0	32	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM: NA

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - NA

PROJECTED (2035) - NA

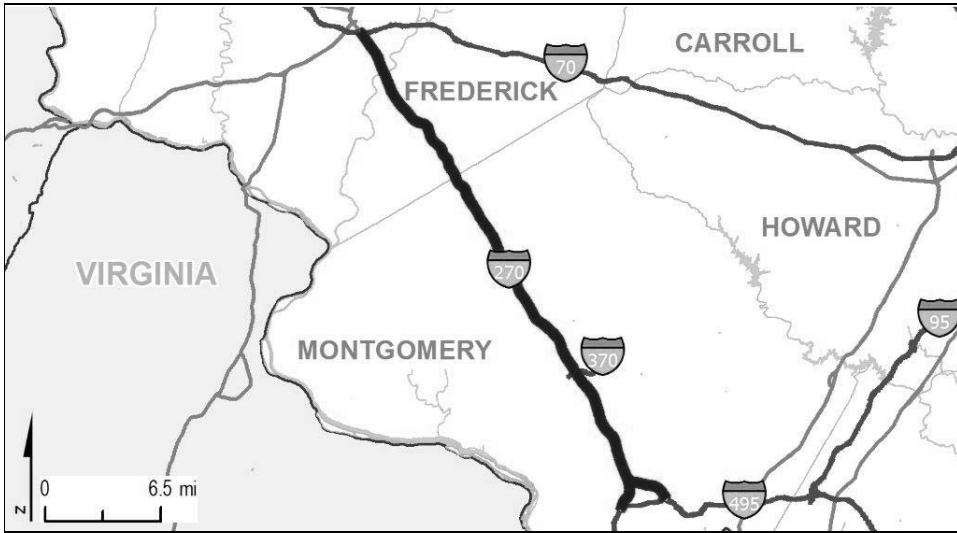
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 50	Sunburst Highway; Bucktown Road to Austin Road; resurface	1,625	Completed
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
2		Harriet Tubman Underground Railroad Visitor Center	8,500	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
3		At various locations in Dorchester County; resurface	9,070	Under construction
4		At various locations in Dorchester County; resurface	8,410	Completed
		<u>Safety/Spot Improvement</u>		
5	MD 16	Taylor's Island Road; at Woods Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,768	Completed
6	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement	2,211	FY 2019



FREDERICK COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east I-270 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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)
- MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 14)
- I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- Traffic Relief Plan (Statewide - Line 6)

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 2017 - 22 CTP: The cost increase of \$6.8 million is due to construction testing and inspection activities.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	109,751	5,225	15,186	28,799	30,335	30,206	0	0	104,526	0
Total	111,812	7,286	15,186	28,799	30,335	30,206	0	0	104,526	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

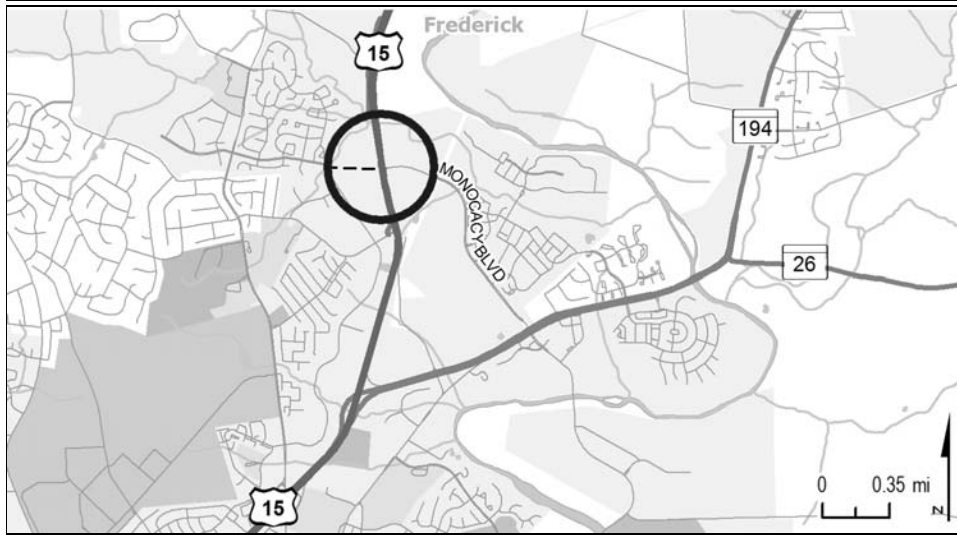
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 87,400 - 253,400

PROJECTED (2035) - 98,000 - 272,000



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic volume associated with existing and planned development. The project will close an existing at-grade US 15 intersection at Hayward Road.

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 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 13)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new interchange will improve safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a ride-share facility. This interchange will support ongoing and planned growth.

STATUS: Construction underway. Frederick County funded \$1.4 million for Engineering. City of Frederick funded \$1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL				PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	682	682	0	0	0	0	0	0	0	0	
Engineering	4,344	4,344	0	0	0	0	0	0	0	0	
Right-of-way	19,281	15,447	245	1,683	1,906	0	0	0	3,834	0	
Construction	37,309	23,015	14,294	0	0	0	0	0	14,294	0	
Total	61,616	43,488	14,539	1,683	1,906	0	0	0	18,128	0	
Federal-Aid	15,325	12,622	80	1,198	1,425	0	0	0	2,703	0	

CLASSIFICATION:

STATE - Principal Arterial

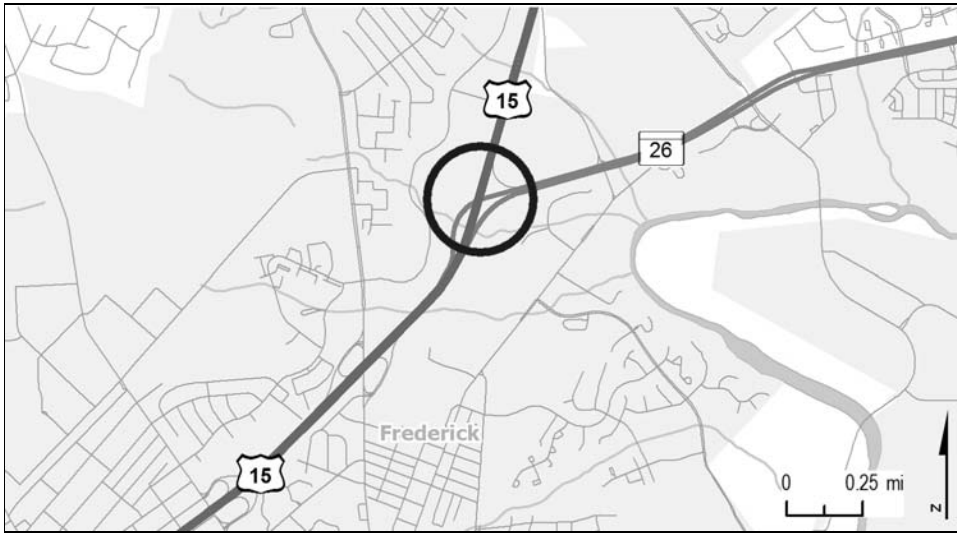
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 45,500

PROJECTED (2035) - 85,500



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is structurally deficient.

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 15/US 40 Frederick Freeway Study, I-70/US 40 to Biggs Ford Road (Line 13)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2017	EXPEND YEAR 2018	EXPEND YEAR 2019	EXPEND YEAR 2020	EXPEND YEAR 2021	EXPEND YEAR 2022	EXPEND YEAR 2023				
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	642	642	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,799	2,564	3,235	0	0	0	0	0	3,235	0	0
Total	6,441	3,206	3,235	0	0	0	0	0	3,235	0	0
Federal-Aid	465	465	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector

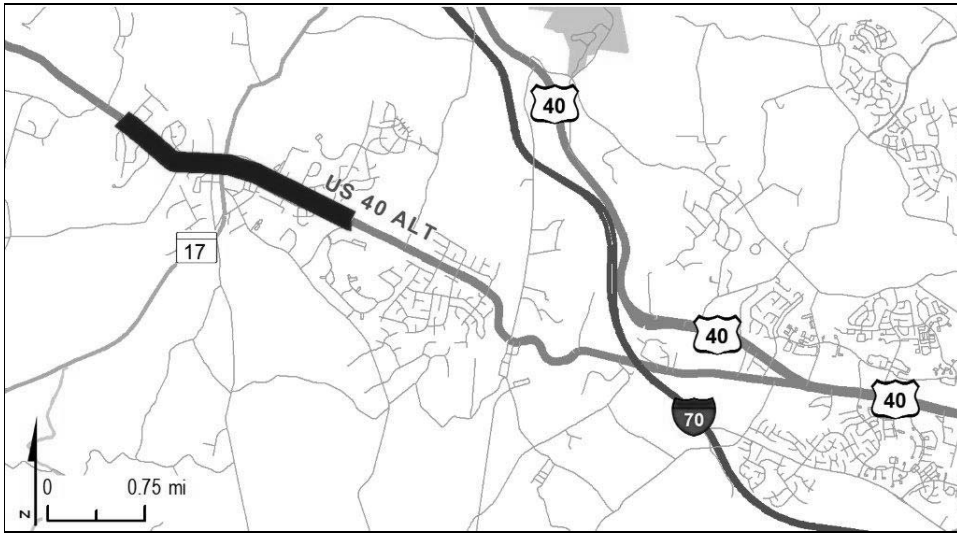
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 24,500

PROJECTED (2035) - 30,000



PROJECT: US 40 ALT, Old National Pike

DESCRIPTION: Construct roadway improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements from Ivy Hill Drive to Middletown Parkway (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 ALT.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project will improve safety and enhance community vitality in the Town of Middlestown.

STATUS: Construction underway. Town of Middlestown is funding \$3.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

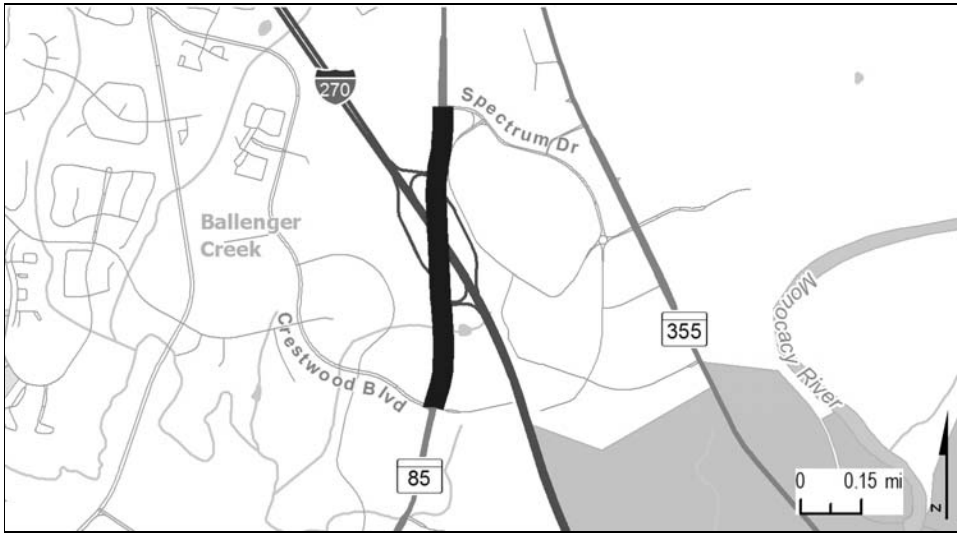
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,462	3,459	3	0	0	0	0	0	0	3	0
Right-of-way	329	209	40	46	34	0	0	0	0	120	0
Construction	14,143	2,956	6,290	4,846	38	13	0	0	0	11,187	0
Total	17,934	6,624	6,333	4,892	72	13	0	0	0	11,310	0
Federal-Aid	11,938	4,500	4,265	3,173	0	0	0	0	0	7,438	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 12,000
 PROJECTED (2035) - 14,900



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), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 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, restrict opportunities along MD 85.

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 Corridor Study, South of English Muffin Way to North of Grove Road (Line 16)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 and Right-of-Way underway. County funded \$1.5 million for partial engineering. Construction delayed from FY17 to FY18 due to utility relocations.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$21.5 million is due to practical design changes.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	6,600	6,544	56	0	0	0	0	0	0	56	0
Right-of-way	13,871	6,653	2,353	2,859	2,006	0	0	0	0	7,218	0
Construction	64,457	10	7,063	16,869	19,137	21,378	0	0	0	64,447	0
Total	85,459	13,738	9,472	19,728	21,143	21,378	0	0	0	71,721	0
Federal-Aid	58,533	2,479	7,132	15,485	16,113	17,324	0	0	0	56,054	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 35,500 - 53,000

PROJECTED (2035) - 49,000 - 75,000



PROJECT: MD 140, Main Street

DESCRIPTION: Replace Bridge 10062 over Flat Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,344	1,344	0	0	0	0	0	0	0	0	0
Right-of-way	270	248	7	7	8	0	0	0	0	22	0
Construction	4,340	1,617	1,803	906	14	0	0	0	0	2,723	0
Total	5,954	3,209	1,810	913	22	0	0	0	0	2,745	0
Federal-Aid	4,492	2,267	1,481	744	0	0	0	0	0	2,225	0

CLASSIFICATION:

STATE - Intermediate Arterial

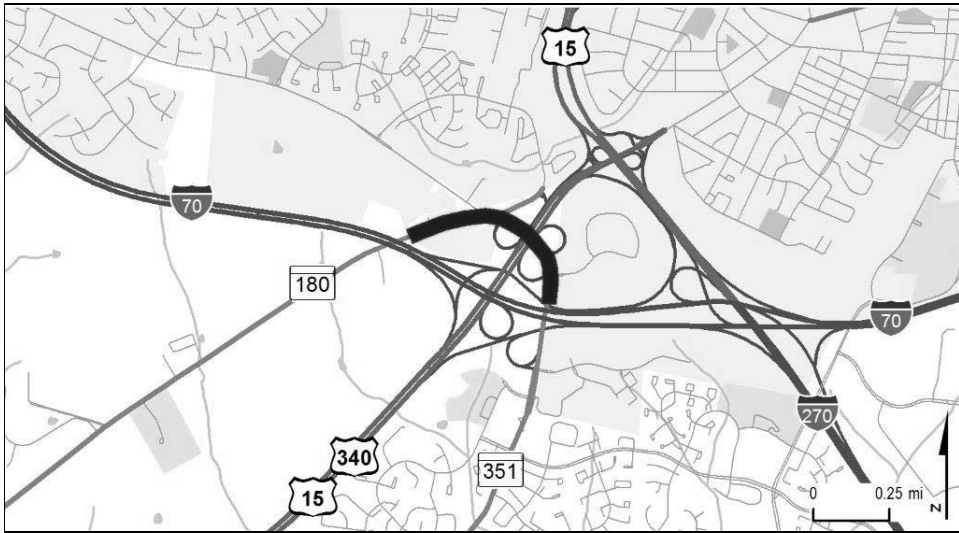
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,600

PROJECTED (2035) - 14,500



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.

PURPOSE & NEED SUMMARY STATEMENT: Operational improvements and capacity improvements to support mobility and economic development in Frederick 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 180/MD 351 Corridor Study, Greenfield Drive to Corporate Drive (Line 15)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$10.0 million is due to a more detailed estimate.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	1,376	2,484	1,140	0	0	0	0	0	3,624	0
Right-of-way	146	0	26	36	36	36	12	0	0	146	0
Construction	15,866	0	0	2,109	5,901	7,856	0	0	0	15,866	0
Total	21,012	1,376	2,510	3,285	5,937	7,892	12	0	0	19,636	0
Federal-Aid	12,375	0	0	1,645	4,603	6,127	0	0	0	12,375	0

CLASSIFICATION:

STATE - Major Collector

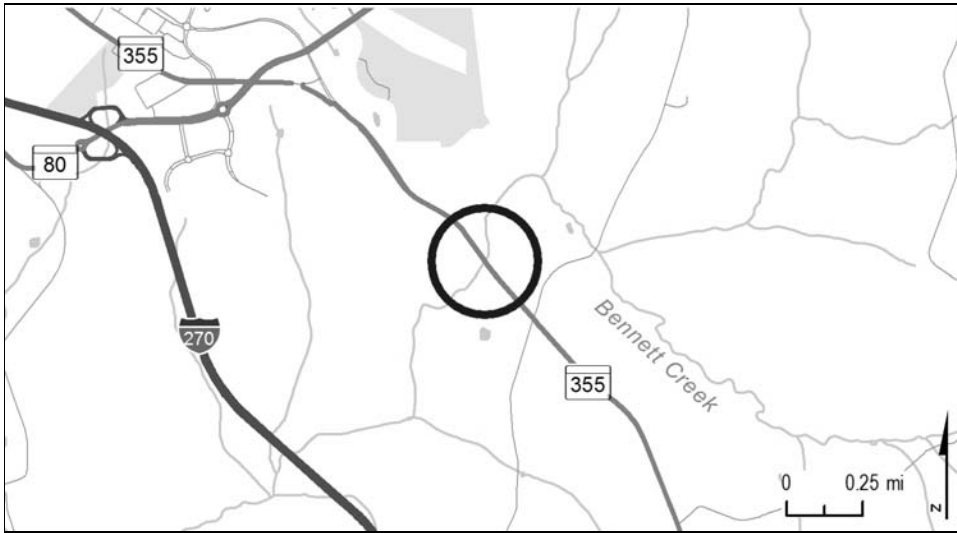
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 22,000

PROJECTED (2035) - 41,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year. Construction delayed from FY18 to FY19 due to readvertising the project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.0 million is due to additional Engineering needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,252	1,786	466	0	0	0	0	0	0	466	0
Right-of-way	276	2	62	77	77	58	0	0	0	274	0
Construction	8,000	0	0	4,520	3,480	0	0	0	0	8,000	0
Total	10,528	1,788	528	4,597	3,557	58	0	0	0	8,740	0
Federal-Aid	1,708	1,348	360	0	0	0	0	0	0	360	0

CLASSIFICATION:

STATE - Major Collector

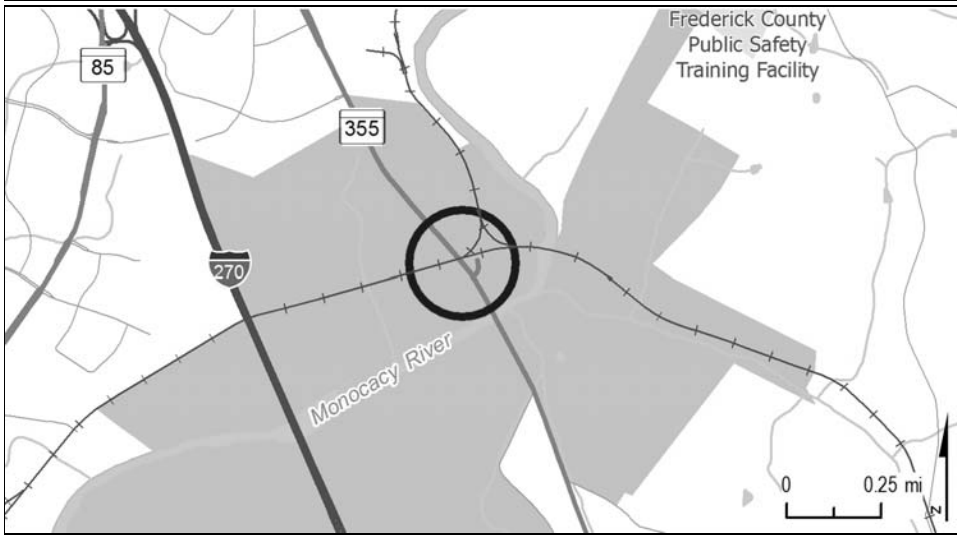
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,500

PROJECTED (2035) - 12,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over CSXT railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$13.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,870	1,865	5	0	0	0	0	0	0	5
Right-of-way	750	24	143	212	212	159	0	0	0	726
Construction	19,647	17	8,476	11,154	0	0	0	0	0	19,630
Total	22,267	1,906	8,624	11,366	212	159	0	0	0	20,361
Federal-Aid	1,348	1,346	2	0	0	0	0	0	0	2

CLASSIFICATION:

STATE - Major Collector

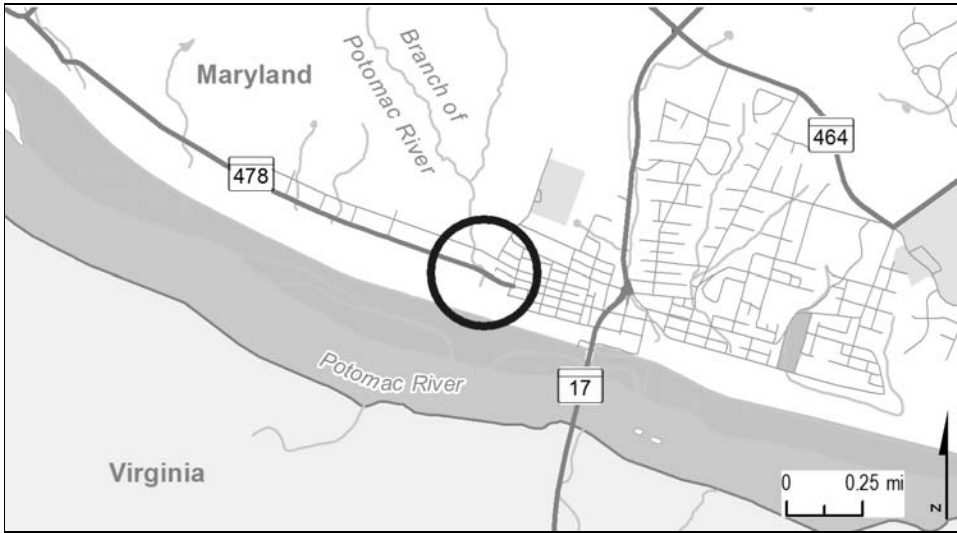
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 13,000

PROJECTED (2035) - 15,850



PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replace Bridge 10089 over a branch of the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,565	717	848	0	0	0	0	0	0	848	0
Right-of-way	424	12	159	80	80	80	13	0	0	412	0
Construction	4,576	0	961	3,615	0	0	0	0	0	4,576	0
Total	6,565	729	1,968	3,695	80	80	13	0	0	5,836	0
Federal-Aid	4,532	321	1,391	2,820	0	0	0	0	0	4,211	0

CLASSIFICATION:

STATE - Major Collector

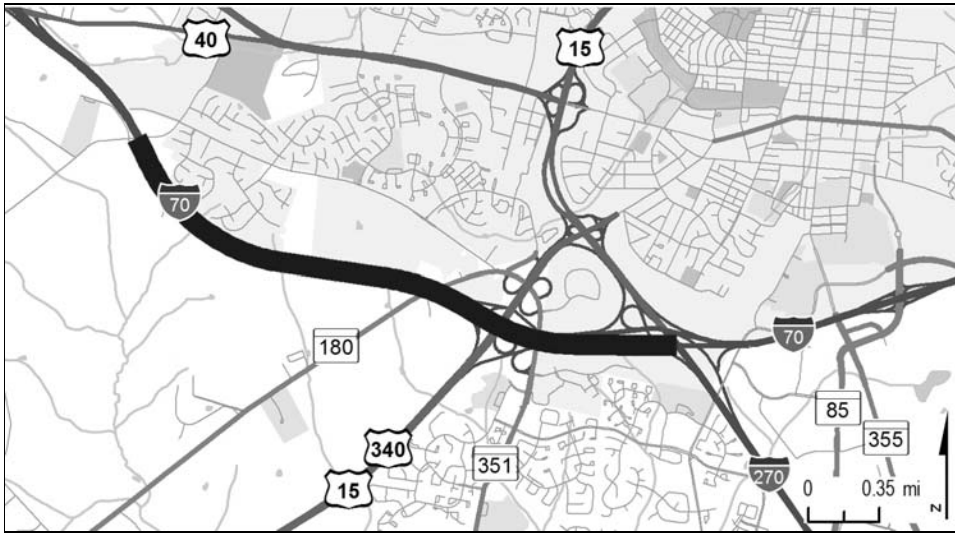
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 3,500

PROJECTED (2035) - 5,000



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 four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

JUSTIFICATION: 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:

US 15/US 40 Frederick Freeway Study, I-70/US 40 to Biggs Ford Road (Line 13)
 MD 180/MD 351 Corridor Study, Greenfield Drive to Corporate Drive (Line 15)
 MD 180, Jefferson Pike (Line 7)
 Traffic Relief Plan (Statewide - Line14)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

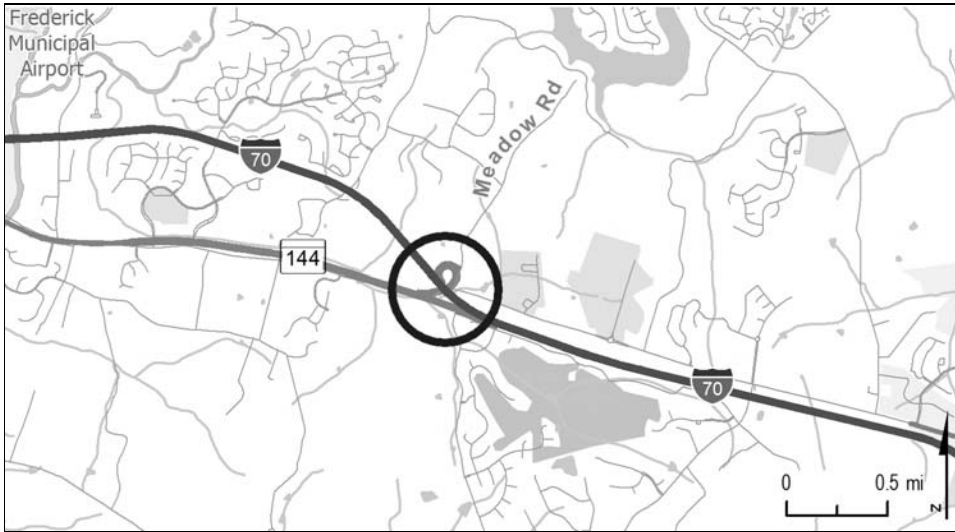
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 99,900

PROJECTED (2035) - 139,400



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.

JUSTIFICATION: This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in City of Frederick and New Market.

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 by developer. County and developer are funding this project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

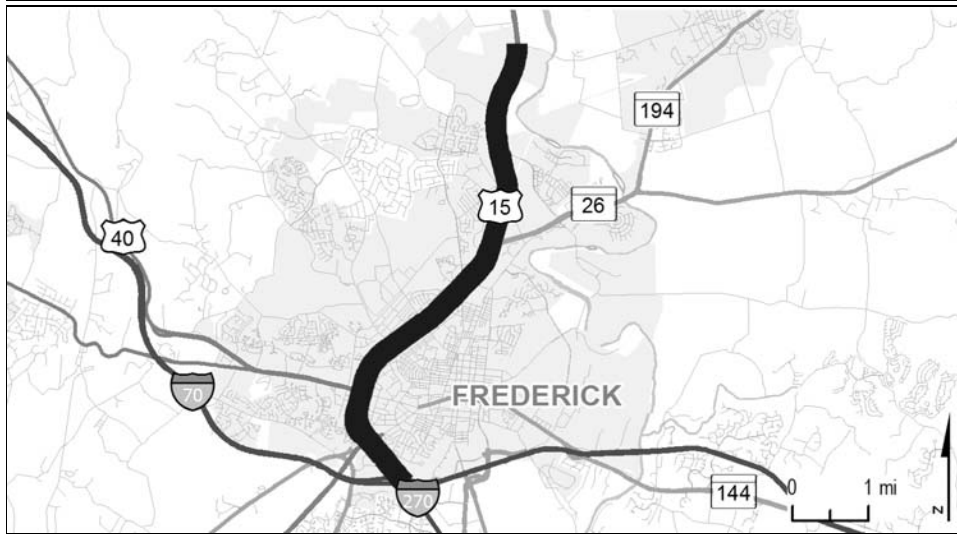
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 67,500

PROJECTED (2035) - 82,200



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering study to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, sharp curves, and short merging and weaving sections.

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 15 MD 26 Bridge Replacement (Line 3)

STATUS: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Extended limits north from MD 26 to north of Biggs Ford Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,248	1,248	650	350	0	0	0	0	1,000	0
Engineering	4,000	304	450	1,200	1,265	781	0	0	3,696	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,248	1,552	1,100	1,550	1,265	781	0	0	4,696	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

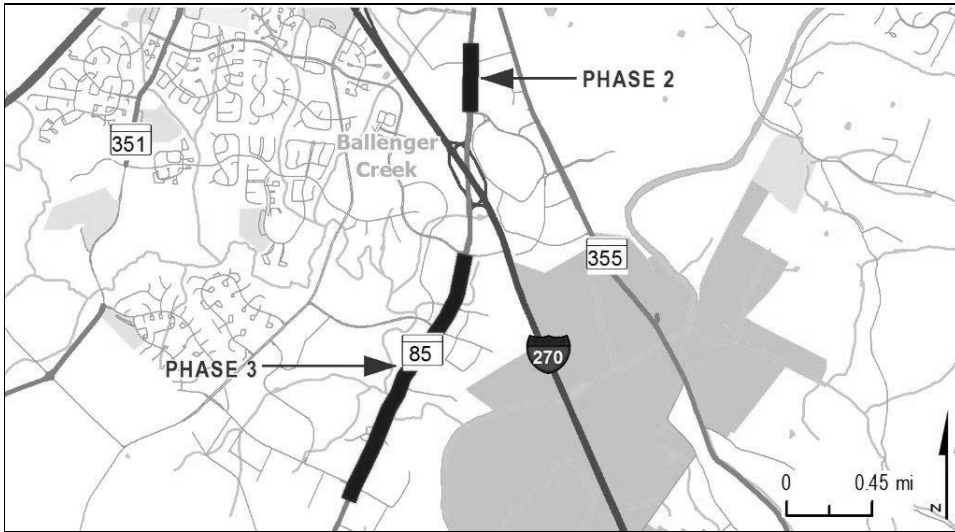
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 98,000 - 122,000

PROJECTED (2035) - 115,000 - 162,000



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). The project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: 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 5)

STATUS: Planning complete. Proceeding with Phase 1 Construction (Line 5).

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR			
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	531	531	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	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	531	531	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

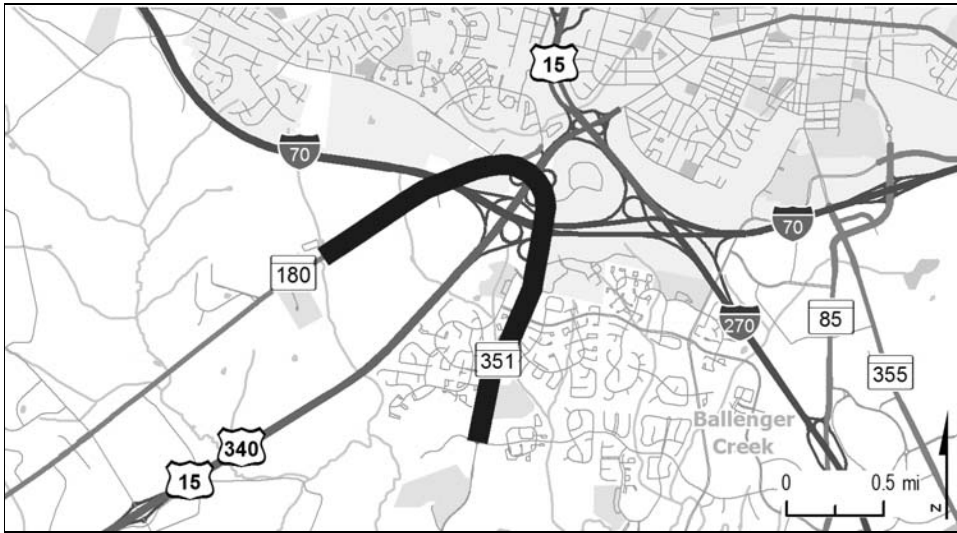
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 17,000 - 53,000

PROJECTED (2035) - 25,000 - 73,000



PROJECT: MD 180 and MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: The MD 180 and MD 351 corridor is experiencing rapid development. Businesses and residential developments in the study area contribute to operational failures along the existing roadway network, indicated by heavily 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 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 7)
 I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 11)

STATUS: Planning on hold. County is funding \$0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,288	2,288	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,288	2,288	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 28,900

PROJECTED (2035) - 62,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,281	Completed
<u>Bridge Replacement/Rehabilitation</u>				
2	MD 77	Rocky Ridge Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,989	Completed
<u>Intersection Capacity Improvements</u>				
3	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	1,779	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
4		At various locations in Frederick County; mill and resurface	14,391	FY 2018
5		At various locations in Frederick County; mill and resurface	18,431	Under construction
6	MD 26	Liberty Road; West South Street to MD 31; safety and resurface	1,216	Under construction
7	MD 26	Liberty Road; US 15 to east of MD 194; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,563	Completed
8	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,304	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2019
10	US 40 EB	Baltimore National Pike; Bridge 1014600 at US 40 Ramp F; bridge rehabilitation	3,614	Completed
11	MD 194	Woodsboro Pike; Bridge 1007200 over Little Pipe Creek; bridge rehabilitation	1,868	Completed
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements	4,838	FY 2018
13	US 15	Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements	4,100	FY 2019
<u>Urban Reconstruction</u>				
14	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,759	Under construction
15	MD 144 FB	Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	7,859	Under construction
16	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	5,768	Under construction
<u>Traffic Management</u>				
17	MD 144	East Patrick Street; at Monocacy Boulevard; City of Frederick traffic signal improvement; miscellaneous	43	Completed
18	MD 180	Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization	458	FY 2019

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Environmental Preservation</u>				
19	I 70	Eisenhower Memorial Highway; Bill Moxley Road to Interstate MM 67.0; landscape	28	Under construction
<u>Sidewalks</u>				
20	MD 17	Petersville Road; B Street to Center Street; sidewalks	1,039	Under construction
<u>Intersection Capacity Improvements</u>				
21	MD 180	Jefferson Pike/Ballenger Creek Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	107	Completed
<u>TMDL Compliance</u>				
22		At various locations in Frederick County - Group 1A; drainage improvement	3,135	Under construction
23		Tree establishment at various locations in Frederick County; landscape	1,253	Under construction
24		Little Catocin Creek at US 340; wetlands replacement	2,607	FY 2018
25		Tree planting at various locations in Frederick County; landscape	2,022	FY 2018
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
26		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

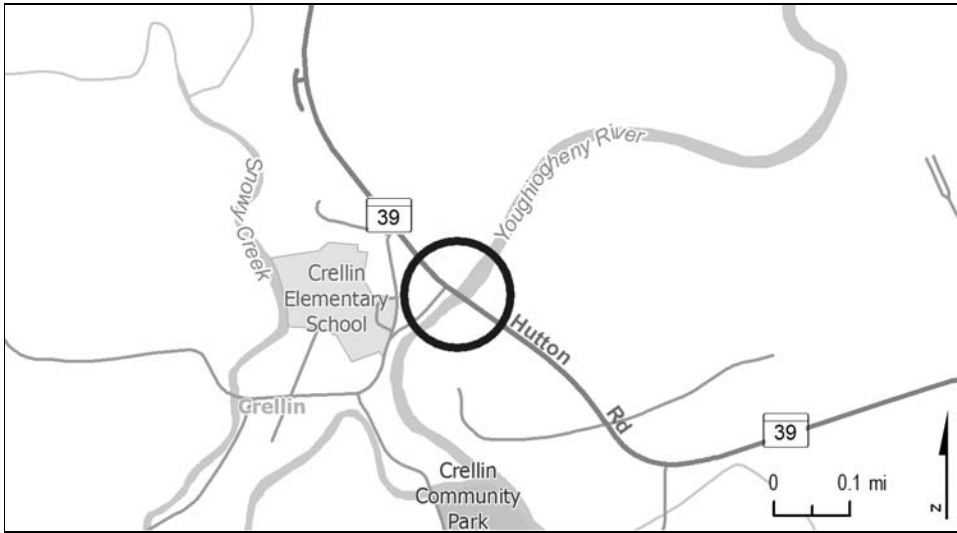
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
27		<p><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>	360	FY 2018
		<p>Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail</p>		



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 structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	407	324	334	111	0	0	0	0	769	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	1,075	3,525	400	0	0	5,000	0
Total	6,176	407	324	334	1,186	3,525	400	0	0	5,769	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

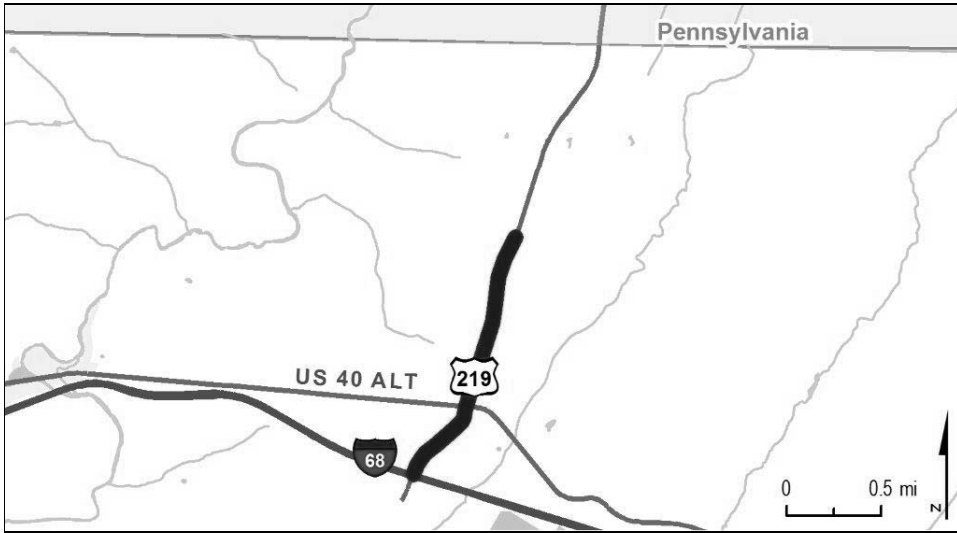
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 3,350

PROJECTED (2035) - 3,900



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade and relocate US 219, north of I-68/US 40 (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.

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 Corridor, I-68 to Pennsylvania State line (Line 5)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: US 219 is a critical link between western Maryland and southern Pennsylvania. Increasing accessibility supports critical regional transportation goals.

