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THE SECRETARY'S OFFICE

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

	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	16.1	32.5	23.4	11.6	7.3	4.6	95.5
System Preservation Minor Projects	51.6	47.0	13.8	13.4	8.5	7.2	141.5
<u>Development & Evaluation Program</u>	<u>9.2</u>	<u>40.5</u>	<u>25.9</u>	<u>5.7</u>	<u>-</u>	<u>-</u>	<u>81.2</u>
SUBTOTAL	77.0	120.0	63.0	30.6	15.8	11.9	318.3
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.9</u>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>	<u>2.3</u>	<u>12.6</u>
TOTAL	78.8	122.0	65.1	32.8	18.0	14.1	330.9
Special Funds	69.5	78.8	38.2	26.9	18.0	14.1	245.5
Federal Funds	9.3	43.3	26.9	5.8	-	-	85.3
Other Funds	-	-	-	-	-	-	-



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 as well as result in 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 2013 - 18 CTP: Added funding in FY 19.

USAGE: N-A.

OPERATING COST IMPACT: N-A.

<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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2014	20152016....2017....			....2018....	....2019....
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	269,615	192,715	6,000	13,900	13,600	14,100	14,400	14,900	76,900	0
Total	269,615	192,715	6,000	13,900	13,600	14,100	14,400	14,900	76,900	0
Federal-Aid	213,172	152,472	4,300	11,100	10,800	11,200	11,400	11,900	60,700	0

STIP REFERENCE #State6 08/01/2013



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

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					
					....2016....	....2017....	....2018....	....2019....		
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	67,001	42,057	3,653	3,983	4,269	4,157	4,252	4,630	24,944	0
Total	67,001	42,057	3,653	3,983	4,269	4,157	4,252	4,630	24,944	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Total cost increased by \$1.6M due to the addition of FY 19 funding offset by reductions from revised cost estimates.

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



PROJECT: Bikeways Network Program

DESCRIPTION: Planning, design and construction of on-road and off-road bicycle facilities that fill priority missing links and create a safe, functional bicycle network.

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation system. Walking and biking are clean, green and healthy transportation options. This program will help to 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

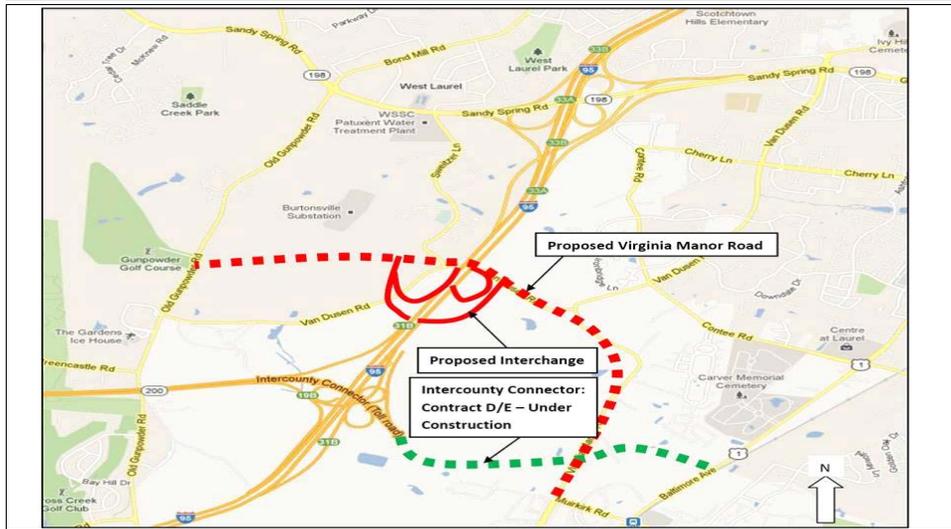
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: Bike Retrofit, Sidewalk Retrofit (SHA Line SW-3), Transportation Enhancements Program (TSO Line -01)

STATUS: More than 70 projects are moving forward with Bikeways Program funding in 14 counties and 29 cities and towns. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$6.3M to program of which \$5.0M was from the Transportation Infrastructure Act of 2013 and \$1.3M was Federal funding from the TIGER Grant for the Anacostia Riverwalk Trail.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				....2016....	....2017....	....2018....	....2019....		
Planning	950	50	100	200	200	200	200	0	900	0
Engineering	3,775	175	600	600	800	800	800	0	3,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,570	187	888	2,848	3,647	2,000	2,000	0	11,383	0
Total	16,295	412	1,588	3,648	4,647	3,000	3,000	0	15,883	0
Federal-Aid	1,295	0	0	648	647	0	0	0	1,295	0



PROJECT: Virginia Manor Road Relocated, Old Gunpowder Road to the InterCounty Connector

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 2.6 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: I-95/Contee Road Interchange (Prince George's County Line 1)
 InterCounty Connector (Prince George's County 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: The new interchange at I-95 and Contee Road Relocated and Virginia Manor Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

