Maryland Department of Transportation

Consolidated Transportation Program FY2017 to FY2022

DRAFT

2017 State Report on Transportation

Larry Hogan | **Boyd K. Rutherford** | **Pete K. Rahn**

Governor | Lt. Governor | Secretary

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation ("MDOT" or "Department"), its transportation business units – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA), Maryland Transit Administration (MTA) – and related authorities to the Department, 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 the Department'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. Melinda Gretsinger at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

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

TABLE OF CONTENTS

Summary of the Consolidated Transportation Program 1

Significant Changes to the FY 2016-2021 CTP A-1

FY 2016 Accomplishments A-8

MDOT Capital Program Summary A-11

System Preservation Minor Projects Program Levels A-13

Major Bridge Projects A-16

Bicycle and Pedestrian Related Projects BP-1

Regional Aviation Grants RA-1

Multimodal Freight Projects FRT-1

The Secretary's Office TSO-1

Motor Vehicle Administration MVA-1

Maryland Aviation Administration MAA-1

Maryland Port Administration MPA-1

Maryland Transit Administration MTA-1

Washington Metropolitan Area Transit Authority WMAT-1

State Highway Administration SHA-SW-1

Maryland Transportation Authority MDTA-1

Glossary GL-1

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six-year capital investment program for transportation, the Draft FY 2017-2022 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. MDOT last updated the MTP, a 20-year vision for Maryland's transportation system, and released it 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. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. The CTP contains projects and programs across the Department. 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 the Department 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.

Chapter 36, the Maryland Open Transportation Investment Decision Act of 2016, was passed by the Maryland General Assembly and went into effect July 1st. The law requires the use of nine specific goals and 23 specific measures to prioritize major highway and transit projects where all phases exceed $5 million. The Department of Transportation will evaluate requests for major capital projects based on the State's transportation goals and, where applicable for highway and transit capacity projects, using the criteria outlined in Chapter 36 and report the manner in which each project was assessed in the final CTP. On or before January 1, 2017, the Department needs to adopt regulations. Subsequent to adopting new regulations, the Department will begin to assess projects, using the measures under each goal to assess projects not already moved into the construction phase.

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.

With the completed expansion of the Panama Canal, larger ships are anticipated to do 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, the Department has completed significant improvements to prepare for these larger ships. In July, the first post Panama Canal larger container ship arrived in Maryland carrying about 8,400 20-foot long containers.

The Hogan-Rutherford 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. Toward that end, this year's CTP continues the implementation of several projects to address long-standing transportation issues across the State. Cost savings and reallocation have allowed the Department 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.

Freight

Freight activity in Maryland and throughout the East Coast is expected to double by 2030. 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 and state 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.

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits. MDOT also participates in freight efforts regionally with groups such as the I-95 Corridor Coalition. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP. In addition the 2015 Strategic Goods Movement Plan is on MDOT's website at www.mdot.maryland.gov.

Transit-Oriented Development (TOD)

Transit can be most efficient and effective when it serves to connect relatively dense clusters of houses, jobs, and destinations. A development that is "transit-oriented" typically comprises a mixture of land uses configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpoolers. TOD can help ensure that Maryland residents achieve maximum benefit for their investment in transit and related

transportation infrastructure. By helping to increase transit ridership, TOD can help reduce highway congestion, pollution, and sprawl for the benefit of all Maryland residents.

MDOT works with state, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships; infrastructure investments; and other project support. MDOT has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and promote transit-supportive land-use policies. *More information on TOD can be found on MDOT's website.*

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. The Department 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 the Department. The Statewide Annual Vehicle Miles of Travel increased to 57.3 billion in 2015 from 56.2 billion in 2014, a 2.0 % increase. The Annual Number of traffic fatalities on all of Maryland Roads increased to 521 in 2015 from 443 in 2014, a 17.6 % increase, which had been the lowest since 1948. The State Highway Administration is continues to identify, and then systematically address safety concerns that arise from congestion and operational issues to improve safety.

Recent investments 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 includes 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. Procurement began in Winter 2015/2016 and construction should start in Spring 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-Rutherford 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.

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. Over the last few years, SHA has reduced the number of structurally deficient bridges from 81 in 2014 to 69 in 2015, a 17% decrease and one of the lowest percentages of any State DOT in the United States. In addition, SHA spent more than $287 million in FY 2015 on resurfacing roads, a 12% increase over FY 2014.

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. The multi-phase plan will create an interconnected transit system, known as BaltimoreLink, and includes redesigning the entire local and express bus systems throughout the Baltimore Region. The goals of BaltimoreLink are 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. The BaltimoreLink system will deliver a unified transit network and includes renaming existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include dedicated bus lanes, transfer facilities and transit signal priority.

A major component of the BaltimoreLink system is CityLink which are 12 new high-frequency, color-coded bus routes that will improve reliability and 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 will run at 10-15 minute frequencies. The new CityLink buses will be branded and travel on color-coded routes with easy-to-read signage and detailed maps that will make the system easier to use. The CityLink bus routes, Light RailLink and Metro SubwayLink will form an interconnected, one-transfer system.

The BaltimoreLink network will provide more people with access to transit, jobs, and services in the region. An estimated 33,600 additional people will be within ¼ mile of the transit system, while an additional 60,700 people will have access to frequent transit which operates every 15 minutes or less during peak and midday periods. Households will have 20% more jobs accessible within 30 minutes or less and 12% more jobs accessible within 45 minutes. BaltimoreLink links people to the places that matter most, which is why a number of public schools, libraries, pharmacies, and hospitals have been added to the frequent transit network, including 12 additional supermarkets.

To further advance the BaltimoreLink project, the Department was recently awarded a federal discretionary grant for $10 million through the US Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) grant program for North Avenue, which will further enable the 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.

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 expected to open for passenger service in 2022 and is projected to have 74,000 daily riders by 2040. On April 6, 2016 MDOT successfully reached commercial close on a 36-year Public Private Partnership (P3) with the State's concessionaire (Purple Line Transit Partners). 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 a private partner, 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 will enter into a Full Funding Grant Agreement (FFGA) in FFY 2017 with the Federal Transit Administration; this agreement provides for $900 million for the construction of the project.

For more information, visit www.purplelinemd.com.

Highway

To benefit the entire Maryland transportation network, MDOT is 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. Once in place, MDOT's Practical Design Policy will provide a process to be incorporated into all planning, preliminary engineering, and design activities. The policy will ensure 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 is 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 $200 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 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.

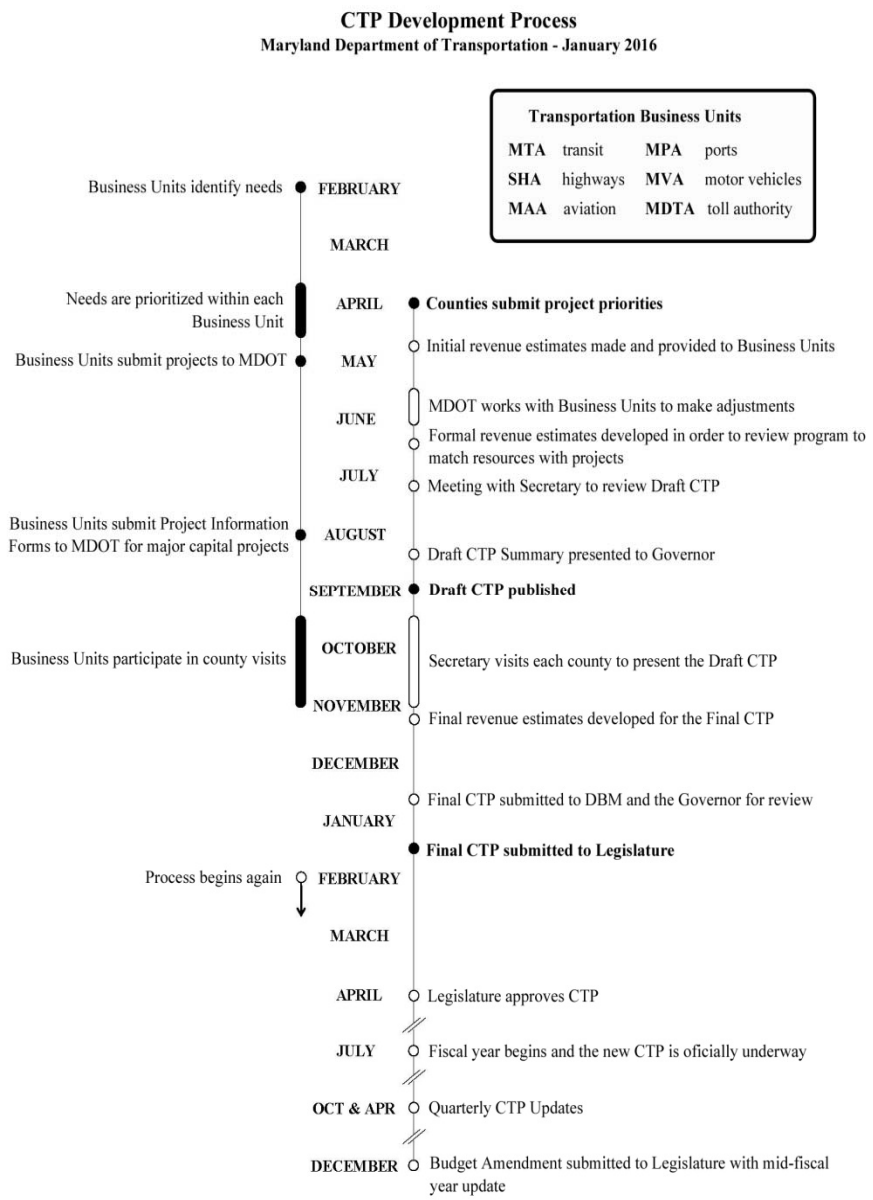
MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations (MPOs), the Maryland Department of the Environment, local governments, and the private and not-for-profit sectors.

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.

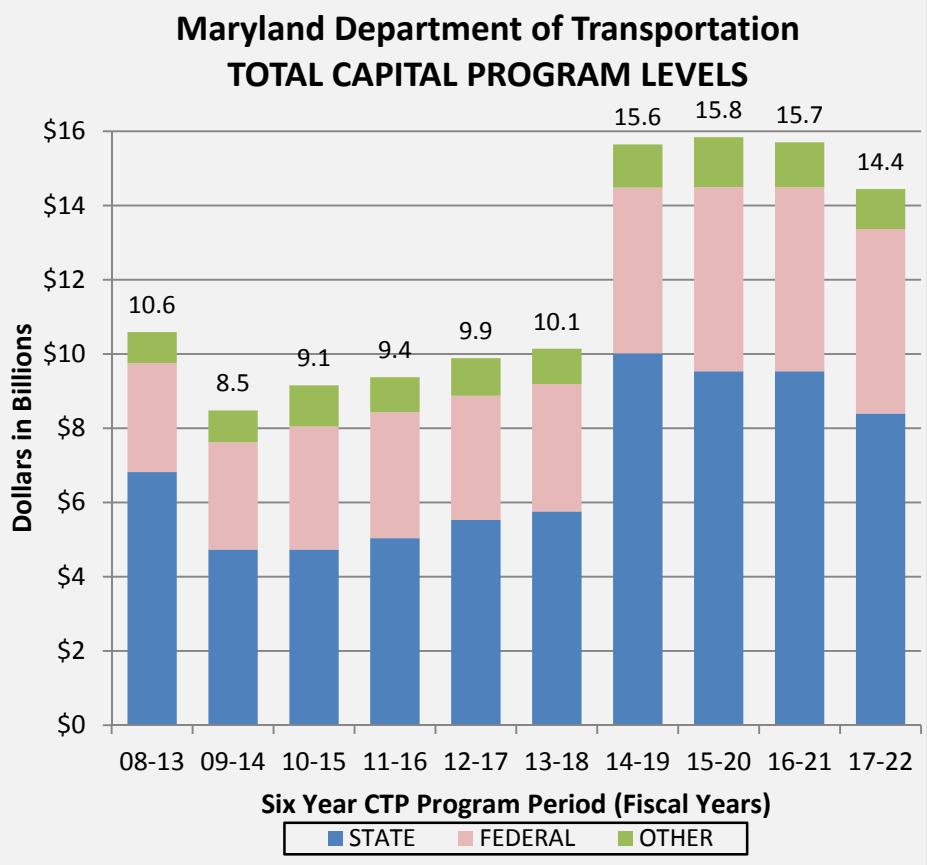
These criteria include:

- 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 the Department'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).



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 Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which is providing 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. Funds to accommodate the Governor's pledge to restore local Highway User Revenues have been reserved, pending legislation.

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 $6.4 billion over the six-year period. As of July 1, 2016, the motor fuel tax rates were 33.5 cents per gallon gasoline and the 34.25 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 2.9 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increased to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective July 1, 2016 is 8.8 cents per gallon. The rate is estimated to average 10 cents per gallon over the program period.

- Motor Vehicle Titling Tax: This source is projected to yield $5.2 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 $952 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share was 16.6 percent for fiscal years 2014-2016, and will be 14.6 percent for each fiscal year thereafter.

- Federal Aid: This source is projected to contribute $5.6 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 $582 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 $2.8 billion, with $1.1 billion from MTA, $320 million from MPA, and $1.4 billion from MAA. MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that $3.6 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 $748 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 17, this CTP assumes that Congress will appropriate the transportation bill for FFY 2017 at the authorized amounts. Maryland is expected to receive approximately $622 million in FY 2017 inflated up to $666 million in FY 2021 in highway formula funding and $220 million in FY 2017 inflated up to $238.5 million in FY 2022 in transit formula funding.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2017 - FY 2022 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 $622 million in highway formula funding and $220 million in transit formula funding in FFY 2017 for MDOT projects. The Purple Line has received strong ratings from the Federal Transit Administration and is moving through the process to be eligible for New Starts funding. The FFY 2016 Consolidated Appropriations Act (the most recent appropriations bill to be passed by Congress) supported the Obama Administration's request for $900 million for Maryland's Purple Line, with an average of $116 million to be appropriated each Federal Fiscal Year from FFY17- FFY22 if the Full Funding Grant Agreement (FFGA) is signed in FFY 2016.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in

response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2015 was 94.0 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 2017, 92.0% in FFY 2018 and 90.0% through FFY 2022.