STATUS: Construction underway. Construction and Right-of-Way is being funded with Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$25.6 million is due to a more detailed estimate.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,492	1,152	340	0	0	0	0	0	0	340	0
Engineering	5,069	4,561	508	0	0	0	0	0	0	508	0
Right-of-way	6,803	377	2,009	2,511	1,395	511	0	0	0	6,426	0
Construction	51,534	2	4,386	13,135	15,574	18,437	0	0	0	51,532	0
Total	64,898	6,092	7,243	15,646	16,969	18,948	0	0	0	58,806	0
Federal-Aid	56,623	0	6,247	15,288	16,578	18,510	0	0	0	56,623	0

CLASSIFICATION:

STATE - Minor Arterial

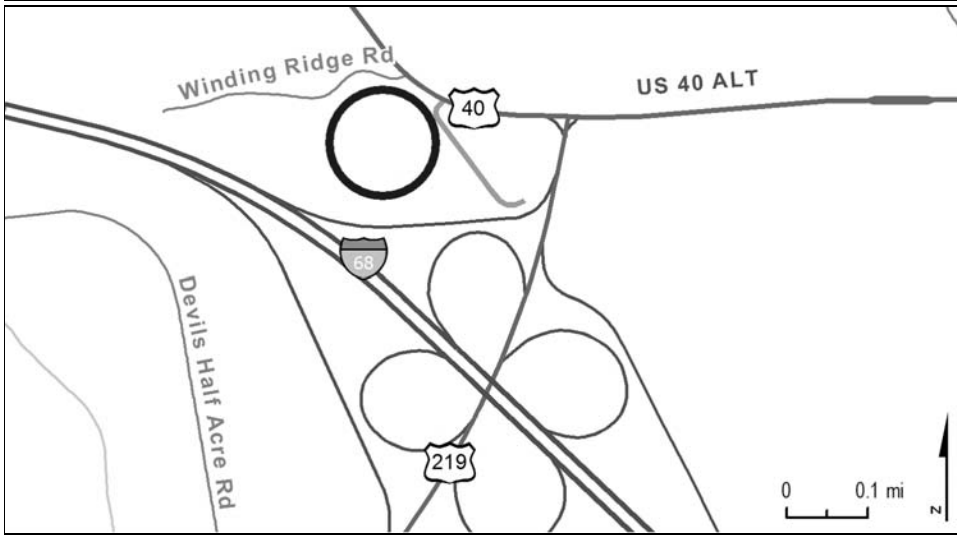
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 4,350

PROJECTED (2035) - 5,800



PROJECT: Keysers Ridge Maintenance Facility

DESCRIPTION: Replace SHA's maintenance facility in Keysers Ridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility no longer meets MDOT SHA's salt and equipment storage 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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing facility no longer meets current needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.4 million is due to necessary soil remediation, electrical wiring, and curb installation.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	713	713	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
Construction	13,749	12,190	1,559	0	0	0	0	0	0	1,559	0	0
Total	14,462	12,903	1,559	0	0	0	0	0	0	1,559	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

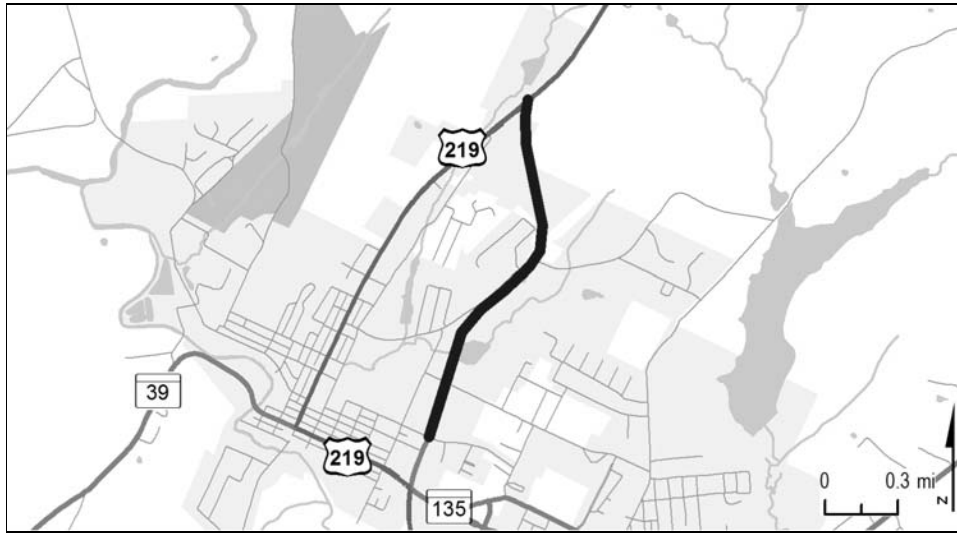
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - N/A

PROJECTED (2035) - N/A



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

JUSTIFICATION: US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improve 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:
 US 219, MD 135 to north of East Orchid Street (System Preservation Program)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added \$1.0 million to complete a practical assessment of the project.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW						
					FOR PLANNING PURPOSES ONLY						
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	5,019	4,019	500	500	0	0	0	0	0	1,000	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,710	9,710	500	500	0	0	0	0	0	1,000	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

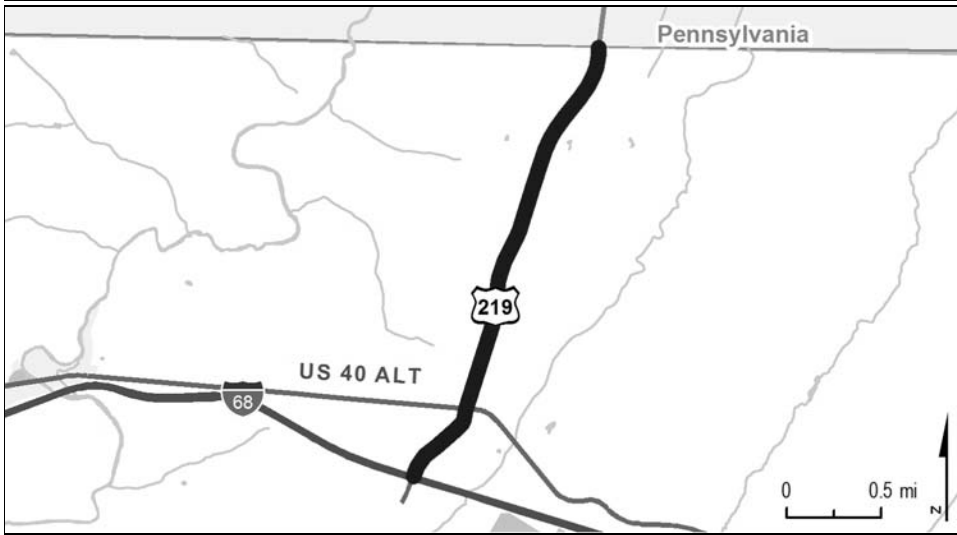
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 7,650- 17,650

PROJECTED (2035) - 7,850 (Bypass) 18,400 (US 219)



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line (2.5 miles). This study represents a portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, Pennsylvania.

JUSTIFICATION: 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: Planning is complete. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	5,189	5,189	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,189	5,189	0	0	0	0	0	0	0	0	
Federal-Aid	2,186	2,186	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 4,350

PROJECTED (2035) - 5,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40 AL	National Pike; US 219 to Green Lantern Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,025	Completed
2	I 68	National Freeway; East of US 219 to east of Shade Hollow; resurface	4,366	Completed
<u>Bridge Replacement/Rehabilitation</u>				
3	I 68	National Freeway; Bridges 1101900, 1103200, 1103903/904, 1105200, 1105303, 1105304 on National Freeway; clean/paint bridges	2,129	Completed
4	MD 546	Finzel Road; Bridge 1101200 over I-68; bridge deck replacement	3,909	Completed
<u>Safety/Spot Improvement</u>				
5	MD 135	Maryland Highway; Upper Savage Wood Yard entrance; drainage improvement	185	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
6		Friendsville, Grantsville and Accident; sidewalks	1,048	FY 2018
7		At various locations in Garrett County; mill and resurface	7,214	Under construction
8	MD 38	Kitzmilller Road; Vindex Road to MD 135; mill and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,597	Completed

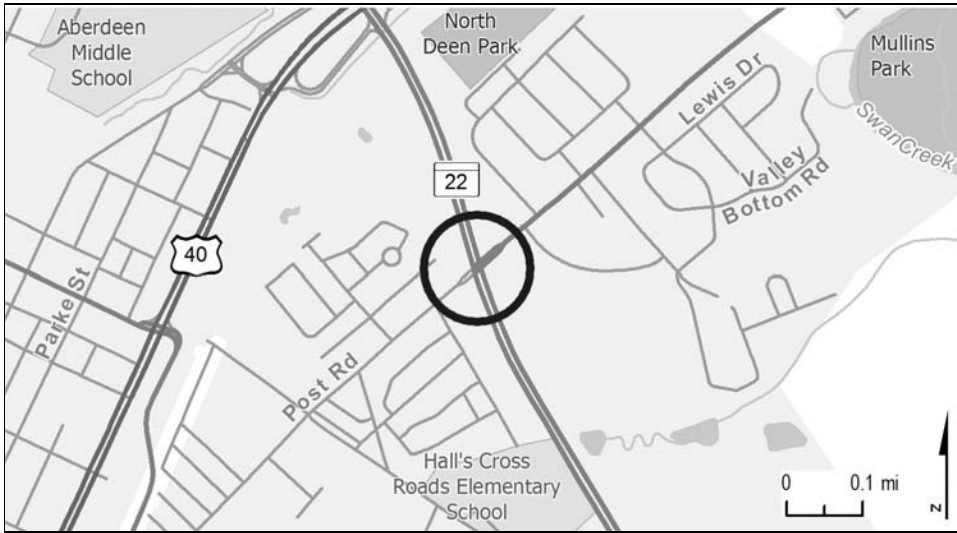
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	US 50	George Washington Highway; Bridge 11039X0 over Branch of Youghiogheny River; miscellaneous	1,361	Completed
<u>Urban Reconstruction</u>				
10	US 219	Garrett Highway; MD 135 to 325 ft. north of East Orchid Street; urban reconstruction (Funded for preliminary engineering) (Project on hold)	2,507	Design Underway



HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) to support 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 22, at Beards Hill Road (Line 2)
 MD 22, at MD 462 (Line 3)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

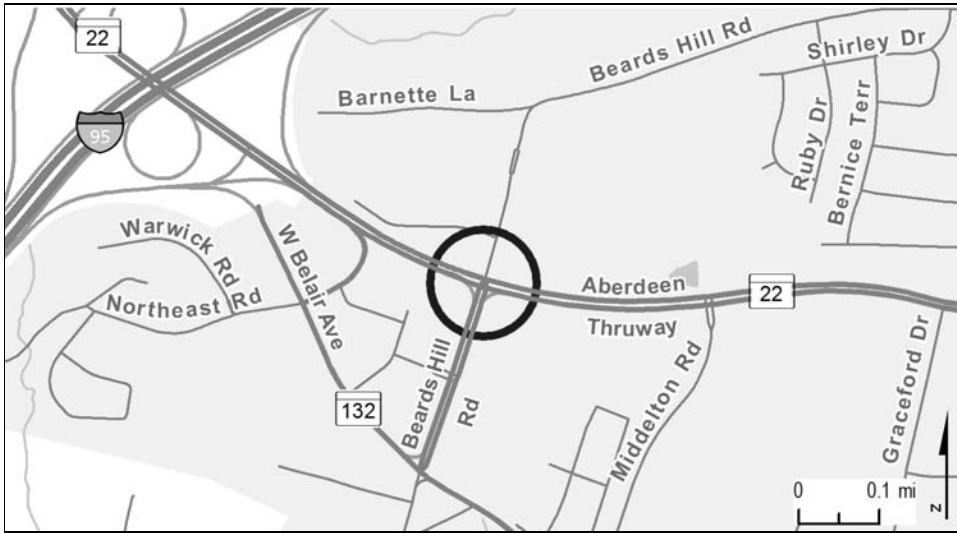
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,563	1,281	282	0	0	0	0	0	282	0
Construction	8,210	7,896	314	0	0	0	0	0	314	0
Total	9,773	9,177	596	0	0	0	0	0	596	0
Federal-Aid	7,601	7,129	472	0	0	0	0	0	472	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 24,050
 PROJECTED (2035) - 33,700



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Beards Hill Road. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to the Aberdeen Proving Grounds and commercial activities in the 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:
 MD 22, at Old Post Road (Line 1)
 MD 22, at MD 462 (Line 3)

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

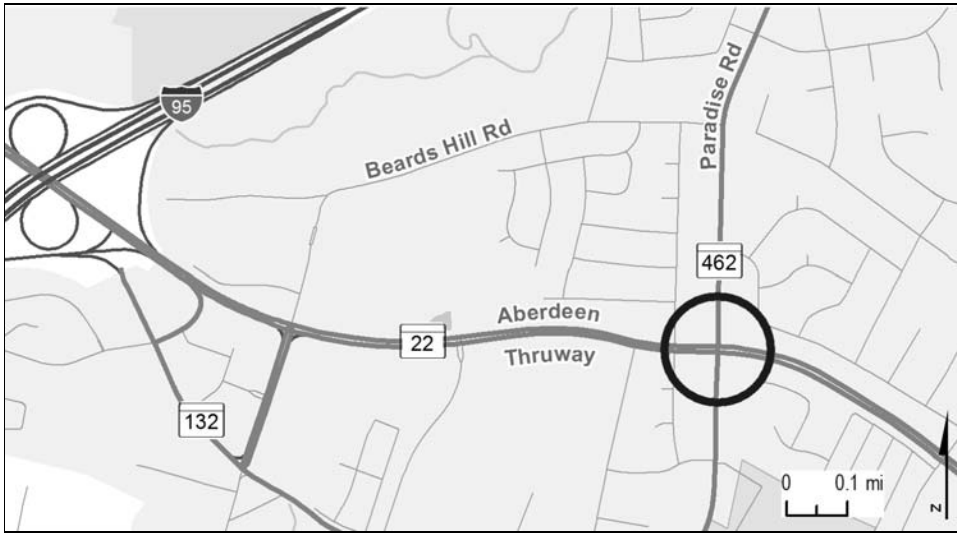
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0	0
Right-of-way	5,163	4,818	345	0	0	0	0	0	0	345	0
Construction	11,063	5,781	5,282	0	0	0	0	0	0	5,282	0
Total	16,235	10,608	5,627	0	0	0	0	0	0	5,627	0
Federal-Aid	13,122	8,458	4,664	0	0	0	0	0	0	4,664	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 33,600
 PROJECTED (2035) - 42,400



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at MD 462 (Paradise Road). (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and MD 462 intersections and provide improved access to the Aberdeen Proving Grounds.

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 22, at Old Post Road (Line 1)
 MD 22, at Beards Hill Road (Line 2)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,952	8,035	917	0	0	0	0	0	917	0
Construction	11,910	6,597	5,313	0	0	0	0	0	5,313	0
Total	20,862	14,632	6,230	0	0	0	0	0	6,230	0
Federal-Aid	17,296	13,213	4,083	0	0	0	0	0	4,083	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 32,200

PROJECTED (2035) - 45,200



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Construction underway. City of Aberdeen contributed \$0.1 million towards Construction and Harford County contributed \$3.4 million towards Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
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	3,237	2,419	350	439	29	0	0	0	0	0	818	0
Construction	20,867	3,259	6,956	7,052	3,600	0	0	0	0	0	17,608	0
Total	24,104	5,678	7,306	7,491	3,629	0	0	0	0	0	18,426	0
Federal-Aid	18,767	4,809	5,653	5,614	2,691	0	0	0	0	0	13,958	0

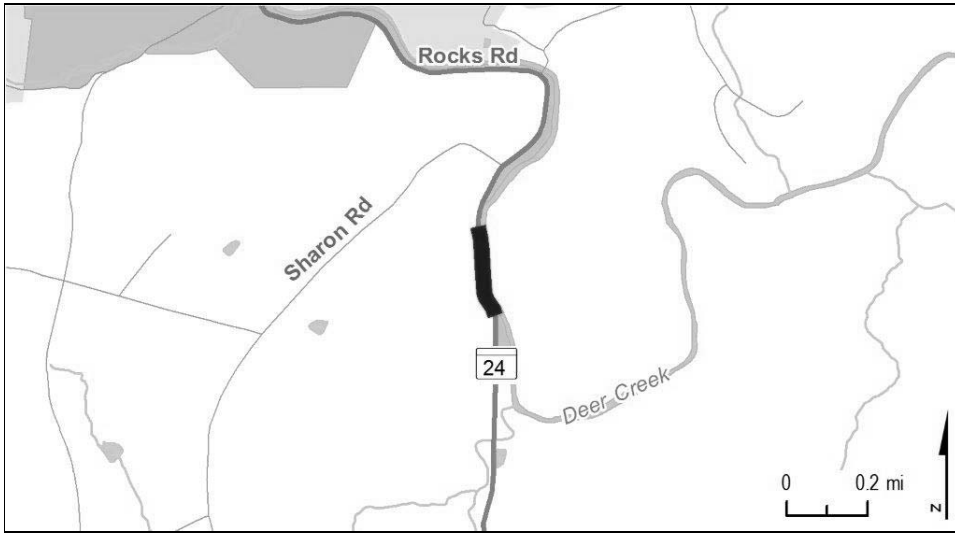
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 40,400

PROJECTED (2035) - 57,000



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.

JUSTIFICATION: The purpose of these projects 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 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,375	800	575	0	0	0	0	0	0	575
Right-of-way	82	0	0	0	82	0	0	0	0	82
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,457	800	575	0	82	0	0	0	0	657
Federal-Aid	1,021	594	427	0	0	0	0	0	0	427

CLASSIFICATION:

STATE - Major Collector

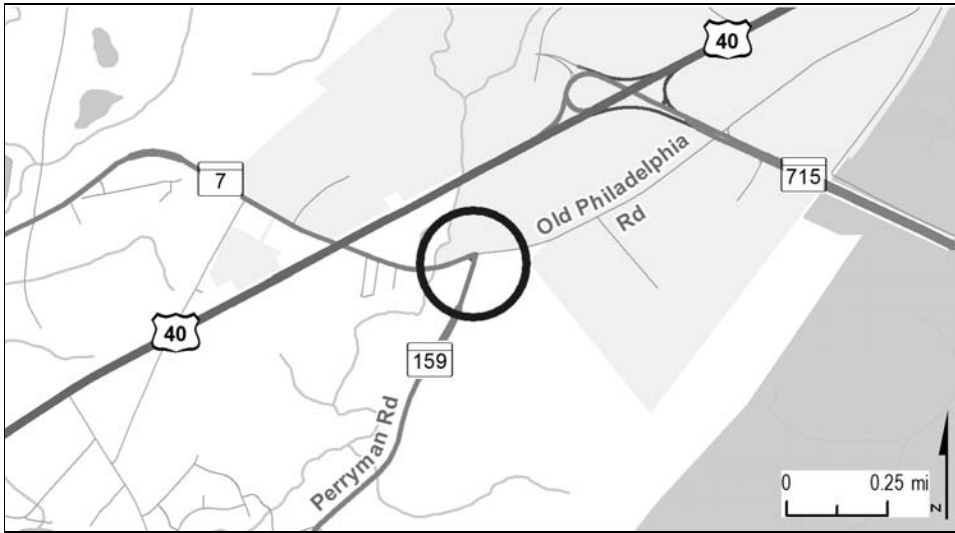
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 4,100

PROJECTED (2035) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: A one lane roundabout at MD 159 and Old Philadelphia Road. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road 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

ASSOCIATED IMPROVEMENTS:
 US 40, at MD 7/MD 159 (Phase 2) (Line 4)

STATUS: Engineering underway. Harford County is paying for Engineering and Construction

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	138	138	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	386	386	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 6,700

PROJECTED (2035) - 18,200



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.

JUSTIFICATION: This project would improve the 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:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
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	
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	

CLASSIFICATION:

STATE - Intermed./Minor Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 34,200

PROJECTED (2035) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in west Harford County; mill and resurface	14,172	Under construction
2		At various locations in east Harford County; mill and resurface	13,540	Under construction
3	MD 7	Philadelphia Road; MD 24 to Abington Road; safety and resurface	1,944	Under construction
4	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	7,226	FY 2018
<u>Bridge Replacement/Rehabilitation</u>				
5	US 1	Conowingo Road; South of Conowingo Dam; retaining walls	2,002	FY 2018
6		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	2,218	Under construction
<u>Safety/Spot Improvement</u>				
7	MD 23	East West Highway; At Grafton Road intersection; safety	919	Under construction
8	MD 147	Harford Road; at Connolly Road; widen and resurface	0	Under construction
9	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,493	Under construction
<u>Urban Reconstruction</u>				
10	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,112	Under construction

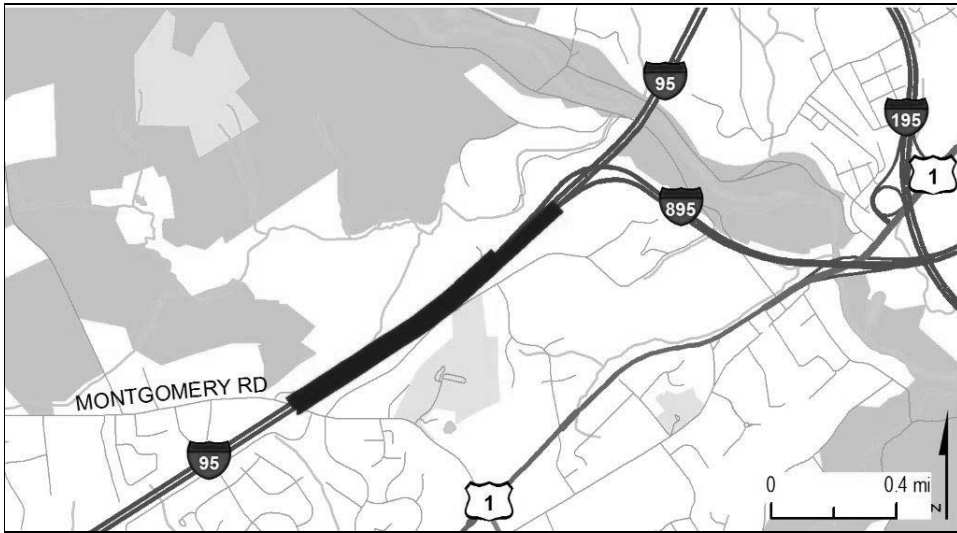
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>TMDL Compliance</u>				
11		At various locations in Harford County - Group 1A; drainage improvement	2,013	FY 2018
12		Tree establishment in various locations in Harford County; landscape	1,702	FY 2018
13		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,077	Completed



HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: Construct a noisewall along I-95, from the Montgomery Road overpass to the I-895 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along I-95 in the Lawyers Hill community.

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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will reduce noise generated by traffic on I-95, from the Montgomery Road overpass to I-895 in the Lawyers Hill community.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,321	1,321	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
Construction	11,030	7,245	3,785	0	0	0	0	0	0	3,785	0	0
Total	12,351	8,566	3,785	0	0	0	0	0	0	3,785	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

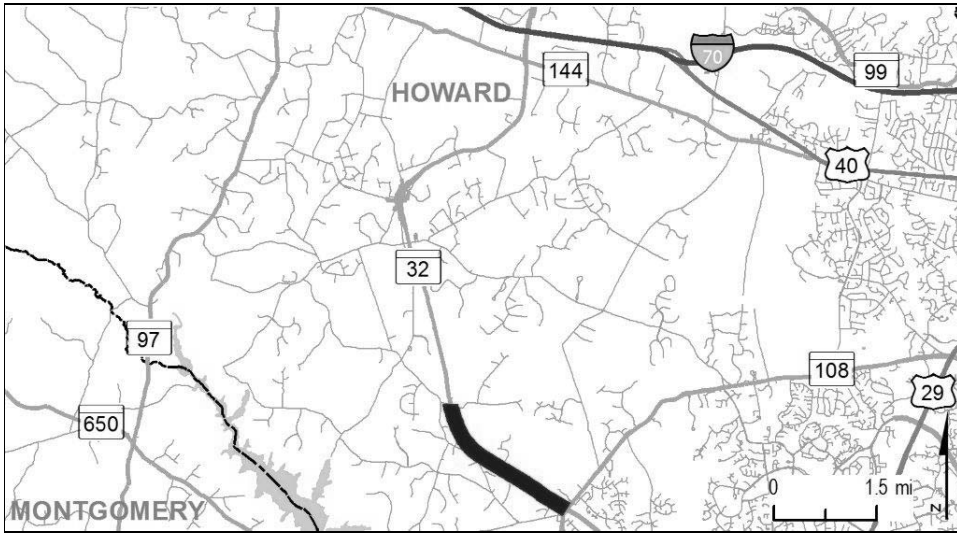
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 197,000

PROJECTED (2035) - 235,500



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Widen MD 32 from MD 108 to Linden Church Road from two lanes to a four lane divided roadway.

PURPOSE & NEED SUMMARY STATEMENT: This project would address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane 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:
 MD 32, Linden Church Road to I-70 (Line 3)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in the Columbia area.

STATUS: Construction underway. County is contributing \$16.5 million to this project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$5.0 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,991	1,988	3	0	0	0	0	0	3	0
Right-of-way	1,907	729	426	400	302	50	0	0	1,178	0
Construction	40,257	4,304	14,687	20,384	882	0	0	0	35,953	0
Total	44,155	7,021	15,116	20,784	1,184	50	0	0	37,134	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

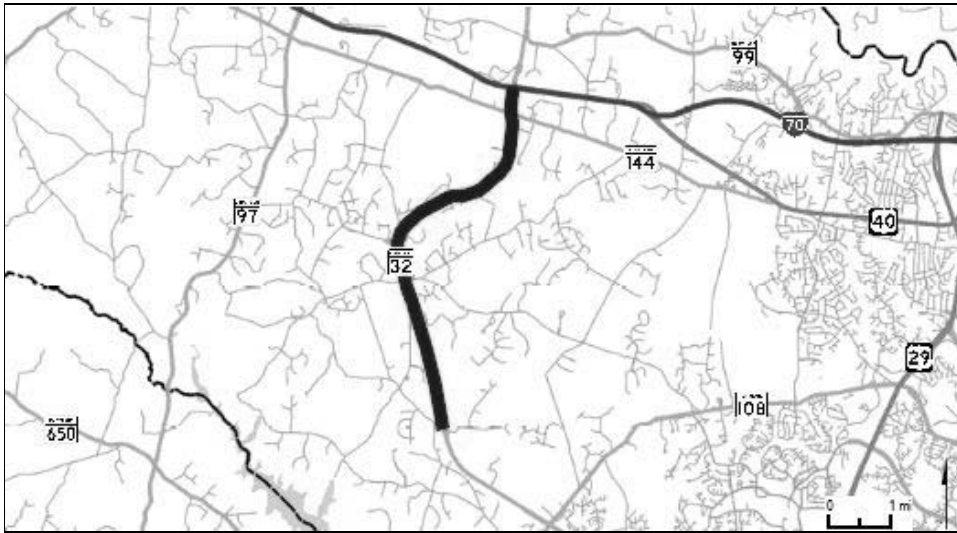
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,400

PROJECTED (2035) - 47,500



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 problems as a result of increasing traffic volumes on the existing two lane 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:
 MD 32, MD 108 to Linden Church Road (Line 2)

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

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County.

STATUS: Engineering and Right-of-Way underway. Constuction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0	
Engineering	5,745	4,365	1,000	380	0	0	0	0	0	1,380	0	
Right-of-way	12,211	3,379	638	1,581	1,500	1,500	3,613	0	0	8,832	0	
Construction	99,598	0	0	11,923	28,596	32,368	26,711	0	0	99,598	0	
Total	121,211	11,401	1,638	13,884	30,096	33,868	30,324	0	0	109,810	0	
Federal-Aid	91,337	5,800	1,218	10,774	23,475	26,417	23,653	0	0	85,537	0	

CLASSIFICATION:

STATE - Principal Arterial

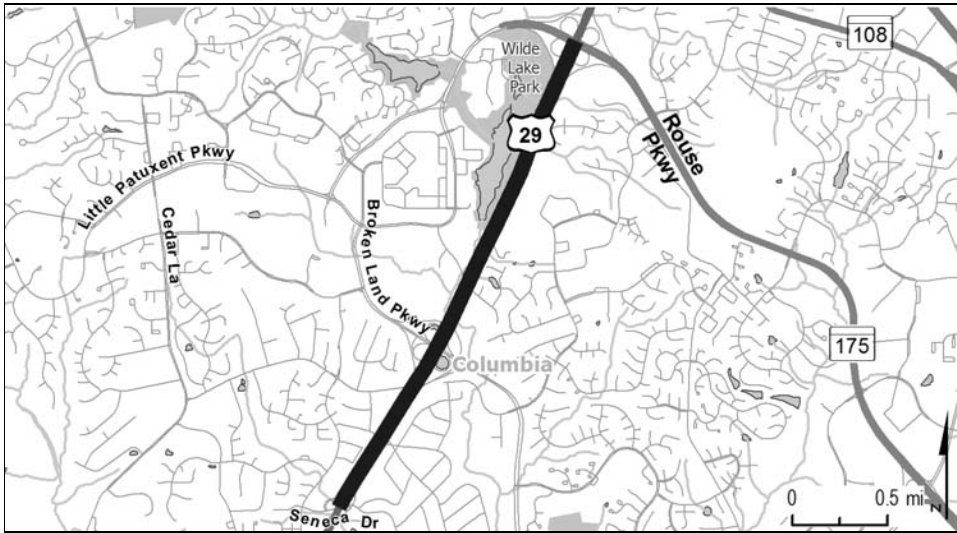
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,400

PROJECTED (2035) - 47,500



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 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: US 29, Middle Patuxent River to Seneca Drive (Line 7)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will relieve traffic congestion on this major north-south commuter route. This project will promote economic development in Howard County.

STATUS: Open to Service. County funded \$2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$2.7 million is due to additional maintenance of traffic needs and surveying costs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,429	6,429	0	0	0	0	0	0	0	0
Right-of-way	1,793	968	564	50	211	0	0	0	825	0
Construction	30,041	26,324	3,717	0	0	0	0	0	3,717	0
Total	38,263	33,721	4,281	50	211	0	0	0	4,542	0
Federal-Aid	2,728	2,417	50	50	211	0	0	0	311	0

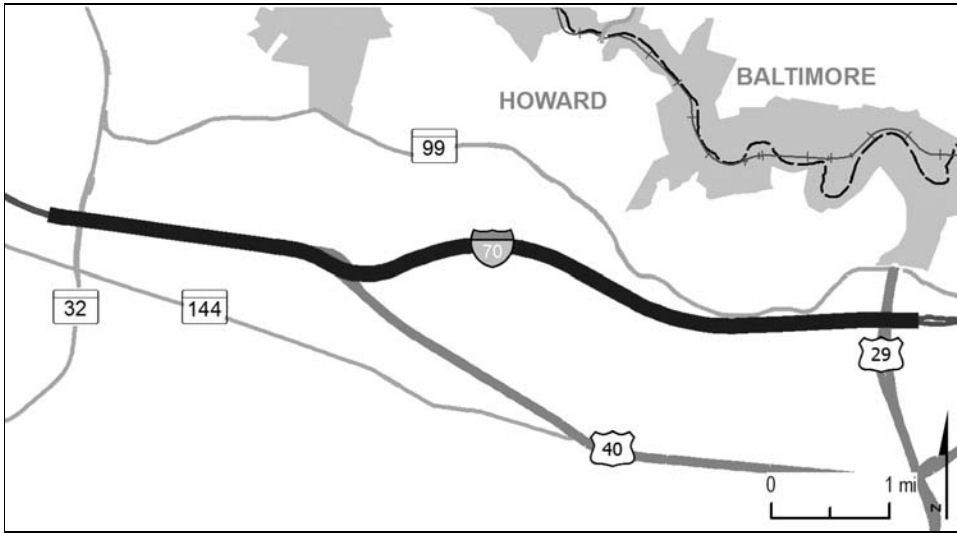
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 48,900

PROJECTED (2035) - 59,425



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

JUSTIFICATION: 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 Project Outside PFA Grandfathered
 PFA Status Yet To Be Determined Exception Will Be Required Exception Granted

ASSOCIATED IMPROVEMENTS: Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....				
Planning	858	858	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

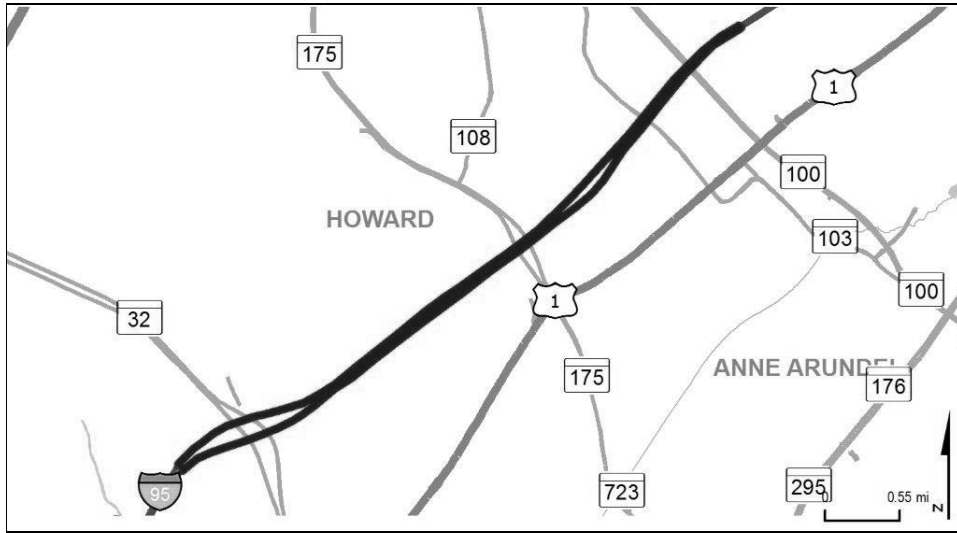
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 84,300

PROJECTED (2035) - 116,300



PROJECT: IS 95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 to MD 100.

JUSTIFICATION: 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: I-95, I-695 to I-495 Operations Study (Statewide Line 5)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,800	0	550	1,250	0	0	0	0	1,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,800	0	550	1,250	0	0	0	0	1,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

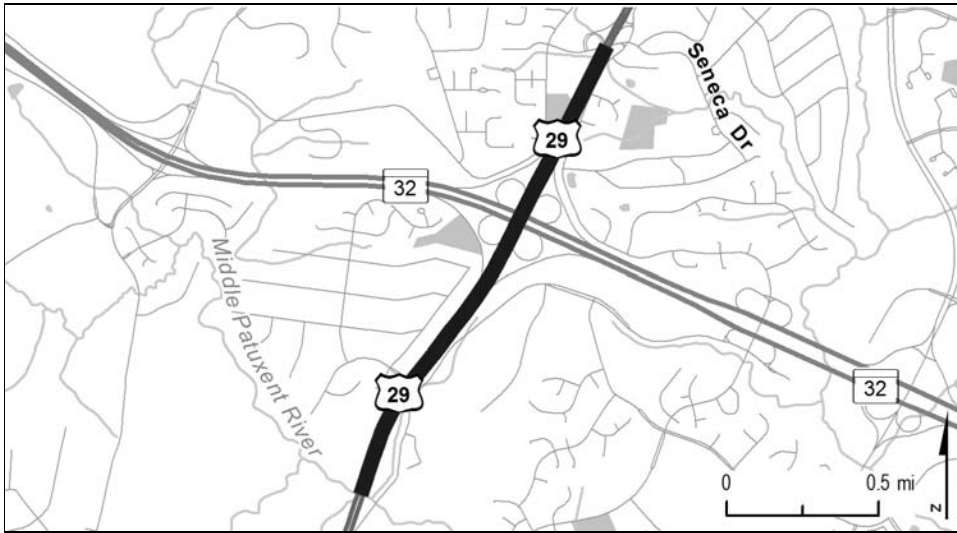
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 217,000

PROJECTED (2035) - 222,600



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).

JUSTIFICATION: 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:
 US 29, Seneca Drive to MD 175 (Line 4)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	585	450	575	664	350	0	0	2,039	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,624	585	450	575	664	350	0	0	2,039	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

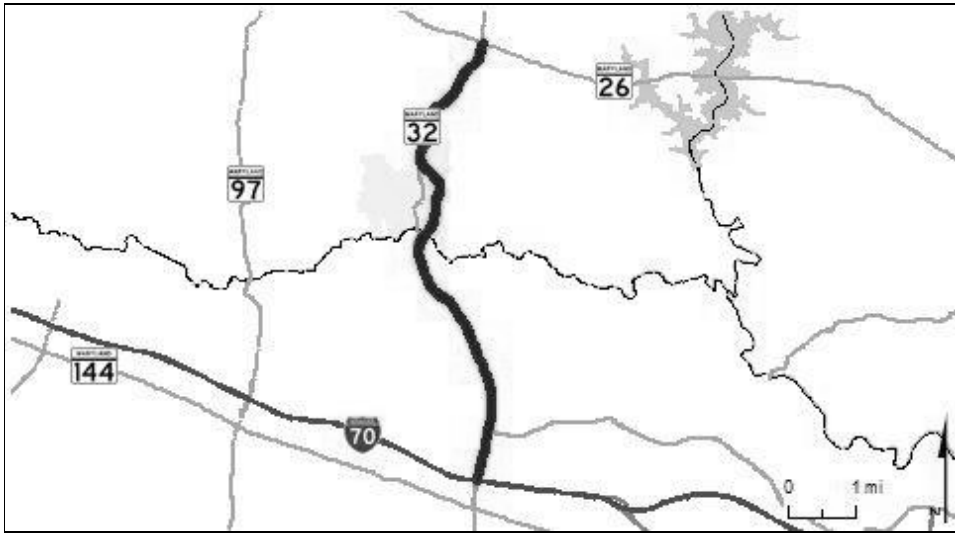
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 45,900

PROJECTED (2035) - 61,750



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).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County and around 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 32, MD 108 to Linden Church Road (Line 2)
- MD 32, Linden Church Road to I-70 (Line 3)
- MD 26, Liberty Reservoir to MD 32 (Line 5)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,250	13	568	0	0	0	0	0	0	568	669
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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,250	13	568	0	0	0	0	0	0	568	669
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

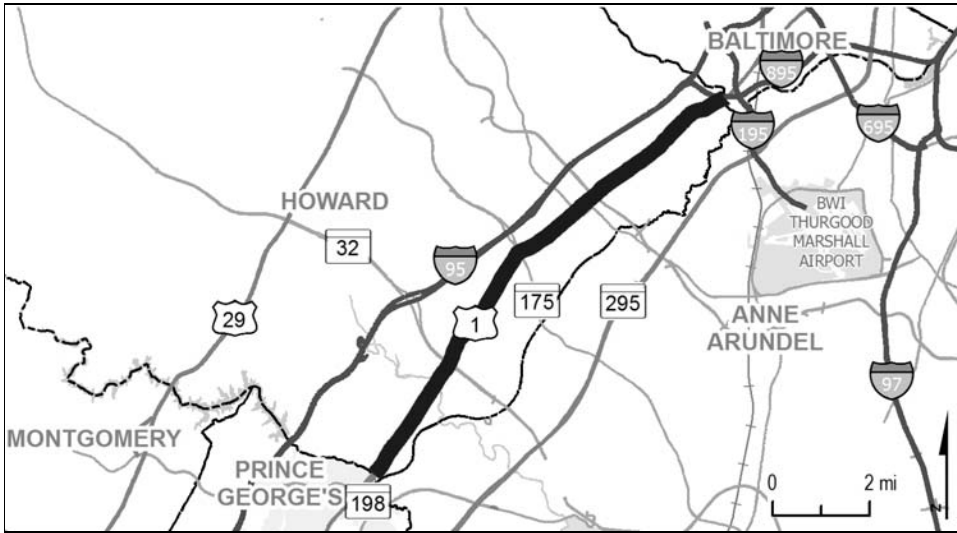
FEDERAL - Minor Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 29,000

PROJECTED (2035) - 34,925



PROJECT: US 1, Washington Boulevard

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).