STATUS: Construction Underway. Due to anticipated cost savings additional work related to the relocation of Washington Suburban Sanitary Commission (WSSC) water lines as well as other TBD projects in the area have been added to the overall project scope.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	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	2,796	10,800	4,468	4,468	4,468	0	0	24,204	0	0
Total	30,000	5,796	10,800	4,468	4,468	4,468	0	0	24,204	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Baltimore Rail Intermodal Facility

DESCRIPTION: A capital grant to CSX for the construction of a new intermodal container transfer facility (ICTF) in Southwest Baltimore City. The project will relocate CSX's existing ICTF from the Port of Baltimore's Seagrit Marine Terminal to a location south of the Howard Street Tunnel where it will have access to CSX's emerging double-stack rail network. Specific improvements include redeveloping CSX's underutilized Mount Clare Yard into an ICTF where zero-emission crane technology will be used to transfer shipping containers between trains and trucks.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to facilitate and support intermodal freight transportation to relieve highway congestion and to address current and future regional infrastructure and freight distribution 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
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: Enabling the use of double-stack trains will result in fewer long distance truck movements, reduce fuel consumption and lower overall transportation costs. These efficiencies will alleviate congestion and increase safety on our highways, reduce roadway maintenance costs, improve regional air quality and lower the cost of doing business in the State of Maryland.

STATUS: The project is currently in the planning and permitting phase. Construction is expected to begin in FY 15.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013			2014	20152016....2017....		2018....	.....2019....
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	30,000	0	0	20,000	10,000	0	0	0	30,000	0	
Total	30,000	0	0	20,000	10,000	0	0	0	30,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Northeast Corridor Bridge; Susquehanna River Bridge

DESCRIPTION: This project will provide preliminary engineering and National Environmental Policy Act (NEPA) studies that will advance the Amtrak Susquehanna Bridge toward replacement construction. The funding is part of the federal High Speed Intercity Passenger Rail Program (HSIPR) and was awarded to MDOT on Amtrak's behalf in 2011. MDOT is coordinating with Amtrak to complete the work and to identify construction funding.

JUSTIFICATION: The bridges on the Amtrak Northeast Corridor (NEC) in Maryland (Gunpowder, Bush and Susquehanna) are nearing the end of their useful life and require additional capacity for future passenger and freight operations. Funding for the Susquehanna Bridge to advance was provided under HSIPR. MDOT and Amtrak will pursue necessary funding to advance the replacement of the three bridges to totality.

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

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

ASSOCIATED IMPROVEMENTS: High Speed Intercity Passenger Rail Grant (TSO-7)

STATUS: Funds for this project are provided by the federal High Speed Intercity Passenger Rail Program (HSIPR) and American Recovery and Reinvestment Act (ARRA). MDOT is the recipient of the funds and is contracting with Amtrak to manage the preparation of Preliminary Engineering and National Environmental Policy Act (NEPA) documents. Preliminary Engineering was awarded on June 4th 2013. NEPA services are in the beginning stages.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: <input 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 2013			2014	2015	FOR PLANNING PURPOSES ONLY	2016			2017	2018	2019
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	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	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	0
Federal-Aid	22,000	150	4,200	5,500	6,500	5,650	0	0	21,850	0

DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)

DESCRIPTION: The purpose of this project is to perform preliminary engineering and National Environmental Policy Act analysis for the Amtrak Baltimore and Potomac Tunnel on Amtrak's Northeast Corridor (NEC).

JUSTIFICATION: This project is funded through the federal High Speed Intercity Passenger Rail (HSIPR) program and addresses the planning required to construct an alternative tunnel to replace the 100-plus year old tunnel. This project is being managed by Amtrak and MDOT is the recipient of the grant funds. The project is critical for safety, but will also provide improved trip time on the NEC. The tunnel is considered one of the priority projects for the NEC in Amtrak's 2030 Master Plan.

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 Growth and Investment (MTA-42)