Washington Metropolitan Area Transit Authority — WMATA

The Washington Metropolitan Area Transit Authority (WMATA) receives a significant allocation of Fixing America's Surface Transportation (FAST) Act federal formula funds for bus and rail preservation activities. In FFY 2017, the Washington, D.C. Metropolitan Region expects to receive approximately $360 million under the FAST Act. This amount is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC) and the Maryland Transit Administration (MTA) subject to an agreement that, if consistent with the prior year, would leave WMATA with approximately $303 million in formula funding. Additionally, FFY 2017 funding of $148.5 million is provided through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that authorizes federal funding of up to $1.5 billion over 10 years. The combined federal funding of more than $451 million is a critical complement to WMATA's largest single source of funding - the $1.3 billion in combined operating and capital subsidies provided by the region's State and local jurisdictions each year. Ridership and revenue projections indicate a deficit in the operating budget which has the potential to impact the jurisdictional subsidy allocation. 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 40 percent of the funding for WMATA's $3.1 billion annual budget.

MDOT's first priority for WMATA is to restore the safety and reliability of the existing system by prioritizing safety and state of good repair investments. To this end, this CTP includes a total of $300 million ($50 million each year in FFY 2017 through 2022) 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 2016. In FY 2017 through FY 2022, 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 response to the FTA and National Transportation Safety Board (NTSB) safety recommendations, WMATA General Manager, Paul Wiedefeld announced the creation of the SafeTrack program, an accelerated track maintenance plan for Metrorail. SafeTrack is intended to address the significant backlog of work needed by expanding maintenance time on weeknights, weekends and midday hours. The WMATA FY 2017-2022 Capital Improvement Program (CIP) was adopted prior to the creation of the SafeTrack plan which may require an amendment to the CIP by the WMATA Board of Directors later in FY 2017.

MDOT will work with WMATA and regional partners to ensure that safety and state of good repair projects are prioritized and WMATA implements adequate controls and properly manages and accounts for every taxpayer dollar 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 Reauthorization 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.

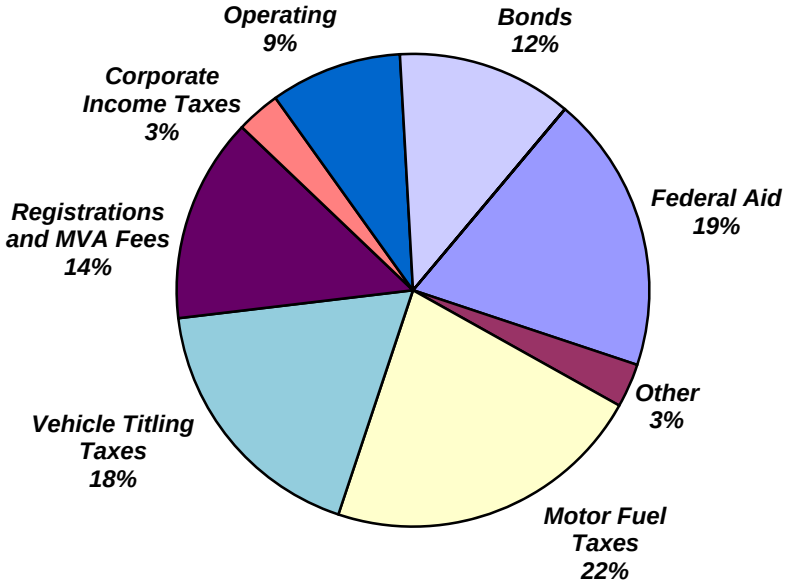
Port of Baltimore

Ushering in a new era in shipping for the Port of Baltimore, on July 19, 2016, officials welcomed to the Seagirt Marine Terminal the first container ship to arrive through the newly expanded Panama Canal. The Panama Canal recently completed a nine-year, $5 billion project to create a new set of wider and deeper locks to allow larger ships to pass through. The arrival of the first container megaship from Panama would not have been possible without the funding authorized over the last several years and most recently in the Water Resources Reform and Development Act (WRRDA) passed by Congress in May 2014. The bill authorizes U.S. Army Corps of Engineers (COE) projects including the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore. This legislation is necessary to support high priority projects such as maintaining deepened navigation channels and harbor maintenance, as well as key dredge placement projects such as Poplar Island and Mid-Chesapeake Bay Island. MDOT continues to work with the Maryland Congressional Delegation to ensure this critical funding is available to maintain access to the thriving Port of Baltimore.

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

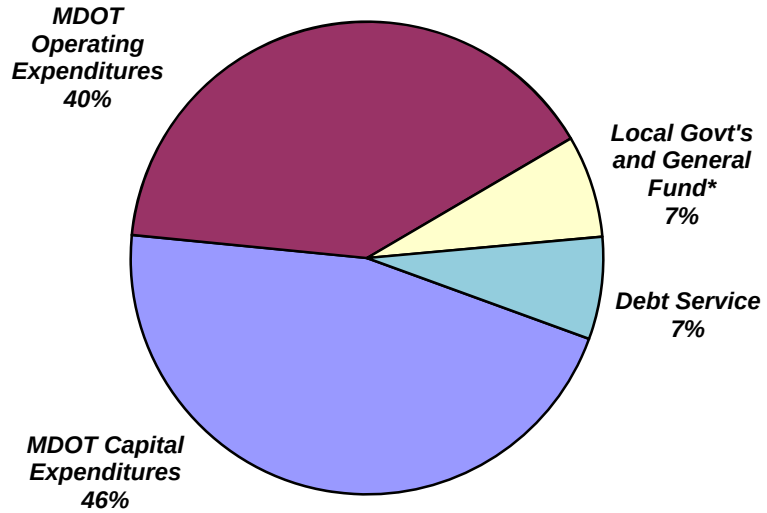


Total projected Trust Fund revenues amount to $29.1 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue 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 Draft CTP, is the six-year capital budget for all State transportation projects. This FY 2017 - 2022 CTP totals about $14.4 billion, $13.3 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



**Includes local HUR restoration, pending legislation*

Capital Expenditures

FY 2017-2022 CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	192.1	53.3	1.0	246.4	1.7
MVA	124.3	0.8	0.0	125.1	0.9
MAA **	319.4	28.7	64.1	412.2	2.9
MPA	841.8	10.4	0.0	852.2	5.9
MTA	1,211.3	2,083.8	325.2	3,620.3	25.0
WMATA	984.5	0.0	599.2	1,583.7	11.0
SHA	4,723.7	2,791.5	90.6	7,605.8	52.6
TOTAL	8,397.1	4,968.5	1,080.1	14,445.7	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.

TSO – Transportation Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
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 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 work with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements once the final regulations and guidance are issued to 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. One example is the I-270/US15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties.

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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 2016-2021 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, $224.1 million worth of projects have been added to the CTP. Of that amount seven projects at a cost of $219.1 million were added to the Construction Program. One project at a cost of $5.0 million was added to the Development and Evaluation Program (D&E). One project was moved from the Construction Program to the D&E Program at a cost of $260.8 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Consolidated Rental Car Facility Shuttle Bus Fleet Replacement	16.0
Maryland Transit Administration	
North Avenue Rising	27.3
State Highway Administration	
Maintenance Facility in Easton; Easton Maintenance Facility (Talbot)	21.9
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	36.4
I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements	66.2
I-95 Fort McHenry Tunnel - Port Covington I-95 Access	33.4
MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges	17.9
Total	**219.1**

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
Maryland Transportation Authority		
US 50/301 Bay Bridge - Tier I NEPA Study		5.0
	Total	**5.0**

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

PROJECT DESCRIPTION	JUSTIFICATION	TOTAL COST ($ MILLIONS)
Maryland Transit Administration		
Corridor Cities Transitway (CCT)	Funding for right-of-way and construction has been deferred to FY23.	260.8
	Total	**260.8**

PROJECTS REMOVED FROM THE D&E PROGRAM

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

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
State Highway Administration		
US 29, Columbia Pike; US 29, Columbia to Burtonsville BRT Study (Howard)	Planning	Bus Rapid Transit (BRT) project moved to the MTA program.
BRAC Intersections near Fort Meade; BRAC Intersections Improvements near Fort Meade. (State Wide)	Engineering	Location specific projects moved to Anne Arundel County.
BRAC Intersections near Bethesda Naval Center; BRAC Intersections Improvements near Bethesda Naval Center. (State Wide)	Engineering	Location specific projects moved to Montgomery County.
BRAC Intersections near Andrews Air Force Base; BRAC Intersections Improvements near Andrews Airforce Base. (State Wide)	Engineering	Location specific projects moved to Prince George's County.
BRAC Intersections near Aberdeen Proving Grounds; BRAC Intersections Improvements near Aberdeen Proving Grounds. (State Wide)	Engineering	Location specific projects moved to Harford County.

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
State Highway Administration		
MD 32, Patuxent Freeway; MD 32, Bridge onTriadelphia Road over MD 32 (Howard)	Construction	Project incorporated into the MD 32 from north of Linden Church Road to I-70 project.
MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)	Construction	Moved to the System Preservation Program

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2016-2021 CTP, for the following seven major projects:

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Aviation Administration		
Homeowner Assistance Program	Federal funding usage awaiting noise map update.	FY 2016 to FY 2017
State Highway Administration		
US 40, Pulaski Highway;US 40, Bridges over Little and Big Gunpowder Falls (Baltimore)	Construction delayed due to the acquisition of necessary environmental permits.	FY 2017 to FY 2018
MD 86, Lineboro Road;MD 86, Bridge over South Branch of Gunpowder River (Carroll)	Construction delayed due to additional stream stabilization work.	FY 2017 to FY 2018
MD 85, Buckeystown Pike;MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick)	Construction delayed due to utility relocations.	FY 2017 to FY 2018
US 40. Pulaski Highway;US 40, at MD 7/159 (Phase 2) (Harford)	Construction delayed due to the acquisition of necessary environmental permits.	FY 2016 to FY 2017
MD 355, Rockville Pike;MD 355, Woodmont Avenue/Glenbrook Parkway to South Wood Drive/South Drive (Montgomery)	Montgomery County is performing the Advertisement and Construction of this project. Delayed to match Mongomery County's project schedule.	FY 2016 to FY 2017
I-270, Eisenhower Highway;I-270, Interchange at Watkins Mill Road extended (Montgomery)	Construction delayed due to coordination with I-270 Innovative Congestion Management project.	FY 2017 to FY 2018

COST & SCOPE CHANGES

In total, one-hundred and fifty-six major construction projects experienced significant changes in project cost or scope, for a net increase of $472.0 million. Ninety-seven projects increased in cost by a total of $876.5 million, while there were no projects that experienced a reduction in scope. The scope of four projects changed, which caused a net increase totalling $11.2 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 2016 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed thirteen major projects in FY 2016, at a total cost of $404.3 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall	148.5
Parking Revenue Control System at BWI Marshall Airport	8.8
Maryland Transit Administration	
Paul S. Sarbanes Transit Center	138.7
CAD/AVL Systems	4.1
Central Control Center	15.9
Closed Circuit Television (CCTV) Improvements	28.3
Southern Maryland Commuter Bus Initiative	10.6
State Highway Administration	
MD 25, Falls Road; MD 25, Bridge to Georges Run (Baltimore)	5.1
MD 75, Green Valley Road; MD 75, Replace Bridge over Haines Branch (Frederick)	2.8
US 29, Columbia Pike; US 29, from MD 175 to Seneca Drive Accese Road Improvements (Phase 1A) (Howard)	8.1
MD 5, Branch Avenue; MD 5, MD 223 to south of I-95 (Prince George's)	8.2
Maryland Transportation Authority	
US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs	13.2
Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges	12.0
Total	**404.3**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Rehabilitation and resurfacing of seventy-two (72) segments of highway	268.9
Rehabilitation or replacement of nine (9) bridges	25.1
Safety and geometric improvements at fourteen (14) locations	38.4
Sixty-two projects including highway safety, facilities and equipment, environmental preservation, enhancements, crash prevention, guardrail end treatments, ADA, drainage, sidewalks, commuter action improvements, total maximum daily load, urban reconstruction, traffic management, intersection capacity improvements and bicycle retrofits	92.3
Two hundred twelve (212) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's office	646.7
Total	**1,071.4**

AWARDS

Highlights of projects awarded by the Department during FY 2016 are listed below:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MVA	Roof Replacement - East and West Stations	.4
MAA	Install New Checked Baggage Inspection System	19.3
MAA	Concourse E Extension Site Work	20.3
MPA	Deck Upgrades at Dundalk	7.8
MPA	Construct New Rail Track and Rail Yard - Masonville	7.4
MTA	East Track Interlockings Reconstruction - Portal, Reisterstown Plaza, Rogers Ave. East	8.0
MTA	Heavy Rail System - Cable Inspection and Testing	4.3
MTA	Renovations to Temporary Facility - Kirk Bus Division Modernization	5.1
SHA	I-695 South of US 40 to MD 144	69.0
SHA	Bridge No. 10097 on US 15 over MD 26	5.8
SHA	MD 32 - MD 108 to Linden Church Road Interchange	18.4
SHA	I-270 from I-495 to I-70	117.3
SHA	I-95 from Baltimore Washington Parkway to US 1	150.0
SHA	MD 404 from US 50 to East of Holly Road	127.3
SHA	US 113 from North of MD 365 to Five Mile Branch Road - Phase 4	61.4
MdTA	Parking Lot Rehab - Point Breeze Warehouse/Office Complex	.4
	Total	622.2

MARYLAND DEPARTMENT OF TRANSPORTATION
CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2017	BUDGET YEAR 2018	Planning Years 2019	2020	2021	2022	SIX - YEAR TOTAL
The Secretary's Office *	129.4	35.5	33.2	20.1	14.3	14.0	246.5
Motor Vehicle Administration	26.2	28.3	24.1	16.9	14.5	15.1	125.1
Maryland Aviation Administration	173.2	118.9	29.8	30.7	29.1	30.6	412.3
Maryland Port Administration	124.4	107.4	250.7	176.3	110.5	82.9	852.2
Maryland Transit Administration	854.5	804.8	613.7	427.7	352.2	567.4	3,620.3
Washington Metropolitan Area Transit *	225.2	255.8	265.3	273.4	284.1	279.9	1,583.7
State Highway Administration	1,565.0	1,549.4	1,309.8	1,197.4	1,107.8	876.4	7,605.8
TOTAL CAPITAL	3,097.9	2,900.1	2,526.6	2,142.5	1,912.5	1,866.3	14,445.9
Special	1,822.4	1,759.2	1,513.7	1,214.5	1,067.2	1,020.2	8,397.2
Federal	1,053.0	948.4	829.0	755.8	728.9	653.3	4,968.4
Other Funds **	222.5	192.4	183.8	172.2	116.5	192.7	1,080.1

* Capital funds for Washington Metropolitan Area Transit are budgeted in the Secretary's Office. They are shown separately for informational purposes.