JUSTIFICATION: 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:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....				
Planning	1,044	1,044	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0	0	0
Federal-Aid	837	837	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 42,750

PROJECTED (2035) - 55,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Howard County; resurface	17,825	Completed
2	US 29 NB	Columbia Pike; Middle Patuxent River to 500 ft. north of MD 32; safety and resurface	993	Completed
3	MD 32 SB	Patuxent Parkway; North of MD 108 to structure 13114 over Middle Patuxent River; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,355	Completed
4	US 40	Baltimore National Pike; East of St. John's Lane to structure 13032; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,818	Completed
5	I 70 EB	Marriottsville Road to Baltimore County line; safety and resurface	2,947	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		Bridge 1301603/04, 1305601/02, 1307603/04, 1310003/04 on I-95 and MD 32; clean/paint bridges	2,239	Under construction
7		Various bridges on or over MD 32; clean/paint bridges	1,170	Completed
8	MD 32	Patuxent Parkway; Bridge 1310103, 1013104, 1310200, 1310300, 1311403, 1311404 on Patuxent Parkway; clean/paint bridges	771	Completed
<u>Traffic Management</u>				
9	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,514	Completed
<u>TMDL Compliance</u>				
10		Furnace Avenue Tributary; wetlands replacement	531	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
11		At various locations in Howard County; mill and resurface	17,027	Under construction
12	MD 32 NB	Patuxent Parkway; Structure 13114 over Middle Patuxent River to north of MD 108; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,933	Under construction
13	US 40 EB	Baltimore National Pike; East of US 29 to Baltimore/Howard County line; safety and resurface	2,304	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
14	US 40 WB	Bridge 13055 over I-70; bridge rehabilitation	3,432	FY 2018
15	I 95	Bridge 1307201 and 1307202 over Little Patuxent River; clean/paint bridges	2,307	FY 2018
<u>Safety/Spot Improvement</u>				
16	US 1	Washington Boulevard; at Kit Kat Road; geometric improvements	1,495	FY 2018
17	US 29	Columbia Pike; MD 32 to MD 175; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,087	FY 2018
18	US 29 NB	Columbia Pike; at MD 175; geometric improvements	1,950	FY 2018
19	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	3,236	Under construction
<u>Environmental Preservation</u>				
20	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,533	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
21		<p><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p><u>Enhancements</u></p>	1,092	FY 2018
		<p><u>Pedestrian/Bicycle Facilities</u></p> <p>Patuxent Branch Trail; paving Patuxent Branch Trail from Old Guilford Road to Vollmerhausen Road</p>		



KENT COUNTY

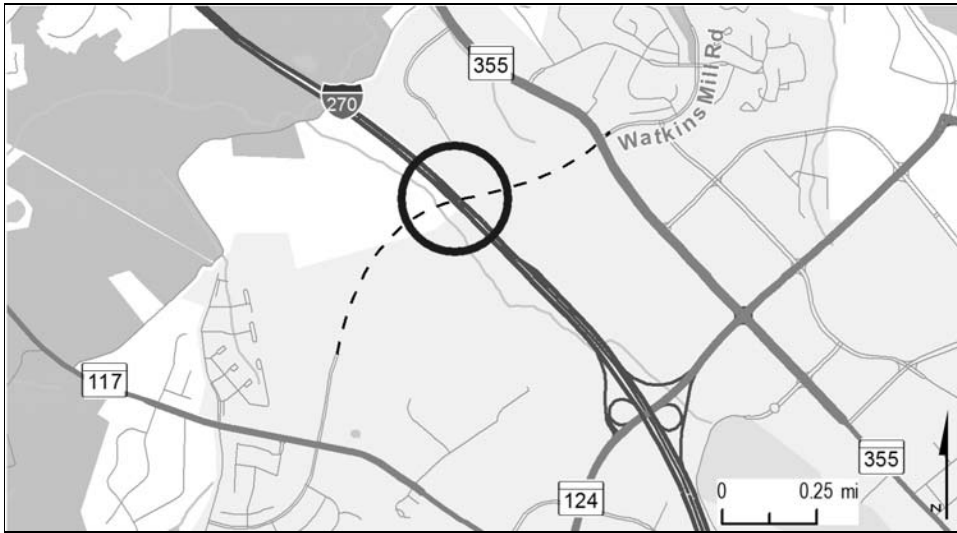
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Kent County; resurface	6,440	Completed
2	MD 213	Maple Avenue; MD 290/MD 313A to 200 feet north of MD 290/MD 313A; safety and resurface	138	Completed
<u>Bridge Replacement/Rehabilitation</u>				
3	MD 213	Maple Avenue; Bridge 1402700 over Chester River; clean/paint bridges	2,025	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
4		At various locations in Kent County; mill and resurface	6,676	FY 2018
5		At various locations in Kent County; mill and resurface	5,645	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
6	US 301 NB	Blue Star Memorial Highway; Bridge 1400501 over MD 290	2,947	Under construction
<u>Urban Reconstruction</u>				
7	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	5,831	FY 2019



MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It will provide access from I-270 to Metropolitan Grove MARC 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:
 I-270 Innovative Congestion Management (Line 2)
 Traffic Relief Plan (Statewide - Line 6)

EXPLANATION: The new interchange will provide new access points to I-270 and provide 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: Construction underway. County contributed \$4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$10.4 million is due to a favorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,177	1,177	0	0	0	0	0	0	0	0	0
Engineering	10,613	10,591	22	0	0	0	0	0	0	22	0
Right-of-way	9,807	7,104	200	800	500	1,203	0	0	0	2,703	0
Construction	97,716	3	21,260	29,535	30,512	16,406	0	0	0	97,713	0
Total	119,313	18,875	21,482	30,335	31,012	17,609	0	0	0	100,438	0
Federal-Aid	15,375	12,650	222	800	500	1,203	0	0	0	2,725	0

CLASSIFICATION:

STATE - Principal Arterial

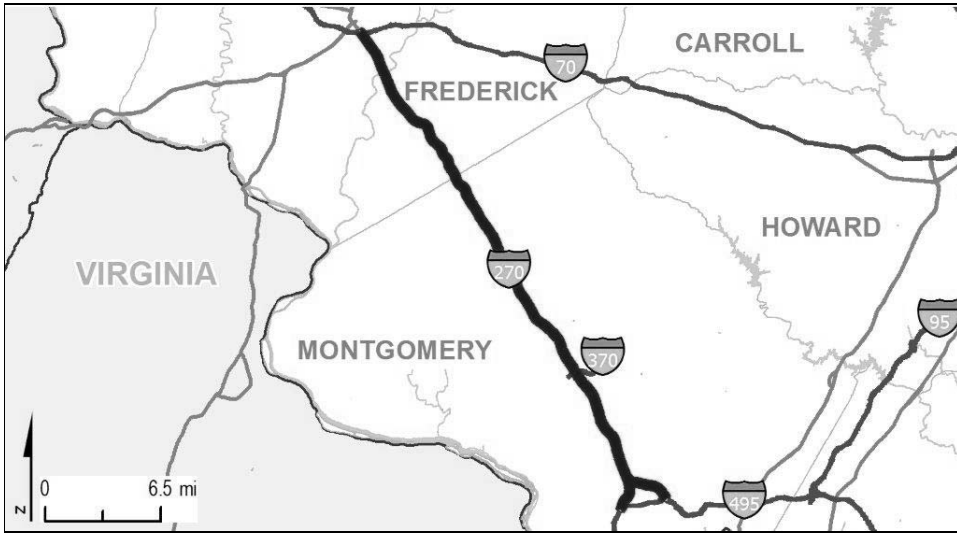
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 164,000

PROJECTED (2035) - 182,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east I-270 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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

I-270, Interchange at Watkins Mill Road (Line 1)
 Traffic Relief Plan (Statewide - Line 6)

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 2017 - 22 CTP: The cost increase of \$6.8 million is due to construction testing and inspection activities.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	109,751	5,225	15,186	28,799	30,335	30,206	0	0	104,526	0
Total	111,812	7,286	15,186	28,799	30,335	30,206	0	0	104,526	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

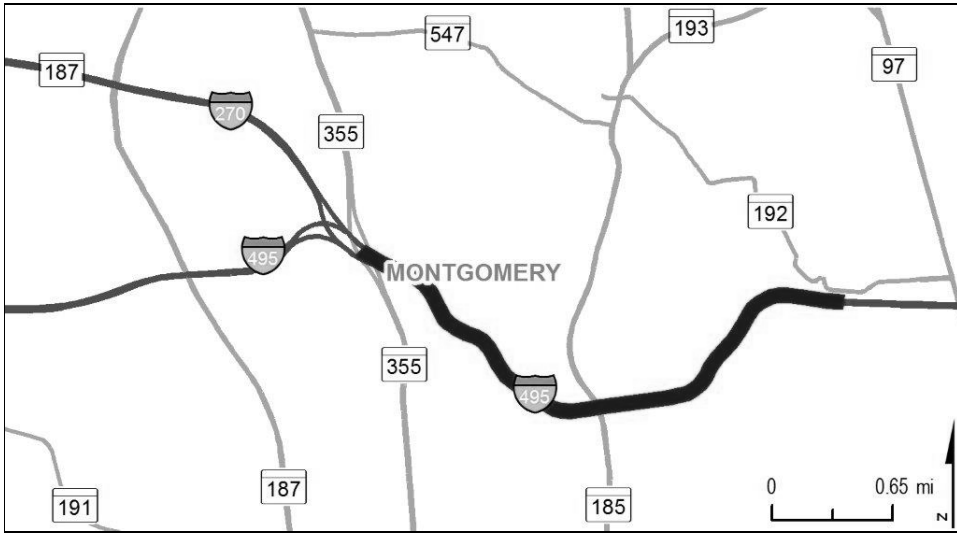
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 87,400 - 253,400

PROJECTED (2035) - 98,000 - 272,000



PROJECT: I-495, Capital Beltway

DESCRIPTION: Resurface I-495 from I-270Y to Seminary Road (Inner Loop) (5.9 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	350	350	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
Construction	9,003	8,605	398	0	0	0	0	0	0	398	0	0
Total	9,353	8,955	398	0	0	0	0	0	0	398	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

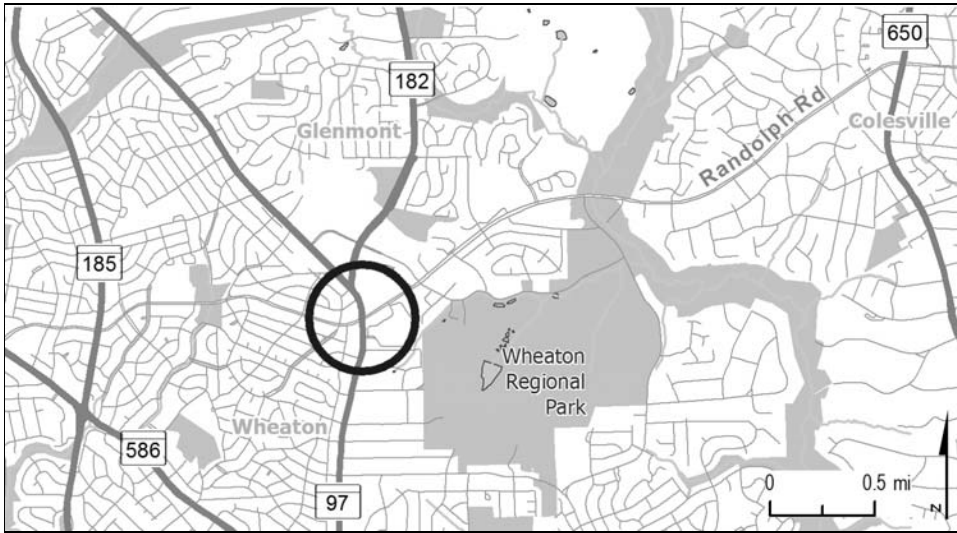
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 106,000 -231,000

PROJECTED (2035) - 125,000 - 240,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct new MD 97 interchange at Randolph Road (1.0 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This grade-separation project will reduce travel times along both Randolph Road and MD 97 (Georgia Avenue) and improve safety by separating through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all roadway users.

STATUS: Construction underway. County contributed \$14.4 million for Right-of-Way and Advanced Utilities.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$3.8 million is due to a reduction in utility expenditures.

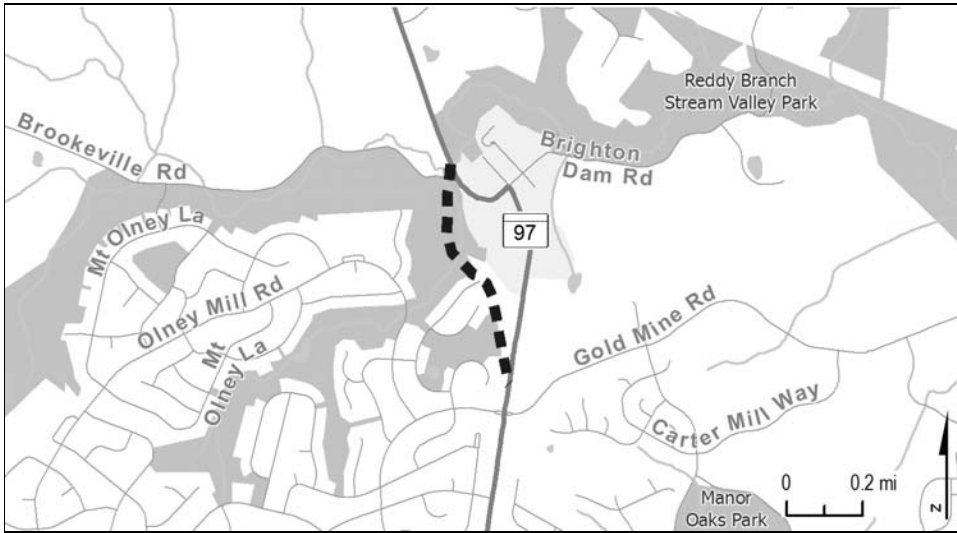
PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0	0
Right-of-way	21,920	19,900	653	500	867	0	0	0	2,020	0	0
Construction	47,555	32,674	14,881	0	0	0	0	0	14,881	0	0
Total	76,591	59,690	15,534	500	867	0	0	0	16,901	0	0
Federal-Aid	42,230	29,658	12,572	0	0	0	0	0	12,572	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 50,000 (MD 97)
 31,000 (Randolph Road)
PROJECTED (2035) - 59,100 (MD 97)
 41,000 (Randolph Road)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Right-of-Way underway. Construction to begin in budget fiscal year. County contributed \$10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$4.9 million is due to a revised estimate. Construction delay due to a change in project delivery method from CMAR (Construction Manager at Risk) to traditional Design-Bid-Build.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER						
PHASE	TOTAL			PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	8,723	8,303	420	0	0	0	0	0	420	0
Right-of-way	2,777	123	611	424	1,619	0	0	0	2,654	0
Construction	35,874	222	0	13,826	20,522	1,304	0	0	35,652	0
Total	49,438	10,712	1,031	14,250	22,141	1,304	0	0	38,726	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

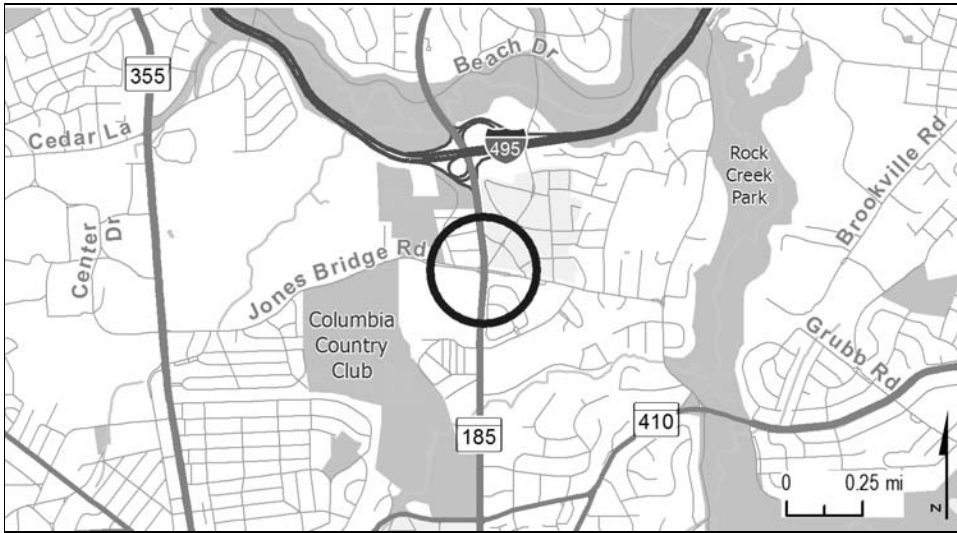
CLASSIFICATION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 11,300

PROJECTED (2035) - 14,000



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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS:

- MD 187, BRAC Intersection Improvements at Oakmount Avenue/West Cedar Lane (Line 7)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is fully funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$4.6 million is due to redesigning stormwater management to include an underground facility.

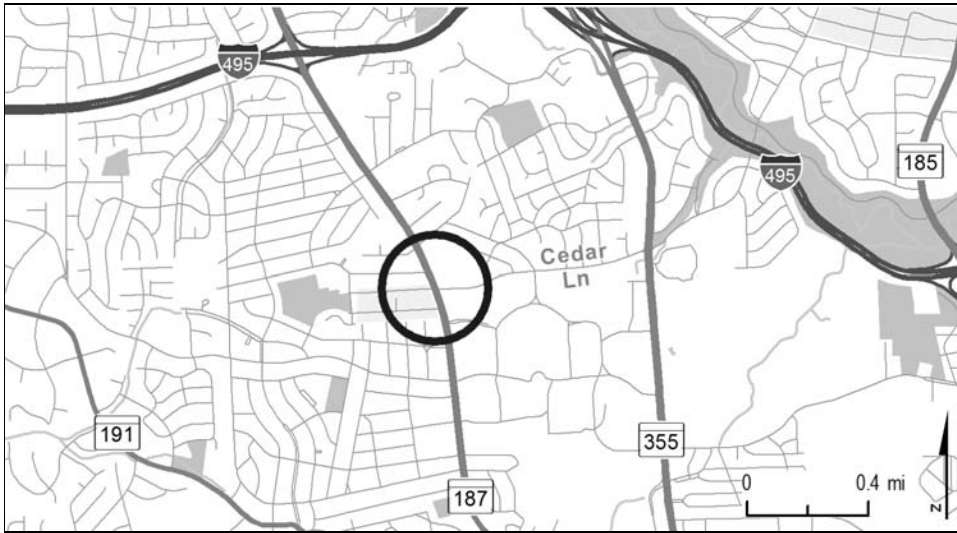
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....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	7,507	3,247	3,717	543	0	0	0	0	0	4,260	0
Construction	9,868	0	0	1,702	4,959	3,207	0	0	0	9,868	0
Total	17,375	3,247	3,717	2,245	4,959	3,207	0	0	0	14,128	0
Federal-Aid	17,375	3,247	3,717	2,245	4,959	3,207	0	0	0	14,128	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 79,000
 PROJECTED (2035) - 82,000



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct MD 187 intersection improvements at Oakmont Avenue/West Cedar Lane (1.0 miles). (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.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

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: Open to Service. This project is fully funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

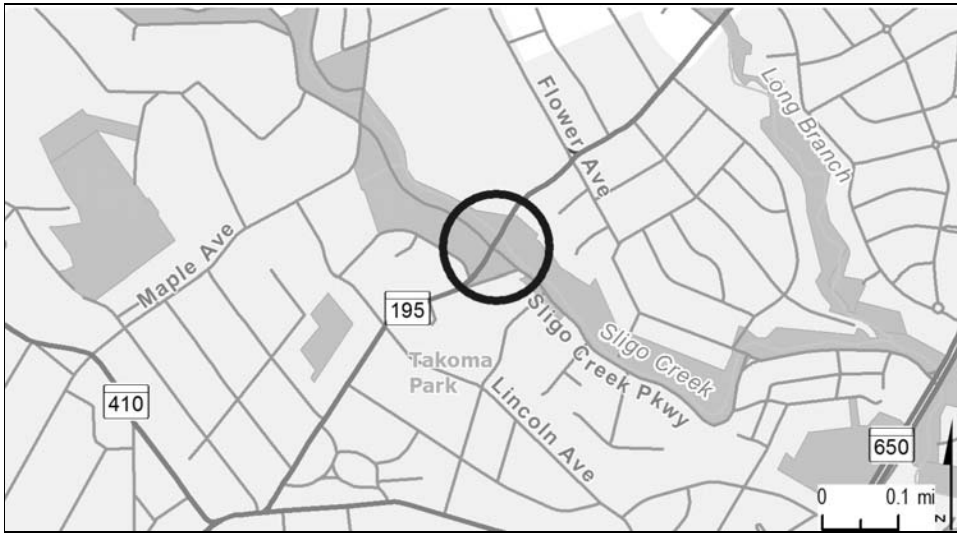
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW						
					FOR PLANNING PURPOSES ONLY						
					.....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	955	889	66	0	0	0	0	0	0	66	0
Construction	3,679	3,216	463	0	0	0	0	0	0	463	0
Total	4,634	4,105	529	0	0	0	0	0	0	529	0
Federal-Aid	4,305	3,850	455	0	0	0	0	0	0	455	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 40,500 (MD 187)
 9,700 (West Cedar Lane)
PROJECTED (2035) - 46,100 (MD 187)
 11,000 (West Cedar Lane)



PROJECT: MD 195, Carroll Avenue

DESCRIPTION: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.3 million is due to additional concrete repairs, sign installation, and utility costs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,146	1,146	0	0	0	0	0	0	0	0	0
Right-of-way	262	78	76	76	32	0	0	0	0	184	0
Construction	12,392	10,859	1,481	52	0	0	0	0	0	1,533	0
Total	13,800	12,083	1,557	128	32	0	0	0	0	1,717	0
Federal-Aid	10,666	9,543	1,102	21	0	0	0	0	0	1,123	0

CLASSIFICATION:

STATE - Major Collector

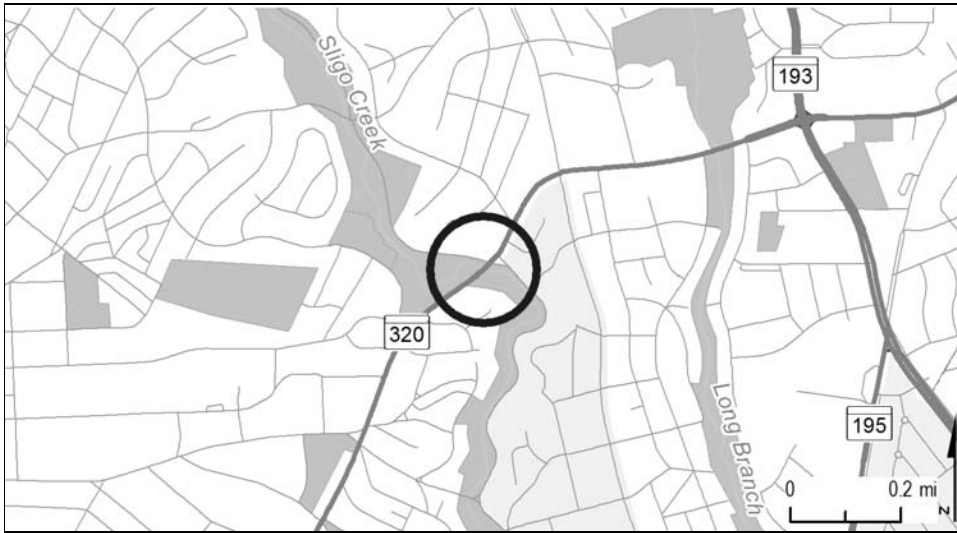
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 8,000

PROJECTED (2035) - 9,200



PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new bicycle/pedestrian bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Mitigation of BRAC right-of-way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

EXPLANATION: These improvements are required as mitigation for right-of-way impacts to Maryland-National Capital Park and Planning Commission properties resulting from BRAC intersection improvements. The new facilities will improve safety and accessibility for trail users.

STATUS: Construction underway. The Office of Economic Adjustment is funding \$1.5 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$0.7 million is due to additional utility relocation costs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					2020	2021	2022	2023				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	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
Construction	2,752	2,587	165	0	0	0	0	0	0	165	0	0
Total	2,798	2,633	165	0	0	0	0	0	0	165	0	0
Federal-Aid	2,721	2,564	157	0	0	0	0	0	0	157	0	0

CLASSIFICATION:

STATE - Major Collector

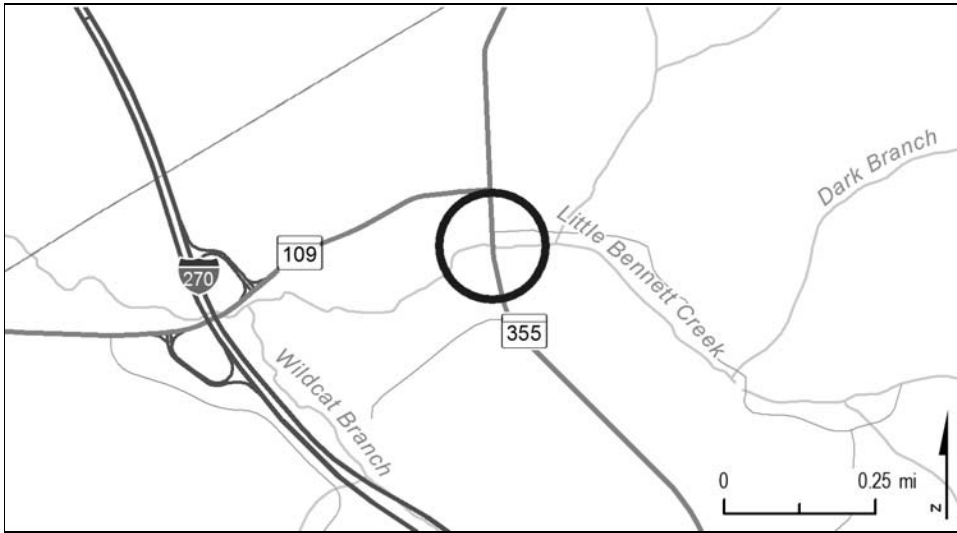
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 21,000

PROJECTED (2035) - 25,500



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. Delay due to necessary acquisition of environmental permits.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					TOTAL				
					.....2020.....	.....2021.....	.....2022.....	.....2023.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,117	862	255	0	0	0	0	0	0	0	0	255	0	
Right-of-way	54	6	7	11	11	11	8	0	0	0	0	48	0	
Construction	4,000	0	0	1,936	2,064	0	0	0	0	0	0	4,000	0	
Total	5,171	868	262	1,947	2,075	11	8	0	0	0	0	4,303	0	
Federal-Aid	235	235	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

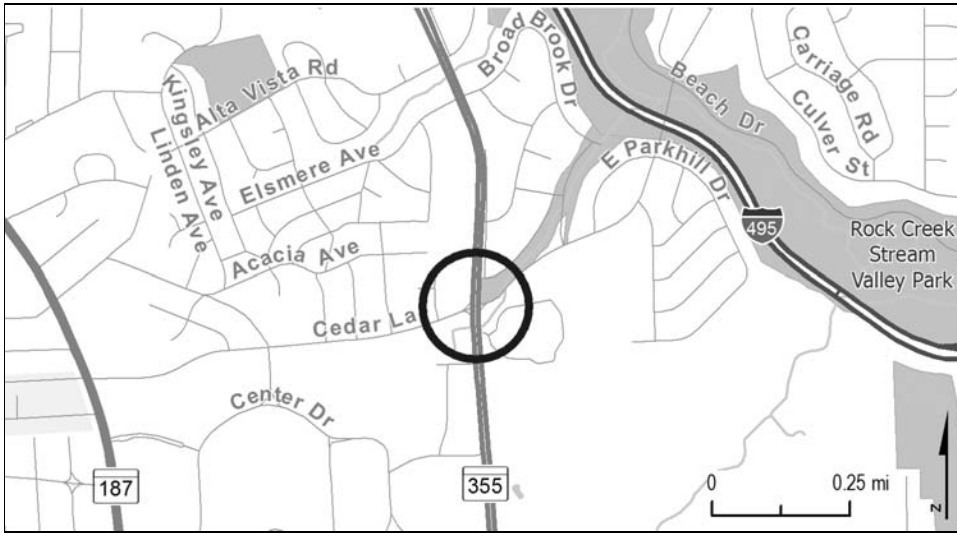
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 7,975

PROJECTED (2035) - 11,175



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct MD 355 Phase 1-2 intersection improvements at Cedar Lane (1.0 mile). Bicycle and pedestrian facilities will be provided where appropriate. (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 will improve safety, capacity, 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

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: Open to Service. The Office of Economic Adjustment is funding \$6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$2.0 million is due to additional drilling and obstruction removal, and cast-in-place inlet installation.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....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	2,283	1,118	250	500	415	0	0	0	0	1,165	0
Construction	15,850	15,586	264	0	0	0	0	0	0	264	0
Total	18,133	16,704	514	500	415	0	0	0	0	1,429	0
Federal-Aid	15,806	14,523	485	500	298	0	0	0	0	1,283	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 62,425
 PROJECTED (2035) - 70,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct 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 will improve safety, capacity, 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, Bus Rapid Transit Study (MTA Line 25)

EXPLANATION: Improvements in the vicinity of the 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: Construction underway. Office of Economic Adjustments is contributing \$4.3 million towards construction. County advertised and is constructing MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Construction delayed from FY17 to FY18 due to utility relocations.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				TOTAL			
					2020	2021	2022	2023				
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
Construction	4,300	2	1,420	1,895	983	0	0	0	0	4,298	0	0
Total	4,300	2	1,420	1,895	983	0	0	0	0	4,298	0	0
Federal-Aid	4,294	0	1,418	1,894	982	0	0	0	0	4,294	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 46,550
 PROJECTED (2035) - 52,000



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.

JUSTIFICATION: 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 (Line 14)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,000	5,369	35	0	0	0	0	0	0	35 1,596
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0 0
Construction	0	0	0	0	0	0	0	0	0	0 0
Total	8,079	6,448	35	0	0	0	0	0	0	35 1,596
Federal-Aid	1,635	1,635	0	0	0	0	0	0	0	0 0

CLASSIFICATION:

STATE - Principal Arterial

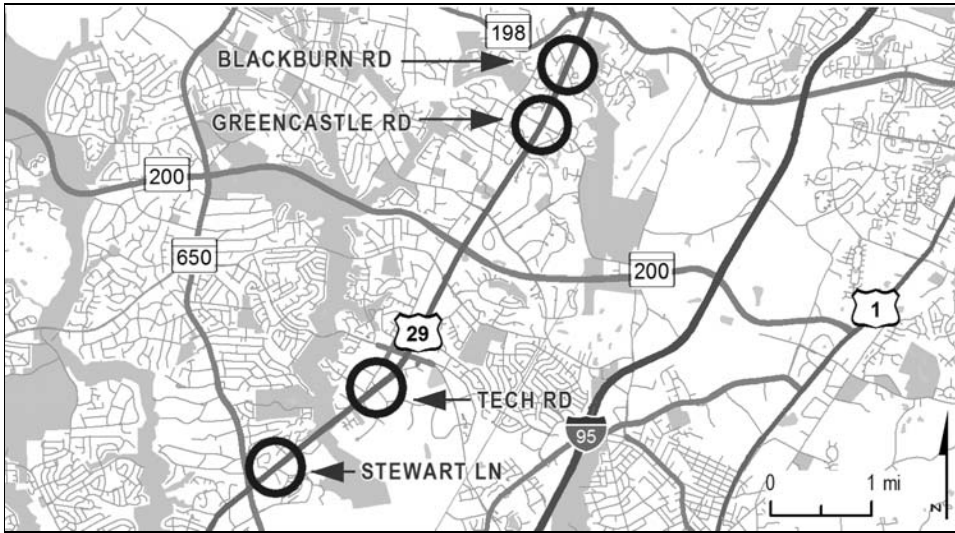
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 67,800

PROJECTED (2035) - 81,500



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.

JUSTIFICATION: 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 Musgrove and Fairland Roads (Line 13)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,288	4,288	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,281	7,281	0	0	0	0	0	0	0	0
Federal-Aid	2,267	2,267	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

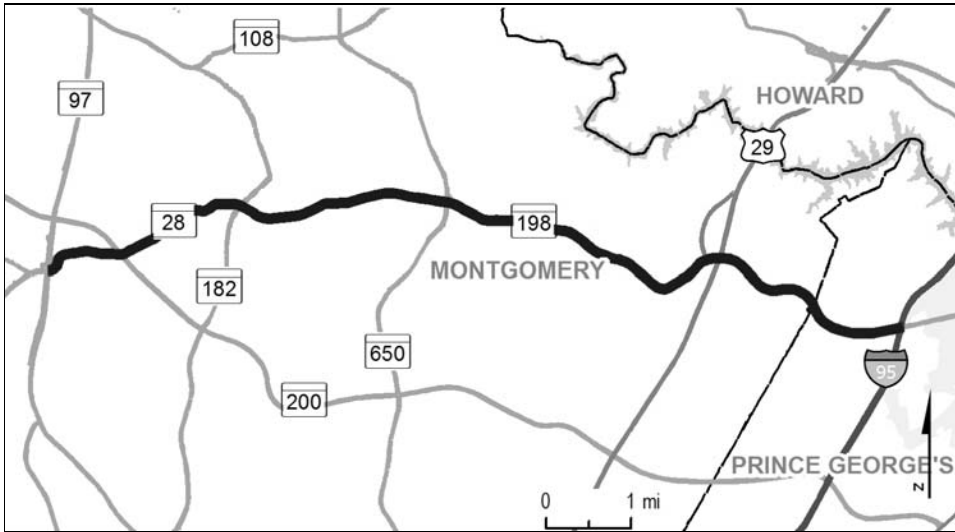
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 60,400 - 74,400

PROJECTED (2035) - 67,000 - 82,000



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.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve 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

ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

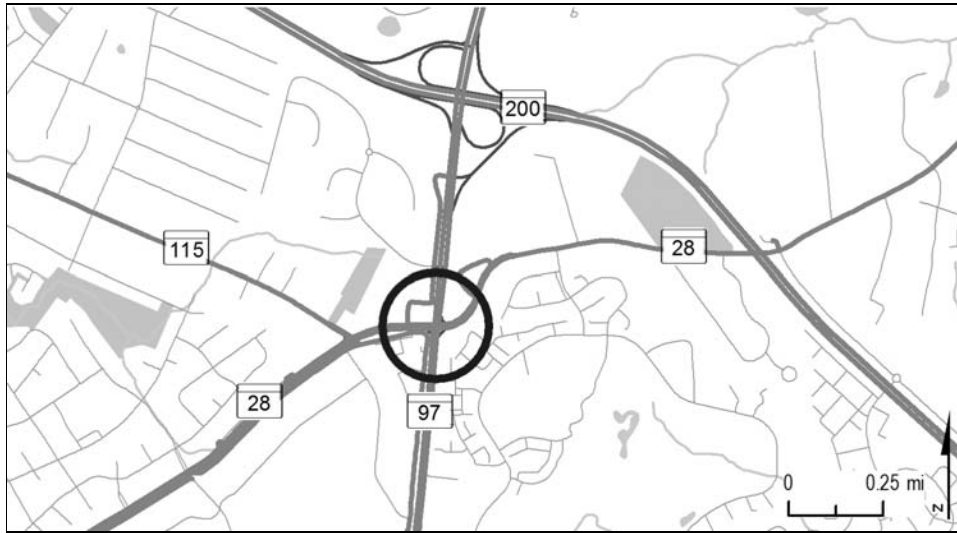
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	7,563	7,113	250	200	0	0	0	0	0	450	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,563	7,113	250	200	0	0	0	0	0	450	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 20,000 - 37,500 (MD 28)
 16,800 - 47,000 (MD 198)
PROJECTED (2035) - 28,000 - 50,000 (MD 28)
 24,000 - 58,500 (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.

JUSTIFICATION: 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 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,982	1,982	0	0	0	0	0	0	0	0	0	
Engineering	847	847	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	2,829	2,829	0	0	0	0	0	0	0	0	0	
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

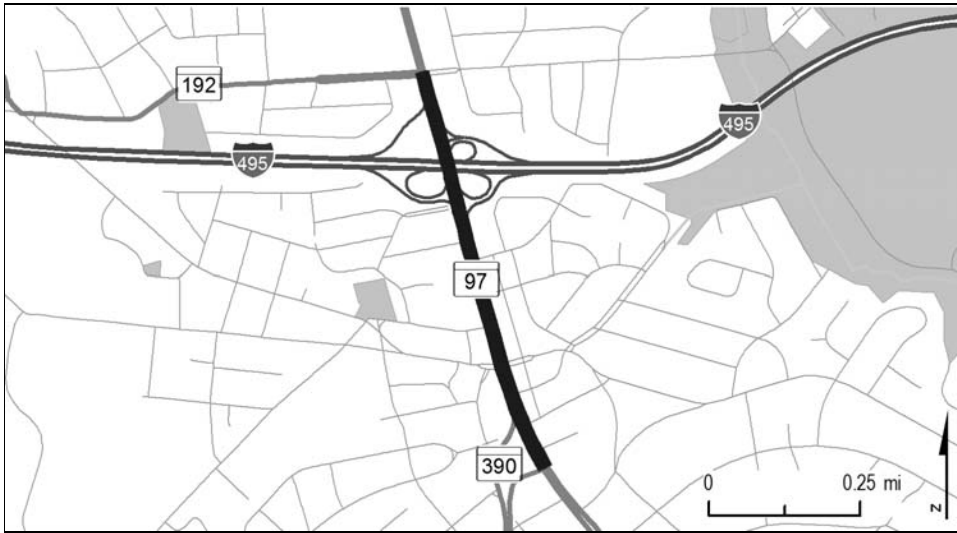
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 47,300

PROJECTED (2035) - 52,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: This project will evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: 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:
 I-495 Inner Loop Resurfacing (Line 3)

STATUS: Planning underway. Engineering to begin during current fiscal year. County contributed \$3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
		2017	2018	2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	3,070	3,044	26	0	0	0	0	0	0	26	0
Engineering	1,000	0	420	580	0	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,070	3,044	446	580	0	0	0	0	0	1,026	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

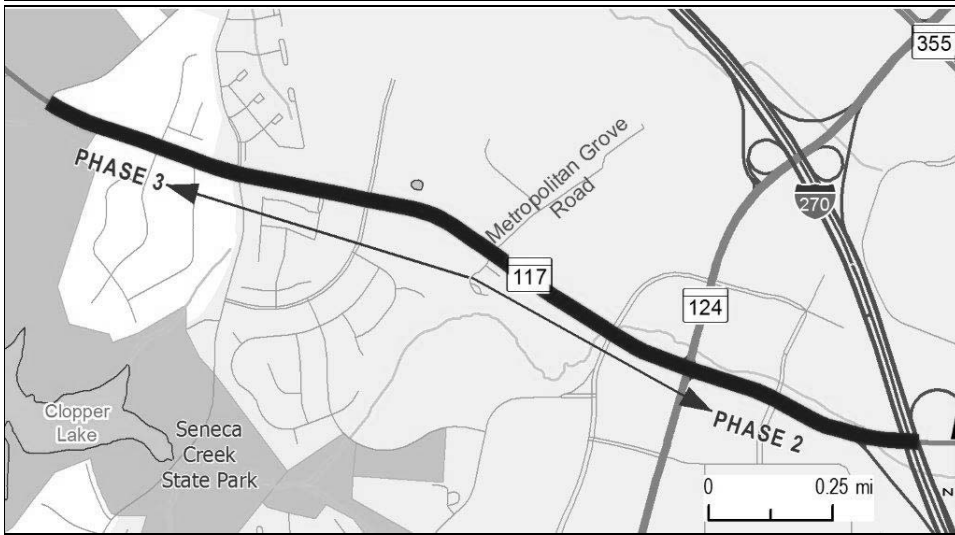
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 70,000

PROJECTED (2035) - 75,500



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 on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: 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 highway.

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 1)
- I-270, Innovative Congestion Management (Line 2)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	1,909	1,909	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,939	2,939	0	0	0	0	0	0	0	0	
Federal-Aid	546	546	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

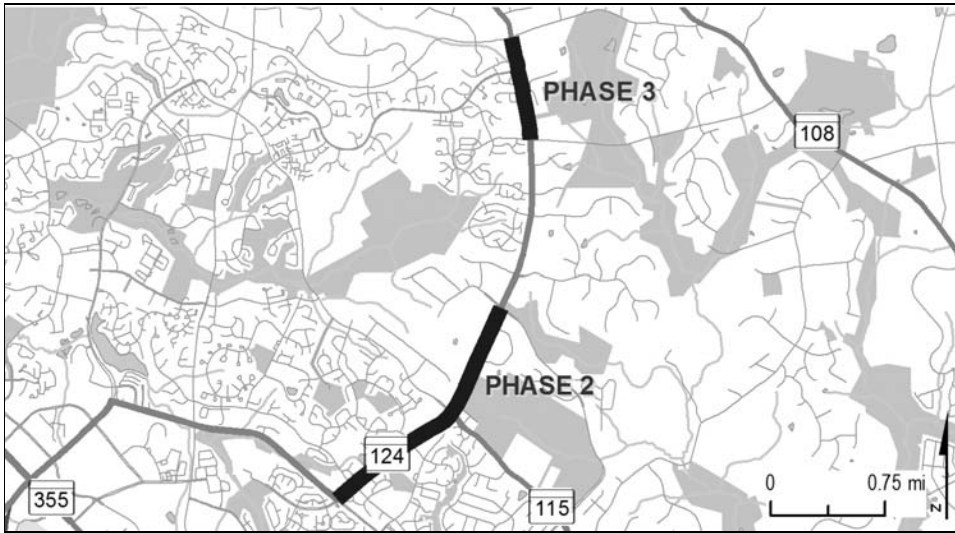
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,200 - 49,000

PROJECTED (2035) - 33,000 - 52,000



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.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance 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:

STATUS: Engineering on hold. County contributed \$1.5 million to Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,528	873	880	836	939	0	0	0	2,655	0
Right-of-way	5,024	24	0	0	0	0	2,500	2,500	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,666	3,011	880	836	939	0	2,500	2,500	7,655	0
Federal-Aid	655	20	0	0	635	0	0	0	635	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 21,000

PROJECTED (2035) - 30,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSX Metropolitan Subdivision and an interchange at Parklawn Drive. Pedestrian and bicycle accommodations will be included where appropriate.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSX Railroad crossing.