STATUS: Preliminary engineering was recently awarded and NEPA services are expected to begin in early Calendar Year 2014.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input 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 2013			YEAR	YEAR	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					....2016....	....2017....	....2018....	....2019....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	626	5,000	35,000	19,374	0	0	0	59,374	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	60,000	626	5,000	35,000	19,374	0	0	0	59,374	0
Federal-Aid	60,000	626	5,000	35,000	19,374	0	0	0	59,374	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior</u>			
<u>The Secretary's Office</u>			
1	Real Estate Services (0005)	360	Ongoing
2	Rail Safety Oversight (0032)	191	Ongoing
3	Airport Citizens Committee (0078)	268	Ongoing
4	MDOT Headquarters Building (0081)	880	Ongoing
5	Security/Emergency Management (0082)	100	Ongoing
6	Capital Program Management System Maintenance (0086)	239	Complete
7	Capital Program Management System Maintenance II (0087)	25	Underway
8	TSO OA Replacements OBJ 10 (0099)	191	Ongoing
9	TSO OA Enhancements OBJ 11 (0100)	95	Ongoing
10	Special Real Estate Counsel Contract (0133)	400	Ongoing
11	Towson Circle Grant (0149)	1,500	Underway
12	UMD - NCSG Agreement (0148)	230	Ongoing
13	MBE 2009 Disparity Study (0146)	350	Underway
14	Charles Street Trolley Grant (0135)	23	Underway
15	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
16	Data Center Shared Services (0101)	576	Ongoing
17	Environmental Compliance Oversight (0126)	1,420	Ongoing
18	Baltimore Rail Study (State Share) (0121)	125	Underway
19	TOD Implementation (0143)	764	Ongoing
20	OPCP - 12 Consultant Contract (0169)	2,379	Underway
21	I-95/Forestville Road Improvement Grant (0167)	1,500	Spring, 2014
22	IV & V - Major IT Development Projects (0162)	725	Underway
23	MD Department of Planning Grant (0154)	92	Ongoing
24	MD 695/Broening Highway Grant (0150)	4,011	Underway
25	Maryland Bike Share Program (0172)	2,500	Underway
26	TSO Environmental (0161)	269	Ongoing
27	Employee Scheduling System - Expense Module (0184)	222	Underway
28	MEA/MDOT Electric Truck Voucher MOU (0171)	320	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 and Prior (cont'd)</u>			
<u>The Secretary's Office (cont'd)</u>			
29	General Fund Transfer to Local Governments (0185)	15,380	Complete
30	Employee Scheduling System - Leave Request Module (0183)	259	Underway
31	Employee Scheduling System - Scheduler Module (0182)	178	Underway
32	CSX Intermodal Container Transfer Facility Planning Grant (0179)	1,400	Underway
33	State Personnel System (Benefits) (0178)	601	Underway
34	Gmail - Google Docs (0177)	1,344	Underway
35	700Hz Radios - CVED & ASED (0175)	1,408	Underway
36	CAD/RMS - DVED & ASED (0176)	930	Underway
37	Program Management (0019)	100	Ongoing
38	Network Hardware/Software Replacement Costs (0020)	3,901	Ongoing
39	CPMS Evaluation & Review Contract (0191)	95	Underway
40	Mobile Device Management (0189)	465	Spring, 2014
41	Executive Correspondence System (0190)	300	Spring, 2014
42	Washington County Grant (0194)	200	Spring, 2014
<u>FY 2015</u>			
<u>The Secretary's Office</u>			
43	Canton Railroad Grant (0173)	2,700	FY 2015
44	Employee Scheduling System - Time Capture Enhancement (0186)	255	FY 2015
45	MDOT Headquarters Building (0081)	700	Ongoing
46	Special Real Estate Counsel Contract (0133)	475	Ongoing
47	OPCP - 12 Consultant Contract (0169)	2,500	Underway
48	MBE 2015 Disparity Study (0168)	500	FY 2015
49	TSO Environmental (0161)	125	Ongoing
50	UMD - NCSG Agreement (0148)	150	Ongoing
51	MBE 2009 Disparity Study (0146)	397	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2015 (cont'd)</u>		
	<u>The Secretary's Office (cont'd)</u>		
52	Mainframe Upgrade 2 (0144)	3,700	FY 2015
53	TOD Implementation (0143)	2,200	Ongoing
54	700Hz Radios - CVED & ASED (0175)	1,408	Underway
55	Buisness & Capital Support at BWI Marshall Airport (0130)	5,500	Ongoing
56	Environmental Compliance Oversight (0126)	1,150	Ongoing
57	Baltimore Rail Study (State Share) (0121)	600	Underway
58	Data Center Shared Services (0101)	582	Ongoing
59	TSO OA Replacements OBJ 10 (0099)	149	Ongoing
60	CSX Intermodal Container Transfer Facility Planning Grant (0179)	811	Underway
61	State Personnel System (Benefits) (0178)	406	Underway
62	Airport Citizens Committee (0078)	250	Ongoing
63	Rail Safety Oversight (0032)	120	Ongoing
64	Real Estate Services (0005)	850	Ongoing
65	TSO OA Enhancements OBJ 11 (0100)	76	Ongoing
66	Program Management (0019)	100	Ongoing
67	Network Hardware/Software Replacement Costs (0020)	3,940	Ongoing
68	UMBC Traffic Circle (0192)	400	FY 2015
69	MD Department of Planning Grant (0154)	92	Ongoing
70	I-95/Forestville Road Improvement Grant (0167)	500	Spring, 2014
71	Capital Program Management System Maintenance II (0087)	250	Underway
72	MEA/MDOT Electric Truck Voucher MOU (0171)	180	Underway
73	Employee Scheduling System - Expense Module (0184)	222	Underway
74	CAD/RMS - DVED & ASED (0176)	137	Underway
75	Grants To Local Governments (0193)	16,000	FY 2015
76	Washington County Grant (0194)	920	Fall, 2014