** Other funding not received through the Trust Fund includes funds from Customer Facility Charges (CFC), Passenger Facility Charges (PFC) and county contributions. In addition, Other Funds include the $599.2M in federal funds received directly by WMATA that are not included in the MDOT budget.

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 2017 - FY 2022 CTP/STIP:

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2017**	**2018**	**2019**	**2020**	**2021 - 22**	**TOTAL**
Environmental Projects						
National Highway Performance Program	8.7	5.3	2.0	2.0	9.3	27.3
Surface Transportation Program	8.7	7.7	4.0	4.0	18.3	42.7
Transportation Alternative Program	12.5	12.4	12.8	12.7	23.6	74.0
Highway Safety	0.5	0.4	0.4	0.4	0.7	2.4
Safety and Spot Improvements						
National Highway Peformance Program	11.3	7.6	6.6	6.3	18.2	50.0
Surface Transportation Program	32.6	23.6	21.5	20.6	59.3	157.6
Congestion Mitigation/Air Quality	0.9	0.6	0.5	0.4	1.1	3.5
Highway Safety	7.0	5.4	5.4	5.3	17.4	40.5
Resurfacing and Rehabilitation						
National Highway Peformance Program	38.3	34.3	38.4	37.8	67.7	216.5
Surface Transportation Program	49.8	44.6	50.0	49.2	88.1	281.7
Highway Safety	0.9	0.8	0.9	0.9	1.6	5.1
Bridge Replacement and Rehabilitation						
National Highway Peformance Program	49.1	51.3	48.9	48.2	102.7	300.2
Surface Transportation Program	3.1	3.3	3.1	3.1	6.6	19.2
Urban Reconstruction/Revitalization						
National Highway Peformance Program	5.0	3.3	3.9	3.4	1.0	16.6
Surface Transportation Program	9.3	6.0	7.3	6.2	1.8	30.6
Congestion Management						
National Highway Peformance Program	1.2	1.3	1.5	1.1	2.1	7.2
Surface Transportation Program	2.7	2.9	3.4	2.5	4.5	16.0
Congestion Mitigation/Air Quallity	2.6	2.6	3.1	2.4	4.5	15.2
TOTALS	244.2	213.4	213.7	206.5	428.5	1,306.3

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

The following listing estimates system preservation program levels for FY 2017 through FY 2022. Anticipated projects for FY 2017 and FY 2018 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2017	2018	2019	2020	2021	2022	
The Secretary's Office							
Information Technology Project	17.5	10.3	5.5	5.6	5.7	5.6	50.2
Minor Projects	10.8	8.5	7.2	5.7	0.8	0.8	33.8
Grants	40.6	7.3	0.3	0.2	0.3	0.2	48.9
TOTAL	68.9	26.1	13.0	11.5	6.8	6.6	132.9
Motor Vehicle Administration							
Building Improvements	5.5	9.9	4.0	4.1	4.2	4.5	32.2
Information Technology	15.2	10.7	8.6	7.3	7.2	7.5	56.5
Safety	0.1	0.1	-	-	-	-	0.2
TOTAL	20.8	20.7	12.6	11.4	11.4	12.0	88.9
Maryland Aviation Administration							
Airport Technology	1.6	1.7	1.2	1.2	1.2	1.2	8.1
Airside Development	3.7	3.8	3.8	3.8	3.8	3.8	22.7
Annual	1.5	1.6	0.2	0.2	0.5	0.3	4.3
Baltimore/Washington	8.9	10.8	11.8	14.3	12.5	14.2	72.5
Consol Rental Car Facility	4.1	-	-	-	-	-	4.1
Environmental Compliance	1.1	1.7	-	-	-	-	2.8
Equipment	5.9	6.1	1.5	-	-	-	13.5
Information CTIPP	1.1	0.9	-	-	-	-	2.0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2017	2018	2019	2020	2021	2022	
Maryland Aviation Administration							
International Infrastructure	1.7	1.6	-	-	-	-	3.3
Landside Development	0.8	-	-	-	-	-	0.8
Martin State	-	1.3	-	-	-	-	1.3
Regional Aviation	3.0	2.4	2.3	2.4	2.3	2.4	14.8
Security	1.0	0.8	-	-	-	-	1.8
Terminal Development	14.4	5.8	1.8	1.8	1.8	1.8	27.4
TOTAL	48.8	38.5	22.6	23.7	22.1	23.7	179.4
Maryland Port Administration							
All Terminals	8.2	7.9	36.6	27.1	26.9	9.8	116.5
Dundalk Marine Terminal	19.5	3.0	7.4	-	-	-	29.9
Facilities and Equipment	0.8	1.1	1.2	1.2	1.2	0.6	6.1
North Locust Point	-	0.1	1.3	-	-	-	1.4
Open-Ended Consulting	6.3	6.3	7.8	7.6	6.7	6.1	40.8
Port-Wide	0.9	0.5	2.5	0.5	0.8	-	5.2
World Trade Center	1.5	1.5	1.9	1.2	1.2	1.2	8.5
TOTAL	37.2	20.4	58.7	37.6	36.8	17.7	208.4
Maryland Transit Administration							
Agency Wide	27.5	29.3	23.7	22.5	21.6	38.0	162.6
Bus	12.3	7.4	5.9	6.6	9.8	23.1	65.1
Freight	6.0	3.9	1.0	0.9	1.2	1.0	14.0
Information Technology	1.0	-	-	-	-	-	1.0
Light Rail	9.6	11.6	4.1	5.0	9.5	24.8	64.6
LOTS	0.5	0.8	0.7	0.5	0.5	0.5	3.5
MARC	5.8	3.4	2.9	4.5	4.5	19.0	40.1
Metro	17.2	7.6	6.3	8.7	7.8	10.9	58.5

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2017	2018	2019	2020	2021	2022	
Maryland Transit Administration							
Mobility	0.6	1.8	0.7	2.0	1.0	8.2	14.3
TOTAL	80.5	65.8	45.3	50.7	55.9	125.5	423.7
State Highway Administration							
Safety, Congestion Relief, Highway & Bridge	803.4	706.0	555.8	512.0	544.7	535.9	3.657.8
Total Maximun Daily Load	77.6	133.5	109.6	108.5	88.1	79.9	597.2
Noise Barriers	12.3	8.1	-	-	-	-	20.4
Enhancements	15.6	15.4	16.0	15.8	14.7	15.1	92.6
Facilitites	24.9	19.1	20.6	14.0	19.0	19.0	116.6
Communications	10.4	10.2	5.9	5.2	4.3	4.4	40.4
Equipment	23.3	22.5	22.1	17.0	16.0	16.0	116.9
Environmental Compliance	9.0	8.0	7.9	6.9	6.0	6.2	44.0
Truck Weight	11.1	7.2	5.7	5.6	4.0	4.1	37.7
TOTAL	987.6	930.0	743.6	685.0	696.8	680.6	4,723.6
CTP SYSTEM PRESERVATION PROJECTS	**1,243.8**	**1,101.5**	**895.8**	**819.9**	**829.8**	**866.1**	**5,756.9**

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.

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Allegany County	
	Construction Program	
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
	Baltimore County	
	Construction Program	
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridge over Padonia Road
2.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
3.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Milford Mill Road
5.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
8.	MD 25, Falls Road -- Secondary	MD 25, Bridge to Georges Run
9.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
11.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
12.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls
	Calvert County	
	Construction Program	
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek
	Caroline County	
	Construction Program	
3.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River

MAJOR BRIDGE PROJECTS (Cont'd.)

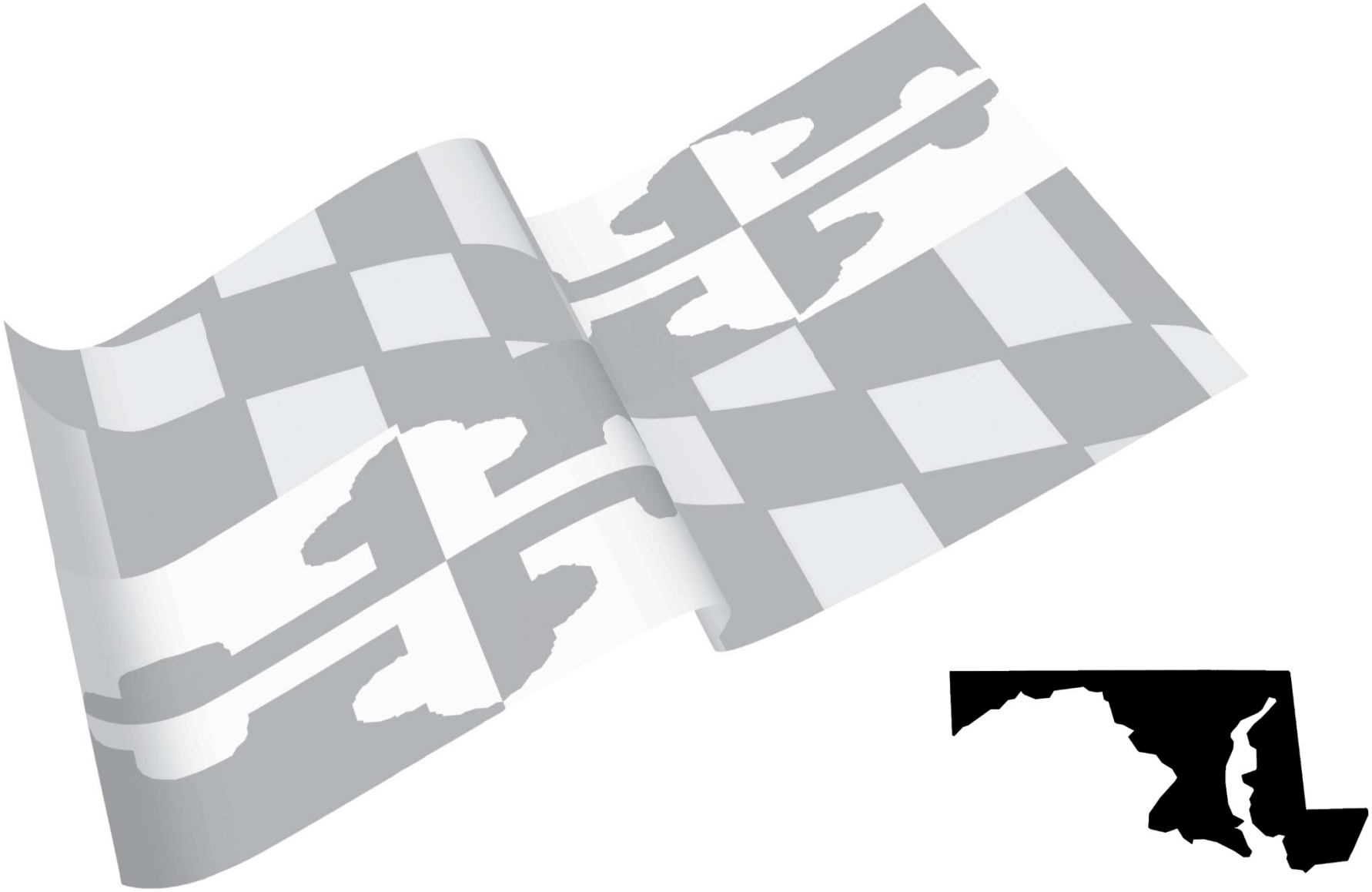
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Carroll County	
	Construction Program	
2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River
3.	MD 496, Bachmans Valley Road -- Secondary	MD 496, Bridge over Big Pipe Creek
	Cecil County	
	Construction Program	
1.	MD 222, N. Main Street -- Secondary	MD 222, Aiken Avenue
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
	Frederick County	
	Construction Program	
2.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
4.	MD 75, Green Valley Road -- Secondary	MD 75, Replace Bridge over Haines Branch
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Urbana Pike
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX
	Garrett County	
	Construction Program	
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Montgomery County	
	Construction Program	
8.	MD 193, University Boulevard -- Secondary	MD 193, Replace Bridge over I-495
9.	MD 195, Carroll Avenue -- Secondary	MD 195, Bridge over Sligo Creek and Sligo Creek Parkway
11.	MD 355, Frederick Road -- Secondary	MD 355, Bridge over Little Bennett Creek
	Prince George's County	
	Construction Program	
3.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
4.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
	Somerset County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
	St. Mary's County	
	Construction Program	
3.	MD 5, Point Lookout Road -- Secondary	MD 5, Replace Bridge over Eastern Branch
	Talbot County	
	Construction Program	
2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
	Washington County	
	Construction Program	
1.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Wicomico County	
	Construction Program	
1.	MD 349, Nanticoke Road -- Secondary	MD 349, Bridge 2201500 over Windsor Creek
	Worcester County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
	Development and Evaluation Program	
4.	US 50, Ocean Gateway -- Primary	US 50, Replace Bridge over Sinepuxent Bay



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. Funds that have been awarded through these programs, but not yet spent are identified below as "ongoing grant awards and earmarks".