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:
 Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. Montgomery County is contributing \$9.0 million to Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,860	1,860	0	0	0	0	0	0	0	0	
Engineering	9,000	4,125	2,627	2,248	0	0	0	0	4,875	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,860	5,985	2,627	2,248	0	0	0	0	4,875	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - N/A

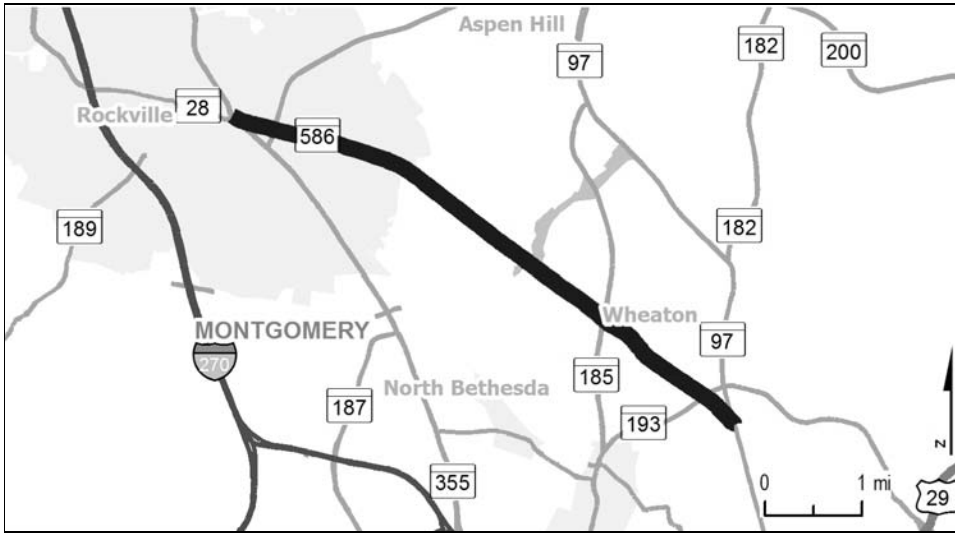
FEDERAL - N/A

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 57,750 (MD 355)

PROJECTED (2035) - 66,000 (MD 355)



PROJECT: MD 586, Veirs Mill Road, and MD 28, Veirs Mill Road

DESCRIPTION: This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) system on MD 586 and MD 28 from Rockville to Wheaton (6.1 miles). Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections and improve operational efficiency and travel times. This project supports plans for BRT implementation.

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:
 Montrose Parkway East (Montgomery County Project)

STATUS: Planning complete. Montgomery County is contributing \$6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$1.5 million is due to final expenditures.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	4,493	4,453	40	0	0	0	0	0	0	40	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,493	4,453	40	0	0	0	0	0	0	40	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 21,200 - 46,200

PROJECTED (2035) - 24,000 - 50,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,388	Completed
2	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	730	Completed
<u>Traffic Management</u>				
3		Various locations in Montgomery County; signalization	3,760	Completed
4	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	757	Completed
5	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	756	Completed
<u>Environmental Preservation</u>				
6	MD 190	River Road; Intersection at MD 190 and MD 188; landscape	34	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
7		At various locations in Fairland shop area of Montgomery County; patching	1,144	FY 2018
8		At various locations in Montgomery County; mill and resurface	15,927	FY 2018
9		At various locations in Gaithersburg shop area of Montgomery County; patching	1,144	FY 2018
10		At various locations in Montgomery County; mill and resurface	14,772	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,475	FY 2018
12	MD 124	Quince Orchard Road; Orchard Ridge Road to MD 355; safety and resurface	2,831	Completed
13	MD 190	River Road; MD 614 to DC line; safety and resurface	3,525	Under construction
14	MD 193	University Boulevard; I-495 to MD 320; resurface	3,194	Under construction
15	I 270	Eisenhower Memorial Highway; MD 121 to Frederick County line; safety and resurface	6,742	Under construction
16	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,031	Completed
17	I 495	Capital Beltway; I-270Y to Seminary Road - Outer loop; safety and resurface	8,006	Under construction
18	MD 586	Veirs Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,496	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
19		Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges	2,725	Under construction
20		Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	7,101	Under construction
<u>Safety/Spot Improvement</u>				
21		CCT walls between CCT and Purple Line; retaining walls	7,635	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22	MD 117	Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,698	Under construction
23	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	1,363	Completed
24	MD 198 WB	Sandy Spring Road; at Riding Stable Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,193	Under construction
25	I 270	Eisenhower Memorial Highway; Montrose Road to SB I-270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	755	Under construction
<u>Traffic Management</u>				
26		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,670	Under construction
27		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	1,353	Under construction
<u>Environmental Preservation</u>				
28	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	2,116	Under construction
<u>Intersection Capacity Improvements</u>				
29		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	623	Under construction
30	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,072	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
31	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,123	FY 2019
32	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Design Underway
<u>Bicycle Retrofit</u>				
33	MD 124	Quince Orchard Road; Dosh Drive to MD 117; bicycle-pedestrian route	1,453	FY 2018
34	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	2,248	Under construction
<u>TMDL Compliance</u>				
35		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,312	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
36		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	FY 2018
37		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	FY 2018
38		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	FY 2018

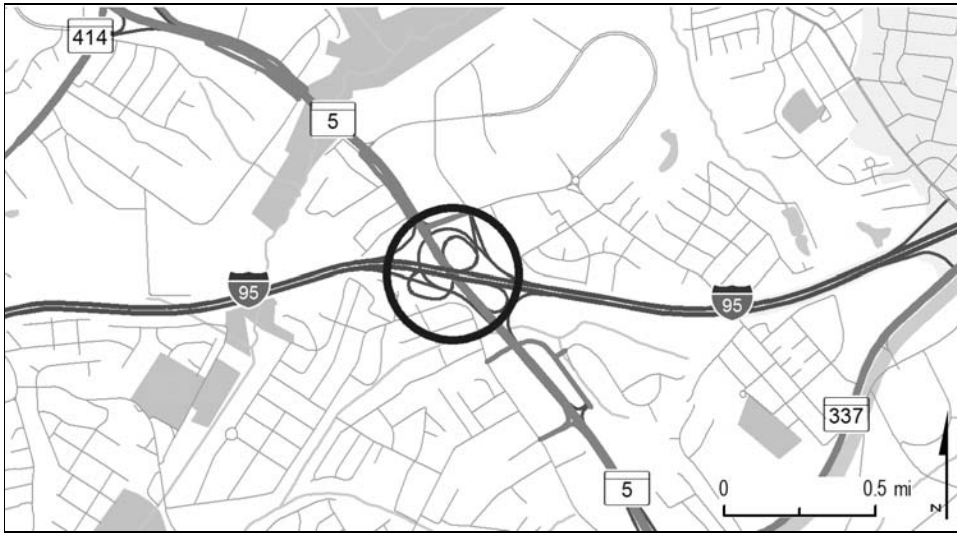
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
39		North Branch Hiker-Biker Trail; construct 2.2 mile trail with access to Meadowside Nature Center, The Smith Environmental Center and the Rock Creek Trail	2,000	FY 2018
40		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	FY 2018
<u>Congressional Earmarks</u>				
41		Complete Streets Near Metro Station; improve pedestrian crossing locations near Twinbrook station and implement road diet on S. Stonestreet Avenue near Rockville station (Earmark \$827,200; CO)	0	
42		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
43		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE, CO)	0	



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge, and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

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 18)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.4 million is due to a change in project scope and additional maintenance of traffic costs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	4,534	4,534	0	0	0	0	0	0	0	0	0
Right-of-way	3,226	2,130	841	255	0	0	0	0	1,096	0	0
Construction	41,045	38,536	2,509	0	0	0	0	0	2,509	0	0
Total	49,582	45,977	3,350	255	0	0	0	0	3,605	0	0
Federal-Aid	38,681	36,551	2,130	0	0	0	0	0	2,130	0	0

CLASSIFICATION:

STATE - Principal Arterial

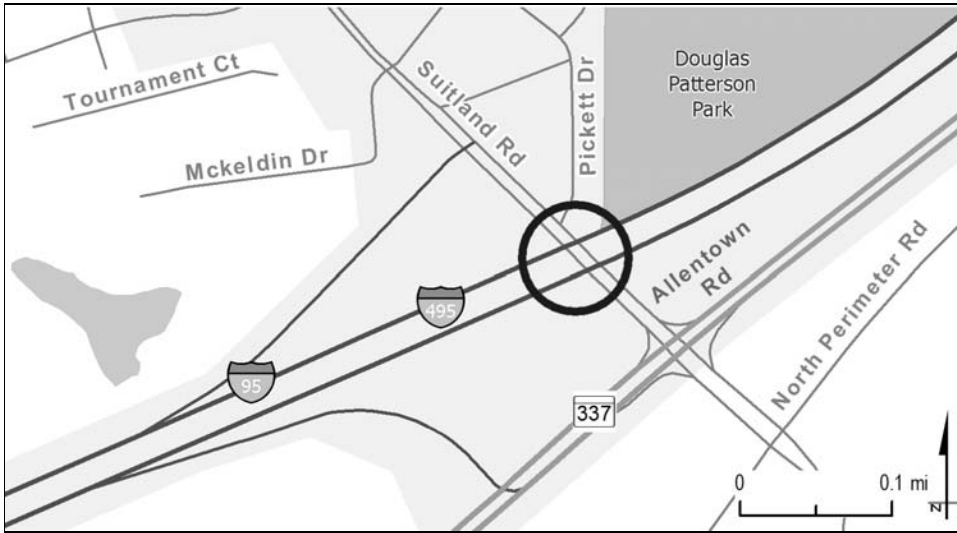
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 135,000 (MD 5)
 187,475 (I-95/495)

PROJECTED (2035) - 143,000 (MD 5)
 209,750 (I-95/495)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient.

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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,874	1,874	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	33,900	3,818	10,041	10,075	9,966	0	0	0	30,082	0	0
Total	35,774	5,692	10,041	10,075	9,966	0	0	0	30,082	0	0
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

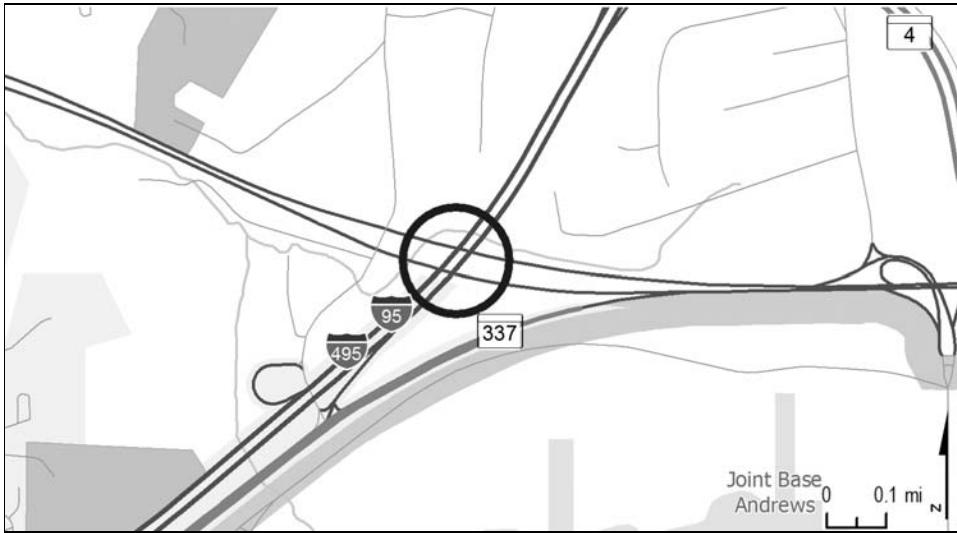
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 176,325

PROJECTED (2035) - 207,650



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	330	177	153	0	0	0	0	0	0	153	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	8,000	8,000	8,000	6,000	0	30,000	0	0
Total	30,330	177	153	8,000	8,000	8,000	6,000	0	30,153	0	0
Federal-Aid	23,400	0	0	6,240	6,240	6,240	4,680	0	23,400	0	0

CLASSIFICATION:

STATE - Principal Arterial

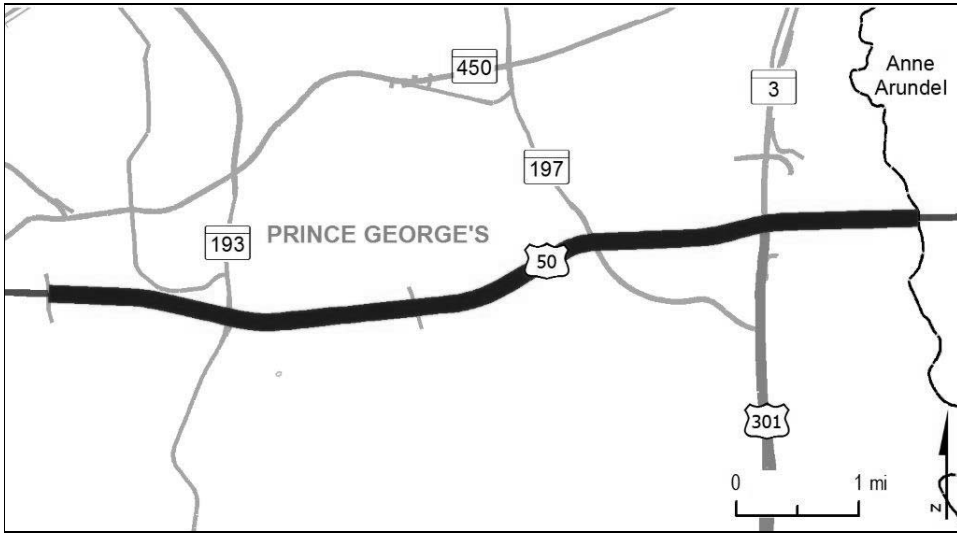
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 201,575

PROJECTED (2035) - 226,350



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Westbound) (7.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 16)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)

EXPLANATION: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	310	310	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	11,092	1,408	9,684	0	0	0	0	0	9,684	0	0
Total	11,402	1,718	9,684	0	0	0	0	0	9,684	0	0
Federal-Aid	310	310	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

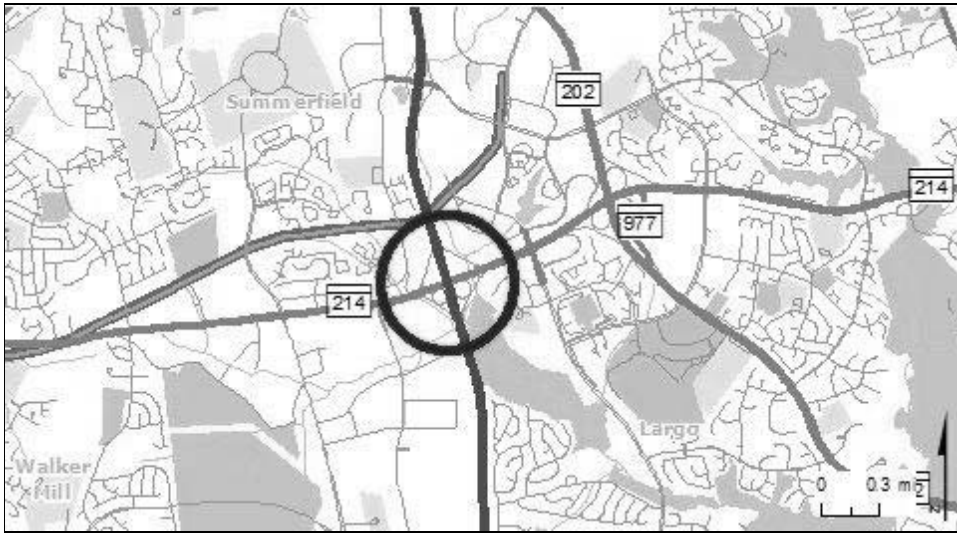
STATE - Intermediate Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



PROJECT: I-95, Capital Beltway

DESCRIPTION: Replace Bridge 1615305, 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	600	576	0	0	0	0	0	0	576	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	35,686	0	686	8,773	17,671	8,556	0	0	0	35,686	0
Total	36,862	600	1,262	8,773	17,671	8,556	0	0	0	36,262	0
Federal-Aid	27,835	0	535	6,843	13,783	6,674	0	0	0	27,835	0

CLASSIFICATION:

STATE - Principal Arterial

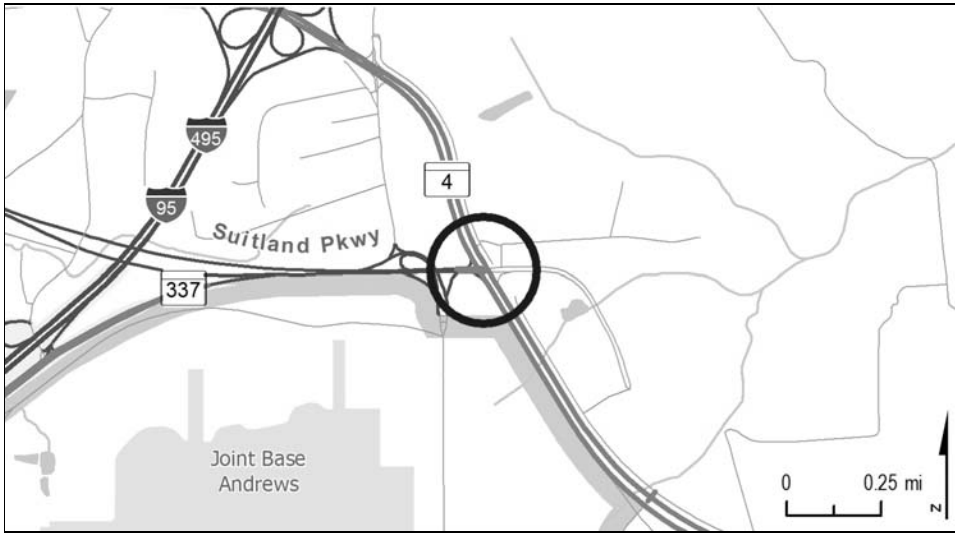
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 222,125

PROJECTED (2035) - 268,350



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 accommodate increasing traffic volumes associated with future growth.

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 (Line 17)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 the existing at-grade intersection.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$2.3 million is due to design modifications.

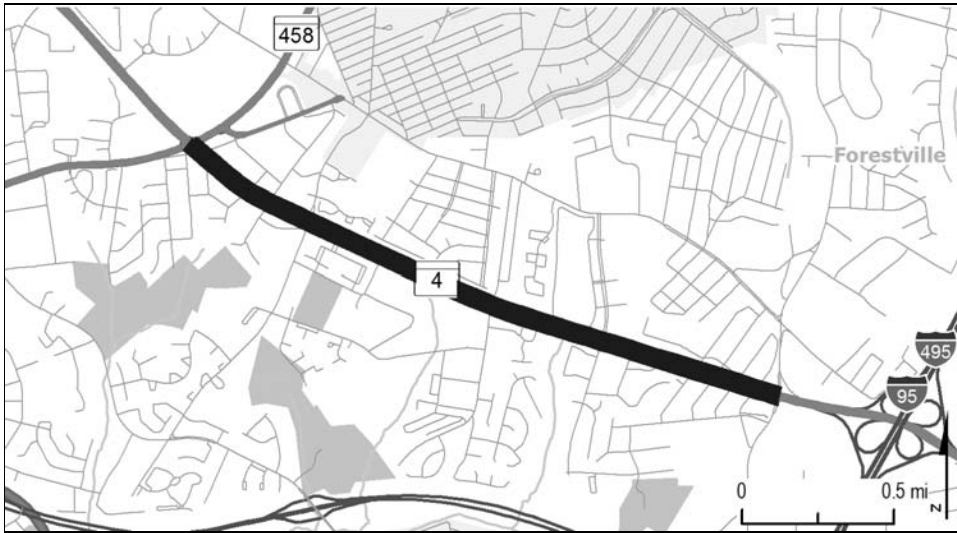
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,327	12,291	36	0	0	0	0	0	0	36	0
Right-of-way	25,662	11,954	4,326	5,473	3,909	0	0	0	0	13,708	0
Construction	93,077	3,140	17,458	20,392	22,521	29,566	0	0	0	89,937	0
Total	131,066	27,385	21,820	25,865	26,430	29,566	0	0	0	103,681	0
Federal-Aid	100,393	15,497	16,862	19,143	21,140	27,751	0	0	0	84,896	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 72,725
 PROJECTED (2035) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot multi-use trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

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:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The raised curb, sidewalk, and multi-use trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

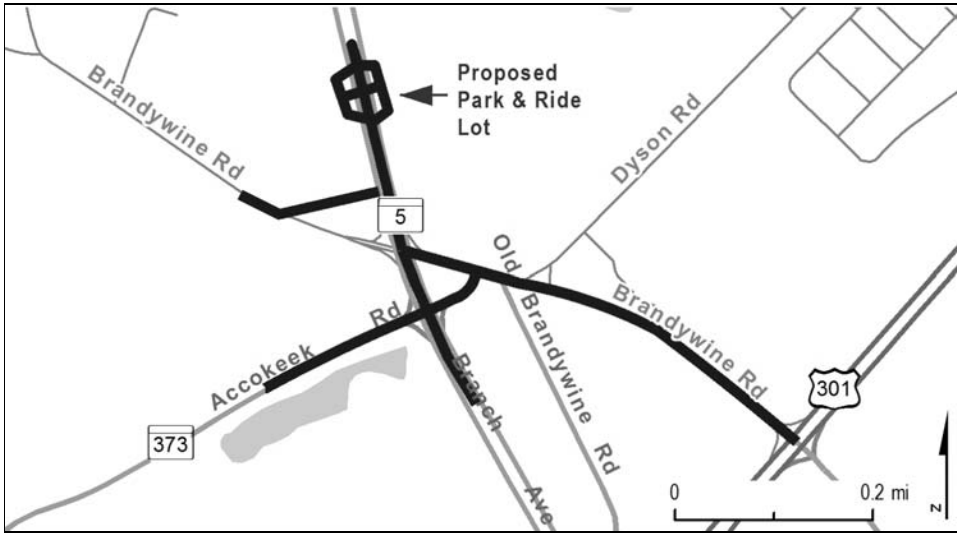
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0	0
Right-of-way	318	318	0	0	0	0	0	0	0	0	0
Construction	24,476	14,411	10,065	0	0	0	0	0	10,065	0	0
Total	26,625	16,560	10,065	0	0	0	0	0	10,065	0	0
Federal-Aid	1,747	1,747	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 44,000
 PROJECTED (2035) - 59,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Study to upgrade Intersections at MD 5 and MD 228/MD 5 BU (Line 24)

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

STATUS: Construction underway. Washington Suburban Sanitary Commission is contributing \$8.6 million towards the Construction phase for the replacement of the water and sewer lines that are being impacted by the project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,870	6,870	0	0	0	0	0	0	0	0
Right-of-way	5,849	4,419	442	630	358	0	0	0	1,430	0
Construction	42,833	9,643	11,966	12,086	9,138	0	0	0	33,190	0
Total	55,552	20,932	12,408	12,716	9,496	0	0	0	34,620	0
Federal-Aid	39,381	13,364	8,888	9,750	7,379	0	0	0	26,017	0

CLASSIFICATION:

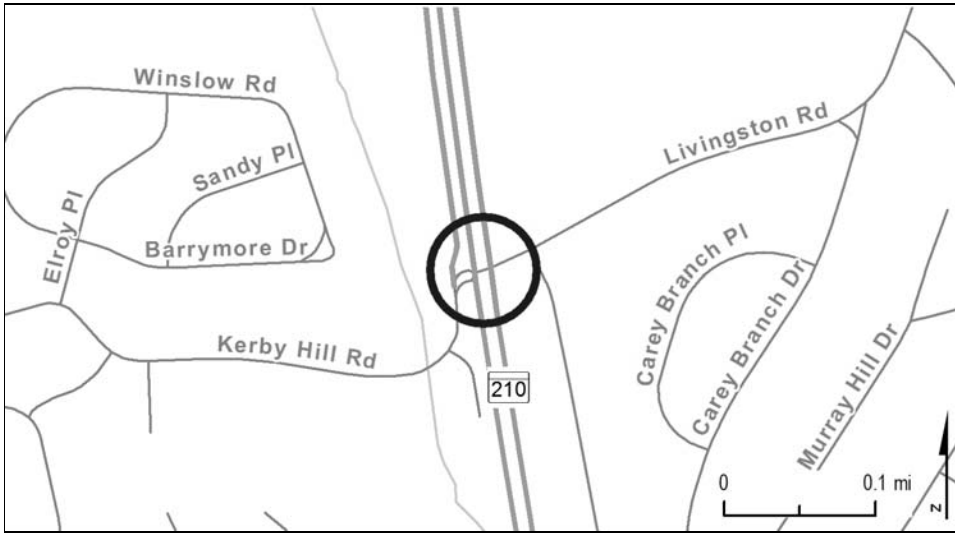
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 65,000

PROJECTED (2035) - 97,700



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.

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, MD 228 to 95/I-495 (Line 20)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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 2017 - 22 CTP: None.

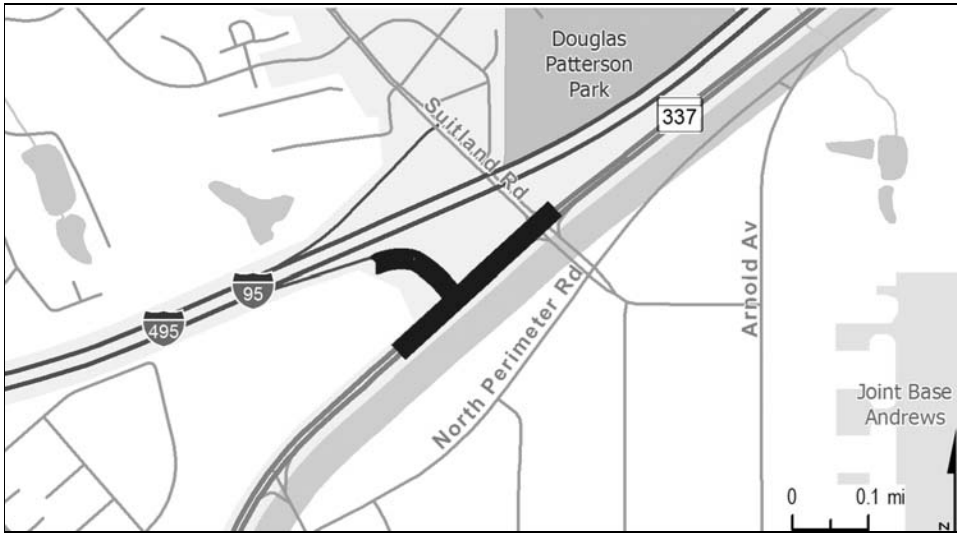
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,332	5,262	430	640	0	0	0	0	0	1,070	0
Right-of-way	12,524	6,859	1,519	2,286	1,860	0	0	0	0	5,665	0
Construction	97,298	26,926	27,047	39,076	4,249	0	0	0	0	70,372	0
Total	116,154	39,047	28,996	42,002	6,109	0	0	0	0	77,107	0
Federal-Aid	95,836	26,325	26,070	38,209	5,232	0	0	0	0	69,511	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 82,700
 PROJECTED (2035) - 102,850



PROJECT: MD 337, Allentown Road

DESCRIPTION: Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations at the 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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.6 million is due to storm drain system design modifications.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	650	221	429	0	0	0	0	0	429	0
Construction	6,832	5,741	1,091	0	0	0	0	0	1,091	0
Total	7,482	5,962	1,520	0	0	0	0	0	1,520	0
Federal-Aid	5,948	4,744	1,204	0	0	0	0	0	1,204	0

CLASSIFICATION:

STATE - Major Collector

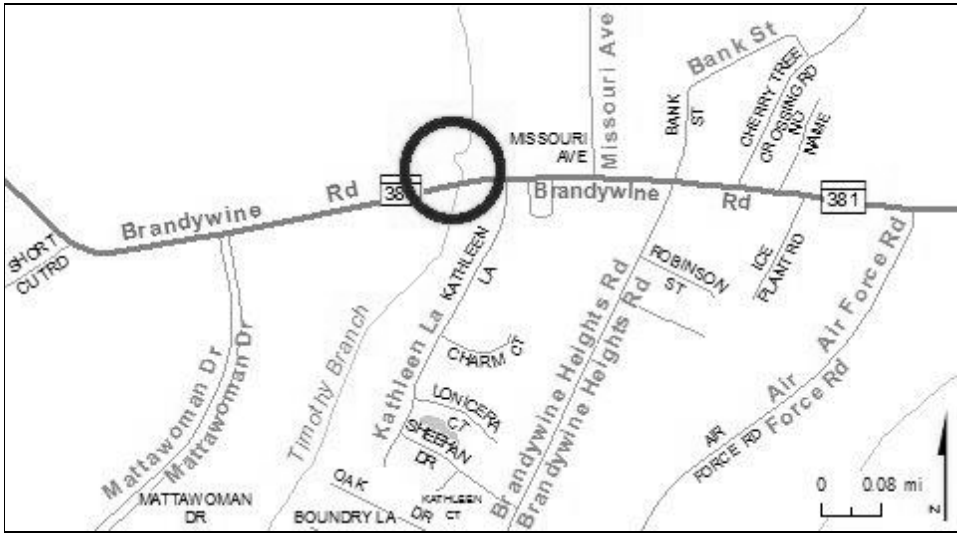
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 32,300

PROJECTED (2035) - 38,000



PROJECT: MD 381, Brandywine Road

DESCRIPTION: Replace Bridge 1630500 over Timothy Branch.

PURPOSE & NEED SUMMARY STATEMENT: The project increases the width of the bridge to provide a safer travel area and improves water flow at the roadway crossing.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project replaces the existing bridge with a wider bridge that accommodates bicycles. The project also replaces temporary pipes under the bridge that were damaged by storms. The new pipes will adequately handle high water volumes from severe storms.

STATUS: Construction delayed until FY18.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$0.6 million is due to additional utility costs.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
				.....2020.....	.....2021.....	.....2022.....	.....2023.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	853	778	75	0	0	0	0	0	0	75	0	
Right-of-way	93	59	7	9	9	9	0	0	0	34	0	
Construction	2,939	4	1,216	1,719	0	0	0	0	0	2,935	0	
Total	3,885	841	1,298	1,728	9	9	0	0	0	3,044	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

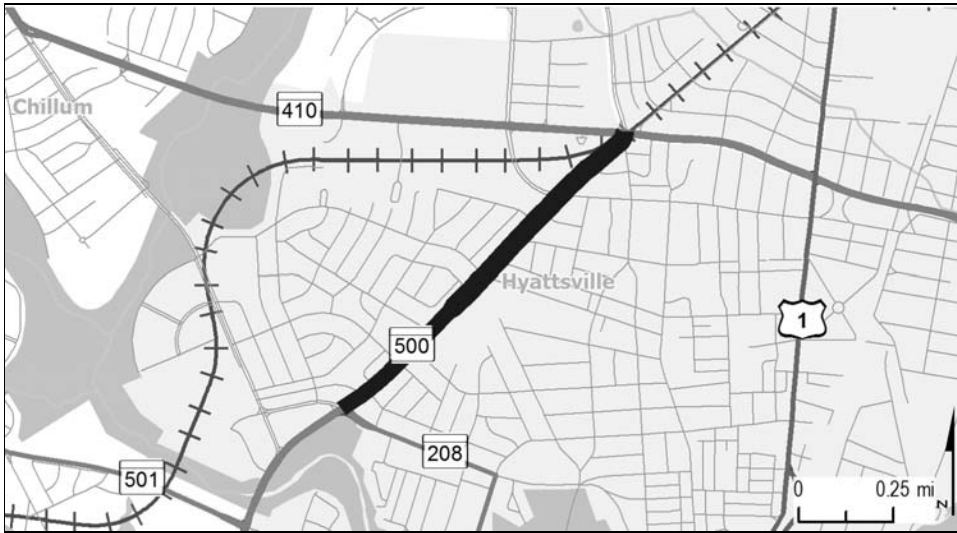
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,300

PROJECTED (2035) - 16,900



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (0.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along 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: MD 500, MD 208 to D.C. Line (Line 13)

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

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.2 million is due to additional paving and maintenance of traffic needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,037	2,037	0	0	0	0	0	0	0	0	0
Right-of-way	264	259	5	0	0	0	0	0	0	5	0
Construction	9,859	6,368	3,343	148	0	0	0	0	0	3,491	0
Total	12,160	8,664	3,348	148	0	0	0	0	0	3,496	0
Federal-Aid	1,937	1,937	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

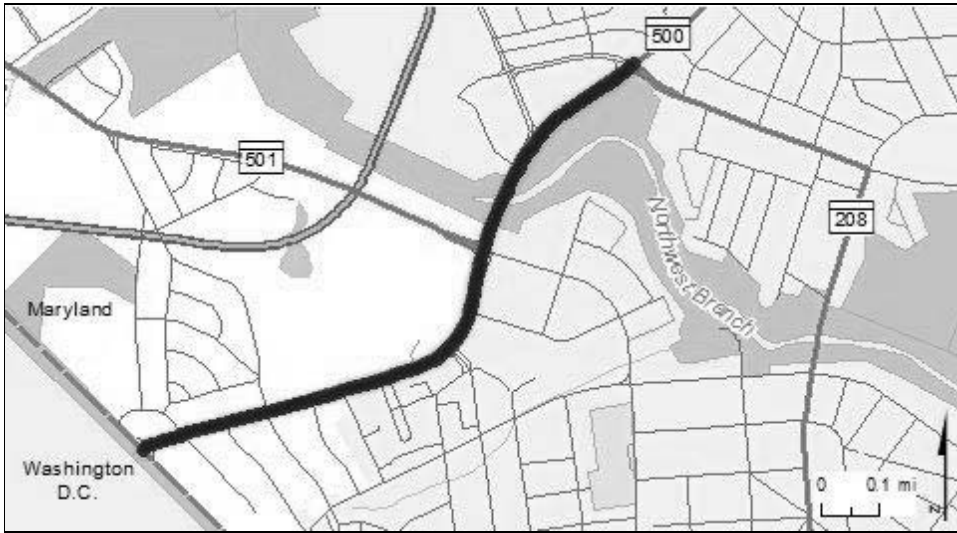
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 23,800

PROJECTED (2035) - 32,800



PROJECT: MD 500, Queens Chapel Road

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 pedestrians safety along 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:
 MD 500, MD 410 to MD 208 (Line 12)

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. Construction delay from FY18 to FY19 is due to readvertisement.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$1.1 million is due to additional Engineering needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,809	3,121	688	0	0	0	0	0	0	688	0
Right-of-way	5,441	5	4,187	555	555	139	0	0	0	5,436	0
Construction	15,402	0	0	5,278	6,777	3,347	0	0	0	15,402	0
Total	24,652	3,126	4,875	5,833	7,332	3,486	0	0	0	21,526	0
Federal-Aid	14,957	0	2,943	4,117	5,286	2,611	0	0	0	14,957	0

CLASSIFICATION:

STATE - Minor Arterial

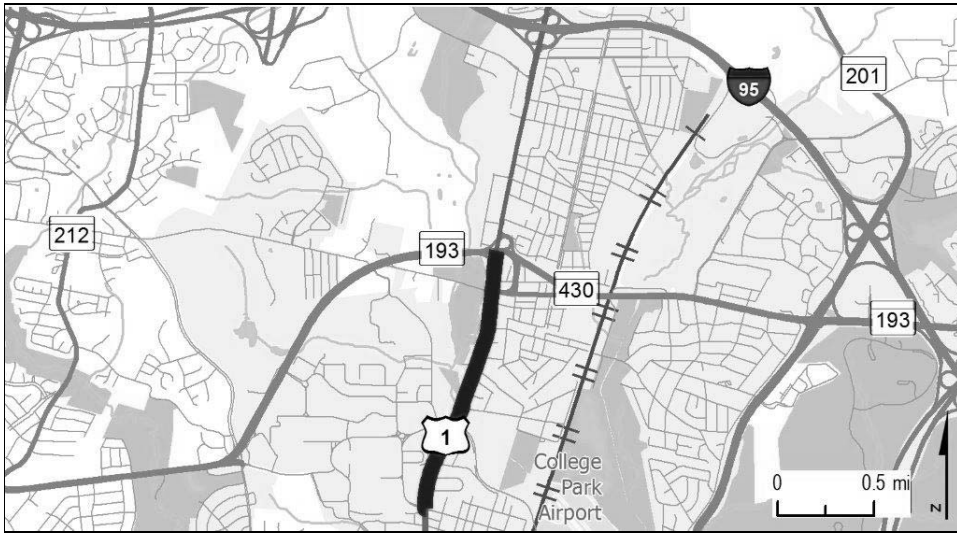
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 21,975

PROJECTED (2035) - 26,550



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would 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 31)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Engineering and Right-of-Way underway. Construction to begin during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$4.7 million is due to reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL			PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	8,602	5,208	2,736	658	0	0	0	0	0	3,394		
Right-of-way	6,351	1,349	1,000	1,604	2,398	0	0	0	0	5,002		
Construction	30,180	0	0	3,361	8,154	9,200	9,465	0	0	30,180		
Total	45,133	6,557	3,736	5,623	10,552	9,200	9,465	0	0	38,576		
Federal-Aid	31,827	5,163	2,774	3,071	6,330	7,142	7,347	0	0	26,664		

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 48,875
 PROJECTED (2035) - 66,825



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.

