

**TSP**



**THE SECRETARY'S OFFICE**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	20.5	22.3	17.8	6.4	5.3	5.1	77.4
System Preservation Minor Projects	62.3	82.8	11.6	9.5	5.2	4.1	175.5
<b><u>Development &amp; Evaluation Program</u></b>	<u>54.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>54.4</u>
<b>SUBTOTAL</b>	137.2	105.1	29.4	16.0	10.5	9.2	307.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>	<u>2.2</u>	<u>12.8</u>
<b>TOTAL</b>	139.2	107.1	31.5	18.1	12.7	11.4	320.1
<b>Special Funds</b>	70.5	89.9	25.3	18.1	12.7	11.4	227.9
<b>Federal Funds</b>	66.4	13.9	5.1	-	-	-	85.4
<b>Other Funds</b>	2.2	3.3	1.1	-	-	-	6.7



**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 2016 - 21 CTP:** Added FY22 funding. Total Estimated Cost (TEC) reduced by \$193M due to the removal of cumulative expenditures from previous years.

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 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,720	820	650	650	650	650	650	650	3,900	0	
Right-of-way	2,100	300	300	300	300	300	300	300	1,800	0	
Construction	100,980	14,180	14,550	14,350	15,150	14,850	13,750	14,150	86,800	0	
Total	107,800	15,300	15,500	15,300	16,100	15,800	14,700	15,100	92,500	0	
Federal-Aid	87,600	13,600	12,500	12,400	12,800	12,700	11,800	11,800	74,000	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  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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added FY22 funding.

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
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	78,256	53,326	3,896	3,960	4,222	4,128	4,222	4,502	24,930	0
Total	78,256	53,326	3,896	3,960	4,222	4,128	4,222	4,502	24,930	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 destinations. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.

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

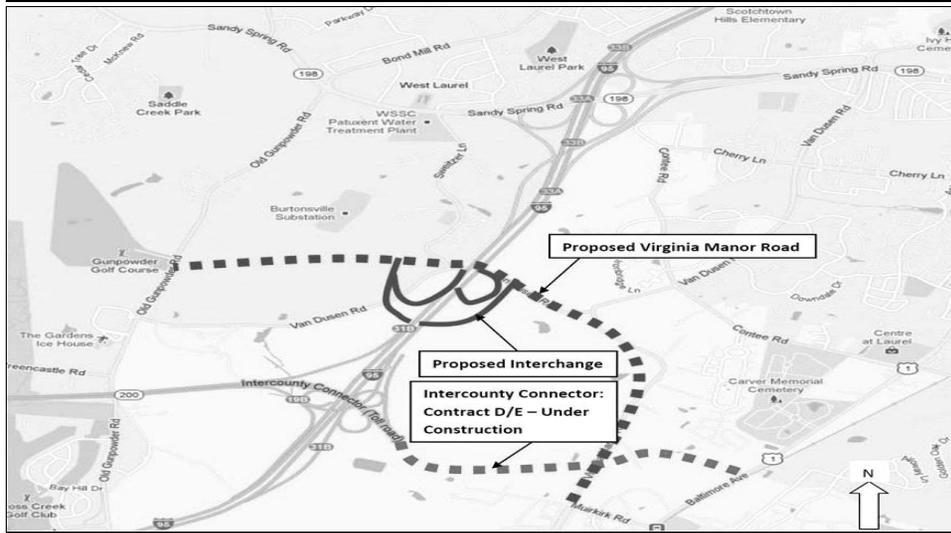
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

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

**STATUS:** A total of 129 bikeways projects have been awarded to date. Approximately 57 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Add \$2.3M in funding for FY18 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	20,895	7,244	3,111	3,300	3,300	2,300	1,040	600	13,651	0
Total	20,895	7,244	3,111	3,300	3,300	2,300	1,040	600	13,651	0
Federal-Aid	1,295	1,179	116	0	0	0	0	0	116	0



**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 - 24)

**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.

**STATUS:** Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The \$11.1M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The amount of \$7M - local 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 ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	27,000	15,942	200	0	3,858	0	0	0	4,058	7,000	
<b>Total</b>	<b>30,000</b>	<b>18,942</b>	<b>200</b>	<b>0</b>	<b>3,858</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,058</b>	<b>7,000</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** State-Owned Freight Rail Program

**DESCRIPTION:** Funding for engineering and construction for repairs and improvements to State-owned freight railroad lines. Includes regular inspection and rehabilitation of bridges, replacement of grade crossings, and track improvements to support continued safe and efficient operation of short line freight services. Projects and funding are included in MTA's Capital Program.