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Ongoing Grant Awards and Earmarks	**Projects currently funded for construction** as of August 2016	**FY17-22 Ped/Bike Program Funding^**
Retrofit Sidewalk Program		**6,942,000**	**29,400,000**
Retrofit Bicycle Program		**1,980,000**	**13,000,000**
ADA Program		**19,200,000**	**48,200,000**
Urban Reconstruction		**3,844,776**	**10,773,000**
Primary/Secondary Program		**9,257,436**	**9,257,436****
Bikeways Program	**15,605,395**	**--**	**13,840,000**
Bikeshare Program	**1,256,300**	**--**	**1,068,000**
Transportation Enhancements/Alternatives Program	**33,872,414**	**--**	**53,350,000*****
Recreational Trails	**3,943,000**	**--**	**5,610,000*****
Safe Routes to School Program	**3,834,338**	**--**	**0^^**
Federal Earmark Projects	**33,727,200**	**--**	**0^^^**
Total	**92,238,647**	**41,224,212**	**184,498,436**

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF AUGUST 2016

The following projects, funded for construction as of August 2016 are typical of projects that will be developed through the bicycle and pedestrian programs.

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 17-18)

Calvert County		
Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd		1,128,000
Cecil County		
MD 267 - Market St to MD 7C		1,322,000
MD 272 - Irishtown Road to Church Street		887,000
Charles County		
MD 210 - Ruth B Swann Dr to Wooster Dr		538,000
St. Mary's County		
MD 245 - MD 5 to Baldridge Street		552,000
Statewide		
Various locations in District 7		2,515,000
	TOTAL	**6,942,000**

Retrofit Bicycle Program (Fiscal years 17-18)

Montgomery County		
MD187 - Lincoln Drive to Charles Street		1,980,000
	TOTAL	**1,980,000**

ADA Program (Fiscal years 17-18)

	TOTAL	**19,200,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Urban Reconstruction (Fiscal years 17-18)

Baltimore County	
US 40 - Intersection improvements at Mohr's Lane	370,557
($6,501,000 total construction cost, estimated $370,557 for ped/bike elements)	
Calvert County	
MD 231 - Heritage Blvd to MD765A, MD 765A from Old Fields Lane to Armory Road	209,532
($3,676,000 total construction cost, estimated $209,532 for ped/bike elements)	
Dorchester County	
MD 16 - MD 335 to Brannocks Neck Road	126
($2,211 total construction cost, estimated $126 for ped/bike elements)	
Frederick County	
MD140 - North Avenue to Timbermill Run	149,796
($2,628,000 total construction cost, estimated $149,796 for ped/bike elements)	
MD144FB - through Town of New Market to Bye Alley	435,651
($7,643,000 total construction cost, estimated $435,651 for ped/bike elements)	
MD 180 - MD 383 to Old Holter Road	256,500
($4,500,000 total construction cost, estimated $256,500 for ped/bike elements)	
Harford County	
MD 755 - Willoughby Beach Road to MARC Station	316,863
($5,559,000 total construction cost, estimated $316,863 for ped/bike elements)	
Kent County	
MD 291 - School Street to Crane Street	332,367
($5,831,000 total construction cost, estimated $332,367 for ped/bike elements)	
Prince George's County	
MD 5 - Curtis Lane to south of Suitland Parkway/Naylor Road,	496,299
Branch Avenue to south of Suitland Parkway	
($8,707,000 total construction cost, estimated $496,299 for ped/bike elements)	

BICYCLE AND PEDESTRIAN RELATED PROJECTS

MD 201 - Kenilworth Towers to Riverdale Road	544,692
($9,556,000 total construction cost, estimated $544,692 for ped/bike elements)	
Washington County	
MD845 A - north limits of Keedysville to south limits of Keedysville	393,300
($6,900,000 total construction cost, estimated $393,300 for ped/bike elements)	
Worcester County	
MD 528 - from 62nd Street to Convention Center Drive	339,093
($5,949,000 total construction cost, estimated $544,692 for ped/bike elements)	
TOTAL	**3,844,776**

Primary/Secondary Program (Fiscal years 17-18)
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
MD 47 - Bridge over North Branch	shoulders	0.1 miles	15,000
Anne Arundel County			
MD 175 - Disney Road to Reece Road	shoulders	1.1 miles	165,000
	sidewalks	1.1 miles	151,008
MD 175 - Mapes Road to Reece Road	shoulders	0.6 miles	90,000
	sidewalks	0.6 miles	82,368
Baltimore County			
MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Caroline County			
MD 404 - MD 309 to Cemetery Road	shoulders	1.1 miles	163,500
MD 404 - US 50 to MD 309	shoulders	9.1 miles	1,365,000
MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
Carroll County			
MD 30 Bus. - Hampstead Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648
Cecil County			
MD 272 - Bridge over Amtrak	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
MD 222 - Bridge over Rock Run	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
Charles County			
MD 234 - Bridge over Gilbert Swamp Run	shoulders	0.1 miles	15,000
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
Garrett County			
MD 39 - Bridge over Youghiogheny River	shoulders	0.1 miles	15,000
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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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
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
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 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
Queen Anne's County			
MD 404 - west of MD 309 to Cemetery Rd (Phase 1B)	shoulders	1.1 miles	165,000
US 301 - at MD 304	shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Somerset County			
US 13 - Bridge over Pocomoke	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
Saint Mary's County			
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
Wicomico County			
MD 349 - Bridge over Windsor Creek	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
Worcester County			
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	9.1	miles	sub-total	1,365,000
shoulders	27.6	miles	sub-total	4,168,500
pedestrian bridge	1.0	bridge	sub-total	1,500,000
sidewalks	16.2	miles	sub-total	2,223,936
			TOTAL	**9,257,436**

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.

Bikeways Program

Typical projects, awarded FY2016

Department of Natural Resources, Construction of Upper Chesapeake Rail Trail	398,966
Hagerstown, Marsh Run Trail Design and City bicycle improvements	90,000
Salisbury, Fitzwater Street bicycle improvements design	32,000
Baltimore City, West Pratt Street Cycle Track	300,000
TOTAL ONGOING AWARDS	**15,605,395**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Bikeshare Program

Baltimore City Bikeshare	881,300
University of Maryland	187,500
City of College Park	187,500
TOTAL ONGOING AWARDS	**1,256,300**

Transportation Enhancements/Alternatives Program

Allegany County	
Amtrak Station Entryway Improvement	243,000
Area Wide	
Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000,000
Anne Arundel County	
Broadneck Peninsula Trail II	1,808,868
Baltimore City	
Jones Falls Trail - Phase V	2,050,000
Baltimore Downtown Bicycle Network	1,683,728
Herring Run Greenway	1,980,000
Inner Harbor Crosswalks and Bicycle Way Finding	1,050,000
Potomac Street Two-way Cycle Track - Phase II	418,431
Calvert County	
Solomons Island Road Sidewalks	904,440
Caroline County	
Gerardi Boulevard Sidewalk	40,000
Carroll County	
Eldersburg Elementary School	255,565
Town of Sykesville Sidewalks	53,048
Cecil County	
Bohemia Trail	1,354,588

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Charles County	
Indian Head Boardwalk	1,504,100
Indian Head Trailhead Restroom	360,000
Carroll County	
Town of Sykesville Sidewalks	53,048
Frederick County	
Mount St. Mary's University to Emmitsburg Multi-use Trail	128,839
Ballenger Creek Trail Phase IV	360,266
East Street Rails with Trails	
Howard County	
Patuxent Branch Trail Paving - ADA Improvements	1,092,000
Montgomery County	
MD 355-Clarksburg Shared Use Path	523,416
North Branch Hiker-Biker Trail	2,000,000
Sligo Creek Trail Improvements - Park Valley Rd	548,000
SRTS Lincoln Avenue Sidewalks	395,000
Ethan Allen Gateway Streetscape	1,255,123
Falls Road East Shared Use Path	99,703
Flower Avenue Green Street Project	1,040,330
Prince George's County	
SRTS College Park Hollywood Road	36,000
SRTS Crittenden and 52nd Avenue Improvements	
Bowie Heritage Trail, Phase I	404,297
Queen Anne's County	
Cross County Connector Trail, Grasonville	3,431,084
St. Mary's County	
MD 5 Pedestrian and Bicycle Trail	1,741,000
Talbot County	
Dutchman's Lane Sidewalk	600,000
Easton Rail Spur Line Project	826,540

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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 Phase 2 Bike Path		225,000
	TOTAL	**33,872,414**

Recreational Trails Program

Typical projects, awarded FY2016

Adkins Arboretum Bridge deck repair and visitor guide		23,987
Department of Natural Resources, Greenbriar State Park Red Trail Extension		39,000
Mid-Atlantic Off-Road Enthusiasts, Inc. Patuxent River State Park Trail Project		40,000
Queen Anne's County Cross Island Trail repair		30,000
Town of Union Bridge Wetlands Park trail Extension		40,000
	TOTAL ONGOING AWARDS	**3,943,000**

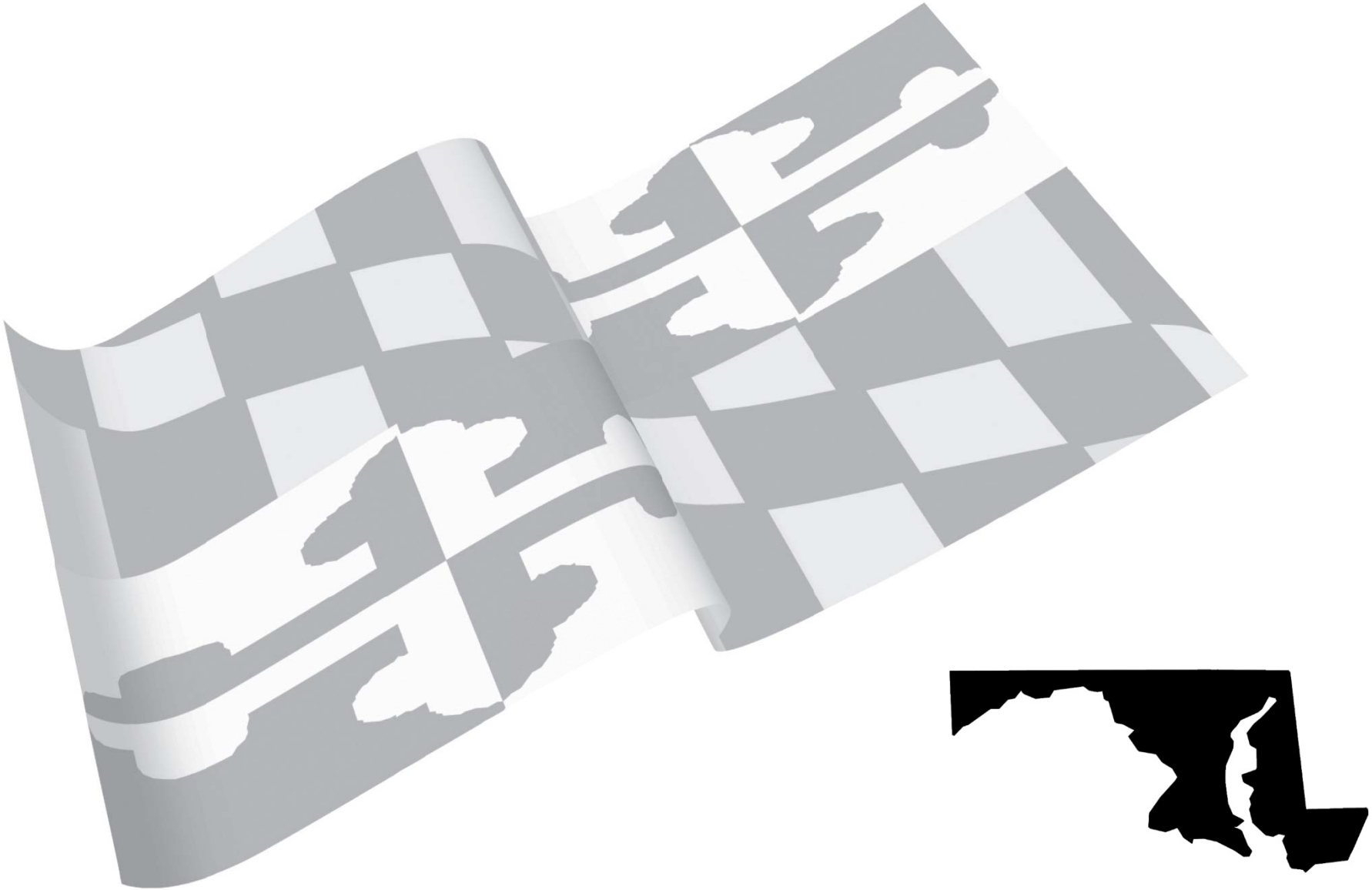
Safe Routes to School

Prince George's County		677,993
Baltimore City		413,020
Town of Chesapeake City		53,700
Baltimore City - Safe Routes to School VI		715,516
Bike Maryland - Safe Routes to School Bicycle Program		173,000
Calvert County - Appeal Lane Sidewalk		30,000
Carroll County - Washington Road (MD 32) Sidewalk		143,000
Del-Mar - Second Street Infrastructure Improvement		221,000
Federalsburg - University Avenue sidewalk extension to Railroad Avenue		49,800
Forest Heights - Sidewalk Design and Construction for North Huron Drive		211,000
Frostburg - Beall Area Sidewalk Improvement Project		61,400
Hagerstown - Traffic Signal and Access Improvements		375,000
Harford County - Emmorton Walkability/Southampton Middle School Sidewalk		69,300
Queen Anne County - Queen Anne's County Public Schools - SRTS 2014		22,310
Rockville - Harrison Street		269,122
St. Michaels - St. Michaels Elementary/Middle School Sidewalk and Safety		196,800
Takoma Park - Takoma Park Safe Routes to School		152,377
	TOTAL ONGOING AWARDS	**3,834,338**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Federal Earmark Projects