JUSTIFICATION: 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 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decrease of \$157.8 million is due to the GSA decision to cancel the FBI headquarters relocation project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER				
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					.....2020.....	.....2021.....	.....2022.....	.....2023.....				
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	0
Engineering	10,963	10,457	506	0	0	0	0	0	0	0	506	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0	0
Total	13,477	12,971	506	0	0	0	0	0	0	0	506	0
Federal-Aid	9,028	8,634	394	0	0	0	0	0	0	0	394	0

CLASSIFICATION:

STATE - Principal Arterial

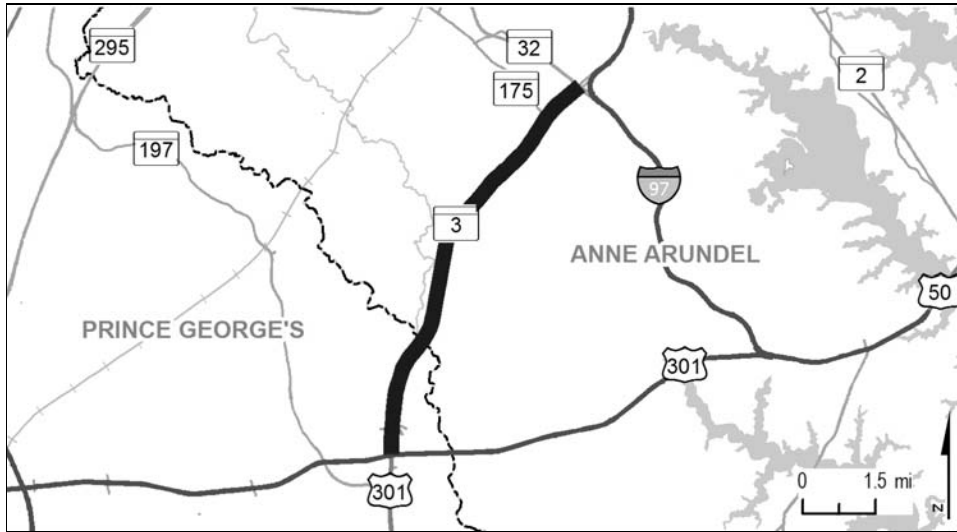
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 220,000

PROJECTED (2035) - 242,100



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion 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 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 4)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

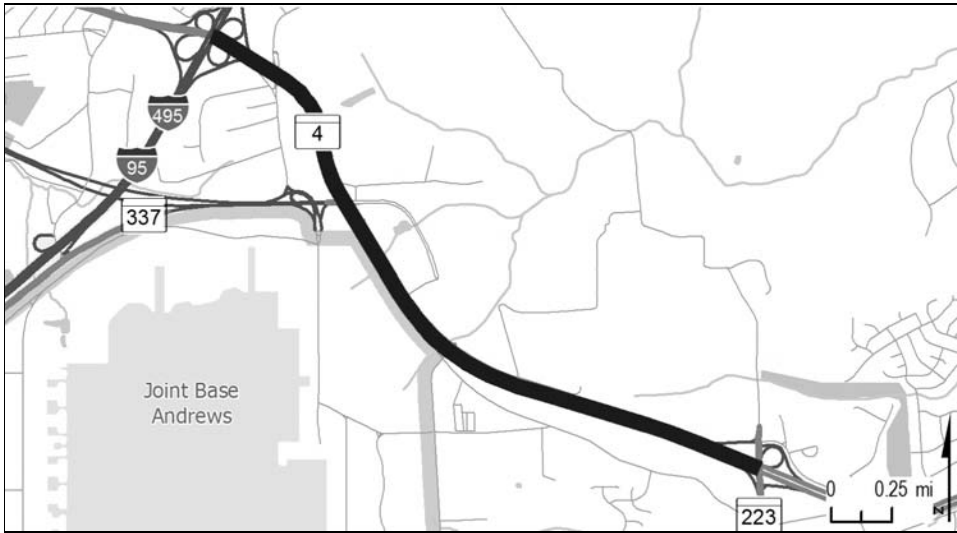
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 67,125 - 85,825

PROJECTED (2035) - 78,375 - 124,800



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)

JUSTIFICATION: 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:
 MD 4, Interchange at Suitland Parkway (Line 6)
 MD 223, Steed Road to MD 4 (Line 29)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

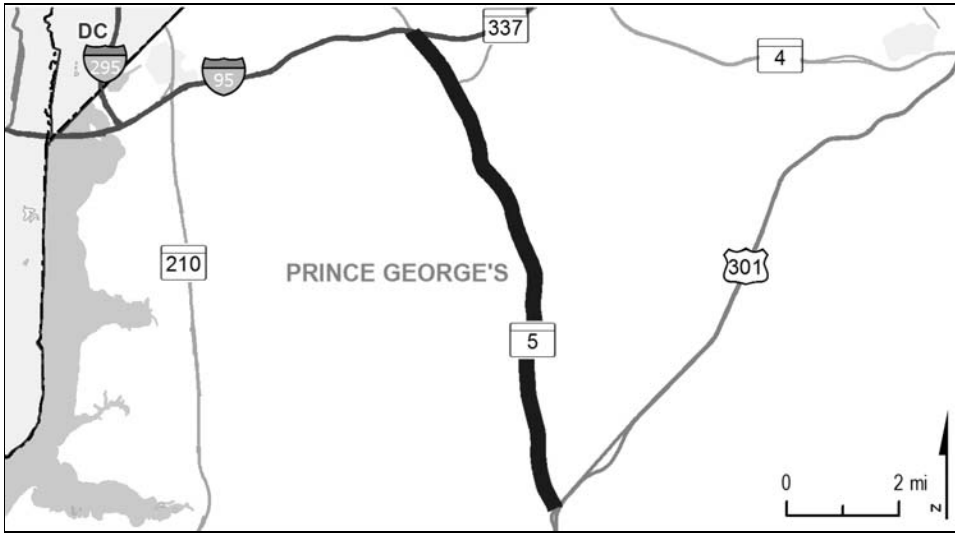
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 72,725

PROJECTED (2035) - 99,325



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study 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.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade 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:

- I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
- MD 5, Improvements at Linda Lane (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Study to upgrade Intersections at MD 5 and MD 228/MD 5 BU (Line 24)
- MD 223, Steed Road to MD 5 (Line 29)

STATUS: Planning underway. Currently evaluating breakouts for short term safety improvements and capacity.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	4,091	4,080	11	0	0	0	0	0	0	11	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,973	11	0	0	0	0	0	0	11	0
Federal-Aid	7,260	7,260	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 146,900

PROJECTED (2035) - 164,375



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: 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 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	388	20	742	793	677	480	0	2,712	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	388	20	742	793	677	480	0	2,712	0
Federal-Aid	3,058	346	20	742	793	677	480	0	2,712	0

CLASSIFICATION:

STATE - Principal Arterial

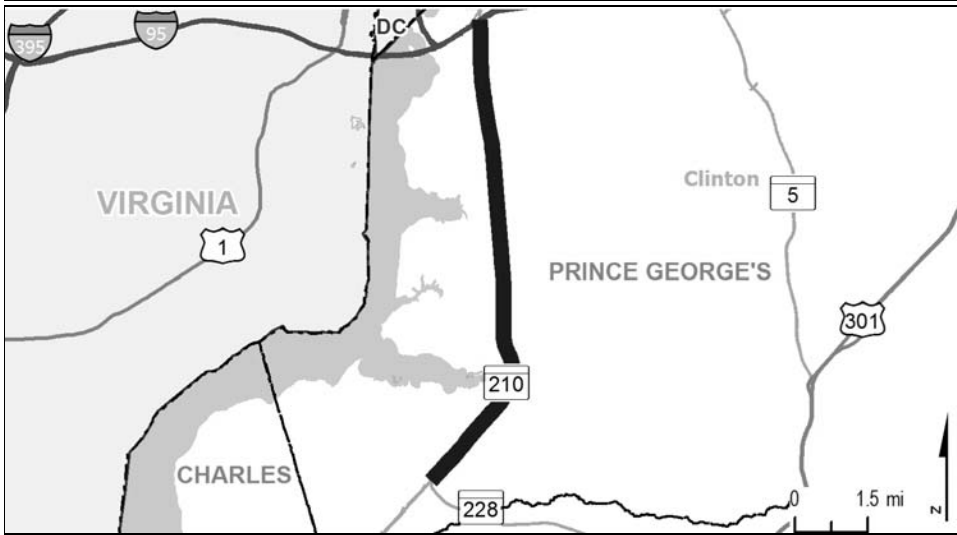
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 135,600

PROJECTED (2035) - 145,000



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to relieve traffic congestion 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.

JUSTIFICATION: 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 9)

STATUS: Engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The addition of \$12.8 million is to advance projects in partnership with Prince George's County along the MD 210 Corridor. Funds were reallocated from I-95/I-495 Capital Beltway (line 15) due to the cancellation of the FBI Headquarters.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	12,767	0	0	2,553	2,553	2,553	2,554	2,554	12,767	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	16,807	4,040	0	2,553	2,553	2,553	2,554	2,554	12,767	0
Federal-Aid	12,767	0	0	2,553	2,553	2,553	2,554	2,554	12,767	0

CLASSIFICATION:

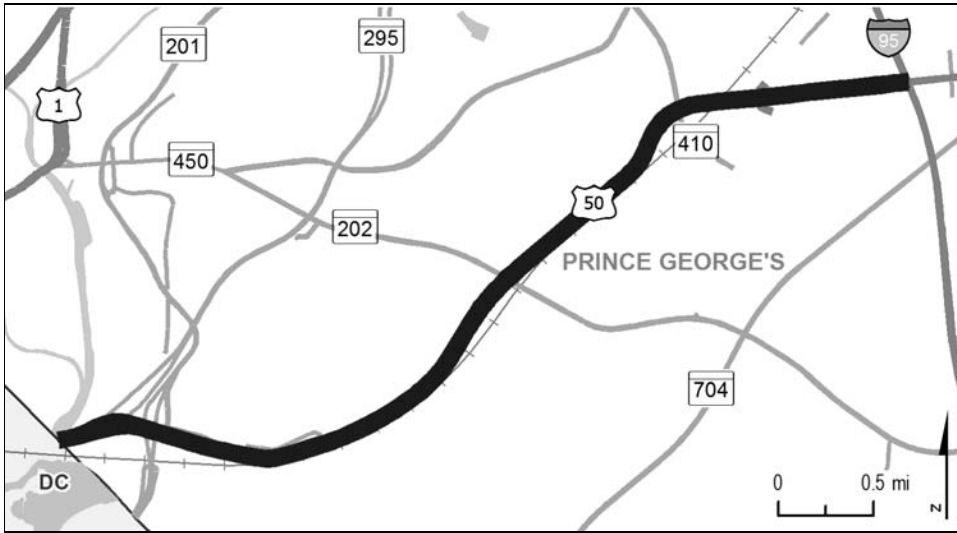
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 83,450

PROJECTED (2035) - 103,875



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).

JUSTIFICATION: This section of US 50 is highly congested.

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, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 4)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
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
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	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

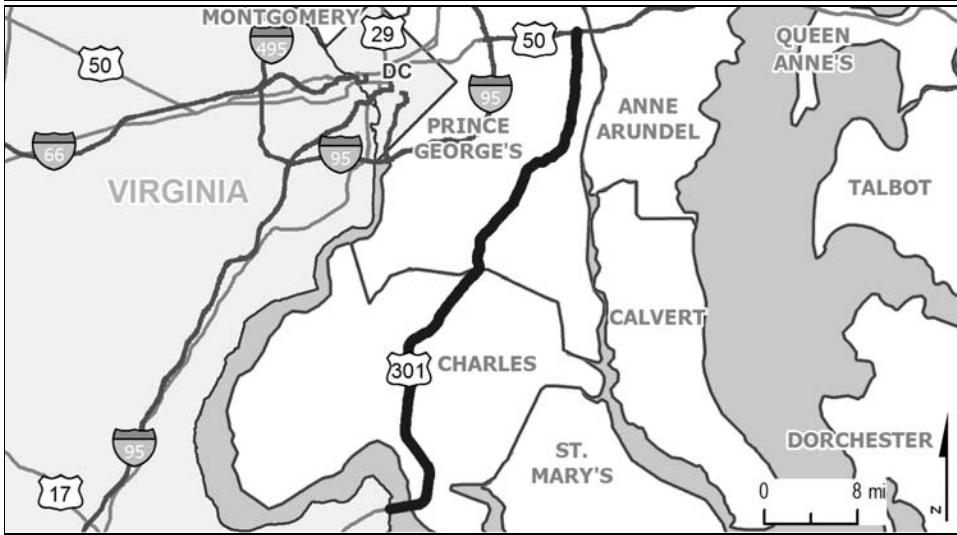
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 126,875

PROJECTED (2035) - 154,800



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).

JUSTIFICATION: This study will address transportation needs and consider related environmental and growth management issues.

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, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 4)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 8)
- MD 3, US 50 to MD 32 (Line 16)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, Intersections at MD 5 and MD 228/MD 5BU (Line 24)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 22,900 (Charles)
87,800 (Prince George's)

PROJECTED (2035) - 27,300 (Charles)
122,000 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study 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.

JUSTIFICATION: 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:

US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 4)
 MD 3, US 50 to MD 32 (Line 16)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

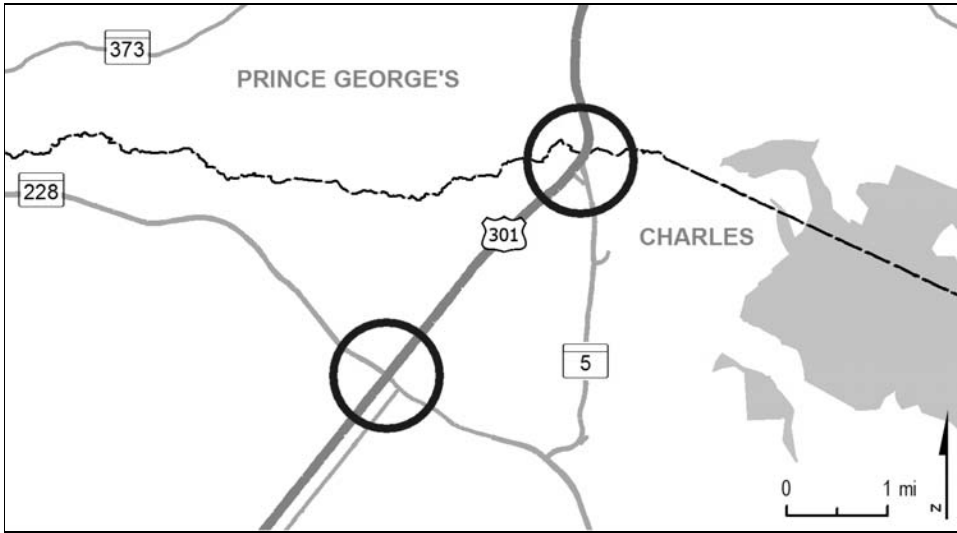
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 69,175 (US 301)
 22,500 (MD 197)
PROJECTED (2035) - 122,000 (US 301)
 33,500 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.

JUSTIFICATION: US 301 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, Interchange at MD 373 and Brandywine Road Relocated (Line 8)
 MD 5, US 301 to I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	14,636	11,540	100	1,696	1,300	0	0	0	3,096	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	11,540	100	1,696	1,300	0	0	0	3,096	0
Federal-Aid	8,352	7,669	100	83	500	0	0	0	683	0

CLASSIFICATION:

STATE - Principal Arterial

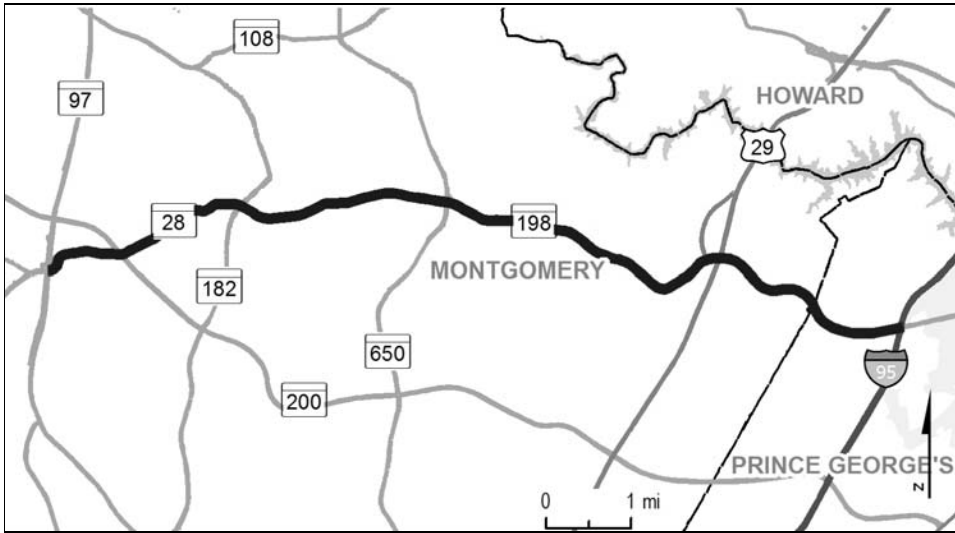
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 63,400 (Charles)
 87,800 (Prince George's)

PROJECTED (2035) - 78,100 (Charles)
 122,000 (Prince George's)



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.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve 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

ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Montgomery County, Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	7,563	7,113	250	200	0	0	0	0	0	450	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,563	7,113	250	200	0	0	0	0	0	450	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 20,000 - 37,500 (MD 28)
 16,800 - 47,000 (MD 198)

PROJECTED (2035) - 28,000 - 50,000 (MD 28)
 24,000 - 58,500 (MD 198)



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). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better 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: Engineering underway. County contributed \$1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023			
Planning	1,596	1,596	0	0	0	0	0	0	0	0	0
Engineering	10,554	1,729	1,860	2,786	2,786	1,393	0	0	8,825	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,150	3,325	1,860	2,786	2,786	1,393	0	0	8,825	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

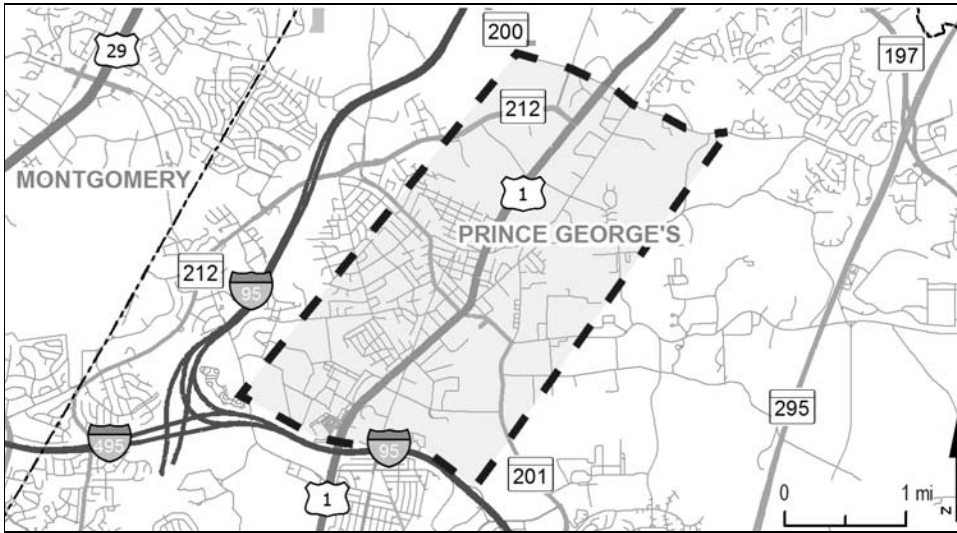
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 33,000

PROJECTED (2035) - 40,700



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

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.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The existing local roadway network is inadequate. 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 31)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

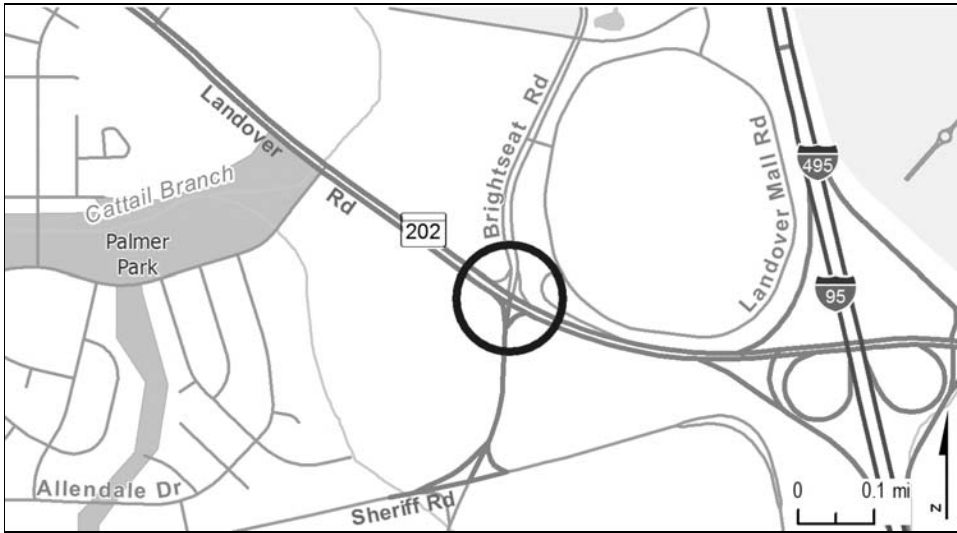
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 47,750

PROJECTED (2035) - 65,500



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.

JUSTIFICATION: This project will provide improved access to the Landover Mall 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:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	462	462	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	462	462	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

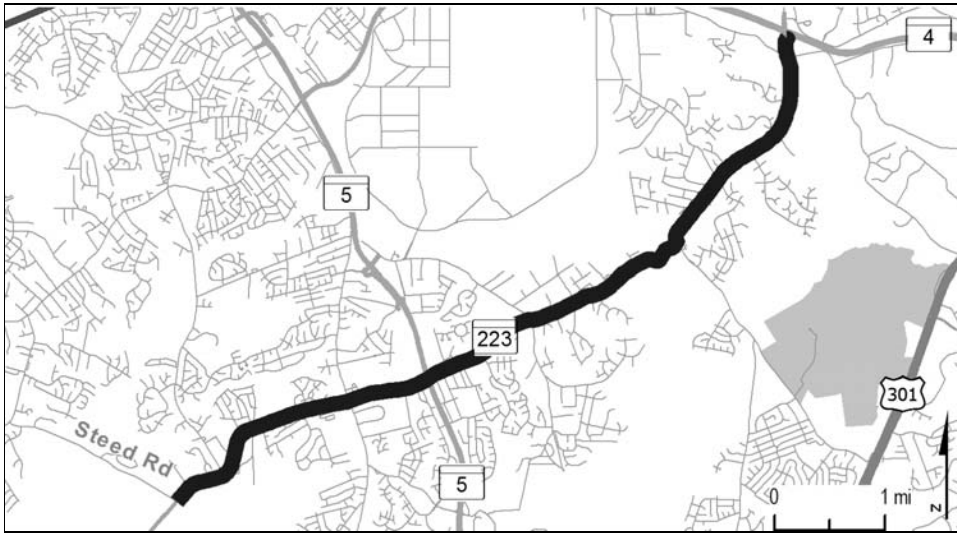
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 55,850

PROJECTED (2035) - 72,050



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.

JUSTIFICATION: 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 17)
 MD 5, US 301 at TB to I-95/495 (Line 18)

STATUS: Corridor Study complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,293	1,293	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,293	1,293	0	0	0	0	0	0	0	0	
Federal-Aid	622	622	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

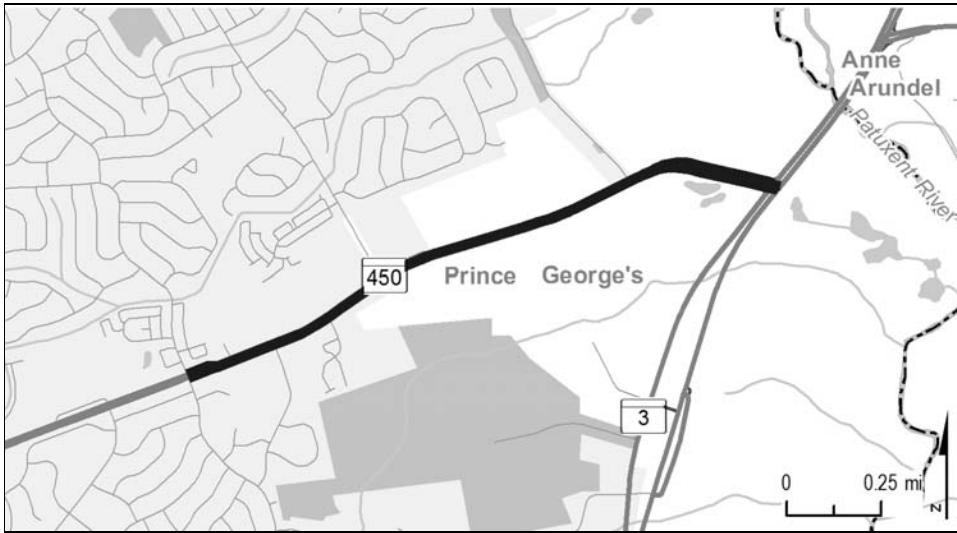
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 42,450

PROJECTED (2035) - 52,400



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.

JUSTIFICATION: Additional lanes are 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 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,501	1,501	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,501	1,501	0	0	0	0	0	0	0	0
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

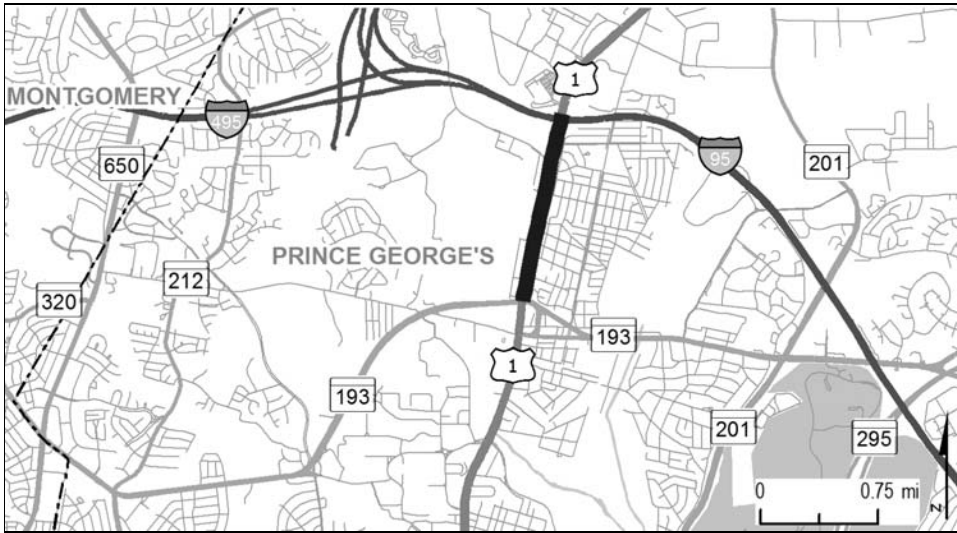
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 29,750

PROJECTED (2035) - 61,850



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 where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would 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, College Avenue to MD 193 (Segment 1) (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,388	1,388	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,388	1,388	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 48,875

PROJECTED (2035) - 66,825

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 202	Largo Road; Brightseat to MD 704; resurface	2,461	Completed
2	US 301	Crain Highway; 481 ft. south of Excalibur Road to 1800 ft. north of MD 3 structure 16236; resurface	4,589	Completed
3	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,222	Completed
4	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	2,247	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,312	Completed
<u>Safety/Spot Improvement</u>				
6	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	8,129	Completed
7	MD 198	Sandy Spring Road; Riding Stable Road to I-95 and mainline I-95 south of ICC to Howard County line; resurface	6,475	Completed
<u>Noise Barriers</u>				
8	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,243	Completed
<u>Truck Weight</u>				
9		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,482	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
10		At various locations in Prince George's County; mill and resurface	16,913	FY 2018
11		At various locations in Marlboro shop area of Prince George's County; patching	1,144	FY 2018
12		At various locations in Laurel shop area of Prince George's County; patching	1,144	FY 2018
13		At various locations in Prince George's County; mill and resurface	14,458	Under construction
14	US 1	Rhode Island Avenue; North of ICC to Oak Street; safety and resurface	3,825	FY 2018
15	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,038	Under construction
16	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,868	Under construction
17	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,144	Under construction
18	MD 193	University Boulevard; Campus Drive to US 1; resurface	4,850	Under construction
19	MD 201	Kenilworth Avenue; DC line to Lawrence Street; safety and resurface	3,994	Under construction
20	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	3,333	Under construction
21	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,039	Under construction
22	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	2,120	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 414	St. Barnabas Road; I-95 to MD 5; resurface	5,773	Under construction
24	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,876	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
25		Bridge 1616600 over I-95/495; bridge deck replacement	4,350	FY 2018
26		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	2,276	FY 2018
<u>Safety/Spot Improvement</u>				
27		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,654	Under construction
28		On MD 4 and MD 214; drainage improvement	2,038	Under construction
29	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2018
30	MD 201	Kenilworth Avenue; M Square betterments near MD 201/River Road; intersection reconstruct	600	FY 2018
31	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Urban Reconstruction</u>				
32	MD 5	Branch Avenue; Curtis Drive to north of Suitland Parkway/Naylor Road from Branch Avenue; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,707	Under construction
33	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,623	Under construction
34	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction	7,138	FY 2019
<u>Traffic Management</u>				
35		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,839	Under construction
36	I 95	At I-495 interchange; lighting	2,557	Under construction
37	MD 214	Central Avenue; I-495 and MD 202; signing	1,522	Under construction
<u>Environmental Preservation</u>				
38		IRVM, native plants - 1000 feet west of I-495/95 to AA County line - Phase 2; landscape	1,150	FY 2018
39		Anacostia Gateway Park ; landscape	453	Under construction
40	US 50	John Hanson Highway; West of I-95 to the AA County line; landscape	2,207	Under construction
41	I 495	Capital Beltway; IRVM, VEG MGMT - MO/PG County line to MD/VA line - Phase 1; landscape	4,347	FY 2019
42	MD 725	Marlboro Pike; At Trinity Lane; miscellaneous	124	FY 2018

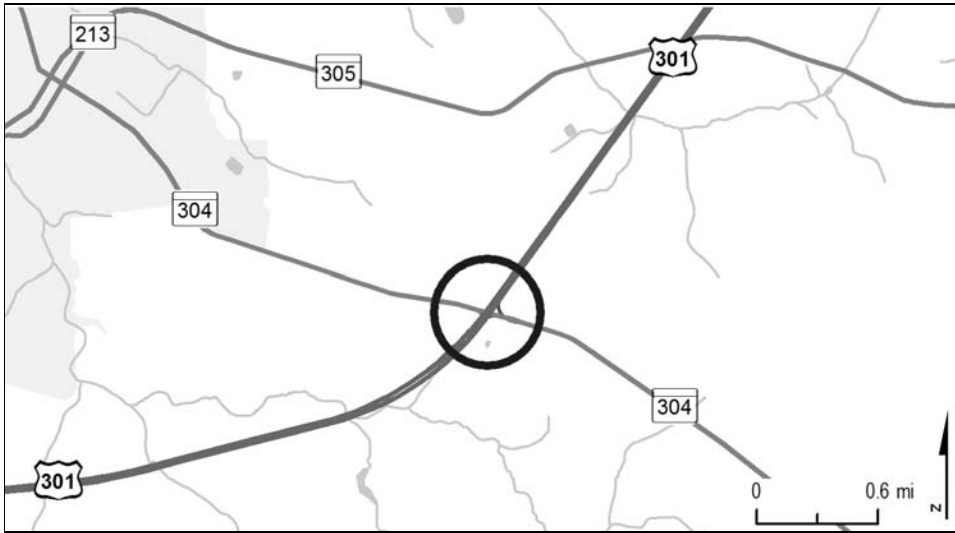
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>TMDL Compliance</u>				
43		Rosaryville State Park; drainage improvement (reimbursed by DNR)	347	Under construction
44		Charles Branch Tributaries; wetlands replacement	3,861	FY 2018
45	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,370	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
46		Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge	404	FY 2018



QUEEN ANNE'S COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians. J-turns at the intersection of US 301 and MD 305 are also being constructed as a part of the project.

PURPOSE & NEED SUMMARY STATEMENT: The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$6.0 million is due to additional Right-of-Way needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,100	1,100	0	0	0	0	0	0	0	0	0
Engineering	3,612	3,612	0	0	0	0	0	0	0	0	0
Right-of-way	10,534	7,792	1,554	1,188	0	0	0	0	0	2,742	0
Construction	35,215	29,510	5,705	0	0	0	0	0	0	5,705	0
Total	50,461	42,014	7,259	1,188	0	0	0	0	0	8,447	0
Federal-Aid	9,320	8,030	443	847	0	0	0	0	0	1,290	0

CLASSIFICATION:

STATE - Principal Arterial

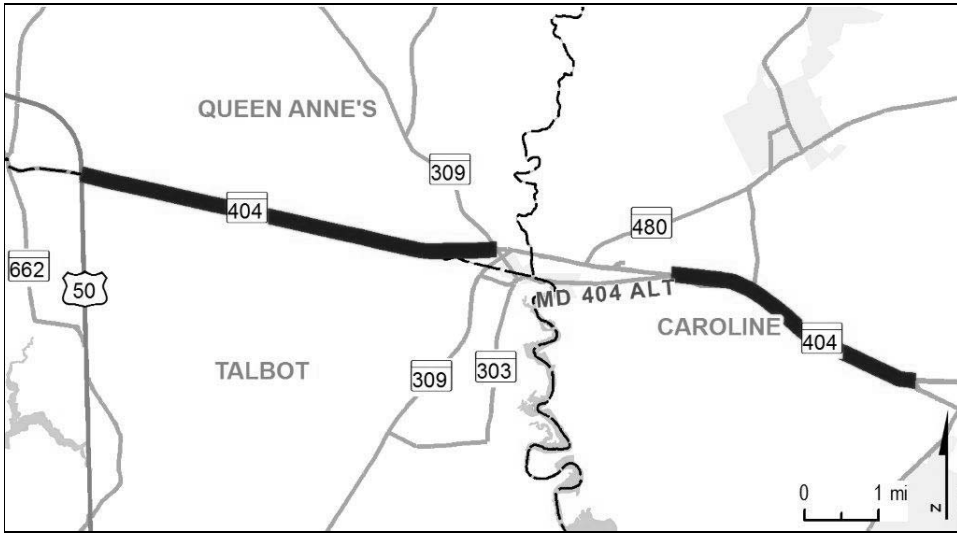
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 23,050 (US301)
5,500 (MD 304)

PROJECTED (2035) - 35,900 (US 301)
8,050 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a four lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to improve 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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- US 50, US 301 to MD 404 (Line 3)
- MD 404, West of MD 309 to Cemetery Road (Caroline County Line 1)

EXPLANATION: This roadway expansion will improve safety and operations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$7.0 million is due to reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020	2021	2022	2023		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,202	11,202	0	0	0	0	0	0	0	0
Right-of-way	12,036	5,212	3,689	1,766	1,369	0	0	0	6,824	0
Construction	127,606	72,337	55,269	0	0	0	0	0	55,269	0
Total	151,403	89,310	58,958	1,766	1,369	0	0	0	62,093	0
Federal-Aid	109,517	69,623	39,634	175	85	0	0	0	39,894	0

CLASSIFICATION:

STATE - Other Principal Arterial

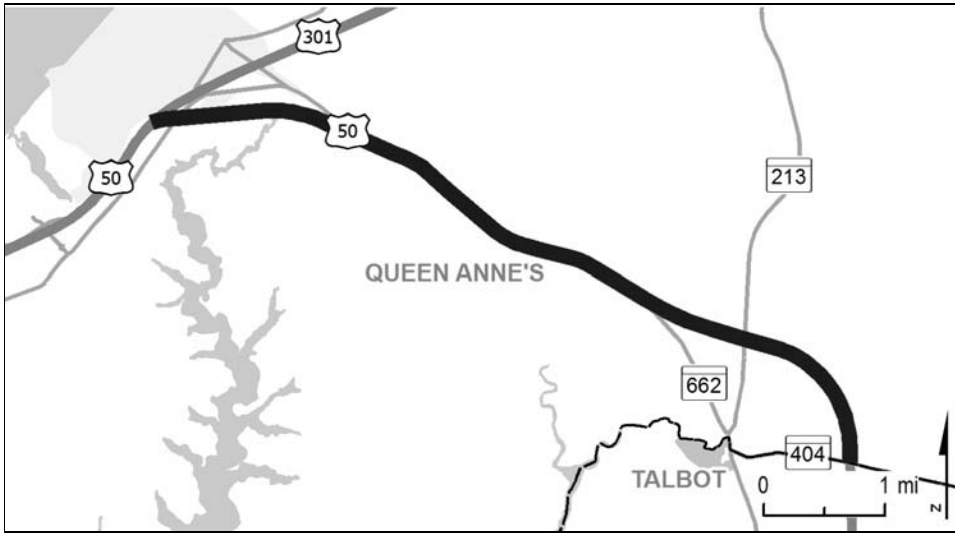
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 16,400
20,150 (Summer)

PROJECTED (2035) - 21,900
26,900 (Summer)



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.

JUSTIFICATION: 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: On hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,014	20,014	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 54,600
75,500 (Summer)

PROJECTED (2035) - 86,850
100,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Queen Anne's County; resurface	6,803	Completed
		<u>Traffic Management</u>		
2		East of MD 8 to West of US 50/301 Split; lighting	3,007	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
3		At various locations in Queen Anne's County; mill and resurface	6,815	FY 2018
4		At various locations in Queen Anne's County; mill and resurface	5,949	Under construction
5	MD 19	Main Street; MD 300A to New Street, MD 19A from New Street to MD 19; sidewalks	781	FY 2018
6	US 50	Blue Star Memorial Highway; Beginning on SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	3,818	Under construction
7	US 50	Blue Star Memorial Highway; Structure 17046 over Kent Narrows to US 301; safety and resurface	2,598	Completed
8	US 50 EB	Blue Star Memorial Highway; SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	5,050	FY 2019
9	US 301 NB	Blue Star Memorial Highway; Greenspring Road to MD 213; safety and resurface	2,987	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
10	US 301	Blue Star Memorial Highway; bridge 1701101 and 1701201 over MD 290 and Red Lion Branch; bridge deck replacement Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,547	Under construction
11	MD 544	McGinnes Road; Structure 17068X0 over Tributary to Foreman Branch; small structure replacement	400	FY 2018
<u>Urban Reconstruction</u>				
12	MD 303	Main Street; MD 309 to MD 404 Alt, MD 303 to Caroline County line; urban reconstruction (Funded for preliminary engineering)	823	Design Underway
<u>Environmental Preservation</u>				
13	MD 544	McGinnes Road; 0.14 miles east of Jim Jungle Road to Jim Jungle Road; landscape	72	FY 2018
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		Cross County Connector Trail - Grasonville; construct 6,150 foot extension of Queen Anne's County Cross County Connector Trail	3,431	FY 2018



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 as appropriate, and includes adding a left turn lane at entrance to St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection 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:
 MD 5 Corridor, MD 243 to MD 245 (Line 5)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,150	1,362	788	0	0	0	0	0	0	788	0
Right-of-way	5,169	621	1,212	1,668	1,668	0	0	0	0	4,548	0
Construction	5,759	0	159	569	2,130	2,901	0	0	0	5,759	0
Total	13,078	1,983	2,159	2,237	3,798	2,901	0	0	0	11,095	0
Federal-Aid	3,924	0	0	0	1,661	2,263	0	0	0	3,924	0

CLASSIFICATION:

STATE - Minor Arterial

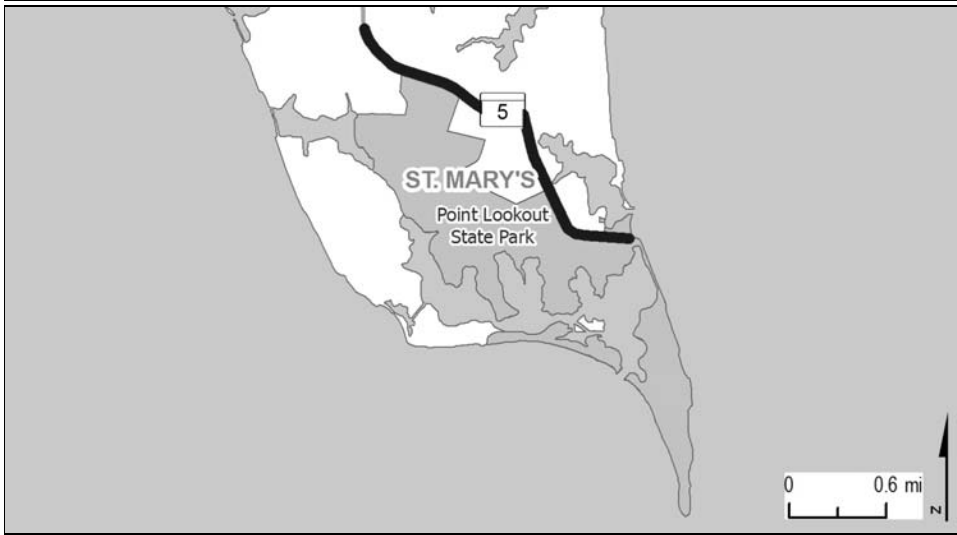
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 26,650

PROJECTED (2035) - 32,525



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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing roadway does not meet current design standards creating unsafe conditions.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$5.5 million is due to additional wetland mitigation site needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				YEAR 2023			
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	457	455	2	0	0	0	0	0	0	2	0	
Engineering	2,794	2,084	635	75	0	0	0	0	0	710	0	
Right-of-way	3,668	10	1,002	1,365	1,291	0	0	0	0	3,658	0	
Construction	17,769	0	1	3,340	9,053	5,375	0	0	0	17,769	0	
Total	24,688	2,549	1,640	4,780	10,344	5,375	0	0	0	22,139	0	
Federal-Aid	17,006	295	782	3,670	8,068	4,191	0	0	0	16,711	0	

CLASSIFICATION:

STATE - Major Collector

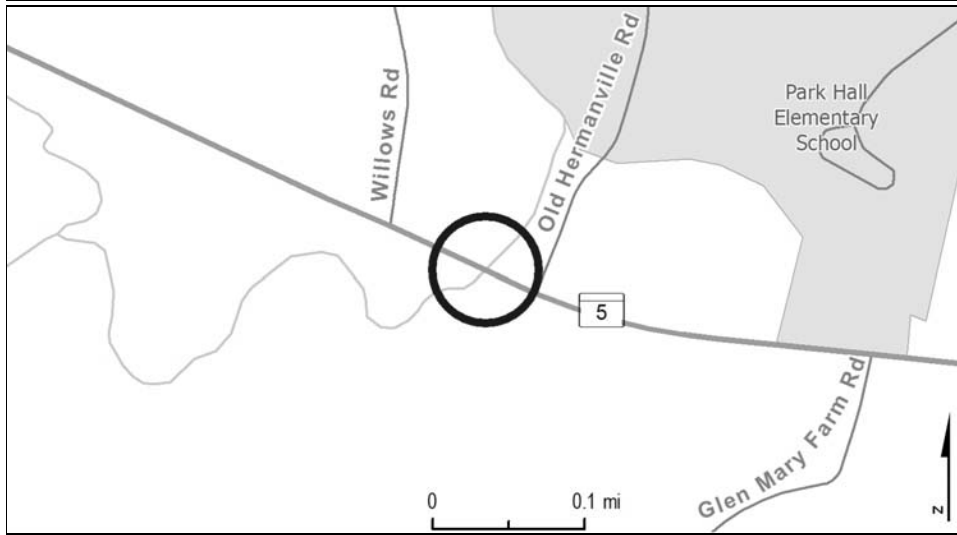
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 4,900 (Summer Peak)

PROJECTED (2035) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace Bridge 18008 over Eastern Branch. This project will accommodate cyclists and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge structure, built in 1936, is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY							
					2020	2021	2022	2023	2024			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,221	1,221	0	0	0	0	0	0	0	0	0	0
Right-of-way	89	86	3	0	0	0	0	0	0	0	3	0
Construction	4,719	4,706	13	0	0	0	0	0	0	0	13	0
Total	6,029	6,013	16	0	0	0	0	0	0	0	16	0
Federal-Aid	4,413	4,405	8	0	0	0	0	0	0	0	8	0

CLASSIFICATION:

STATE - Major Collector

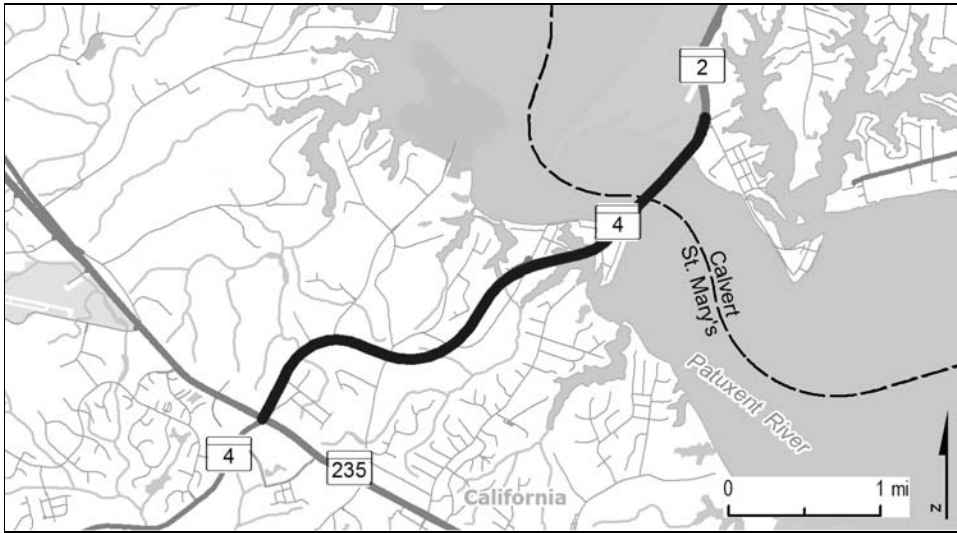
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 11,100

PROJECTED (2035) - 18,100



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.