**JUSTIFICATION:** Short line freight operations are essential to the economic welfare of the areas they serve. Regular inspection and rehabilitation of bridges is required to meet Federal Railroad Administration (FRA) safety requirements, and improvements to track and replacement of grade crossings is required to bring conditions up to industry standards for modern freight cars and to ensure continued safe and efficient operation into the future.

**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          |

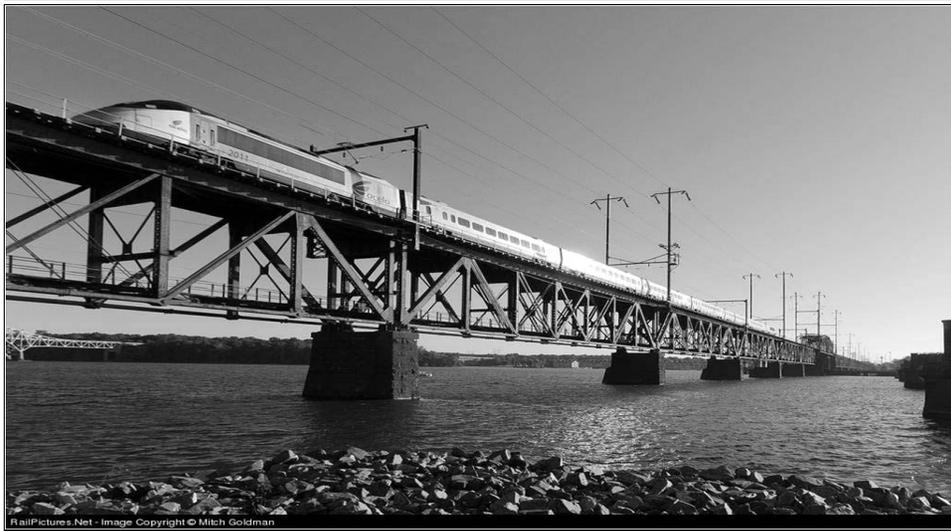
**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering and construction efforts are ongoing.

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 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	....2019....	....2020....	....2021....	....2022....		
Planning	18	18	0	0	0	0	0	0	0	0
Engineering	17,751	9,147	4,496	927	791	840	886	664	8,604	0
Right-of-way	63	3	60	0	0	0	0	0	60	0
Construction	43,970	27,120	4,018	4,978	2,159	1,509	2,366	1,820	16,850	0
Total	61,802	36,288	8,574	5,905	2,950	2,349	3,252	2,484	25,514	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Add FY22 Funding as well as \$2.2M in new funding for the construction of the Massey Enginehouse Replacement.

MTA Project #'s: 0212, 0213 & 0590



**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-37)

**STATUS:** Environmental planning and preliminary engineering is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE: <input 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	9,438	12,562	0	0	0	0	0	12,562	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	9,438	12,562	0	0	0	0	0	12,562	0
Federal-Aid	22,000	9,438	12,562	0	0	0	0	0	12,562	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

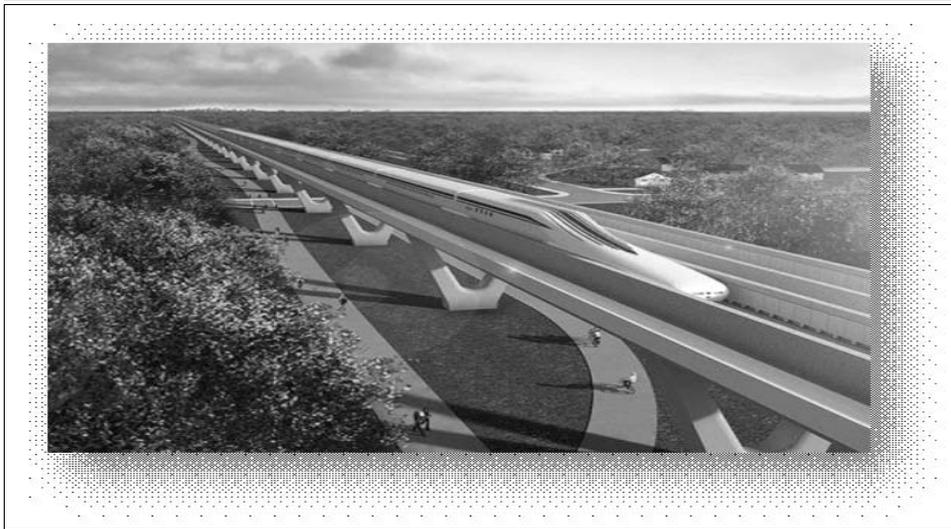
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** MARC Growth and Investment (MTA-37)