Allegany County	
Allegany Highlands Trail	4,600,000
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
Liberty Heights & Druid Hill Park Improvements	1,520,000
Hagerstown	
Eastern Boulevard Widening and Grade Separation	380,000
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
Coppin State University ADA Improvements	2,640,000
TOTAL ONGOING AWARDS	**33,727,200**



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2017

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

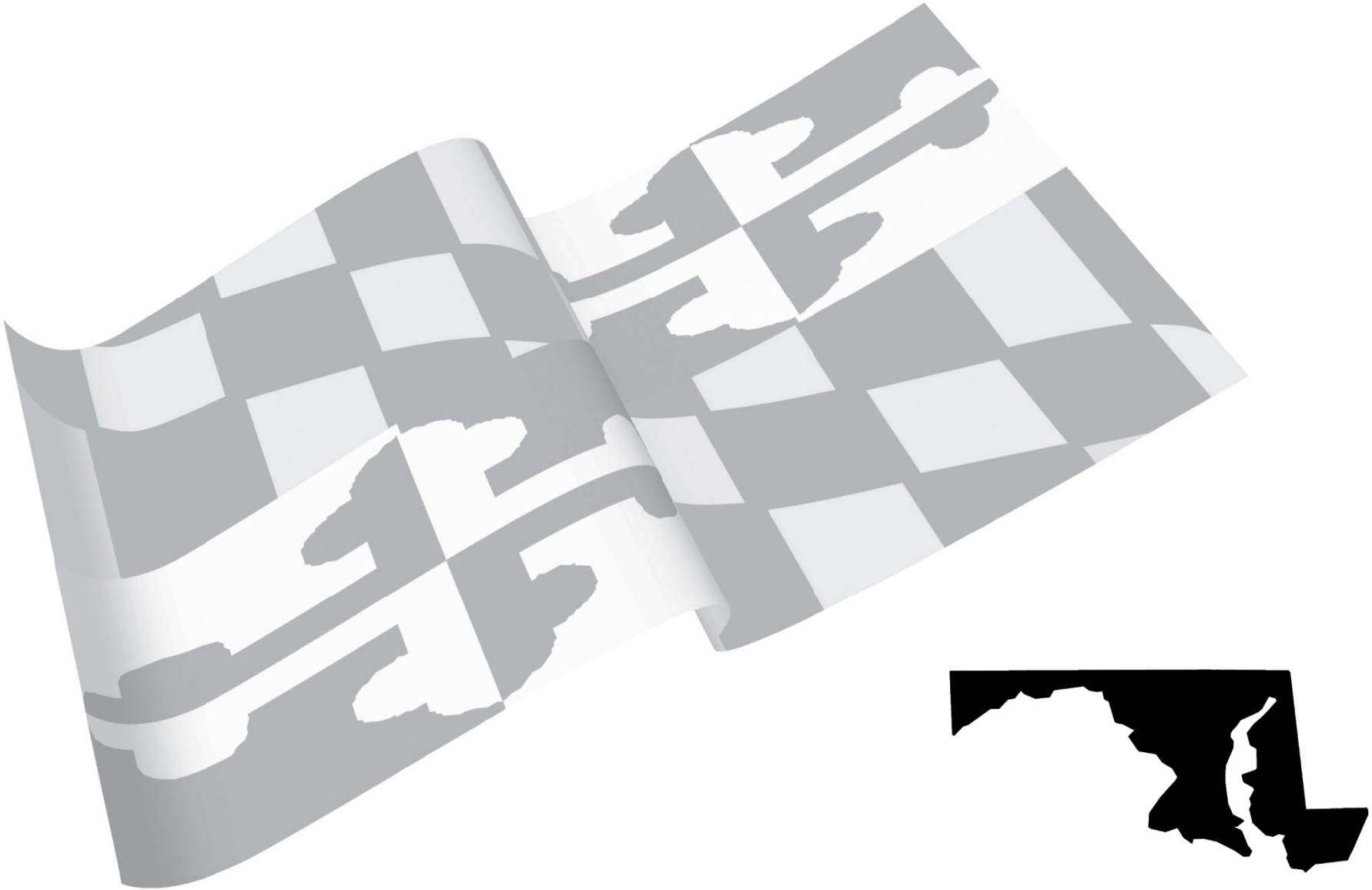
		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany	Greater Cumberland Regional	628	260	110	998
Anne Arundel	Tipton Airport	1,237	69	69	1,375
Baltimore	Essex Skypark	0	90	10	100
Caroline County	Ridgely Airport	0	351	39	390
Carroll County	Carroll County Regional	0	9	3	12
Dorchester County	Cambridge-Dorchester Regional	0	197	42	239
Frederick County	Frederick Municipal Airport	3,699	705	1,141	5,545
Harford County	Harford County Airport	0	113	13	126
Montgomery County	Montgomery County Airpark	5,478	567	392	6,437
Montgomery County	Davis Airport	0	360	40	400
Queen Anne's County	Bay Bridge Airport	195	37	20	252

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2017

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

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Somerset County	Crisfield-Somerset County	165	9	9	183
St. Mary's County	St. Mary's County Regional Airport	1,731	96	96	1,923
Talbot County	Easton Airport	176	241	87	504
Washington County	Hagerstown Regional Airport	2,172	230	115	2,517
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	772	329	138	1,239
Worcester County	Ocean City Municipal Airport	90	153	36	279
	Total		$3,816		



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.

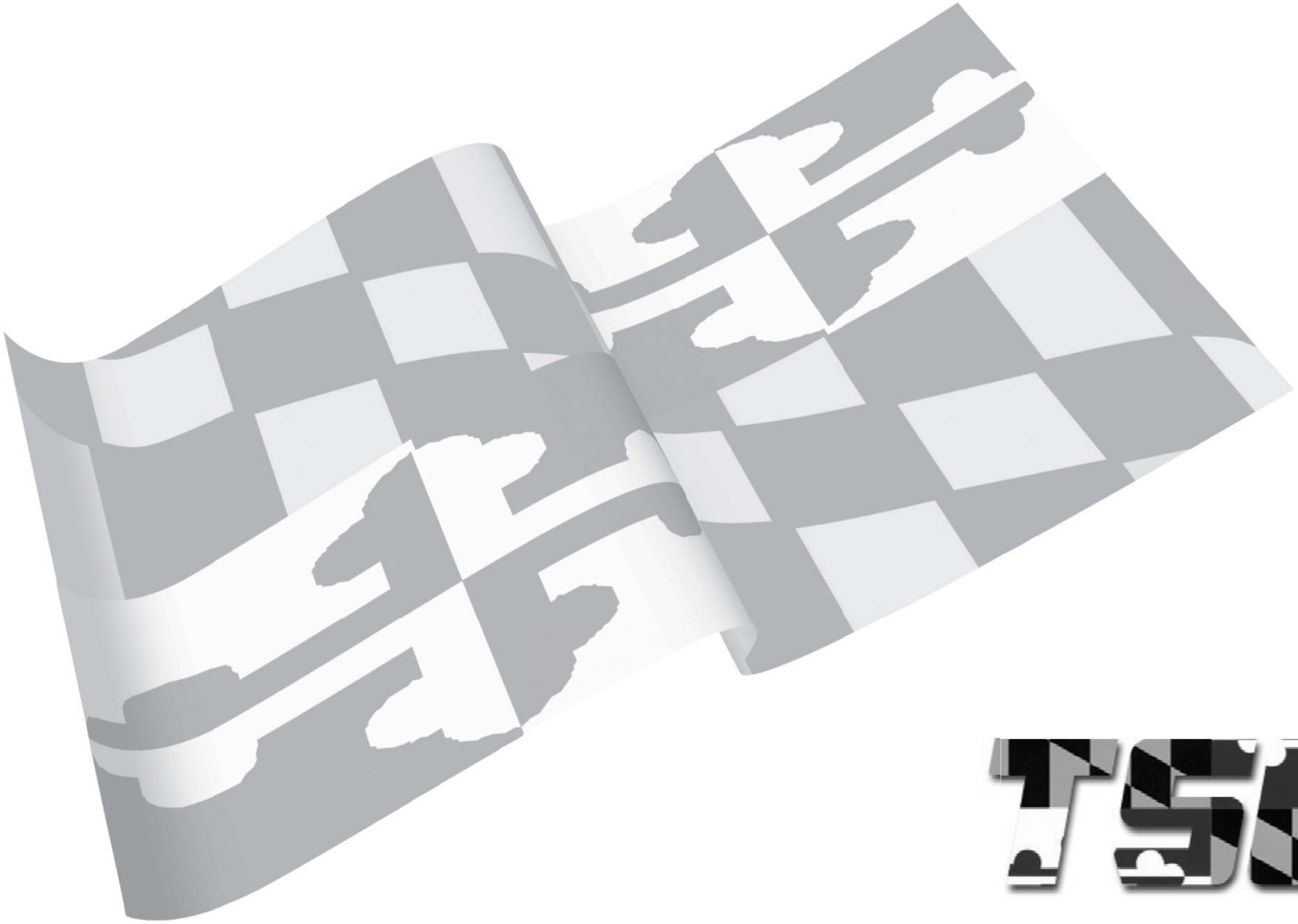
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately $3.1 billion. The list also identifies costs for Port projects by marine terminal and costs for highway 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)
THE SECRETARY'S OFFICE	
High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel	38,731
High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge	12,346
State-Owned Freight Rail	23,296
Intermodal Rail Incentive Program	6,000
Baltimore Rail Study	494
Canton Railroad Grant	3,729
MOTOR VEHICLE ADMINISTRATION	
Performance Registration Information Systems Management (PRISM)	803
MARYLAND PORT ADMINISTRATION	
Hart-Miller Island Related Projects	30,246
Dredge Material Placement and Monitoring	379,314
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	46,681
Terminal Security Program	627
Pearce Creek Waterline Project	11,884
Chrome Ore Processing Residue Remediation	46,325
Marine Terminal Property Acquisition	1,435
Port of Baltimore Export Expansion Project	28,069
Dredge Material Management Program	63,741
TERMINAL-WIDE SYSTEM PRESERVATION	208,767

MARYLAND TRANSPORTATION AUTHORITY	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	49,390
US 301 Replace Harry W. Nice Memorial Bridge	40,705
Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK	3,353
Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	3,746
Deck Rehabilitation – Francis Scott Key Bridge (PE)	236
Deck Rehabilitation – I-95 Bridge over Little Northeast Creek (PE)	650
Deck Rehabilitation – Various bridges on I-95 in Cecil County (PE)	400
Replace I-95 bridge over CSXT (PE)	200
Port Covington Access to I-95	33,400
STATE HIGHWAY ADMINISTRATION	
STATEWIDE Railroad Safety & Spot Improvements	17,300
Truck Weigh Program – Statewide	37,700
ALLEGANY US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	3,599
ANNE ARUNDEL 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)	23,843
BALTIMORE COUNTY 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 traffic management strategies I-695 bridge replacement, widening, safety improvements	134,589
CALVERT MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	32,267

CAROLINE MD 404 upgrade to 4 lane divided highway (capacity improvements) MD 331 replace bridge over Choptank River (bridge replacement)	182,823
CHARLES US 301 Project Planning Study (capacity improvements study)	3,721
FREDERICK US 15 / US 40 improvement study (operational and safety improvements) MD 180 Jefferson Pike	32,419
GARRETT US 219 North I-68 to Pennsylvania State Line (capacity improvements)	89,398
HARFORD MD 22, intersection improvements (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	37,888
HOWARD US 29 improvements (operational, safety and capacity improvements) MD 32 improvements study (safety and capacity improvements)	160,446
MONTGOMERY I-95 / I-495 managed lanes study (capacity improvements) 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	230,191
PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge 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	526,206
QUEEN ANNE'S US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	179,733

TALBOT MD 404 upgrade to 4 lane divided highway (capacity, safety and operational study) MD 331 replace bridge over Choptank River (bridge replacements)	177,323
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	96,672
WORCESTER US 113, capacity improvements	108,224



THE SECRETARY'S OFFICE

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

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	7.4	7.3	18.1	6.4	5.3	5.1	49.6
System Preservation Minor Projects	68.9	26.1	12.9	11.5	6.8	6.7	133.0
Development & Evaluation Program	51.1	-	-	-	-	-	51.1
SUBTOTAL	127.4	33.4	31.1	17.9	12.1	11.7	233.6
Capital Salaries, Wages & Other Costs	2.0	2.1	2.1	2.1	2.2	2.2	12.8
TOTAL	129.4	35.5	33.2	20.1	14.3	14.0	246.4
Special Funds	75.9	34.8	33.2	20.1	14.3	14.0	192.1
Federal Funds	52.8	0.4	-	-	-	-	53.3
Other Funds	0.7	0.3	-	-	-	-	1.0

PROJECT: Transportation Alternatives Program

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

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

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

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

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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,600	800	800	800	800	800	800	800	4,800	0
Right-of-way	2,100	300	300	300	300	300	300	300	1,800	0
Construction	99,000	13,000	14,500	14,300	14,900	14,700	13,600	14,000	86,000	0
Total	106,700	14,100	15,600	15,400	16,000	15,800	14,700	15,100	92,600	0
Federal-Aid	86,000	12,000	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
☐ Project Outside PFA — ☐ Grandfathered ☐ Exception Will Be Required ☐ Exception Granted
☐ PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

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

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	77,970	53,074	3,902	3,987	4,183	4,121	4,252	4,451	24,896	0
Total	77,970	53,074	3,902	3,987	4,183	4,121	4,252	4,451	24,896	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 Bicycle and Pedestrian Master Plan

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation strategy. The program helps implement Maryland'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/off-road bicycle facilities and improving connections to transit, work, schools, shopping and other destinations. By creating a more integrated and safe network of bicycle facilities, the program helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for