JUSTIFICATION: 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: Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	4,925	4,925	0	0	0	0	0	0	0	0	0
Engineering	15,000	593	3,240	3,750	3,379	2,861	1,177	0	14,407	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	19,925	5,518	3,240	3,750	3,379	2,861	1,177	0	14,407	0	0
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,550

PROJECTED (2035) - 36,650



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).

JUSTIFICATION: 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)
 MD 245, MD 5 to Baldrige Street (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,174	2,174	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

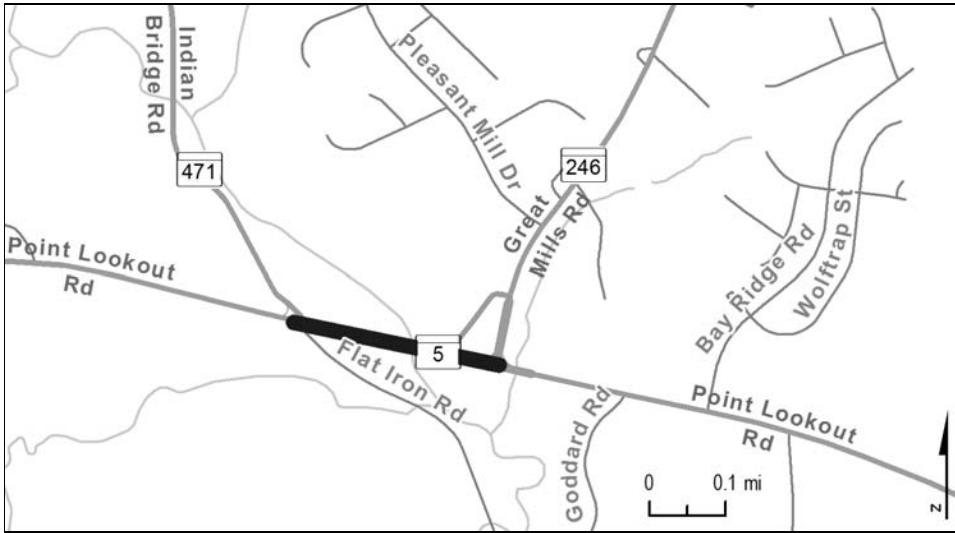
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 30,200

PROJECTED (2035) - 50,750



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).

JUSTIFICATION: MD 5 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: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			PROJECT CASH FLOW					
					2018	2019	2020	2021			2022	2023
Planning	1,358	1,308	50	0	0	0	0	0	50	0
Engineering	3,658	431	470	880	920	750	207	0	3,227	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,016	1,739	520	880	920	750	207	0	3,277	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 21,950

PROJECTED (2035) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in St. Mary's County; mill and resurface	11,400	Completed
		<u>Sidewalks</u>		
2	MD 245	Hollywood Road; MD 5 to Baldrige Street - Phase 1; sidewalks	818	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
3		At various locations in St. Mary's County; mill and resurface	10,917	Under construction
		<u>Safety/Spot Improvement</u>		
4	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	537	Under construction
		<u>Intersection Capacity Improvements</u>		
5	MD 234	Budds Creek Road; at MD 242; roundabout	3,199	Completed
6	MD 235	Three Notch Road; Access Road to Woodland Acres; access road	2,300	FY 2018
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
7		MD 5 Pedestrian and Bicycle Trail; construct 2,142 foot trail connecting St. Mary's College's North Field with existing sidewalk system at St. John's Pond pedestrian bridge	1,741	FY 2018



SOMERSET COUNTY

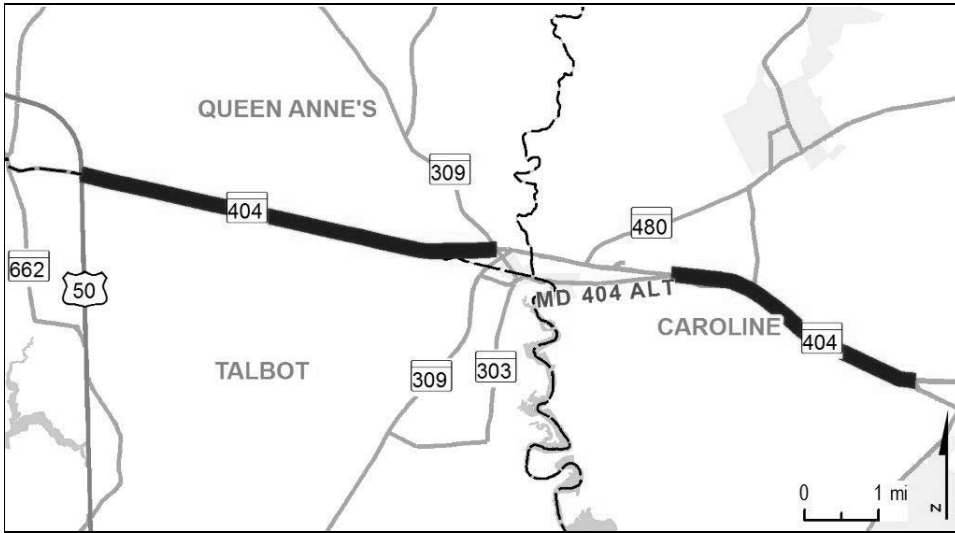
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
1		<p align="center"><u>Fiscal Year 2017 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Somerset County; resurface</p>	7,924	Completed
2		<p align="center"><u>Fiscal Years 2018 and 2019</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Somerset County; resurface</p>	9,025	Under construction
3	MD 413	<p align="center"><u>Safety/Spot Improvement</u></p> <p>Crisfield Highway; At Tulls Corner Road; geometric improvements</p>	2,062	FY 2018



TALBOT COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a four lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to improve 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:
 US 50, US 301 to MD 404 (Queen Anne's County - Line 3)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and operations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$7.0 million is due to reduced Right-of-Way needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	11,202	11,202	0	0	0	0	0	0	0	0	0
Right-of-way	12,036	5,212	3,689	1,766	1,369	0	0	0	0	6,824	0
Construction	127,606	72,337	55,269	0	0	0	0	0	0	55,269	0
Total	151,403	89,310	58,958	1,766	1,369	0	0	0	0	62,093	0
Federal-Aid	109,517	69,623	39,634	175	85	0	0	0	0	39,894	0

CLASSIFICATION:

STATE - Other Principal Arterial

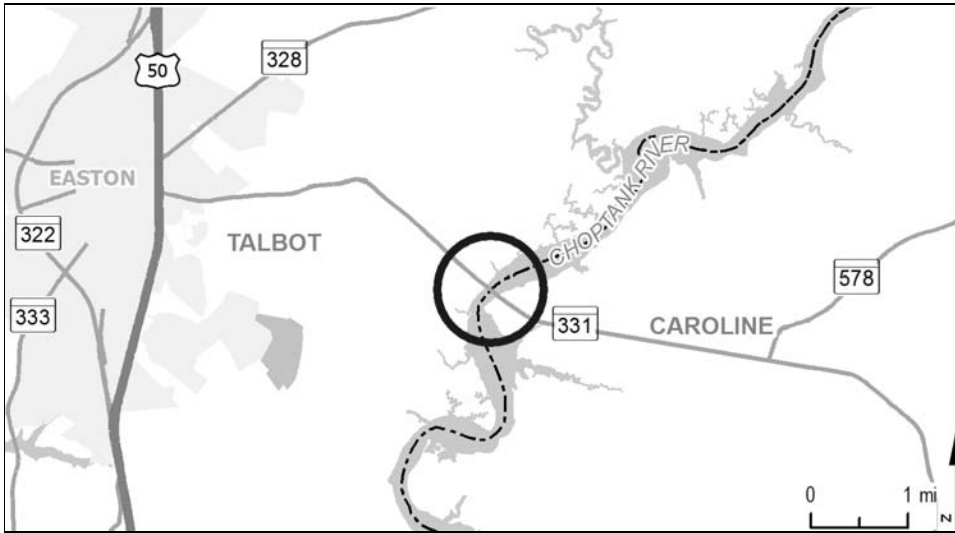
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 16,400
 20,150 (Summer)

PROJECTED (2035) - 21,900
 26,900 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over the Choptank River. The new span will be located south of the existing roadway and provide a 50 foot river clearance. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: A new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accommodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot 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:

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$3.4 million is due to additional utility costs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	584	584	0	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	0
Right-of-way	3,345	280	500	1,565	1,000	0	0	0	0	3,065	0
Construction	59,827	45,842	13,985	0	0	0	0	0	0	13,985	0
Total	65,431	48,381	14,485	1,565	1,000	0	0	0	0	17,050	0
Federal-Aid	47,358	37,665	9,693	0	0	0	0	0	0	9,693	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 11,750

PROJECTED (2035) - 18,075

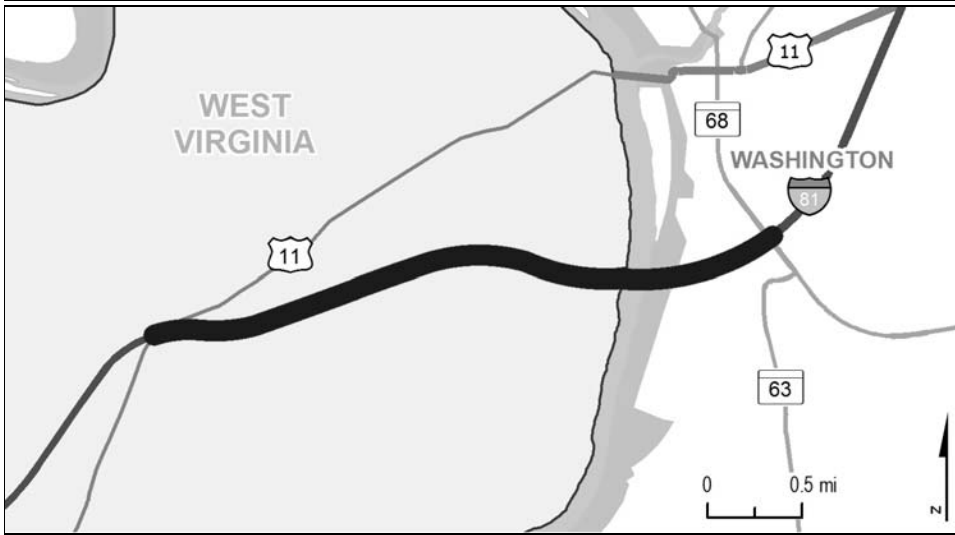
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Talbot County; resurface	7,077	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
2	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	273	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
3		At various locations in Talbot County; mill and resurface	6,874	Under construction
4		At various locations in Talbot County; mill and resurface	5,945	Under construction
		<u>Urban Reconstruction</u>		
5	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
6		Dutchman's Lane Sidewalk; complete missing pedestrian link on Dutchman's Lane between Windmill Branch Culvert to Easton Club East	600	FY 2018
7		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2018



WASHINGTON COUNTY



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Upgrade and widen 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 will reduce congestion, especially congestion related to 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 3)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Construction underway. West Virginia is contributing \$38.0 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$2.8 million is due to reduced Engineering needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,064	2,064	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	100,958	20,320	33,891	33,759	12,988	0	0	0	80,638	0	0
Total	103,022	22,384	33,891	33,759	12,988	0	0	0	80,638	0	0
Federal-Aid	48,516	10,365	15,093	14,620	8,438	0	0	0	38,151	0	0

CLASSIFICATION:

STATE - Principal Arterial

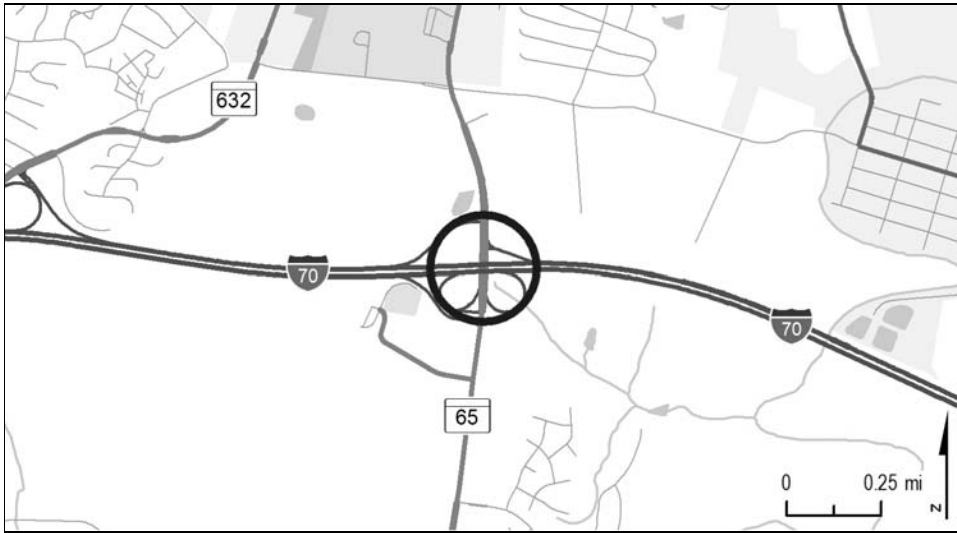
FEDERAL - Rural Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 64,450

PROJECTED (2035) - 91,850



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Study to upgrade the I-70 interchange at MD 65.

JUSTIFICATION: 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:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	1,529	1,262	267	0	0	0	0	0	0	267	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,529	1,262	267	0	0	0	0	0	0	267	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

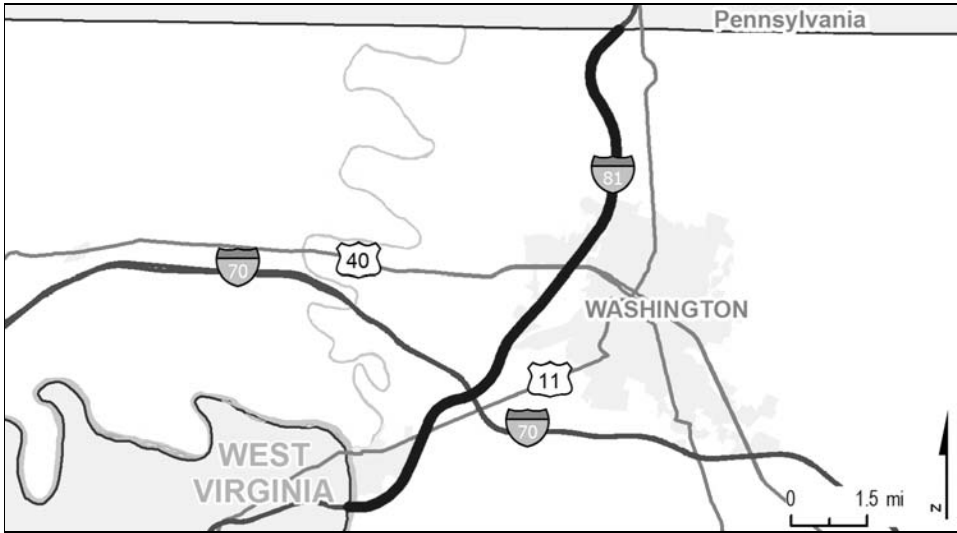
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 65,350

PROJECTED (2035) - 77,150



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).

JUSTIFICATION: I-81 corridor improvements will reduce congestion, especially related to 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)
- I-81, Feasibility Study (Pennsylvania)
- I-81, Northbound Auxillary Lane, I-70 to Halfway Boulevard (System Preservation Program)
- I-81, Southbound Auxillary Lane, MD 58 to US 40 (System Preservation Program)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	3,530	3,530	0	0	0	0	0	0	0	0	
Engineering	5,000	101	550	1,000	1,650	1,699	0	0	0	4,899	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,530	3,631	550	1,000	1,650	1,699	0	0	0	4,899	
Federal-Aid	7,056	3,137	440	800	1,320	1,359	0	0	0	3,919	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Urban/Rural Interstate
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 45,700 - 82,200
 PROJECTED (2035) - 50,800 - 117,850

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 70	Eisenhower Memorial Highway; Bridge 21113 over CSX to MD 632; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,204	Completed
2	I 70	Eisenhower Memorial Highway; 0.28 miles east of MD 56 to 0.44 miles east of Boyd Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,069	Completed
<u>Bridge Replacement/Rehabilitation</u>				
3		Bridge 2108300 over I-81; bridge deck overlay	2,495	Completed
4		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean/paint bridges	1,464	Completed
5	I 70	Bridge 2112900 over Beaver Creek; bridge rehabilitation	1,951	Completed
6	I 70 EB	Eisenhower Memorial Highway; Bridge 2108900 over I-70 Ramp A in I-70/I-68 Interchange; bridge rehabilitation	4,743	Completed
<u>Safety/Spot Improvement</u>				
7	I 81	Maryland Veterans Memorial Highway; Pennsylvania state line to Halfway Boulevard; construct ramp Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,705	Completed
<u>Intersection Capacity Improvements</u>				
8	I 81	Maryland Veterans Memorial Highway; I-70 to Halfway Boulevard; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,197	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions (cont'd)</u>		
		<u>TMDL Compliance</u>		
9	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,736	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
10		At various locations in west Washington County; mill and resurface	4,421	Under construction
11		At various locations in east Washington County; mill and resurface	5,695	Under construction
12	US 40	National Pike; Nottingham Drive to Cannon Avenue; sidewalks	1,305	Completed
13	MD 68	S Mill Street; Bottom Road to Inner Corp limits of Williamsport; safety and resurface	905	Under construction
14	I 70	Eisenhower Memorial Highway; Tonoloway Creek to 0.75 miles east of MD 615; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,832	Under construction
15	I 70	Eisenhower Memorial Highway; Ashton Road to west of Conococheague Creek; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,194	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
16		Bridge 2105100, 2105203/04, 2105301/02, 2105401/02 and 2105601/02 on I-81; clean/paint bridges	2,028	Under construction
17	MD 63	Spielman Road; Structure 21047X0 over St. James Run; small structure replacement	1,534	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Years 2018 and 2019 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation (cont'd)</u>		
18	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	9,128	Under construction
		<u>Urban Reconstruction</u>		
19	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	6,294	FY 2018
		<u>Environmental Preservation</u>		
20		IRVM, VEG MGMT along I-70 & I-68 & I-70/US 40, I-70/MD 65, I-70/MD 68 - Phase 1; landscape	1,592	Under construction
		<u>Intersection Capacity Improvements</u>		
21	US 40 AL	E Baltimore Street; at New Intersection Southern Boulevard; geometric improvements	2,300	Under construction
22	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	2,800	FY 2018
		<u>TMDL Compliance</u>		
23		Little Tonoloway Creek at Kirkwood Park - stream restoration; wetlands replacement	2,078	FY 2018
24		At various locations in Washington County - Group 1B; drainage improvement	4,061	Under construction
25		Tree planting at various locations; landscape	2,985	Under construction
26		Chesapeake Bay Watershed implementation plan - tree establishment at various locations; landscape	625	Under construction
27		At various locations in Washington County - Group 1; drainage improvement	1,994	Under construction

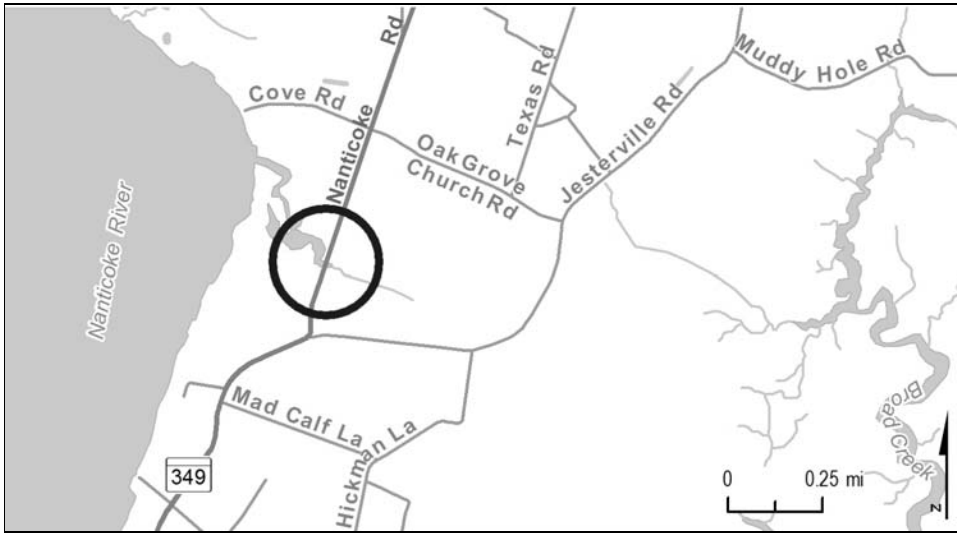
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Years 2018 and 2019 (cont'd)</u>		
		<u>TMDL Compliance (cont'd)</u>		
28		At various locations in Washington County - Group 1A; drainage improvement	2,584	Under construction
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
29		Marsh Run Multi-Use Trail; construct a trail between Summit Avenue and Potomac Street	200	FY 2018
30		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2018
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
31		Conococheague Creek; rehabilitate the Conococheague Creek Aqueduct	6,240	FY 2018



WICOMICO COUNTY



PROJECT: MD 349, Nanticoke Road

DESCRIPTION: Replace Bridge 22015, built in 1931, over Windsor Creek. Project will include bicycle and pedestrian accommodations where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The bridge substructure and superstructure are structurally deficient and require reconstruction.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	340	340	0	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0	0
Construction	2,487	2,094	393	0	0	0	0	0	0	393	0
Total	2,862	2,469	393	0	0	0	0	0	0	393	0
Federal-Aid	271	271	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 850

PROJECTED (2035) - 1,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Wicomico County; resurface	8,060	Completed
2	US 50 BU	Salisbury Parkway; Boundary Street to Ward Street; resurface	1,164	Completed
3	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	2,015	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 54	Delmar Road; Bridge 22029X0 over Mockingbird Creek; miscellaneous	2,329	Completed
<u>Safety/Spot Improvement</u>				
5	US 13 BUS	Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,796	Completed
<u>Intersection Capacity Improvements</u>				
6	US 13 BUS	South Fruitland Boulevard; Dogwood Drive to West College Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,114	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
7		At various locations in Wicomico County; resurface	9,830	Under construction
8	US 50	Ocean Gateway; East of Walston Switch Road to west of White Richardson Road; resurface	2,039	Under construction

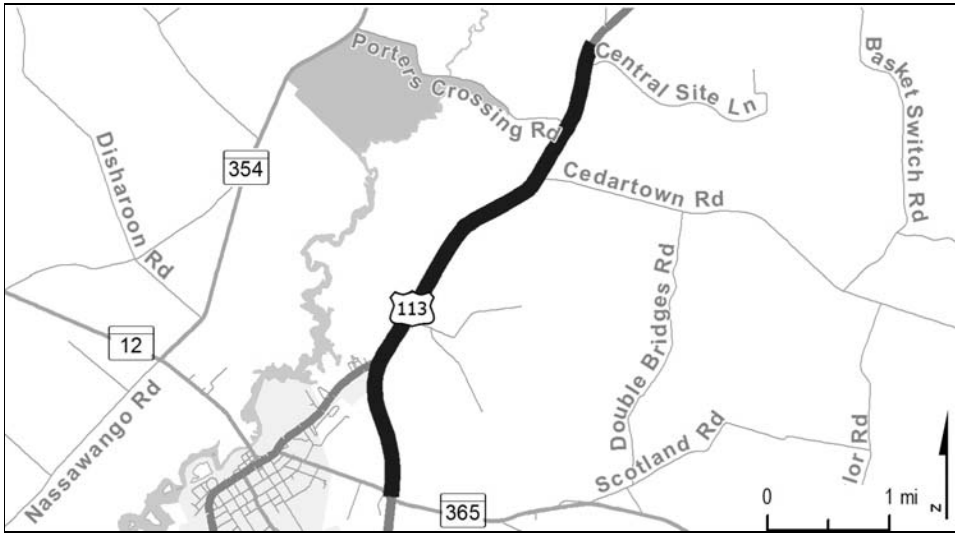
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
9	US 13	Salisbury Bypass; US 13 Business to south of US 50; bridge deck replacement	28,123	Under construction
<u>Safety/Spot Improvement</u>				
10	US 50 BU	East Salisbury Parkway; Ward Street to Main Street; geometric improvements	1,383	Completed
11	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	7,114	Under construction
12	US 50	Ocean Gateway; At White Lowe Road; geometric improvements	2,500	FY 2019
13	US 50	Ocean Gateway; at Sixty Foot Road; geometric improvements	3,500	FY 2018
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2018



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 (Phase 4), Public Landing Road, to Five Mile Branch (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.

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 113, Massy Branch to Five Mile Branch (Phase 3) (Line 2)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety, operations, and freight movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$1.3 million is due to the transition from Design-Bid-Build to Design-Build contract.

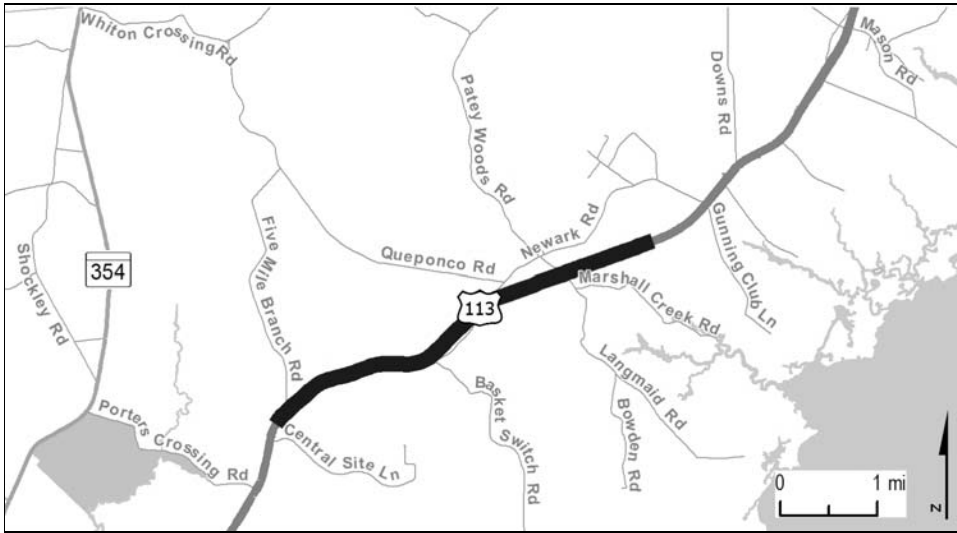
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,269	5,244	25	0	0	0	0	0	25	0
Right-of-way	11,684	2,778	3,078	3,497	2,331	0	0	0	8,906	0
Construction	64,021	4,290	17,698	21,463	20,570	0	0	0	59,731	0
Total	80,974	12,312	20,801	24,960	22,901	0	0	0	68,662	0
Federal-Aid	76,973	11,075	19,908	23,894	22,096	0	0	0	65,898	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,450 - 1000
 PROJECTED (2035) - 13,800 - 17,000



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, Massey Branch to Five Mile Branch (Phase 3) (4.6 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.

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 113, Public Landing Rd. to Five Mile Branch (Phase 4) (Line 1)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety, operations, and freight movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,207	3,207	0	0	0	0	0	0	0	0	0
Right-of-way	12,738	7,584	4,672	482	0	0	0	0	0	5,154	0
Construction	36,972	19,257	17,715	0	0	0	0	0	0	17,715	0
Total	52,917	30,048	22,387	482	0	0	0	0	0	22,869	0
Federal-Aid	41,435	20,576	20,859	0	0	0	0	0	0	20,859	0

CLASSIFICATION:

STATE - Intermediate Arterial

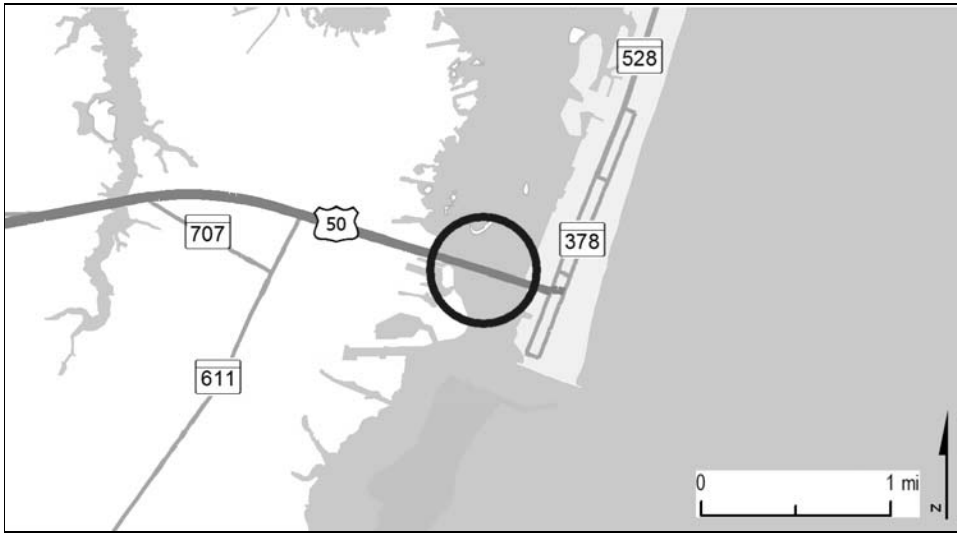
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,450 -10,000

PROJECTED (2035) - 13,800-17,000



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

JUSTIFICATION: The drawspan is estimated to have 15 to 20 years of life span left. 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 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	2,907	2,907	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,907	2,907	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

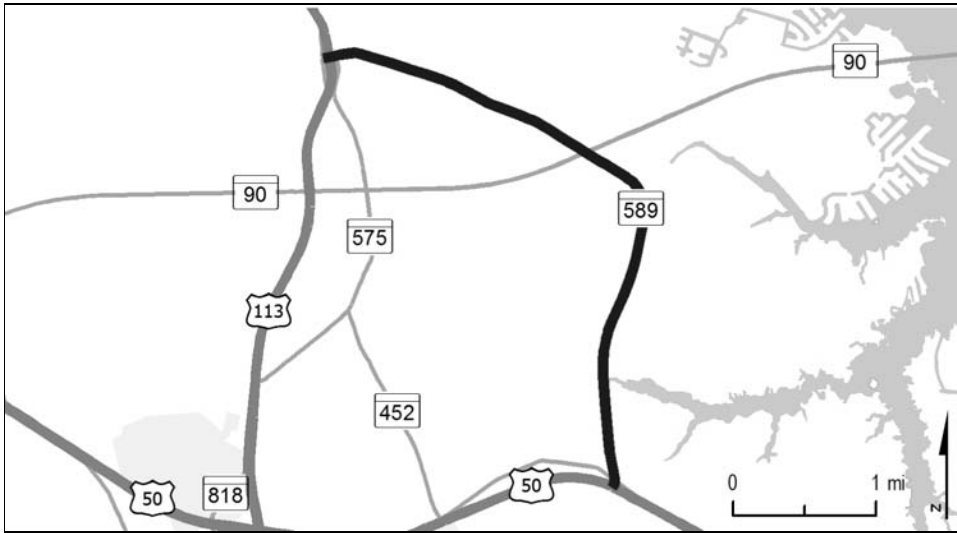
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 18,050
52,000 (Summer)

PROJECTED (2035) - 21,950
65,650 (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).

JUSTIFICATION: 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 Project Outside PFA Grandfathered
 PFA Status Yet To Be Determined Exception Will Be Required Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023	2024		
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
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

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 22,200
29,400 (Summer)

PROJECTED (2035) - 28,800
48,950 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

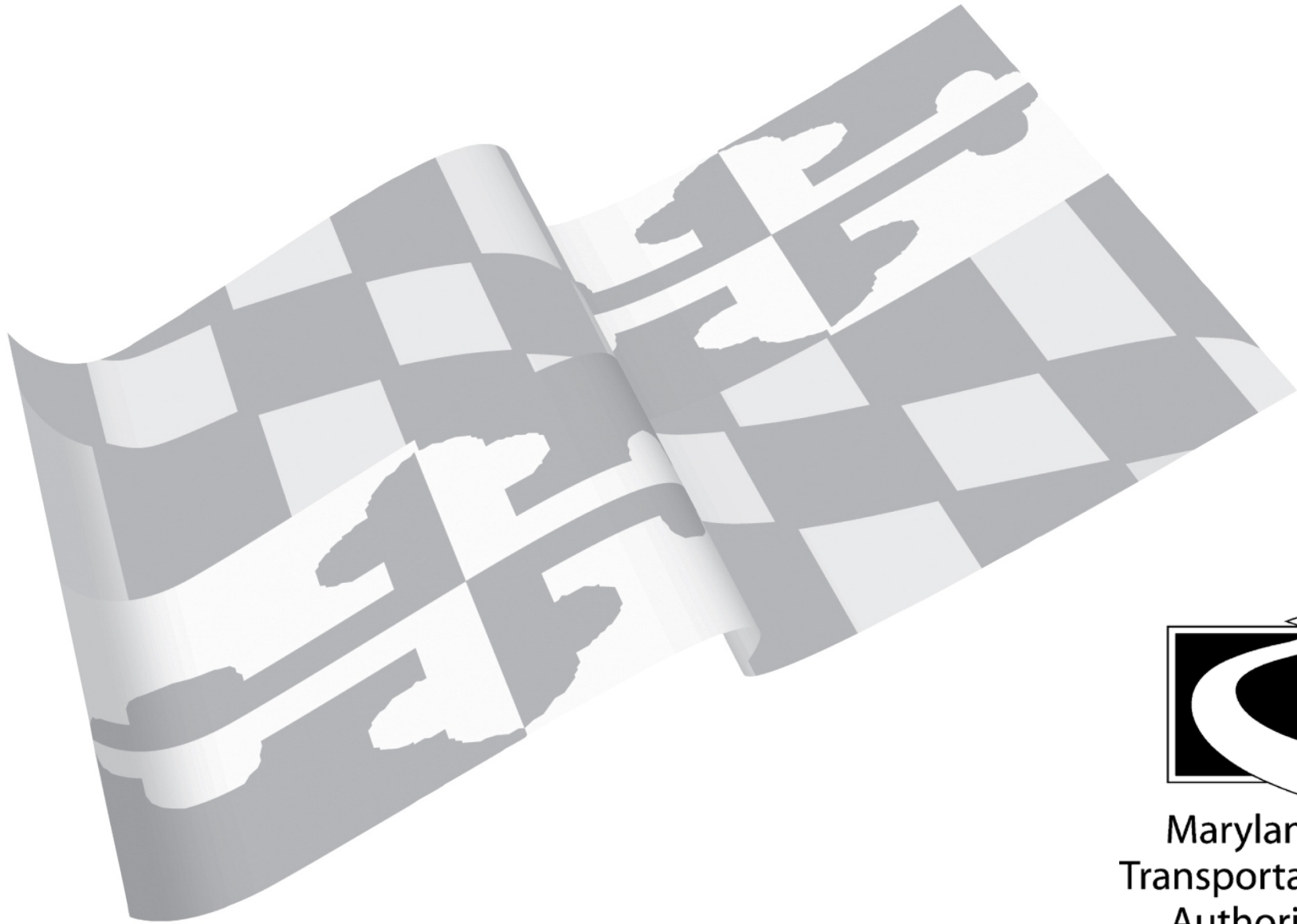
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
		<u>Fiscal Year 2017 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 113	Worcester Highway; North of US 13 to south of US 113 Business; resurface	3,130	Completed
		<u>Fiscal Years 2018 and 2019</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Worcester County; mill and resurface	9,893	FY 2018
3		At various locations in Worcester County; mill and resurface	11,798	FY 2018
4	MD 528	Coastal Highway; 62nd Street to 26th Street; resurface	7,859	FY 2018
		<u>Bridge Replacement/Rehabilitation</u>		
5	MD 90	Ocean City Expressway; Bridge 2302000 over St. Martins River and Bridge 2302100 over Assawoman Bay; bridge rehabilitation	2,558	Completed
		<u>Safety/Spot Improvement</u>		
6		MD 346 and MD 589; drainage improvement	919	FY 2018
7	US 50	Ocean Gateway; At MD 589; geometric improvements	3,800	FY 2019
8	US 13 BUS	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	199	FY 2018
		<u>Urban Reconstruction</u>		
9	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; urban reconstruction	143	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2017
10		<p align="center"><u>Fiscal Years 2018 and 2019 (cont'd)</u></p> <p align="center"><u>C.H.A.R.T. Projects</u></p> <p>US 50 and MD 90 - CHART DMS deployment; miscellaneous</p>	526	FY 2018



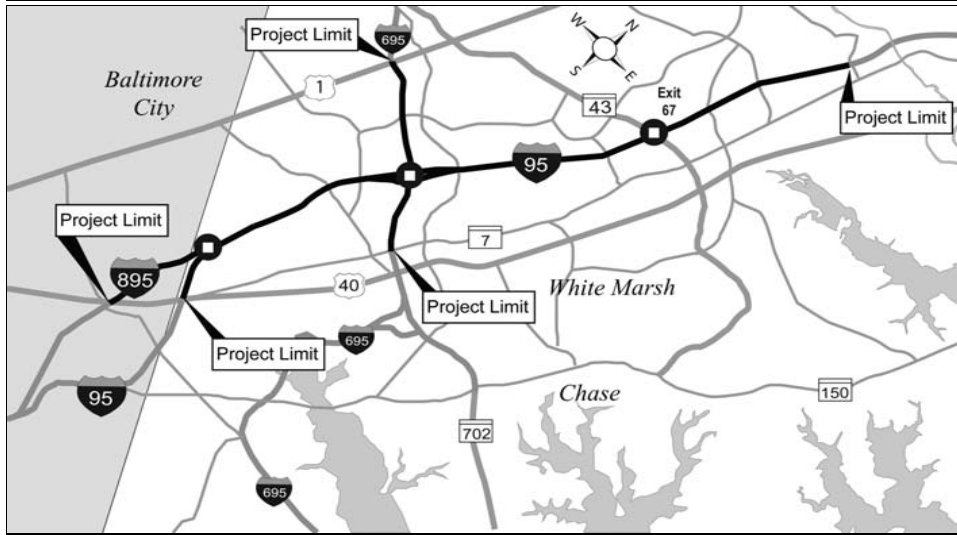
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	240.0	309.6	297.3	304.3	304.3	151.7	1,607.2
System Preservation Minor Projects	83.3	112.2	150.3	197.1	254.5	228.4	1,025.7
<u>Development & Evaluation Program</u>	<u>1.7</u>	<u>2.5</u>	<u>2.4</u>	<u>1.8</u>	<u>0.3</u>	<u>0.2</u>	<u>8.7</u>
TOTAL	325.0	424.2	450.0	503.1	559.1	380.2	2,641.7



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

DESCRIPTION: Constructed two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improved the interchanges with I-895, I-695 and MD 43. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: The Express Toll Lanes have helped to reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split that occurs during morning and afternoon rush hours, weekends, holidays, incidents and other peak periods. Prior to the opening of the Express Toll Lanes, this segment of I-95 was the most congested section of I-95 in Maryland north of Baltimore City. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

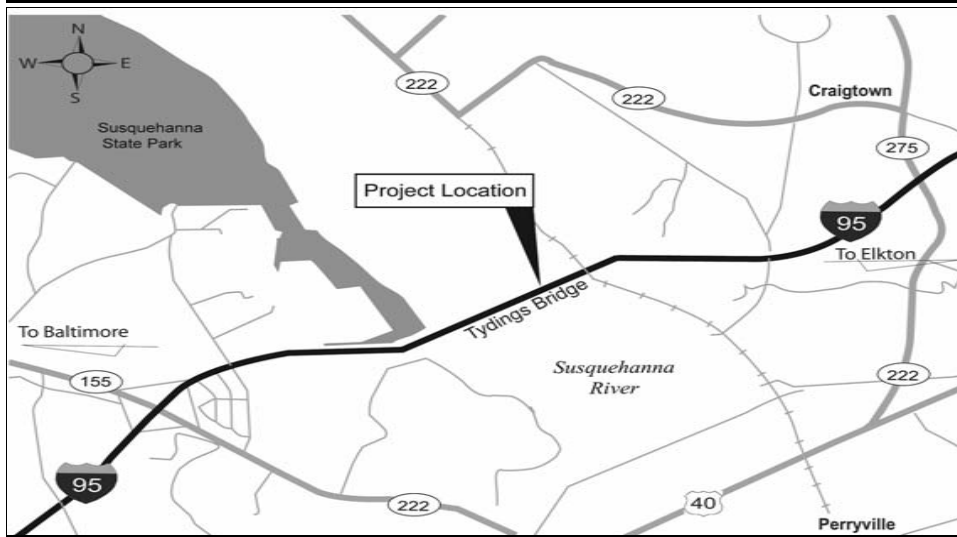
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The reconstruction of three interchanges and the addition of the Express Toll Lanes have helped reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split.