**STATUS:** Environmental planning and preliminary engineering is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE: <input 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	60,000	18,128	41,872	0	0	0	0	0	41,872	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	18,128	41,872	0	0	0	0	0	41,872	0	
Federal-Aid	60,000	18,128	41,872	0	0	0	0	0	41,872	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: <input 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 2016			2017	2018	....2019....	....2020....		
Planning	34,749	0	13,283	15,050	6,416	0	0	0	34,749	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	0	13,283	15,050	6,416	0	0	0	34,749	0
Federal-Aid	27,800	0	10,627	12,040	5,133	0	0	0	27,800	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to D&E Program

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 9**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Information Technology Project</u></b>			
1	CAD/RMS - DVED & ASED (0176)	1,100	Complete
2	Data Loss Prevention (0212)	1,553	Complete
3	Employee Scheduling System - Time Capture Enhancement (0186)	322	Complete
4	Executive Correspondence System (0190)	270	Complete
5	Mainframe Upgrade 2 (0144)	7,486	Complete
<b><u>The Secretary's Office</u></b>			
6	MBE 2009 Disparity Study (0146)	3,013	Complete
7	P3 Stipend Payments (1214)	7,500	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 9 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Grants</u></b>			
8	Airport Citizens Committee (0078)	624	Ongoing
9	Buisness & Capital Support at BWI Marshall Airport (0130)	11,800	Ongoing
10	MD Department of Planning Grant (0154)	284	Ongoing
11	Canton Railroad Grant (0173)	2,729	Underway
12	Grant to City of Cambridge (0195)	200	Underway
13	Grants to State Jurisdictions (0215)	78,016	Underway
14	I-95/Forestville Road Improvement Grant (0167)	2,000	Underway
15	Maryland Bike Share Program (0172)	881	Underway
16	Piscataway Drive Grant (0205)	2,200	Underway
17	Rosedale Grade Crossing Improvement Grant (0219)	777	Underway
18	Washington County Grant (0194)	732	Underway
<b><u>Information Technology Project</u></b>			
19	Capital Program Management System Maintenance II (0087)	400	Ongoing
20	Data Center Shared Services (0101)	542	Ongoing
21	Fiber Optic Installations (0203)	425	Ongoing
22	Network Hardware/Software Replacement Costs (0020)	3,360	Ongoing
23	TSO OA Enhancements OBJ 11 (0100)	144	Ongoing
24	TSO OA Replacements OBJ 10 (0099)	345	Ongoing
25	Capital Management and Programming System (CMAPS) (0211)	7,346	Underway
26	Department IT Improvement Projects (1213)	8,838	Underway
27	DoIT Oversight Costs on MDOT Projects (0216)	400	Underway
28	Employee Scheduling System - Expense Module (0184)	112	Underway
29	Employee Scheduling System - Leave Request Module (0183)	80	Underway
30	Enterprise Budget System (1207)	1,380	Underway
31	Mobile Device Management (0189)	150	Underway
32	Network Acces Control (0209)	16	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 9 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2017 and 2018 (cont'd)</u>		
	<u>Information Technology Project (cont'd)</u>		
33	State Personnel System (Benefits) (0178)	507	Underway
	<u>The Secretary's Office</u>		
34	Environmental Compliance Oversight (0126)	1,194	Ongoing
35	MDOT Headquarters Building (0081)	3,014	Ongoing
36	OPCP - 12 Consultant Contract (0169)	2,088	Ongoing
37	Port of Baltimore Incentive Pilot Program (0206)	6,000	Ongoing
38	Program Management (0019)	100	Ongoing
39	Rail Safety Oversight (0032)	879	Ongoing
40	Real Estate Services (0005)	339	Ongoing
41	Security/Emergency Management (0082)	100	Ongoing
42	Special Real Estate Counsel Contract (0133)	405	Ongoing
43	TOD Implementation Projects (0143)	500	Ongoing
44	Baltimore Rail Study (0121)	737	Underway
45	MBE 2015 Disparity Study (0168)	1,098	Underway
46	MDOT Project Prioritization Tool (0202)	40	Underway
47	OPCP 17 - Consultant Contract (0218)	2,566	Underway
48	Transportation Facilitation Consultant Services (0217)	1,300	Underway
49	UMD - NCSG Agreement (0148)	375	Underway