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

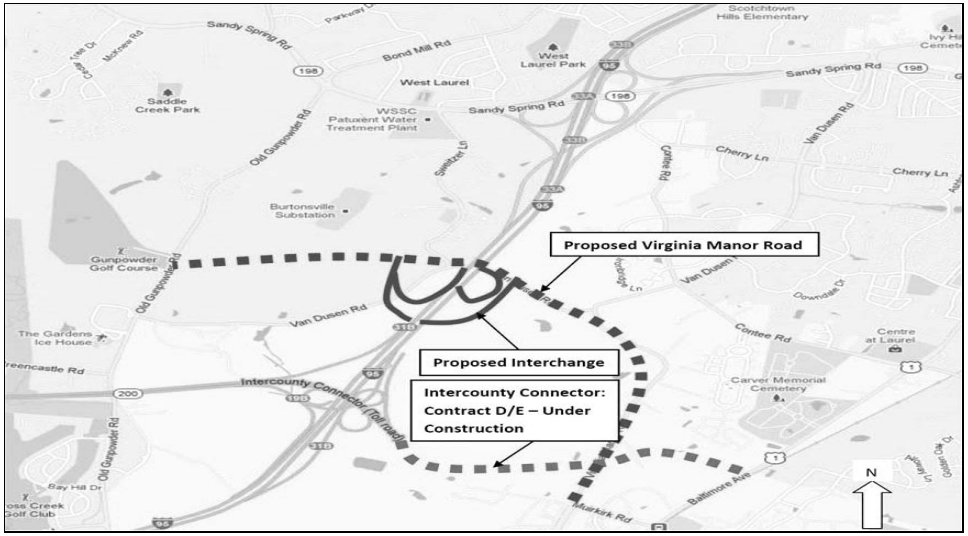
STATUS: A total of 116 bikeways projects have been awarded in four grant cycles. Approximately 45 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Add $2.3M in funding for FY18 Grant Cycle.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	20,895	7,055	3,300	3,300	3,300	2,300	1,040	600	13,840	0
Total	20,895	7,055	3,300	3,300	3,300	2,300	1,040	600	13,840	0
Federal-Aid	1,295	1,255	40	0	0	0	0	0	40	0

0170



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS: MD 200, InterCounty Connector (MdTA Line - 22)

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

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

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

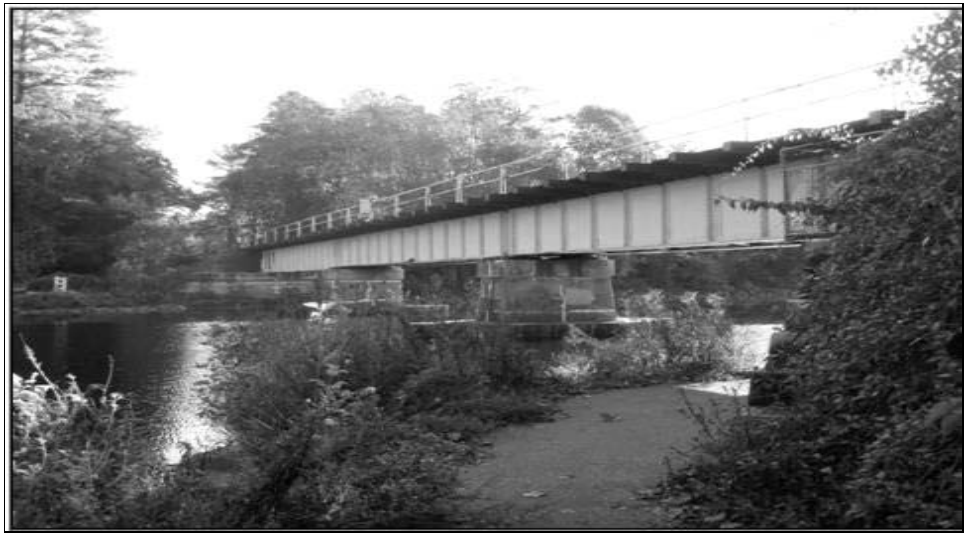
STATUS: Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The $10.6M in remaining grant funding in FY19 is available for other projects to be determined in the Konterra Development Area.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	16,149	200	0	10,651	0	0	0	10,851	0
Total	30,000	19,149	200	0	10,651	0	0	0	10,851	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0165



PROJECT: State-Owned Freight Rail

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: [X] 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: Freight Bridge Rehabilitation (MTA Line 8)

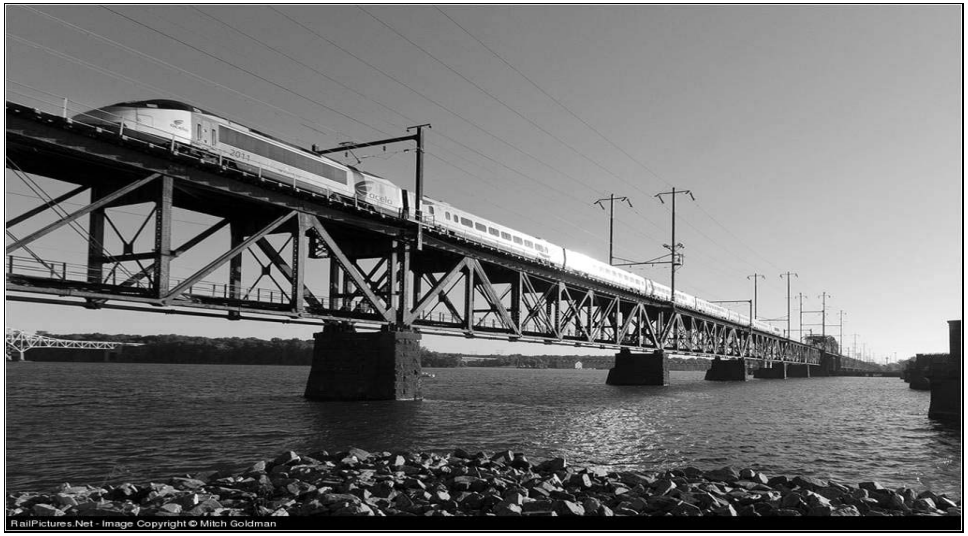
STATUS: Engineering and construction efforts are ongoing.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	18	18	0	0	0	0	0	0	0	0
Engineering	17,469	9,987	3,407	896	789	840	886	664	7,482	0
Right-of-way	63	33	30	0	0	0	0	0	30	0
Construction	44,201	28,417	3,318	4,456	2,310	1,680	2,000	2,020	15,784	0
Total	61,751	38,455	6,755	5,352	3,099	2,520	2,886	2,684	23,296	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

MTA Project #s 0212, 0213 and 0590

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.



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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-36)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	9,654	12,346	0	0	0	0	0	12,346	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	9,654	12,346	0	0	0	0	0	12,346	0
Federal-Aid	22,000	9,654	12,346	0	0	0	0	0	12,346	0

0181

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-36)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	21,269	38,731	0	0	0	0	0	38,731	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	21,269	38,731	0	0	0	0	0	38,731	0
Federal-Aid	60,000	21,269	38,731	0	0	0	0	0	38,731	0

0158

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions		
	Information Technology Project		
1	CAD/RMS - DVED & ASED (0176)	1,100	Complete
2	Data Loss Prevention (0212)	1,554	Complete
3	Employee Scheduling System - Time Capture Enhancement (0186)	322	Complete
4	Executive Correspondence System (0190)	270	Complete
5	Mainframe Upgrade 2 (0144)	7,487	Complete
6	Network Acces Control (0209)	500	Complete
	The Secretary's Office		
7	MBE 2009 Disparity Study (0146)	3,014	Complete
8	P3 Stipend Payments (1214)	7,500	Complete
	Grants		
9	Grants to Local Governments (0193)	41,000	Complete

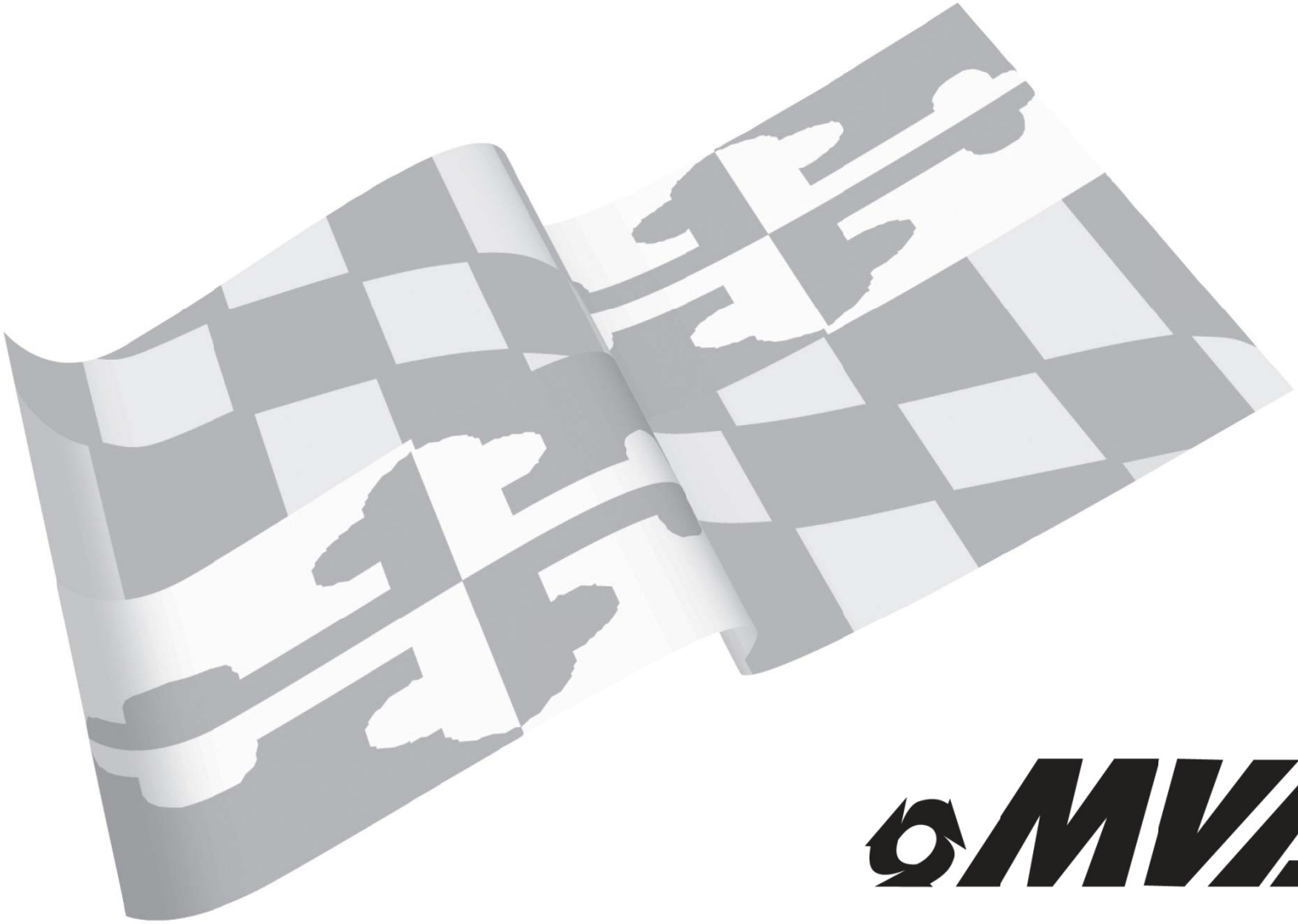
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018		
	Information Technology Project		
10	Capital Program Management System Maintenance II (0087)	400	Ongoing
11	Data Center Shared Services (0101)	1,224	Ongoing
12	Fiber Optic Installations (0203)	425	Ongoing
13	Network Hardware/Software Replacement Costs (0020)	8,278	Ongoing
14	TSO OA Enhancements OBJ 11 (0100)	160	Ongoing
15	TSO OA Replacements OBJ 10 (0099)	527	Ongoing
16	Capital Management and Programming System (CMAPS) (0211)	6,346	Underway
17	Department IT Improvement Projects (1213)	7,808	Underway
18	DoIT Oversight Costs on MDOT Projects (0216)	400	Underway
19	Employee Scheduling System - Expense Module (0184)	111	Underway
20	Employee Scheduling System - Leave Request Module (0183)	80	Underway
21	Enterprise Budget System (1207)	1,380	Underway
22	Intrusion Detection and Protection System (0208)	56	Underway
23	Mobile Device Management (0189)	300	Underway
24	State Personnel System (Benefits) (0178)	306	Underway
	The Secretary's Office		
25	Environmental Compliance Oversight (0126)	1,036	Ongoing
26	MDOT Headquarters Building (0081)	2,658	Ongoing
27	OPCP - 12 Consultant Contract (0169)	2,000	Ongoing
28	Port of Baltimore Incentive Pilot Program (0206)	6,000	Ongoing
29	Program Management (0019)	100	Ongoing
30	Rail Safety Oversight (0032)	200	Ongoing
31	Real Estate Services (0005)	325	Ongoing
32	Security/Emergency Management (0082)	100	Ongoing
33	Special Real Estate Counsel Contract (0133)	195	Ongoing
34	TOD Implementation Projects (0143)	500	Ongoing

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	The Secretary's Office (cont'd)		
35	Baltimore Rail Study (0121)	494	Underway
36	MBE 2015 Disparity Study (0168)	1,325	Underway
37	MDOT Project Prioritization Tool (0202)	143	Underway
38	OPCP 17 - Consultant Contract (0218)	2,566	Underway
39	Transportation Facilitation Consultant Services (0217)	1,300	Underway
40	UMD - NCSG Agreement (0148)	375	Underway
	Grants		
41	Canton Railroad Grant (0173)	3,729	FY 2017
42	Airport Citizens Committee (0078)	554	Ongoing
43	Buisness & Capital Support at BWI Marshall Airport (0130)	11,800	Ongoing
44	MD Department of Planning Grant (0154)	284	Ongoing
45	Grant to City of Cambridge (0195)	706	Underway
46	Grants to State Jurisdictions (0215)	25,000	Underway
47	I-95/Forestville Road Improvement Grant (0167)	2,000	Underway
48	Maryland Bike Share Program (0172)	1,068	Underway
49	Piscataway Drive Grant (0205)	2,200	Underway
50	Washington County Grant (0194)	564	Underway



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	4.3	6.4	10.2	4.2	1.7	1.7	28.5
System Preservation Minor Projects	20.7	20.7	12.6	11.4	11.5	11.9	88.8
Development & Evaluation Program	-	-	-	-	-	-	-
SUBTOTAL	25.0	27.1	22.8	15.6	13.2	13.7	117.3
Capital Salaries, Wages & Other Costs	1.2	1.2	1.3	1.3	1.4	1.4	7.8
TOTAL	26.2	28.3	24.1	16.9	14.5	15.1	125.1
Special Funds	25.5	28.3	24.1	16.9	14.5	15.1	124.3
Federal Funds	0.8	-	-	-	-	-	0.8

PROJECT: Real ID Act

DESCRIPTION: This project will verify identification documents presented to the MVA in connection with driver license and ID card transactions. The project will develop a more secure driver license and ID card, and a means to archive identity documents.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade systems and policies within MVA in order to comply with federal regulations mandated in May 2005 by the signing of The Real ID Act. Proof of lawful presence in the United States is now required before an individual can be granted a new MD driver's license, learner's permit or ID card.