STATUS: The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	6,032	6,032	0	0	0	0	0	0	0	0	
Engineering	120,451	120,451	0	0	0	0	0	0	0	0	
Right-of-way	47,443	47,095	348	0	0	0	0	0	348	0	
Construction	923,793	912,829	10,964	0	0	0	0	0	10,964	0	
Total	1,097,719	1,086,407	11,312	0	0	0	0	0	11,312	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

DESCRIPTION: Cleaned and painted rusted seams and crevices and painted the flat surfaces of the Tydings Bridge where the paint was showing wear. Also, performed necessary structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the bridge was showing wear. This project addressed existing wear and will prevent further wear.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

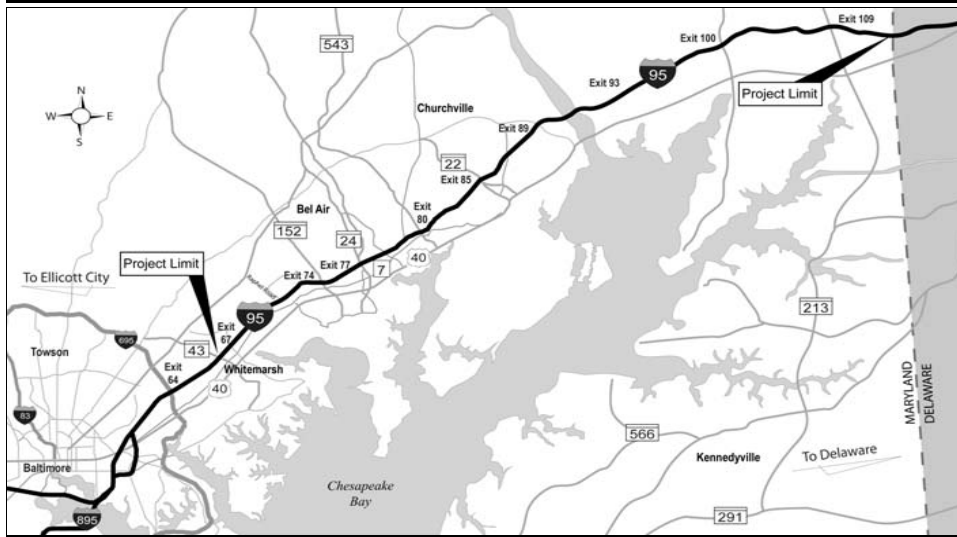
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project brings uniformity to the paint system and extends the life of the existing system by ten years.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	827	827	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,176	11,176	0	0	0	0	0	0	0	0
Total	12,003	12,003	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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 will begin in FY 2019.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

ASSOCIATED IMPROVEMENTS:

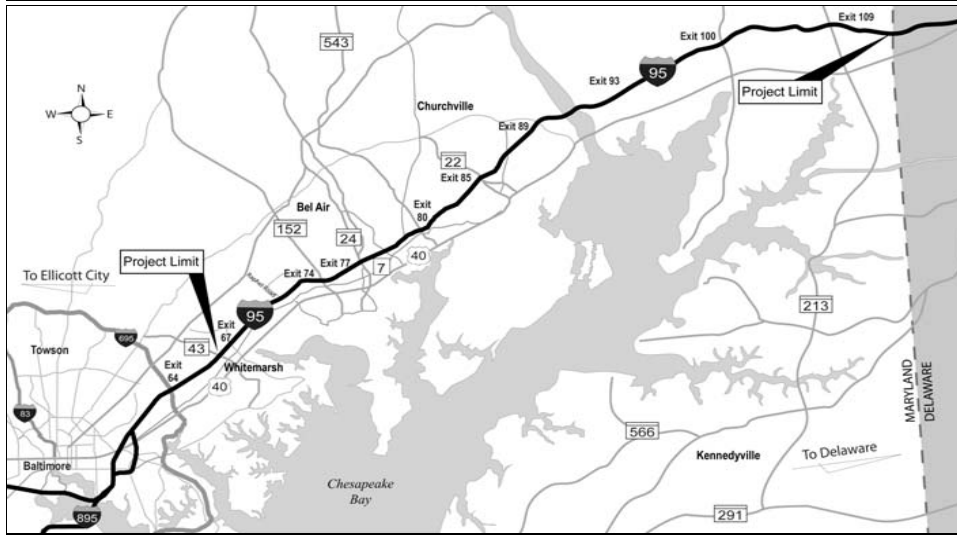
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 6)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 7)

STATUS: Construction of Phase I and Phase II is complete. Engineering is underway and construction will begin in FY 2019 for Phase III.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increased by \$29.1 million to add construction funding for Phase III.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	919	840	79	0	0	0	0	0	79	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,737	32,276	0	15,664	11,797	0	0	0	27,461	0
Total	60,656	33,116	79	15,664	11,797	0	0	0	27,540	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312, 2393, 2394



PROJECT: I-95 John F. Kennedy Memorial Highway - Repair Substructure and Superstructure

DESCRIPTION: Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore County, Harford County, and Cecil County. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, and application of protective coatings.

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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

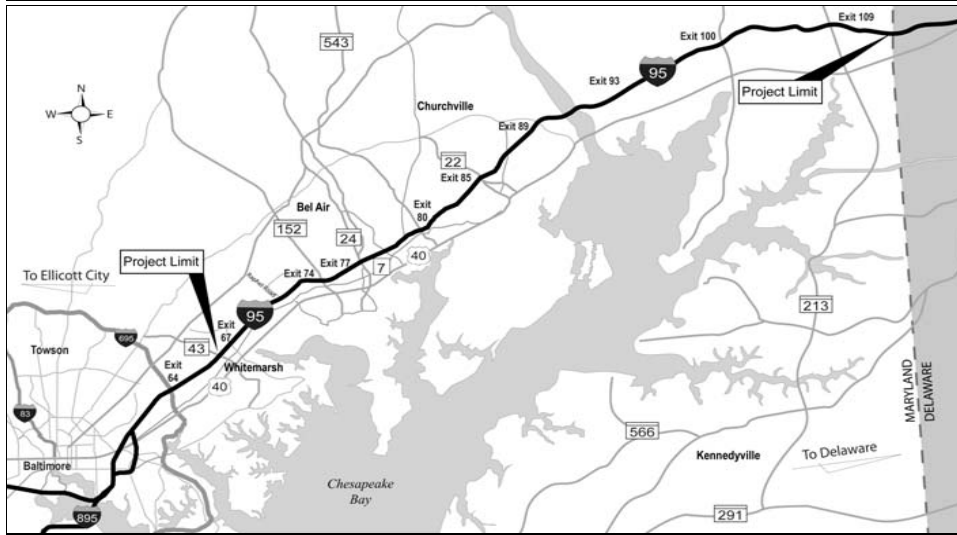
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

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				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,250	2,250	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,323	1,834	4,124	3,365	0	0	0	0	7,489	0
Total	11,573	4,084	4,124	3,365	0	0	0	0	7,489	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$6.8 million to reflect actual bid price.



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. Note: Previously included Hatem Bridge but recent inspections indicate no signage changes needed at the Hatem Bridge facility.

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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

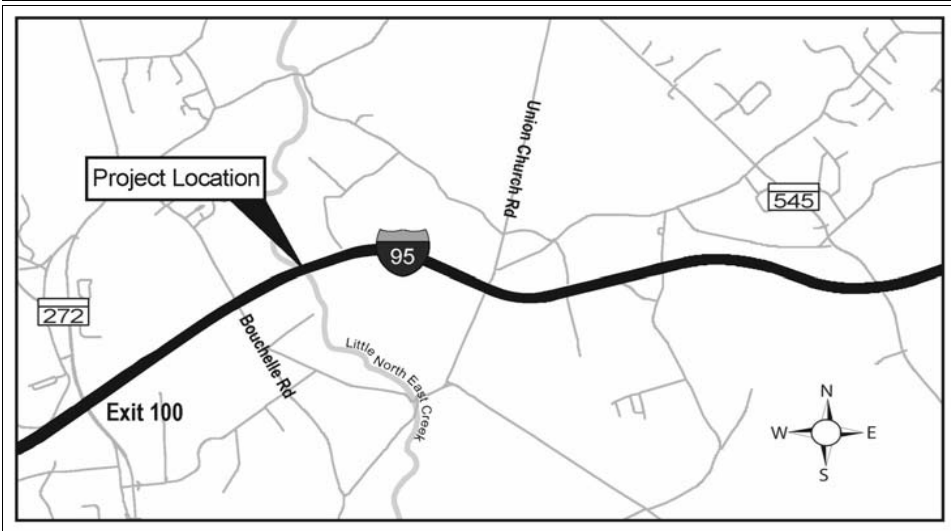
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

STATUS: Engineering is complete. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	650	644	6	0	0	0	0	0	6	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,786	14	2,718	6,231	3,860	963	0	0	13,772	0	
Total	14,436	658	2,724	6,231	3,860	963	0	0	13,778	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Replacing the deck and upgrading the existing shoulders will provide a safer, smoother ride.

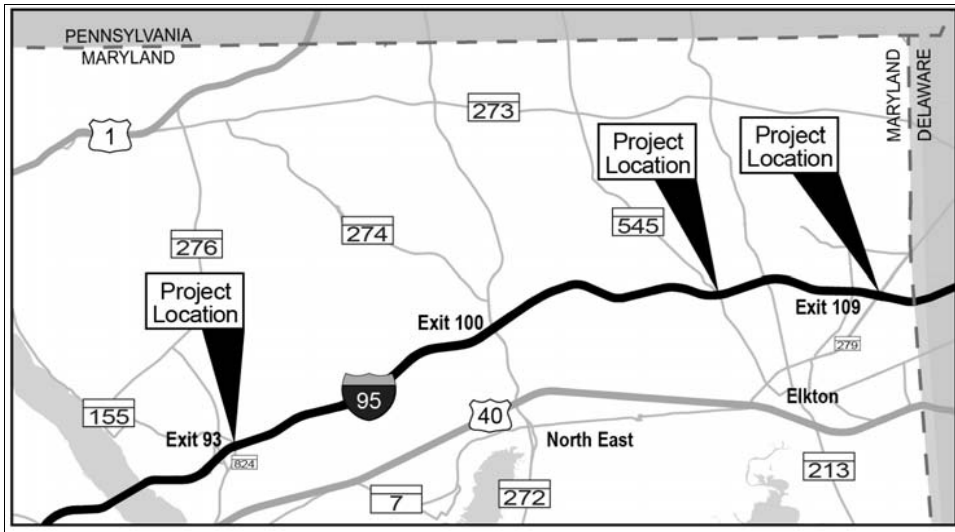
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 7)

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	825	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,558	1	1,382	4,842	3,965	1,368	0	0	11,557	0
Total	12,408	826	1,407	4,842	3,965	1,368	0	0	11,582	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.



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"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

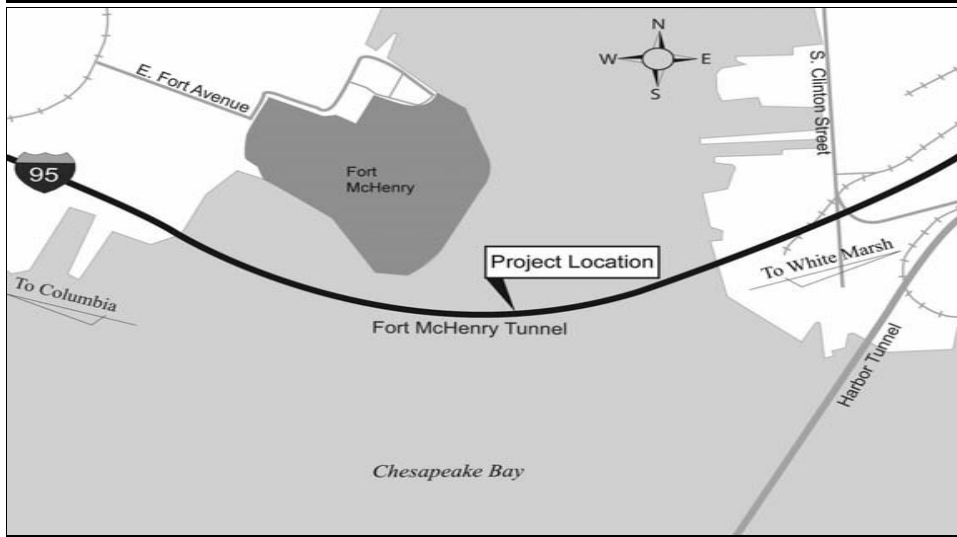
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 6)

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	371	129	0	0	0	0	0	129	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,611	0	3,734	11,204	4,673	0	0	0	19,611	0
Total	20,111	371	3,863	11,204	4,673	0	0	0	19,740	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitated the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck was showing signs of wear throughout the length of the tunnel. This improvement significantly increased the useful life of the tunnel deck.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The tunnel deck showed signs of wear. This improvement extended the useful life of the tunnel deck.

ASSOCIATED IMPROVEMENTS:

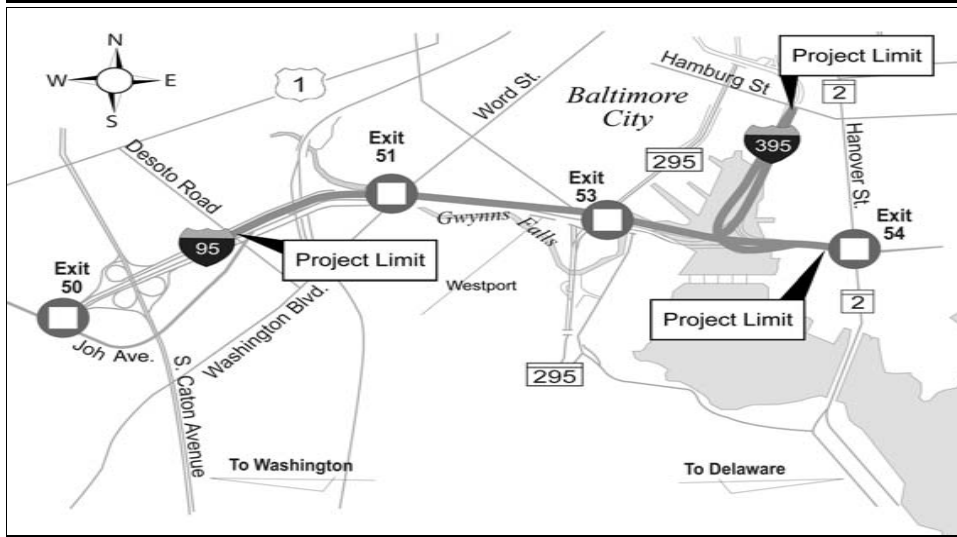
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 9)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 11)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Program (Line 14)

STATUS: Open to service.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	830	830	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,256	36,247	9	0	0	0	0	0	9	0
Total	37,086	37,077	9	0	0	0	0	0	9	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

2045, 2226, 2305



PROJECT: I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

DESCRIPTION: Rehabilitated decks, repaired superstructure, replaced joints, added drainage troughs, and painted fifty-one bridges north and south of the Fort McHenry Tunnel.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibited varying degrees of deterioration. Superstructure and paint exhibited various degrees of wear. This improvement corrected current wear and extended the useful life of the decks and superstructure. The joints were near the end of their useful life and were replaced.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Repairs were needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints were nearing the end of their useful life and needed to be replaced.

ASSOCIATED IMPROVEMENTS:

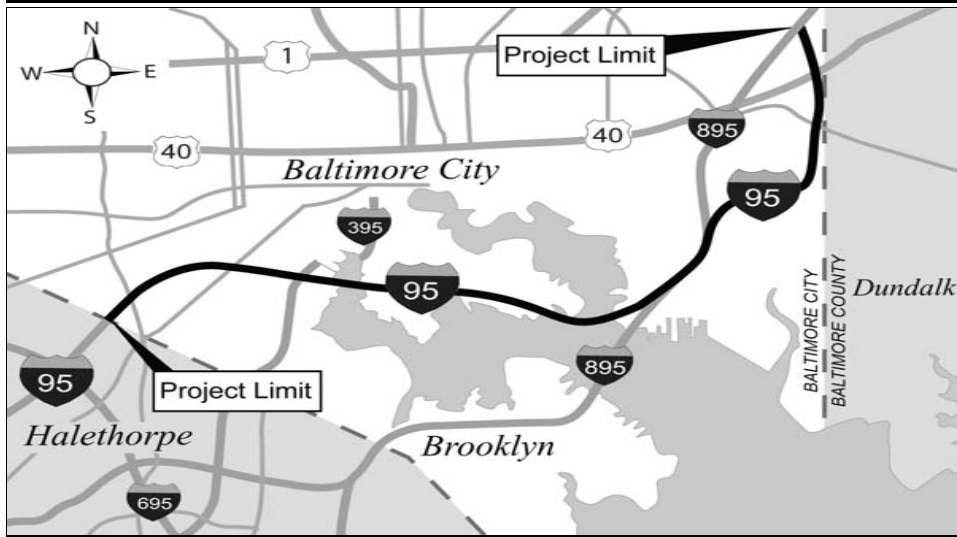
- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 8)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 11)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Program (Line 14)

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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,661	5,661	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,114	100,070	44	0	0	0	0	0	44	0
Total	105,775	105,731	44	0	0	0	0	0	44	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

2205, 2207, 2262, 2354



PROJECT: I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

DESCRIPTION: Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built in 1985.

PURPOSE & NEED SUMMARY STATEMENT: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

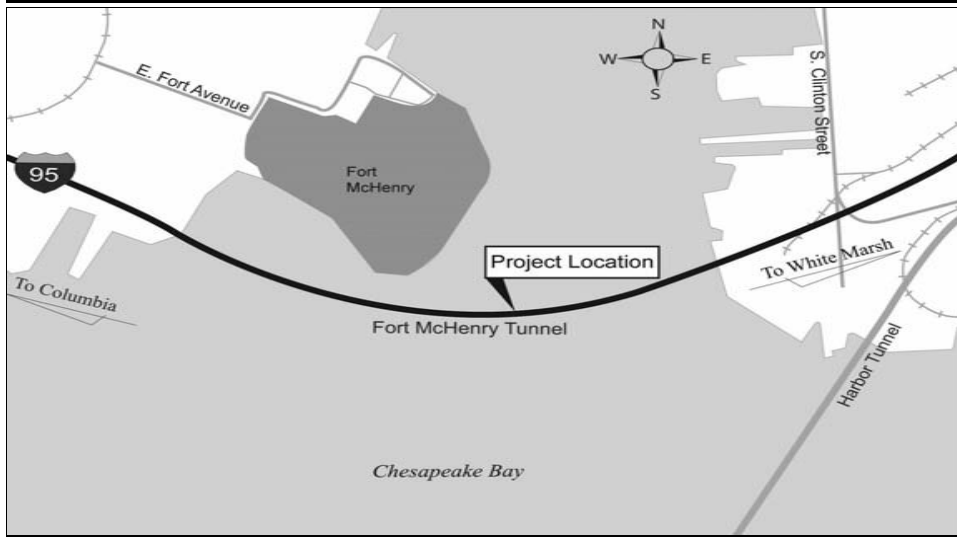
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,372	1,372	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,895	11,600	3,042	1,253	0	0	0	0	4,295	0
Total	17,267	12,972	3,042	1,253	0	0	0	0	4,295	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Old and/or inadequate lighting will be replaced throughout the Fort McHenry Tunnel, which will enhance safety for both workers and drivers.

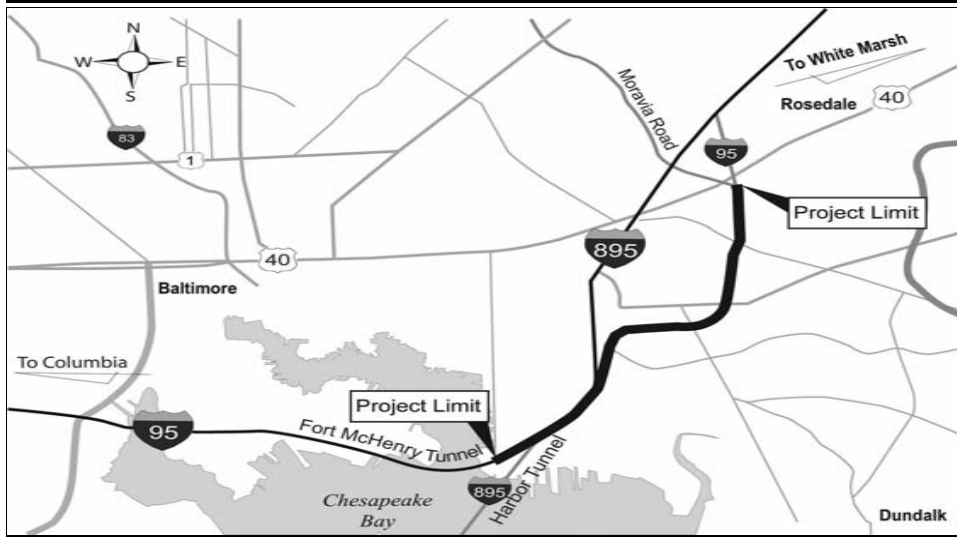
ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 9)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Program (Line 14)

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									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,716	1,716	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,014	2,225	10,700	7,089	0	0	0	0	17,789	0
Total	21,730	3,941	10,700	7,089	0	0	0	0	17,789	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$17.4 million to reflect actual bid price and decreased by \$0.9 million due to removal of the 5% Extra Work Authorization (EWA) for a net decrease of \$18.3 million.



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements

DESCRIPTION: This project will reconfigure I-95 to provide four continuous mainline lanes in each direction from north of the Fort McHenry Toll Plaza to the southern end of the I-95 ETL. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETL. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that will result from MDTA's Canton Viaduct Replacement Project. It will also improve safety by providing higher roadside concrete traffic barriers and bridge parapets.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

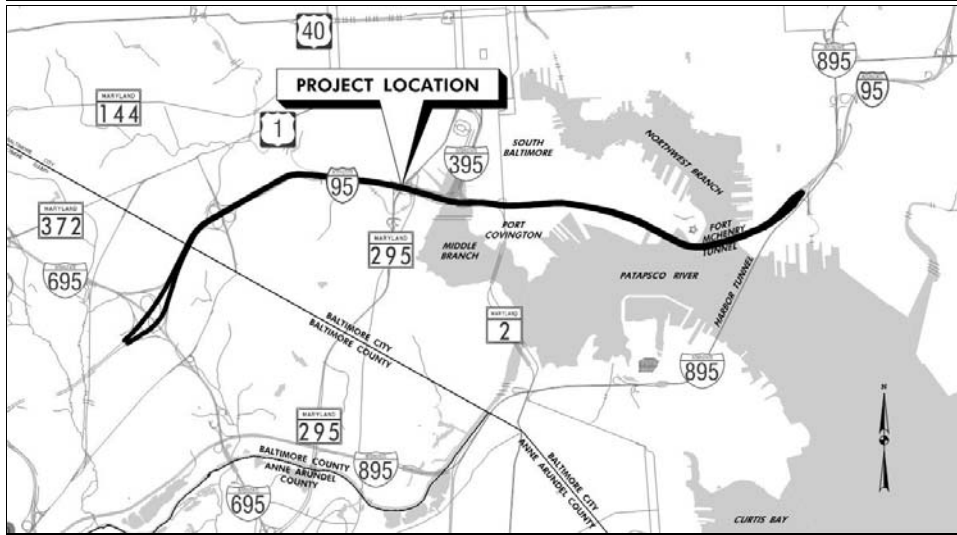
- I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) - Construction Program (Line 1)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 21)

EXPLANATION: This project will provide southbound and northbound lane continuity from the southern limits of the ETL to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

STATUS: Phase 1 southbound is open to service. Planning is complete and engineering and construction are underway for Phase 1 northbound and Phase 2 northbound and southbound.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increased by \$10.2 million to reflect actual bid price.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	555	555	0	0	0	0	0	0	0	0	
Engineering	4,755	4,312	443	0	0	0	0	0	443	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	71,065	22,334	32,826	15,905	0	0	0	0	48,731	0	
Total	76,375	27,201	33,269	15,905	0	0	0	0	49,174	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

DESCRIPTION: This project includes 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:

- | | |
|--|---|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

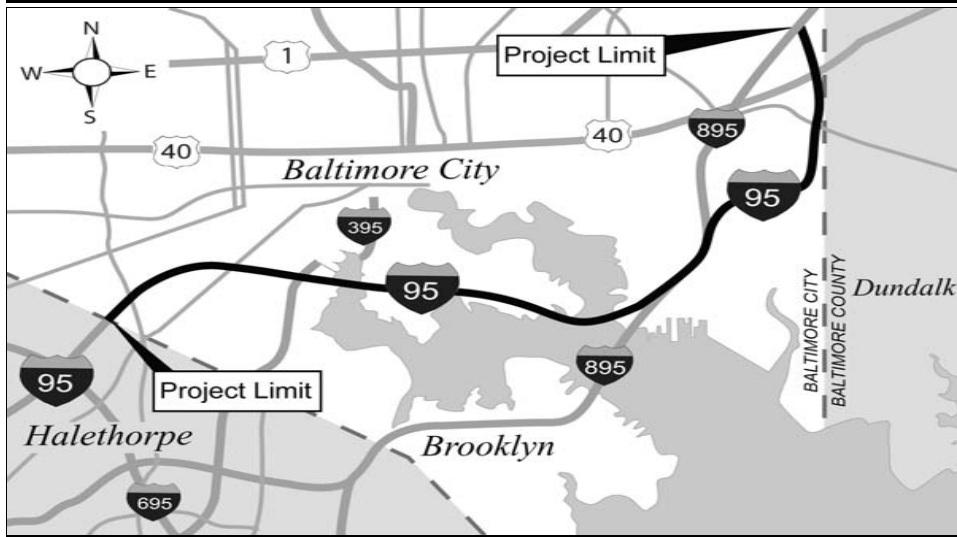
ASSOCIATED IMPROVEMENTS: None.

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

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

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	400	238	162	0	0	0	0	0	162	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,000	0	0	0	5,500	11,000	11,000	5,500	33,000	0	
Total	33,400	238	162	0	5,500	11,000	11,000	5,500	33,162	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	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"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks.

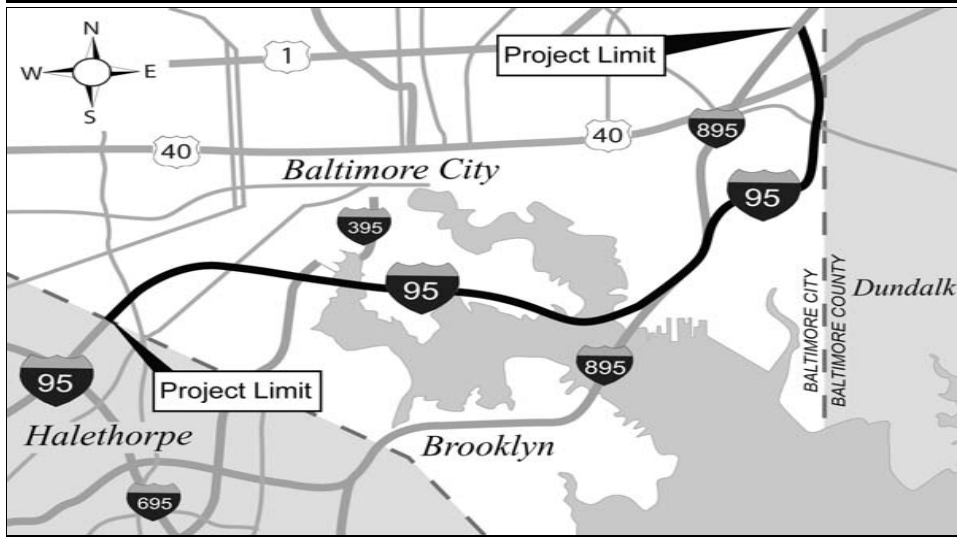
ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 9)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 11)

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$5.1 million due to revised engineer's estimates to reflect bid prices received on similar projects.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	252	498	0	0	0	0	0	498	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,754	0	1,974	7,118	662	0	0	0	9,754	0
Total	10,504	252	2,472	7,118	662	0	0	0	10,252	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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 thirty-nine 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.

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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

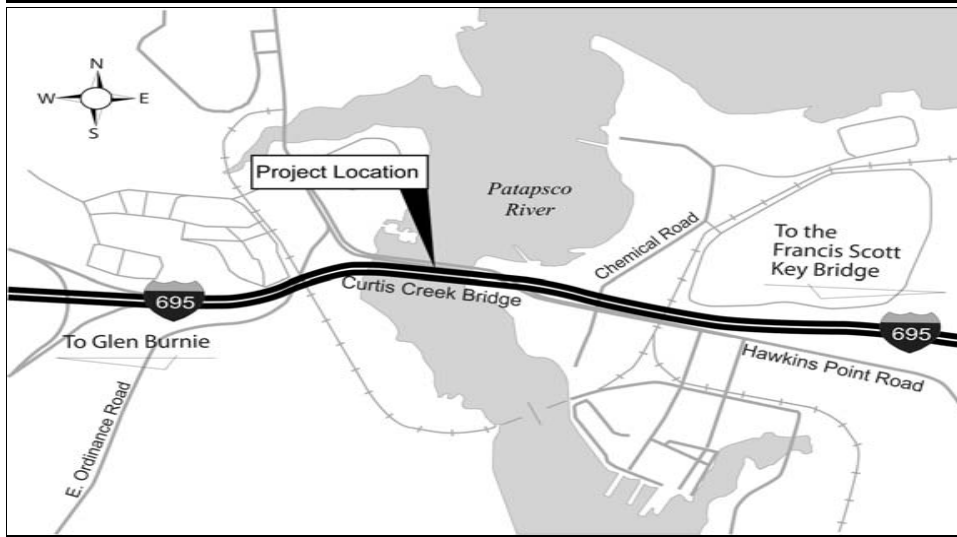
ASSOCIATED IMPROVEMENTS: None.

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 is complete and construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,846	1,846	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,896	0	1,308	4,499	3,759	1,330	0	0	10,896	0
Total	12,742	1,846	1,308	4,499	3,759	1,330	0	0	10,896	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

DESCRIPTION: Cleaned and painted the structural steel at the approach spans of the inner loop and outer loop bridges on MD 695 over Curtis Creek.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the spans was deteriorating. These bridges have not been repainted since they were originally built, over 30 years ago. This improvement addressed existing deterioration and will prevent further deterioration.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Paint throughout the spans was deteriorating. This improvement addressed existing deterioration and will prevent further deterioration.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	526	526	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,803	5,803	0	0	0	0	0	0	0	0
Total	6,329	6,329	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

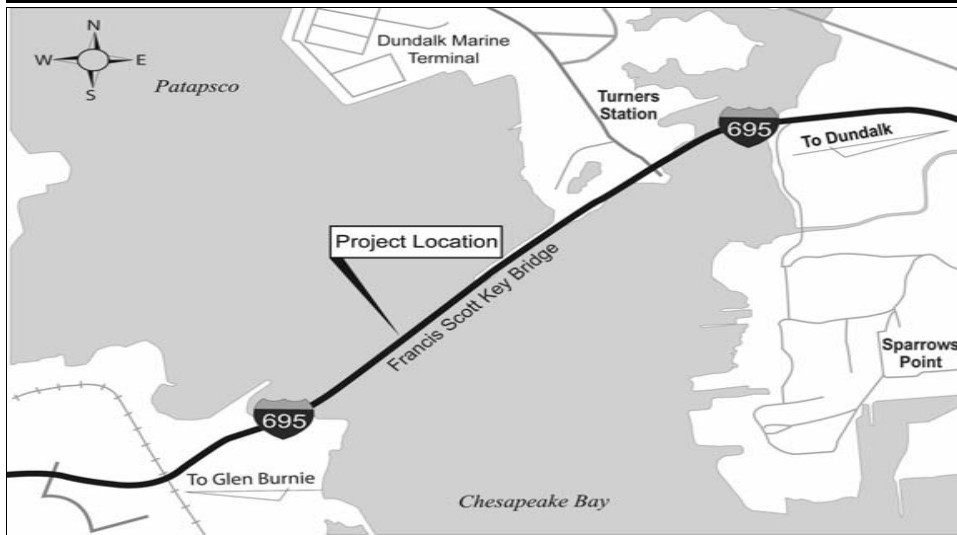
ASSOCIATED IMPROVEMENTS: None.

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.

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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,087	1,087	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,735	1,548	4,674	4,072	1,441	0	0	0	10,187	0
Total	12,822	2,635	4,674	4,072	1,441	0	0	0	10,187	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$5.2 million to reflect actual bid price.



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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

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.

STATUS: Engineering is underway and construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	100	3	49	48	0	0	0	0	97	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	14,179	4	2,161	8,134	3,880	0	0	0	14,175	0	
Total	14,279	7	2,210	8,182	3,880	0	0	0	14,272	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: MD 695 Francis Scott Key Bridge - Facility-Wide 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. The project includes mainline, ramps, and MDTA police headquarters parking lot.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow up studies revealed the need for resurfacing the existing asphalt pavement throughout the facility.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

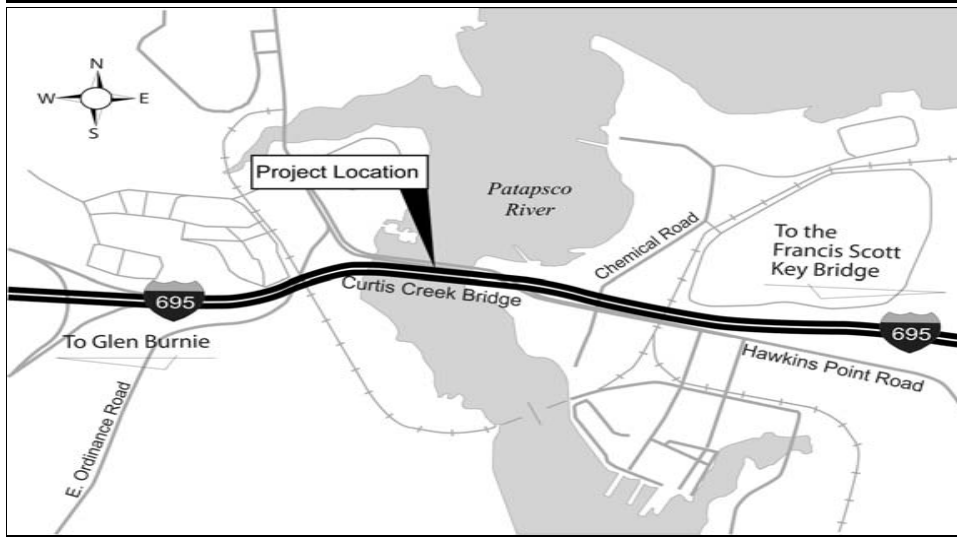
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Pavement resurfacing will extend the useful life of the pavement.

STATUS: Engineering is underway and construction will begin in FY 2019.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input 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)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	426	79	347	0	0	0	0	0	0	347	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	20,817	0	0	4,765	9,486	6,566	0	0	0	20,817	0
Total	21,243	79	347	4,765	9,486	6,566	0	0	0	21,164	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Structural, Mechanical, and Electrical Rehabilitation of the Curtis Creek Bridges

DESCRIPTION: Perform a comprehensive structural, mechanical, and electrical rehabilitation of the substructure, superstructure, and draw spans. Rehabilitation of the draw spans includes rehabilitation or replacement of the open gear frame, auxiliary system, tail locks, motor drives, control system, and differential reducer.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow up studies revealed the need for a comprehensive structural, mechanical, and electrical rehabilitation of the substructure, superstructure, and draw spans.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

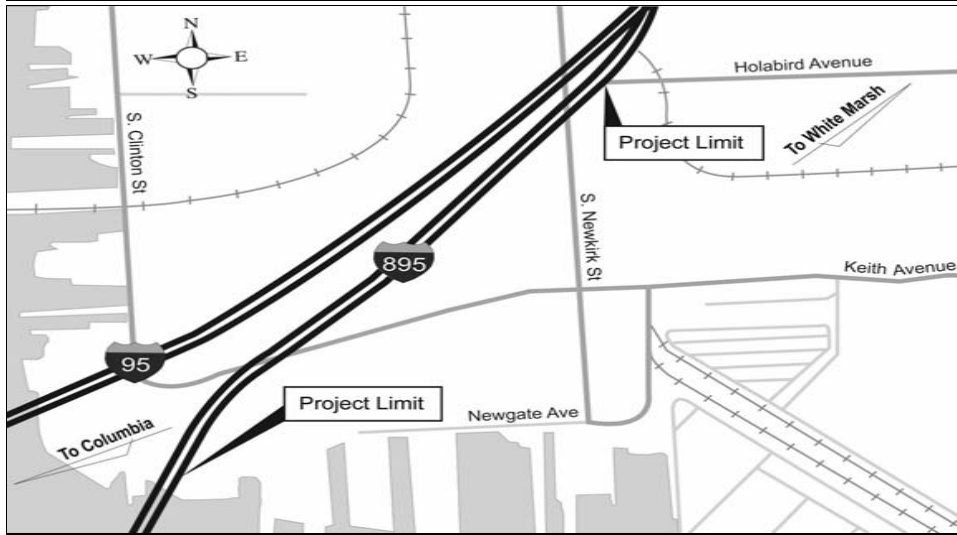
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Structural, mechanical, and electrical rehabilitation will improve the operational reliability of the draw spans and extend the useful life of the bridges.