SMART GROWTH STATUS: [X] 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:
Security System Preservation & Improvement (Line 4)
DLS/POS Migration (Line 4)

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

[X] Safety & Security
[ ] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: The MVA implemented business and functional requirements to comply with the passage of Lawful Presence Legislation, and systems changes to account for the need to capture an individual's full legal name during the Driver License and Identification Card application process. There are several additional requirements pertaining to electronic verification of information that will be implemented, once the verification system being developed by DHS/AAMVA is operational.

STATUS: All federally mandated benchmarks within MVA's control have been attained. Benchmarks pending are contingent on the verification system being developed by DHS/AAMVA to be operational. Remaining special and federal funds are to be used to cover the costs associated with connecting to the verification system.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,295	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,909	1,482	160	267	0	0	0	0	427	0
Total	4,204	3,777	160	267	0	0	0	0	427	0
Federal-Aid	1,771	1,771	0	0	0	0	0	0	0	0

0659

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.

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS: Project Core (MVA Line - 3)

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

[ ] Safety & Security
[ ] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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 2016 - 21 CTP: Total cost decreased by $1.2 million due to a revised cost estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,897	1,234	103	106	109	112	115	118	663	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,107	18,875	1,510	1,480	1,495	1,536	1,582	1,629	9,232	0
Total	30,004	20,109	1,613	1,586	1,604	1,648	1,697	1,747	9,895	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534

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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Alternative Service Delivery Systems (MVA Line - 2)

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

[X] Safety & Security
[X] System Preservation
[X] 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. Vendor proposals will be solicited later this year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: An increase of $9M was added to fund FY 19 phases of the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	13,231	7,100	1,952	2,020	2,159	0	0	0	6,131	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	12,037	0	564	2,519	6,391	2,563	0	0	12,037	0
Total	25,268	7,100	2,516	4,539	8,550	2,563	0	0	18,168	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0688

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

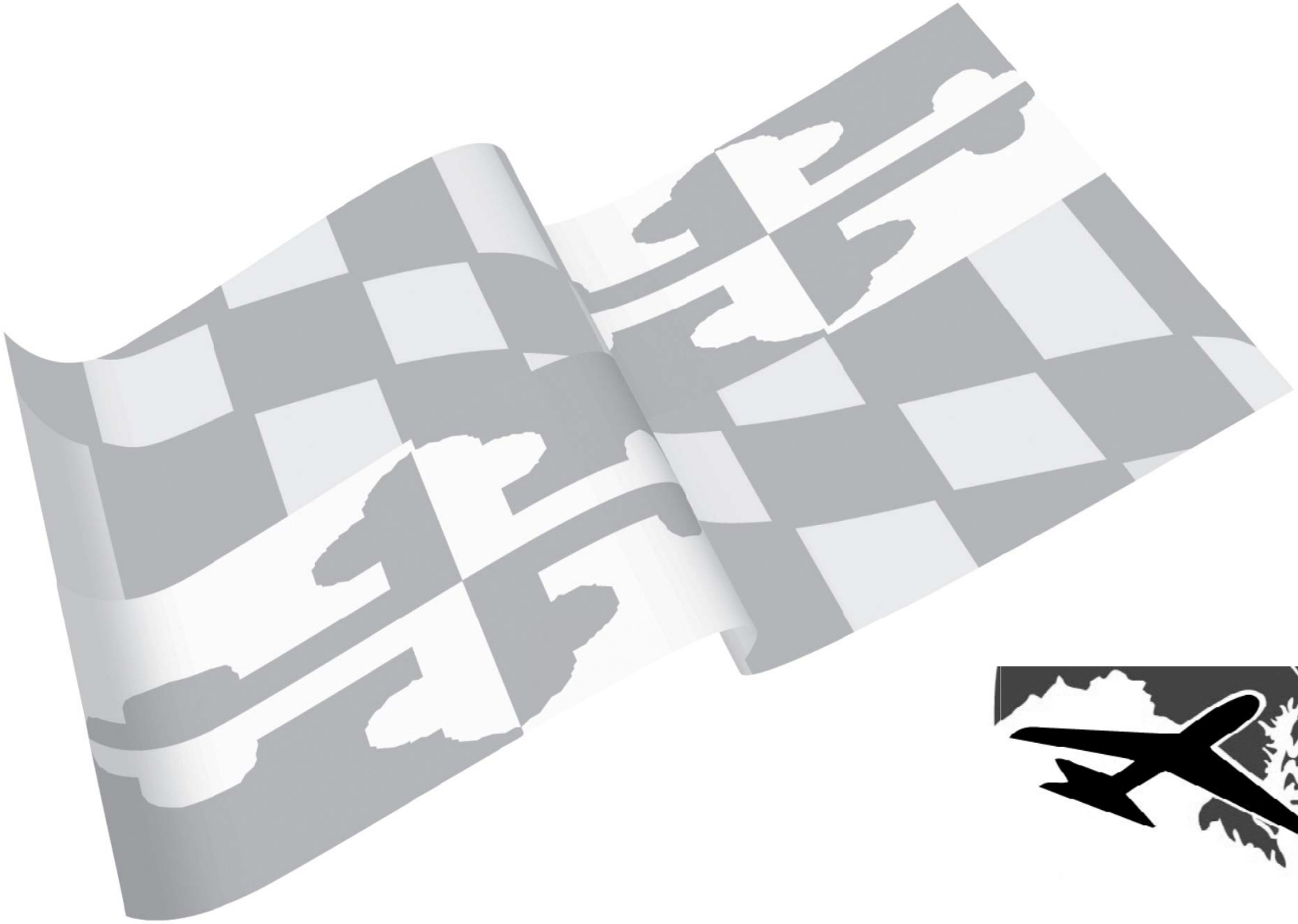
MOTOR VEHICLE ADMINISTRATION - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions		
	Building Improvements		
1	Essex Branch Office Expansion (0675)	561	Complete
2	Salisbury Branch Renovation (0693)	2,901	Complete
	Information Technology		
3	Data Loss Protection (0697)	428	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)

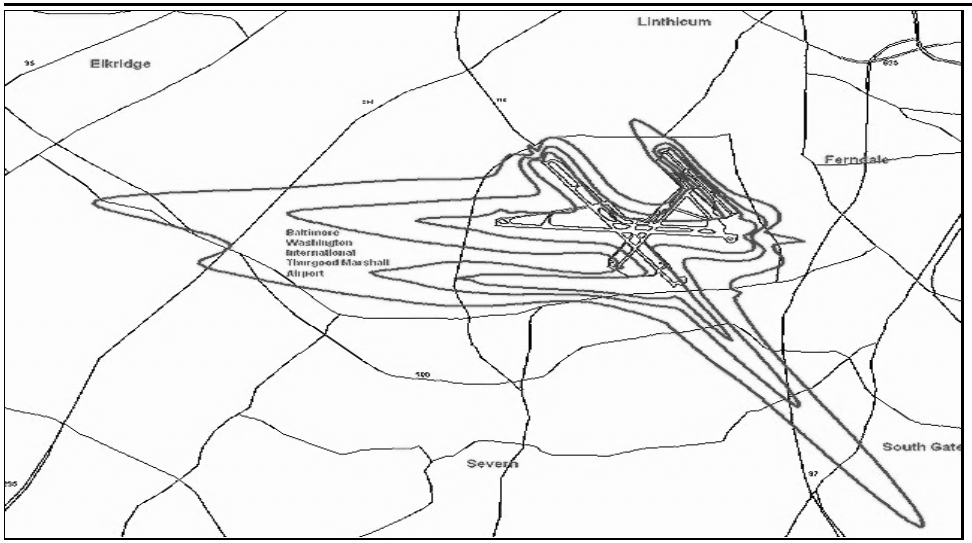
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018		
	Building Improvements		
4	Building and Interior Modification (0598)	1,183	Ongoing
5	Comprehensive Planning Services (0536)	2,059	Ongoing
6	Environmental Management System Improvements (0668)	539	Ongoing
7	Glen Burnie Office Systems Preservation (0512)	1,811	Ongoing
8	OIR Office Systems Preservation (0698)	1,167	Ongoing
9	VEIP Preservation (0686)	3,345	Ongoing
10	Cumberland Office Interior Modifications and Site Work (0742)	200	Underway
11	Glen Burnie Reconstruction (0552)	5,063	Underway
	Information Technology		
12	Business Process Reengineering (0699)	775	Ongoing
13	Central Document Processing System Preservation (0651)	937	Ongoing
14	Computer Equipment System Preservation (0645)	6,528	Ongoing
15	DLS/POS Migration (0681)	2,097	Ongoing
16	Network Switch System Preservation (0649)	254	Ongoing
17	Security System Preservation & Improvement (0518)	1,162	Ongoing
18	System Preservation (0597)	4,617	Ongoing
19	Telecommunication System Preservation & Improvement (0545)	1,421	Ongoing
20	Central Issuance (0772)	1,200	Underway
21	DIWS II (0684)	5,668	Underway
22	Driver Law Test System (0695)	73	Underway
23	Facial Recognition IT Screening Pilot (0677)	428	Underway
24	Performance Registration Information Systems Management (0778)	753	Underway
	Safety		
25	Maryland Highway Safety Office Bicycle Programs (0777)	130	Ongoing



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	116.5	72.3	0.9	0.9	0.9	0.9	192.5
System Preservation Minor Projects	48.8	38.4	22.7	23.7	22.1	23.5	179.2
Development & Evaluation Program	1.0	1.4	-	-	-	-	2.4
SUBTOTAL	166.3	112.0	23.7	24.6	23.0	24.5	374.1
Capital Salaries, Wages & Other Costs	6.9	6.9	6.1	6.1	6.1	6.1	38.2
TOTAL	173.2	118.9	29.8	30.7	29.1	30.6	412.3
Special Funds	119.8	96.5	25.5	26.4	24.8	26.3	319.4
Federal Funds	6.1	5.5	4.3	4.3	4.3	4.3	28.7
Other Funding *	47.3	16.9	-	-	-	-	64.1
Other Funding Breakdown*							
CFC	4.1	16.0	-	-	-	-	20.1
PFC	43.2	0.9	1.7	1.7	-	-	47.5
PFC Bond	-	-	-	-	-	-	-
TSAOTA	-	-	-	-	-	-	-
	47.3	16.9	1.7	1.7	-	-	67.6



PROJECT: Homeowner Assistance Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise and improvement of land-use compatibility around BWI Marshall. Homeowners may elect to either sell their home, with the State ensuring a fair market value, or have their house soundproofed to reduce interior noise levels. The State receives an avigation easement for each participating property.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Marshall Airport Noise Zone starting with the most severely impacted communities.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This program enhances the environment of neighboring communities by providing homeowner noise mitigation for people living within designated noise zones near BWI Marshall.

STATUS: MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project delayed from FY 2016 to FY 2017 pending FAA approval of updated noise maps.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	460	442	3	3	3	3	3	3	18	0
Right-of-way	28,114	22,496	937	937	936	936	936	936	5,618	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,574	22,938	940	940	939	939	939	939	5,636	0
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

1002

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

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

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

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

- [X] Safety & Security
- [X] 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: Runway 10-28 RSA compliant and pavement rehabilitation complete August 2013. Amtrak obstructions modifications, property acquisitions, Runway 10-28 NAVAIDS and a portion of Taxiway C will continue into 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

USAGE: Accommodate projected annual passener growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	147	147	0	0	0	0	0	0	0	0
Engineering	11,285	11,285	0	0	0	0	0	0	0	0
Right-of-way	503	503	0	0	0	0	0	0	0	0
Construction	61,140	59,386	1,754	0	0	0	0	0	1,754	0
Total	73,075	71,321	1,754	0	0	0	0	0	1,754	0
Federal-Aid	24,772	24,772	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue 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 3 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA), and 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 15R-33L, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 2.
Runway Safety Area, Standards and Pavement Improvements Phase 4 at BWI Marshall -- Line 4.

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: RSA compliant and pavement rehabilitation complete in Summer 2015. Project closeout underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	165	165	0	0	0	0	0	0	0	0
Engineering	28,031	27,882	149	0	0	0	0	0	149	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	120,263	120,263	0	0	0	0	0	0	0	0
Total	148,459	148,310	149	0	0	0	0	0	149	0
Federal-Aid	41,268	41,268	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7731, 7743, 7755, 7769, 7811, 7812, 7815, 7816, 7817,
7818, 7819, 7820, 7821, 7826, 7827, 9800

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decrease of $3.2 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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 2.
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 3.