STATUS: Phase I and Phase II are complete. Phase III engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input checked="" 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,400	1,133	167	100	0	0	0	0	267	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,995	457	11,393	11,145	0	0	0	0	22,538	0
Total	24,395	1,590	11,560	11,245	0	0	0	0	22,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the 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.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The Canton Viaduct 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-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 12)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 23)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Prog. (Line 24)

STATUS: Engineering and right-of-way acquisition are underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost increased by \$73.2 million to add rehabilitation work within the tunnel (deck, liner, standpipe and sump pump systems) and to increase construction management inspections (CMI), and decreased by \$55.9 million to reflect actual bid price for a net increase of \$17.3 million.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	21,142	20,632	510	0	0	0	0	0	510	0
Right-of-way	9,002	1,140	4,000	3,862	0	0	0	0	7,862	0
Construction	260,285	1,085	33,015	69,077	80,687	50,852	17,904	7,665	259,200	0
Total	290,429	22,857	37,525	72,939	80,687	50,852	17,904	7,665	267,572	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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.

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

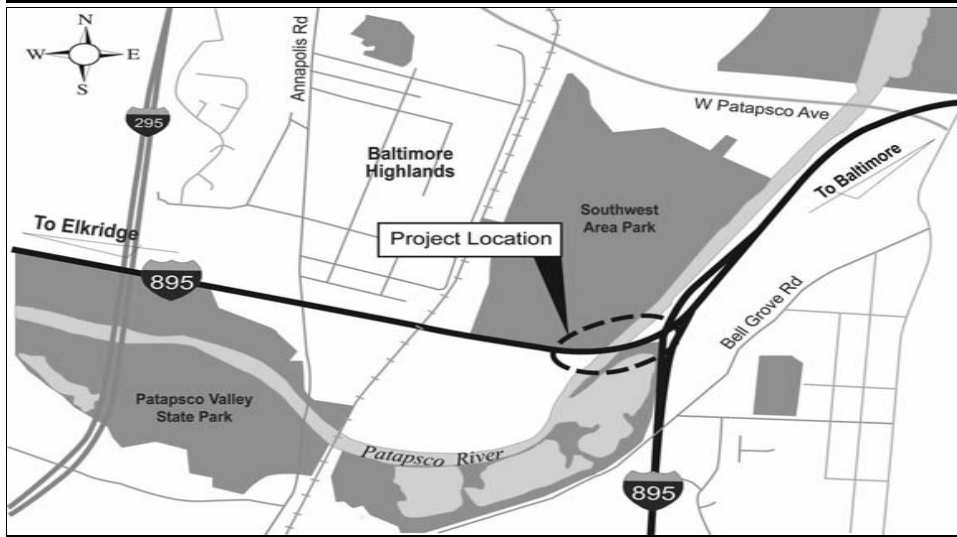
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,428	3,428	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,103	11,332	12,079	12,654	11,094	14,905	5,039	0	55,771	0
Total	70,531	14,760	12,079	12,654	11,094	14,905	5,039	0	55,771	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

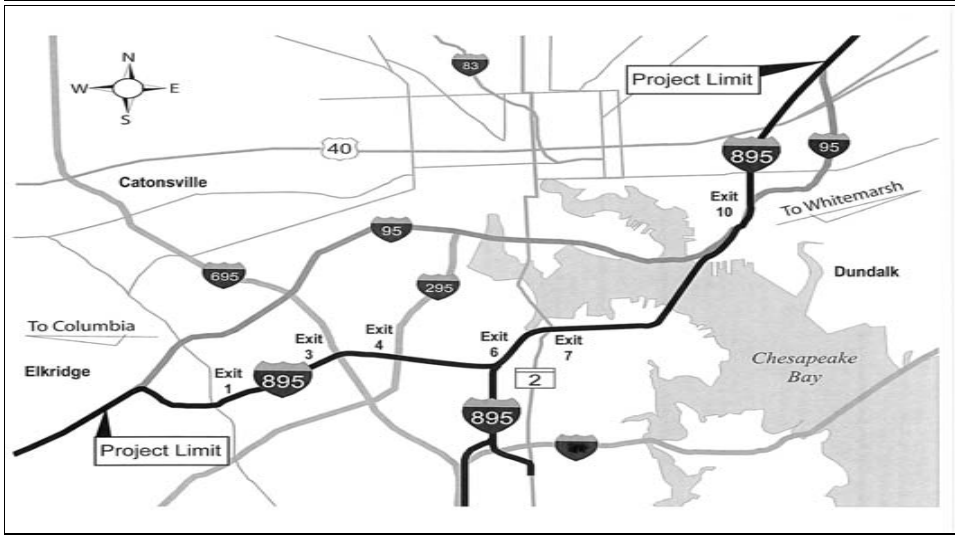
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 21)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Prog. (Line 24)

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,689	3,689	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,584	17,406	17,131	19,500	3,547	0	0	0	40,178	0
Total	61,273	21,095	17,131	19,500	3,547	0	0	0	40,178	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges

DESCRIPTION: Rehabilitate substructure and superstructure of various bridges on I-895 north and south of the Baltimore Harbor Tunnel including the Glen Burnie spur.

PURPOSE & NEED SUMMARY STATEMENT: The substructure and superstructure of the bridges are experiencing various degrees of wear. The improvements will considerably increase the useful life of these structures.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The project will extend the life cycles and usefulness of the structures associated with this tunnel system.

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 21)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 23)

STATUS: Engineering is complete. Construction is underway.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE					
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	0				
Engineering	3,861	3,861	0	0	0	0	0	0	0	0	0				
Right-of-way	0	0	0	0	0	0	0	0	0	0	0				
Construction	25,136	11,565	7,099	6,472	0	0	0	0	13,571	0	0				
Total	28,997	15,426	7,099	6,472	0	0	0	0	13,571	0	0				
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0				

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

2370, 2371, 2372



PROJECT: I-895 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

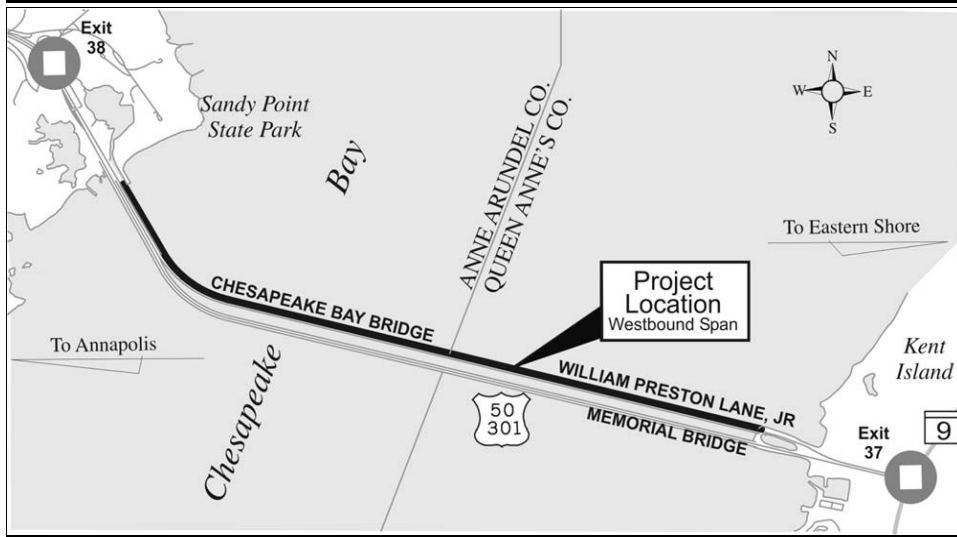
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	150	52	98	0	0	0	0	0	98	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,091	0	685	3,912	3,891	1,603	0	0	10,091	0
Total	10,241	52	783	3,912	3,891	1,603	0	0	10,189	0
Federal-Aid	0	0	0	0	0	0	0	0	0	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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

ASSOCIATED IMPROVEMENTS:

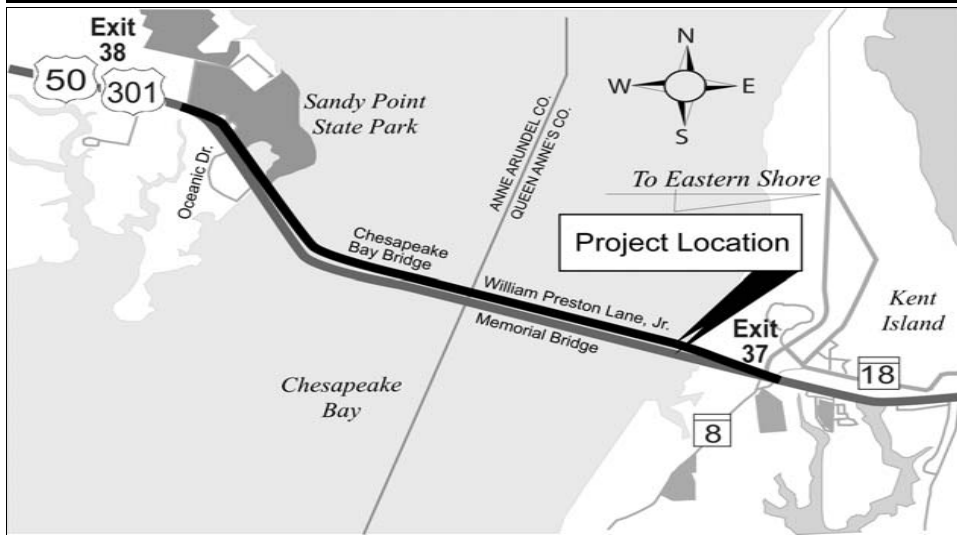
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	853	829	24	0	0	0	0	0	24	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,148	78,181	9,590	9,923	4,454	0	0	0	23,967	0
Total	103,001	79,010	9,614	9,923	4,454	0	0	0	23,991	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$1.4 million to reflect actual bid price for Phase IV and decreased by \$1.1 million due to removal of the 5% Extra Work Authorization (EWA) for a net decrease of \$2.5 million.

0632, 2224, 2259, 2260



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

DESCRIPTION: Rewrap and dehumidify the main cables and anchorages on both spans.

PURPOSE & NEED SUMMARY STATEMENT: The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

ASSOCIATED IMPROVEMENTS:

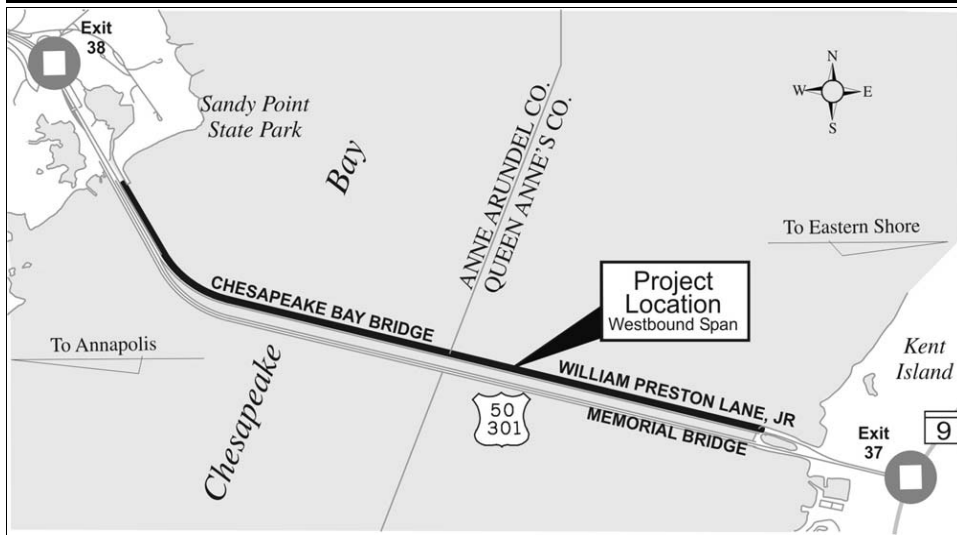
- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

STATUS: Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,230	2,220	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,716	58,242	1,474	0	0	0	0	0	1,474	0
Total	61,946	60,462	1,484	0	0	0	0	0	1,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

SIGNIFICANT CHANGE FROM FY 2017 - 22 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 Chesapeake 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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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.

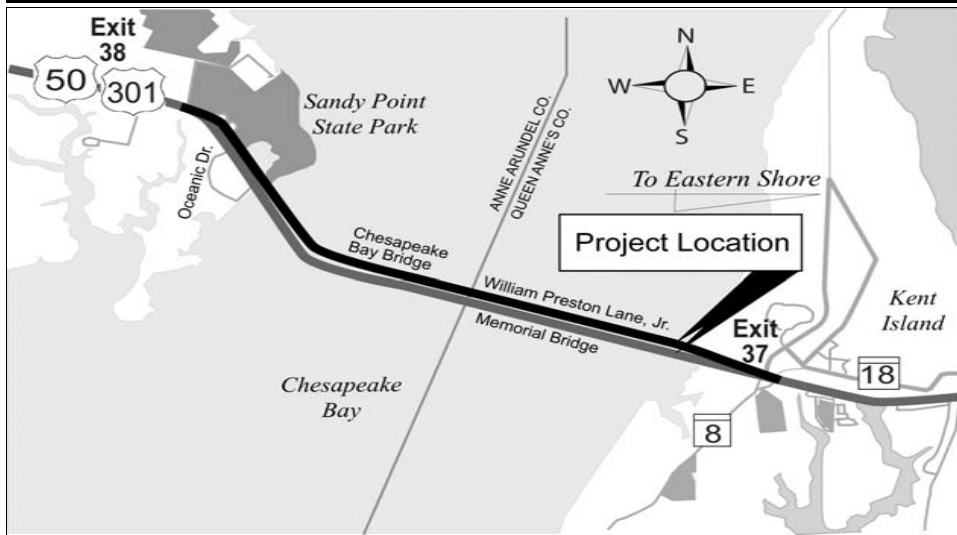
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 26)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

STATUS: Engineering and construction are underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2020.....	.....2021.....	.....2022.....	.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	1,447	1,753	0	0	0	0	0	1,753	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,180	6,894	13,681	12,605	0	0	0	0	26,286	0
Total	36,380	8,341	15,434	12,605	0	0	0	0	28,039	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$1.7 million due to removal of the 5% Extra Work Authorization (EWA).



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 replacment 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

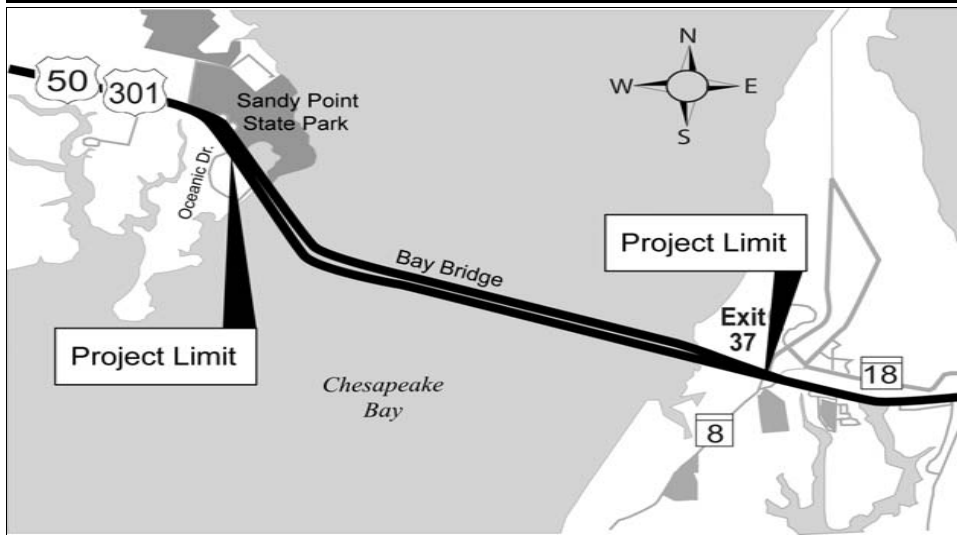
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 26)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,358	839	1,519	0	0	0	0	0	1,519	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	58,094	19,439	11,938	17,375	9,342	0	0	0	38,655	0
Total	60,452	20,278	13,457	17,375	9,342	0	0	0	40,174	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$7.2 million to reflect actual bid price and increased by \$16.8 million for an additional phase of structural repairs for a net increase of \$9.6 million.



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.

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

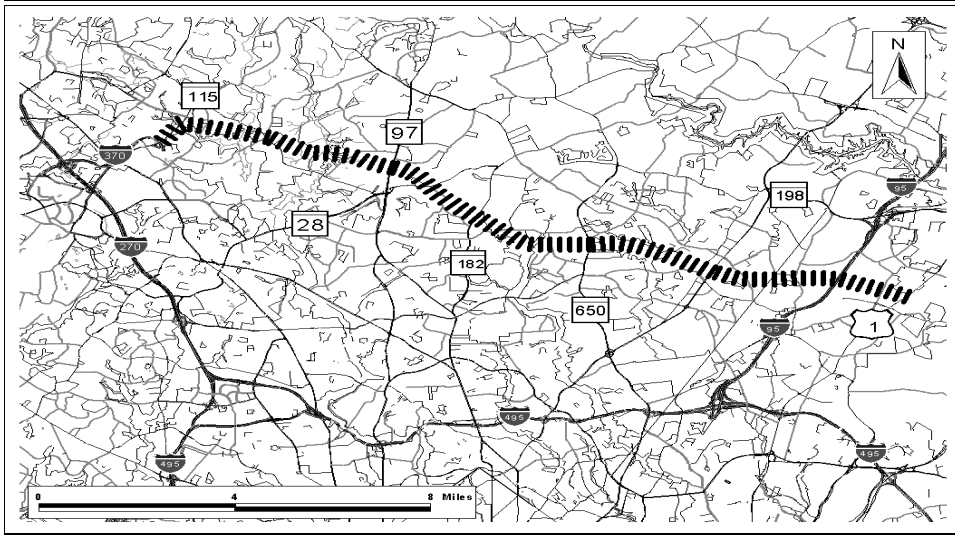
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2019.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	947	774	173	0	0	0	0	0	173	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,270	0	0	3,686	6,635	2,949	0	0	13,270	0
Total	14,217	774	173	3,686	6,635	2,949	0	0	13,443	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS:

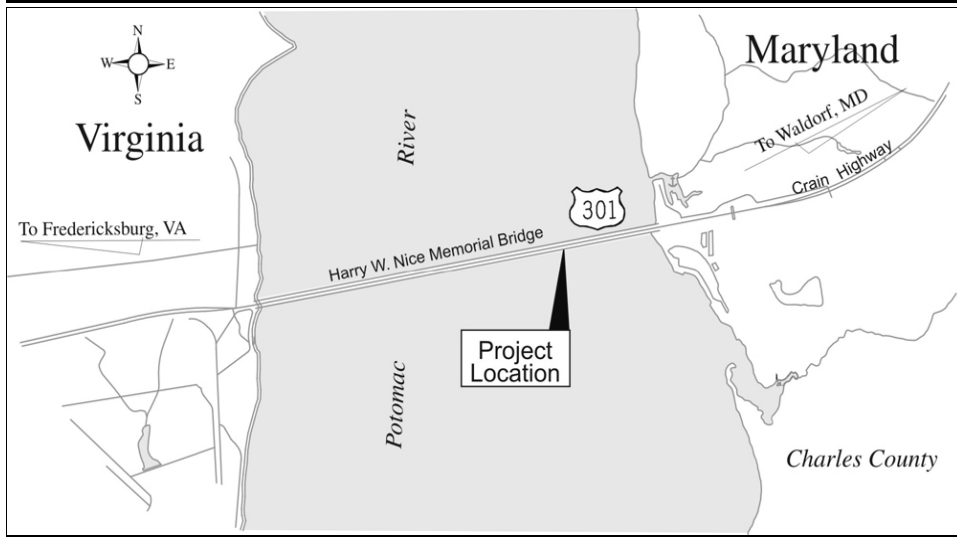
- US 29 Interchanges (Lines 13, 14 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 15, Montgomery County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 27, Prince George's County - SHA)

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$9.3 million due to lower than expected property costs, unused contingencies in completed Contract D/E, and a lower than anticipated contractor claim settlement.

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	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	28,889	28,889	0	0	0	0	0	0	0	0	
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	
Right-of-way	244,550	243,144	1,406	0	0	0	0	0	1,406	0	
Construction	2,028,658	2,004,988	13,773	8,752	785	240	120	0	23,670	0	
Total	2,377,278	2,352,202	15,179	8,752	785	240	120	0	25,076	0	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 301 Harry W. Nice Memorial Bridge - Replace Nice 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.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning is complete. Engineering and right-of-way acquisition are underway. Construction is scheduled to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	23,239	17,054	2,895	3,290	0	0	0	0	6,185	0
Right-of-way	10,605	129	2,985	2,825	2,586	2,080	0	0	10,476	0
Construction	729,461	0	0	0	98,043	207,916	268,165	137,394	711,518	17,943
Total	768,600	22,478	5,880	6,115	100,629	209,996	268,165	137,394	728,179	17,943
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Point Breeze - Renovate Building 2330

DESCRIPTION: Renovate Point Breeze Building 2330 to provide office space for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) moving from the 5th floor of the Fort McHenry Tunnel East Vent Building.

PURPOSE & NEED SUMMARY STATEMENT: Renovations to the Point Breeze Building 2330 will provide essential operational space in a secured environment required for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions. Integrating the space to provide continuity between AOC and TCO - Dispatch Center will improve communication and efficiency.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The Authority Operations Center (AOC) is the primary traffic and systems monitoring center for various MDTA facilities. The Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions works closely with AOC. Providing an integrated work space will allow maximum efficiency.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2017			2018	20192020....2021....			....2022....	....2023....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,061	1,061	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,226	1,861	7,371	2,994	0	0	0	0	10,365	0
Total	13,287	2,922	7,371	2,994	0	0	0	0	10,365	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge, and Hatem Bridge Locations

DESCRIPTION: Upgraded the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: The truck weigh facilities were upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project improved the efficiency and effectiveness of commercial vehicle safety programs.

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The truck weigh facilities were upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project improved the efficiency and effectiveness of commercial vehicle safety programs.

STATUS: Open to service.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	2019	FOR PLANNING PURPOSES ONLY	2020			2021	2022	2023
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,351	1,351	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,713	12,713	0	0	0	0	0	0	0	0
Total	14,064	14,064	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decreased by \$1.1 million due to redesign of scale systems at the Bay Bridge.



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

DESCRIPTION: The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

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

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

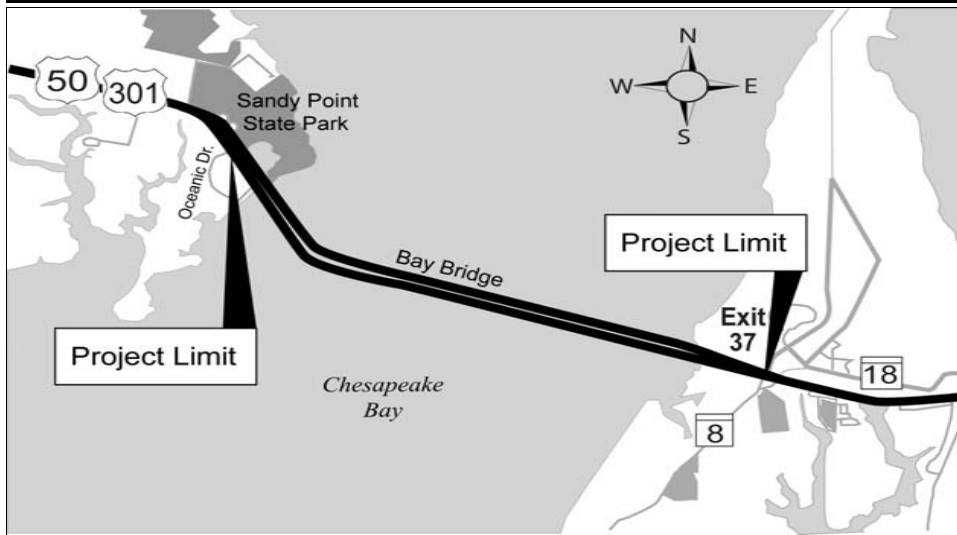
ASSOCIATED IMPROVEMENTS: None.

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

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017			2018	20192020.....2021.....			.....2022.....	.....2023.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,290	5,801	1,377	1,377	1,377	1,376	982	0	6,489	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,210	0	2,000	25,840	25,840	1,130	1,130	1,130	57,070	9,140
Total	78,500	5,801	3,377	27,217	27,217	2,506	2,112	1,130	63,559	9,140
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

DESCRIPTION: Preliminary engineering for the rehabilitation and/or replacement of the eastbound bridge deck.

JUSTIFICATION: 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.

ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 26)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,900	3,948	1,500	2,000	2,000	1,452	0	0	6,952	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,900	3,948	1,500	2,000	2,000	1,452	0	0	6,952	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2017 - 22 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.

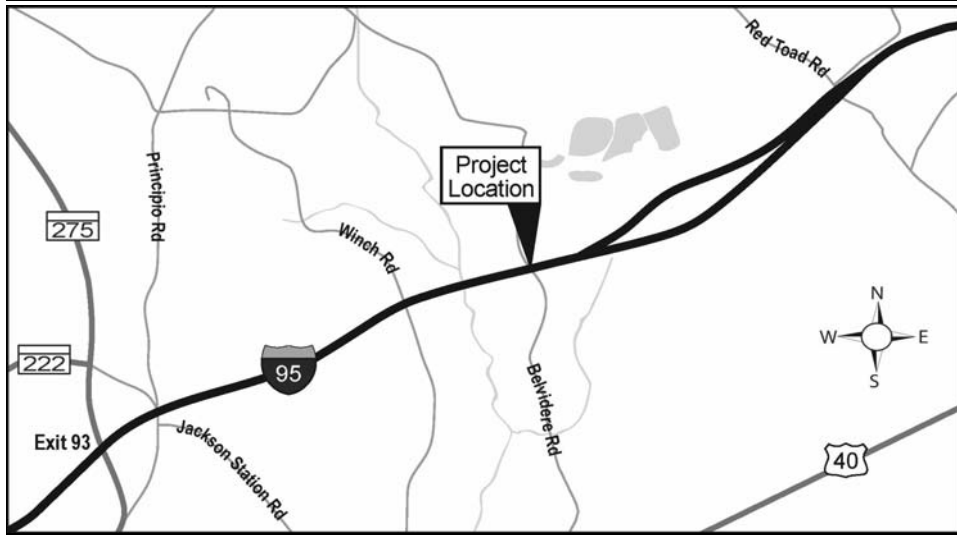
JUSTIFICATION: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the the existing fans and extend the service life of the ventilation system in the tunnel.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is underway. The need for re-advertisement of the contract prompted modifications to the specifications and duration. Construction is deferred until redesign is complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Moved from the Construction Program to the Development and Evaluation (D&E) Program. Cost decreased by \$33.0 million due to removal of construction funding.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	COST (\$000)	THRU 2017			2018	20192020.....2021.....	2022.....2023.....	TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	1,578	100	400	300	250	271	150	1,471	100	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,149	1,578	100	400	300	250	271	150	1,471	100	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange Study

DESCRIPTION: This project includes traffic, engineering, and environmental analyses of the proposed interchange at I-95 John F. Kennedy Memorial Highway and Belvidere Road.

JUSTIFICATION: The first phase of this project is the National Environmental Policy Act (NEPA) study. A NEPA study is required to determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system. Planning to be funded by private developer. MDTA is providing staff support only for the planning phase.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY						
					.....2020.....	.....2021.....	.....2022.....	.....2023.....		
Planning	300	0	50	100	100	50	0	0	300	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	300	0	50	100	100	50	0	0	300	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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.

JUSTIFICATION: 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.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input 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)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	5,000	340	1,160	1,500	1,500	500	0	0	4,660	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	340	1,160	1,500	1,500	500	0	0	4,660	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
1	Establish Authority Operations Center (AOC) at BHT (2434)	625	Complete
2	Rehabilitate K-Truss Approach Spans (2334)	5,890	Complete
3	Replace HVAC at Administration Building (2308)	2,677	Complete
<u>F.S.KEY BRIDGE</u>			
4	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	6,141	Complete
<u>FORT MCHENRY TUNNEL</u>			
5	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	4,686	Complete
6	Replace Generator at Maintenance Building (2348)	392	Complete
7	Replace Underground Storage Tanks at Administration Building (2381)	519	Complete
<u>HATEM BRIDGE</u>			
8	Rehabilitate Substructure and Superstructure (2368)	7,059	Complete
<u>KENNEDY HIGHWAY</u>			
9	Rehabilitate Parking Lots and Access Roads at Administration Building (2379)	2,342	Complete
10	Replace Light Poles North of ETL into Cecil County (2323)	10,319	Complete
<u>MULTI-AREA</u>			
11	10-Year Equipment Budget - FY 2008 through FY 2017 (1702)	60,194	Complete
12	Deck Sealing and Miscellaneous Repairs to Bridges on FMT and FSK Approaches (2326)	3,760	Complete
13	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field (2324)	6,572	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 Completions (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
14	On-Call Miscellaneous Paving Repairs (2335)	8,022	Complete
15	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	6,209	Complete
16	On-Call Structural Repairs and Miscellaneous Modifications (2387)	14,359	Complete
17	Replace Generators at JFK,WPL,BHT, and FSK (2265)	3,021	Complete
18	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	5,604	Complete
19	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	3,101	Complete
<u>POINT BREEZE</u>			
20	Replace Rooftop HVAC at Headquarters Building (2399)	641	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
21	Administration Building Roof Replacement and Envelope Rehabilitation (Engineering only) (2439)	390	Underway
22	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	435	Underway
23	Mill and Overlay 3 Bridge Decks (Engineering only) (2437)	417	Underway
24	Rehabilitate Three Pipe Culverts (Engineering only) (2454)	53	Underway
25	Repair Slopes and Drainage (2380)	4,164	Underway
26	Replacement of Concrete Median Barrier along I-895 (Engineering only) (2423)	252	Underway
27	Switchgear Replacement (Engineering only) (2462)	115	Underway
<u>F.S.KEY BRIDGE</u>			
28	Building Renovations at FSK Campus (2319)	5,416	Underway
29	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	250	Underway
30	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	424	Underway
31	Maintenance & Repair of Curtis Creek Drawbridges (2420)	1,409	Underway
32	Police Headquarters Building Envelope and Interior Renovations (Engineering only) (2438)	599	Underway
33	Renovate Second Floor of Administration Building 303 (2406)	5,517	Underway
34	Replace Heating Oil with Gas at FSK Police Administration Building (2461)	1,409	Underway
35	Replace Underground Storage Tanks (2202)	259	Underway
<u>FORT MCHENRY TUNNEL</u>			
36	Fatigue Retrofits on I-95 (Engineering only) (2449)	393	Underway
37	Install Fresh Air Duct Lighting (2367)	2,551	Underway
38	Rehab of Holding Tank and Construction of Flood Wall at FMT West Vent Building (2435)	1,122	Underway
39	Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall (Engineering only) (2458)	274	Underway
40	Renovate 1st and 5th Floors at East Vent Building (2364)	6,954	Underway
41	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	6,346	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>KENNEDY HIGHWAY</u>			
42	Construct Noise Wall along I-95 NB from Joppa Road to New Forge Road (Engineering only) (2473)	40	Underway
43	Construct Noise Wall Along I-95 NB from New Forge Road to MD 152 (Engineering only) (2465)	957	Underway
44	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	4,745	Underway
45	I-95 Improvements between MD 152 and MD 24 (Engineering only) (2457)	1,499	Underway
46	I-95 Northern Transition - Express Toll Lanes to MD 152 (Engineering only) (2453)	2,115	Underway
47	I-95 Northern Transition (5 Lane Section) Little Gunpowder to MD 152 (Engineering only) (2475)	500	Underway
48	JFK Maintenance Facility 2 Building Renovations (2440)	1,021	Underway
49	Prepare Travel Plaza Redevelopment Specification Design/Construction Prep & Management Documents (2055)	299	Underway
50	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	404	Underway
51	Replace Bradshaw Road Bridge over I-95 (Engineering only) (2464)	1,000	Underway
52	Replace Bridge on I-95 over CSXT (Engineering only) (2436)	949	Underway
53	Replace Navigational Lighting on the Tydings Bridge (2332)	14	Underway
54	Replace Old Joppa Road Bridge over I-95 (Engineering only) (2474)	750	Underway
55	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2452)	352	Underway
<u>MULTI-AREA</u>			
56	Allocated Reserve - Enhancement Projects (2445)	11,782	Ongoing
57	Allocated Reserve - System Preservation Projects (2325)	12,634	Ongoing
58	Replace Police In Car Digital Video System (2456)	2,700	Spring, 2018
59	10-Year Equipment Budget - FY 2018 through FY 2027 (2471)	16,402	Underway
60	Bay TMDL Stormwater Retrofits - Phase IV (2404)	1,186	Underway
61	Bay TMDL Stormwater Retrofits - Phase VI (2444)	1,501	Underway
62	Clean and Paint Bridges on BHT Thruway and JFK Highway (2466)	1,432	Underway
63	DYNAC Traffic Control System Upgrade (2468)	360	Underway
64	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	250	Underway
65	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	2,254	Underway
66	FMT & BHT Tunnel Drainage and Discharge System Rehabilitation (Engineering only) (2463)	244	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

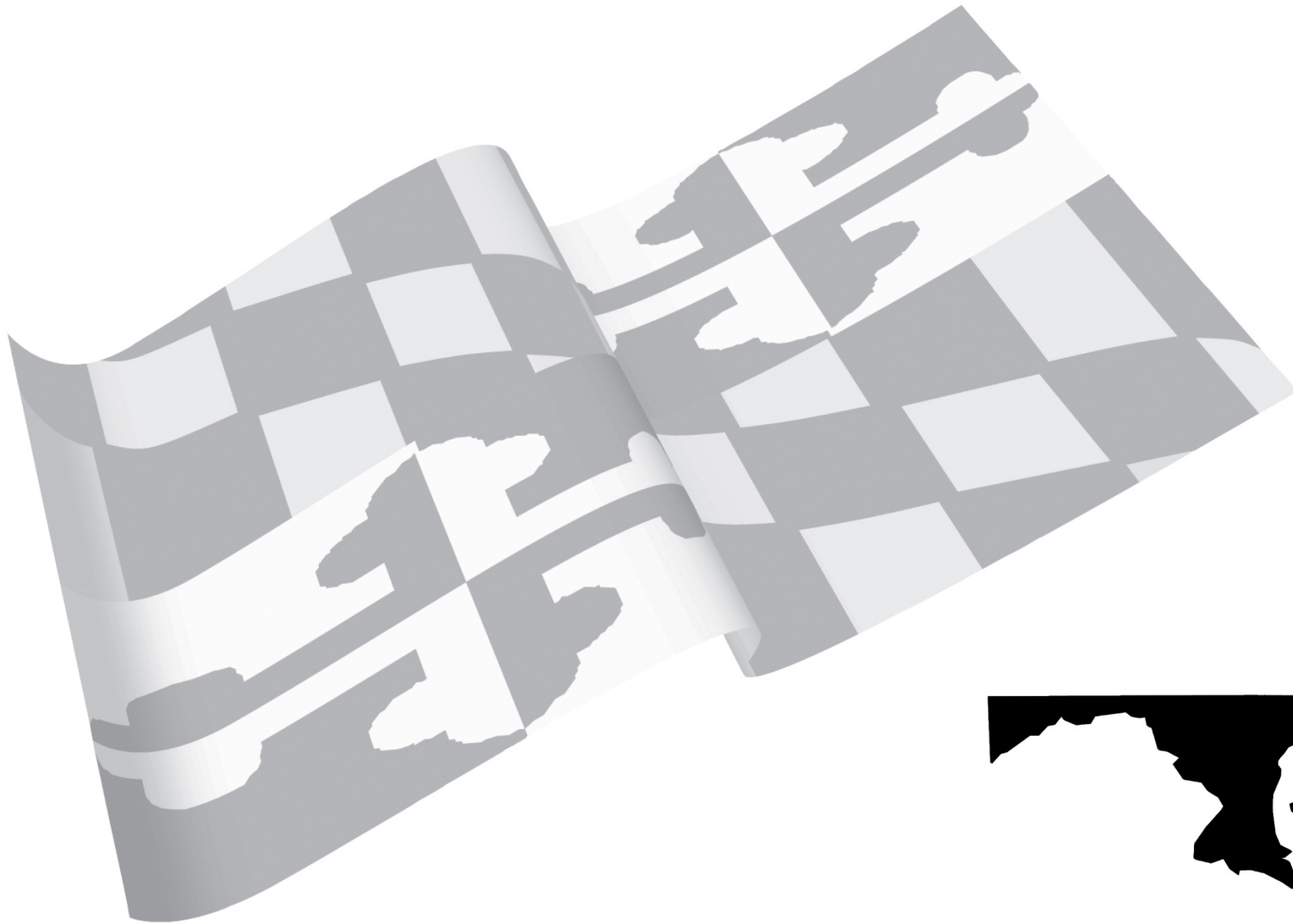
MARYLAND TRANSPORTATION AUTHORITY - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
67	Furnish and Install License Plate Recognition Systems (2360)	4,137	Underway
68	Install E-ZPass Back-Up Site (2225)	638	Underway
69	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	4,136	Underway
70	Mainline Small Drainage System Preservation (2421)	3,268	Underway
71	Maximo 7.6 Software (2478)	1,557	Underway
72	Modifications to Toll Plaza Signing at All Facilities (2405)	4,128	Underway
73	On-Call Drainage and Stormwater Remediation (2422)	1,900	Underway
74	On-Call Electrical and ITS - #3 (2418)	5,099	Underway
75	On-Call Electrical and ITS (2345)	1,838	Underway
76	On-Call Facility/Building Repairs (2240)	82	Underway
77	On-Call Facility/Building Repairs (2411)	3,214	Underway
78	On-Call Miscellaneous Paving Repairs (2417)	6,620	Underway
79	On-Call Sign Structures (2298)	837	Underway
80	On-Call Signs, Sign Lights and Sign Structures (2426)	3,031	Underway
81	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	102	Underway
82	On-Call Structural Repairs & Miscellaneous Modifications (2479)	824	Underway
83	On-Call Structural Repairs & Miscellaneous Modifications (2480)	624	Underway
84	On-Call Structural Repairs and Miscellaneous Modifications (2254)	530	Underway
85	On-Call Structural Repairs and Miscellaneous Modifications (2388)	1,094	Underway
86	On-Call Structural Repairs and Miscellaneous Modifications (2415)	7,509	Underway
87	On-Call Structural Repairs and Miscellaneous Modifications (2416)	10,491	Underway
88	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK, BHT, and FSK (2290)	117	Underway
89	Program Management Services for System Preservation (Engineering only) (2235)	10,000	Underway
90	Replace Uninterruptible Power Supplies (2413)	529	Underway
91	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	542	Underway
92	Update Phone System to NECSV9500 (2433)	1,799	Underway
93	Upgrade Fire Alarm and Security Systems (2358)	1,086	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2018 and 2019 (cont'd)</u>			
<u>NICE BRIDGE</u>			
94	Install Communications Tower (2424)	1,307	Underway
95	Rehabilitate Substructure and Superstructure (2395)	3,933	Underway
96	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	70	Underway
<u>POINT BREEZE</u>			
97	Demolition of Power Plant Building (Engineering only) (2398)	15	Underway
98	On-Call Facility and Building Repairs (2400)	882	Underway
<u>W. P. LANE BRIDGE</u>			
99	Construct Project Management Office and Maintenance Equipment Storage Building (Engineering only) (2470)	400	Underway
100	Crossover Automated Lane Closure System (Engineering only) (2476)	610	Underway
101	Deck Rehabilitation and Miscellaneous Modifications to Westbound Span (Engineering only) (2369)	270	Underway
102	Facility-Wide Sign Panel Replacement (2472)	397	Underway
103	Modify Lane Use System (2340)	161	Underway
104	Rehabilitate Maintenance Access Facilities of EB and WB Bridges (Engineering only) (2459)	250	Underway
105	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	215	Underway
106	Renovate Conduit Hangers - Westbound Span (2267)	11	Underway
107	Repair Toll Plaza Concrete Paving (2318)	175	Underway
108	Replace Bay Bridge Staging Dock (2392)	4,350	Underway
109	Replace HVAC at Campus Buildings (2362)	2,495	Underway
110	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	30	Underway



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.