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: Runway 15L-33R RSA compliant Summer 2015. Conversion of Runway 4-22 into new Taxiway P construction began February 2015 and will complete in Spring 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increase of $4.1 million resulting from reallocation of cost among active work phases.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	165	165	0	0	0	0	0	0	0	0
Engineering	9,103	9,103	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	108,440	94,570	13,870	0	0	0	0	0	13,870	0
Total	117,708	103,838	13,870	0	0	0	0	0	13,870	0
Federal-Aid	35,906	35,906	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

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

ASSOCIATED IMPROVEMENTS:
International Concourse Extension at BWI Marshall Airport -- Line 9.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] 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: Enabling projects completed in FY 2015. Construction began February 2015 with schedule completion of April 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	462	462	0	0	0	0	0	0	0	0
Engineering	16,983	16,983	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	119,963	76,612	43,351	0	0	0	0	0	43,351	0
Total	137,408	94,057	43,351	0	0	0	0	0	43,351	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Parking Revenue Control System at BWI Marshall Airport

DESCRIPTION: The project provides for the replacement of the existing parking system that tracks revenues and parking lot usage for management of the facilities and issues tickets to patrons using the various surface and garage facilities. The new system will bring the latest parking technology including varying payment and ticket options to each of the two garages and surface lots.

PURPOSE & NEED SUMMARY STATEMENT: A reliable system is an inherent necessity to efficiently monitor and control revenue in a parking operation. The end of life age of the current system infrastructure, need for dependable revenue control, and the availability of cost efficient new technologies will help safeguard BWI Marshall's largest revenue generator.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Replacement of the aged parking revenue system provides ease of access and enhanced payment options for airport users. An updated parking system will improve space management, provide for flexible pricing and enhance financial reporting. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Project complete December 2015. User acceptance to continue until Fall 2016.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,320	1,320	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,483	7,483	0	0	0	0	0	0	0	0
Total	8,803	8,803	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1270

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decrease of $1.0 million due to cost savings.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through parking revenues.

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 onging capital improvements. The replacement of the loading bridges is essential to supporting the safe movement of passengers on and off aircraft using terminal facilities.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] 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 supports the movement of people, goods and State economy.

STATUS: Multi-year construction program began Fall 2014.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

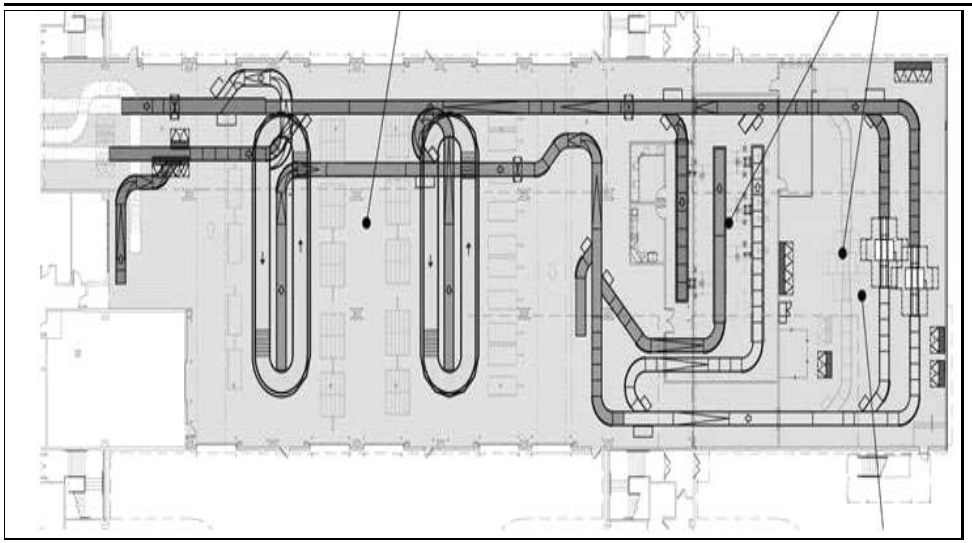
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,565	979	586	0	0	0	0	0	586	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,183	6,466	5,717	0	0	0	0	0	5,717	0
Total	13,748	7,445	6,303	0	0	0	0	0	6,303	0
Federal-Aid	2,149	334	1,815	0	0	0	0	0	1,815	0

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increase of $1.3 million due to addition of two new loading bridges to the program.

USAGE: Accommodate projected annual passenger growth.

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



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.

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

- [X] 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

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

- [X] Safety & Security
- [X] System Preservation
- [X] 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 supports the movement of people, goods and State economy.

STATUS: Construction began October 2015 with completion March 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

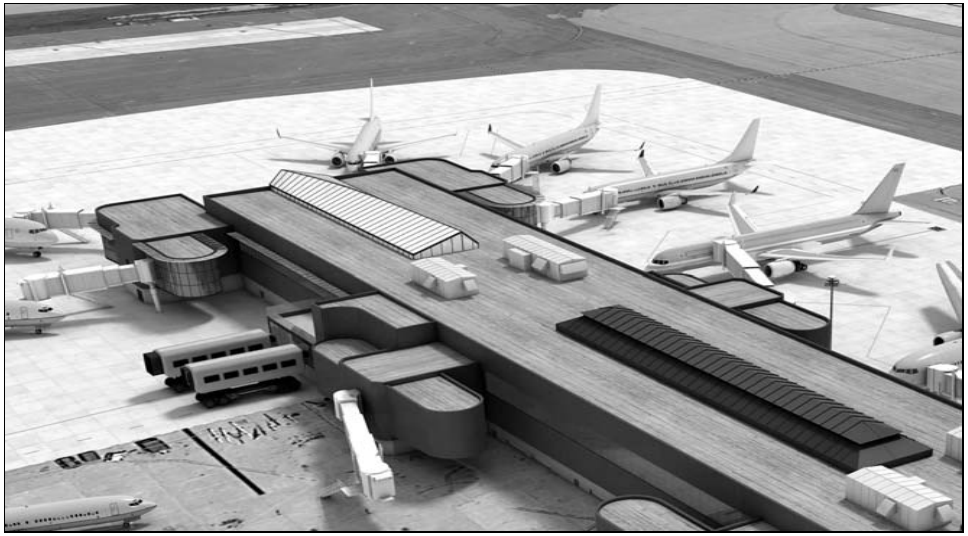
USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	512	343	169	0	0	0	0	0	169	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,574	9,163	12,411	0	0	0	0	0	12,411	0
Total	22,086	9,506	12,580	0	0	0	0	0	12,580	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
D/E Connector at BWI Marshall Airport -- Line 5.

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] 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 supports the movement of people, goods and State economy.

STATUS: North Cargo area security complete. Apron and stormwater management construction began Spring 2016. Primary building structure advertised June 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	13,227	13,227	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	104,998	12,150	37,523	55,325	0	0	0	0	92,848	0
Total	118,496	25,648	37,523	55,325	0	0	0	0	92,848	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2047, 2048, 9693, 9694

PROJECT: Consolidated Rental Car Facility Shuttle Bus Fleet Replacement

DESCRIPTION: This project will purchase 20 clean diesel, 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. The timely replacement of the existing buses wilth 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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [X] 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 supports the movement of people, goods and State economy.

STATUS: Procurement in FY 2017 with delivery in FY 2018.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	16,000	0	0	16,000	0	0	0	0	16,000	0
Total	16,000	0	0	16,000	0	0	0	0	16,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources are Customer Facility Charge (CFC) revenues.
2095

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.

USAGE: Accommodate rental car customer growth.

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

PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment resuming with modified scope and targeted completion in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,926	1,549	377	0	0	0	0	0	377	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	1,926	1,549	377	0	0	0	0	0	377	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 completed 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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Scope definition complete with environmental assessment to begin FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	623	1,377	0	0	0	0	2,000	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	2,000	0	623	1,377	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions		
	Airport Technology		
1	BWI - CDC Phase 2 - Statewide System Access (2042)	514	Complete
2	BWI Radio Console Replacement (2036)	1,798	Complete
3	Conc C LL IT Systems Room Expansion (2049)	3,880	Complete
	Airside Development		
4	BWI New Air Traffic Control Tower (1939)	939	Complete
5	BWI Noise Exposure Map (1913)	270	Complete
6	Comprehensive Paving FY 2013 (1908)	12,863	Complete
	Annual		
7	Roadway Sign & Retaining Wall Structure Inspection (1906)	233	Complete
8	Wildlife Mitigation (2006)	13	Complete
	Baltimore/Washington		
9	BWI Hotel (2008)	583	Complete
10	Comp Airport Planning Services (1901)	4,725	Complete
11	Comp Arch Eng Design Services (1902)	29	Complete
12	Comp Arch Eng Design Services-1 (1915)	2,313	Complete
13	Comp Arch Eng Design Services-2 (1912)	966	Complete
14	Underground Duct Bank (2083)	52	Complete
15	Wildlife Management Services (2019)	827	Complete
	Consol Rental Car Facility		
16	CRCF - New Tenant Access Road and Walkway (1978)	928	Complete

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	Consol Rental Car Facility (cont'd)		
17	CRCF Bus Fleet Refurbishment (1972)	1,082	Complete
18	CRCF Facility Assessment (1979)	200	Complete
19	CRCF Garage Improvements (1971)	2,585	Complete
20	CRCF Walkway to Tenant Parking (1976)	909	Complete
	Environmental Compliance		
21	Comp Environmental Compliance (9407)	3,525	Complete
22	Comp Environmental Compliance (9408)	1,218	Complete
23	Comp Environmental Planning (1900)	3,295	Complete
24	Terminal Environmental Mitigation (8105)	275	Complete
	Equipment		
25	ARFF Equip Repl - Brush-43 #30026 (2065)	110	Complete
26	ARFF Equip Repl - Tower Unit #30089 (1999)	1,264	Complete
27	Equip - Intl Trash Compactor Replacements (2059)	90	Complete
28	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,390	Complete
29	Snow Equip - Multi-Tasking Unit New (1) (2063)	701	Complete
30	Snow Equip - Multi-Tasking Unit New (1) (2064)	701	Complete
31	Snow Equip Rehab - Broom #30057 (2062)	195	Complete
32	Snow Equip Rehab - Broom #30095 (2077)	195	Complete
33	Snow Equip Rehab - Broom Unit #30171 (2061)	195	Complete
34	Snow Equip Repl - Front End Loader #9932 (2001)	334	Complete
	Information Tech CTIPP		
35	Airport Road Electronic Signage Repl - Design Only (2044)	200	Complete

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	Information Tech CTIPP (cont'd)		
36	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	935	Complete
	Intl Infrastructure		
37	Air Handler 6 and 7 Replacement (9698)	400	Complete
38	International Building Expansion (9700)	8,193	Complete
39	International Building Outfall Pipe (9696)	3,306	Complete
40	Mobile Lounges (9697)	982	Complete
41	New North Terminal Substation NT - D1 (9699)	680	Complete
	Landside Development		
42	Air Cargo Drive North Pavement Rehabilitation (2030)	2,070	Complete
43	BWI Hotel - Former Four Points (2038)	2,878	Complete
44	Inbound I-195 at MD 170 Roadway Improvements (9324)	805	Complete
45	MD 170 Sign Changes (2050)	1,058	Complete
	Martin State		
46	MTN - Corporate Hangar Roof Replacement (2043)	1,852	Complete
47	MTN Storm Drain Pipe Replacement (2057)	1,789	Complete
48	MTN Trailer Replacement (2052)	291	Complete
	PMP Airfield Improvement		
49	ARFF Airfield Access Road (7775)	116	Complete
50	Emergency Taxiway Repairs (7774)	4,016	Complete
51	Taxiway A Pavement Rehabilitation (7738)	5	Complete

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	PMP Airfield Improvement (cont'd)		
52	Taxiway R Repairs (7763)	459	Complete
	Security		
53	TSA Baggage Screening Improvements Ph 2 (8999)	1,918	Complete
54	TSA Piers A/B Bag Screening Equip Replacement (8998)	5,049	Complete
	Terminal Development		
55	ADA Restroom Access and Improvements (9418)	1,043	Complete
56	BWI Communications (2080)	299	Complete
57	Central Terminal Elevator Upgrade (2033)	955	Complete
58	Common Use Domestic Facilities (7503)	1,385	Complete
59	Conc C Holdroom & Terminal Charging Stations (2035)	652	Complete
60	Concourse B International Ticket Counters (2054)	1,969	Complete
61	Lease Agreement Assets (9884)	1,736	Complete
62	NT Substation Replacements (2032)	7,877	Complete
63	Observation Gallery & C Corridor Improvements (9881)	2,202	Complete
64	Terminal and ARFF Glass Improvements (2045)	3,035	Complete
65	Terminal Improvement Project (7017)	6,585	Complete
66	Terminal Interior / Exterior Modifications (2014)	10,753	Complete
67	Terminal Office Relocation Phase 3 (9013)	1,095	Complete
68	Terminal Wide Restroom Mirror Replacement (2041)	547	Complete

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018		
	Airport Technology		
69	IT Equipment (1456)	2,400	Ongoing
70	Airport Project Administration System (AirPass) (2040)	883	Underway
	Airside Development		
71	Comp Pavement Markings FY15 (1909)	200	Fall, 2016
72	Comprehensive Paving FY 2016 (2108)	7,350	Ongoing
	Annual		
73	Facility Management Program (7600)	200	Ongoing
74	MAA Noise Prop AA Sewer Assessment (1905)	96	Ongoing
75	Parking Garage Structure Inspection (1463)	130	Ongoing
76	Real Estate Administrative Services (7019)	50	Ongoing
77	Real Estate Property Services (7018)	50	Ongoing
78	Bridge Inspection (SHA Consultant) (1023)	130	Underway
79	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
80	Prof Services GIS, SUE and Engineering Data (2016)	1,400	Underway
81	Security and Life Safety Systems CAD Update (2079)	600	Underway
82	Utility Designating (2017)	250	Underway
83	Wildlife Deterrent Unit Inspections (1904)	10	Underway
	Baltimore/Washington		
84	Building Permits and Inspections (1390)	300	Ongoing
85	Comp Construction Mgmt & Inspection (8016)	250	Ongoing
86	Fire Protection Engineer Services (1173)	500	Ongoing
87	Wildlife Management Plan (1181)	20	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	Baltimore/Washington (cont'd)		
88	BTC - BWI and MTN Minors (1062)	7,000	Underway
89	BWI Aerial Photogrammetry & Airspace Analysis (1959)	250	Underway
90	Capital Financial Services (2018)	500	Underway
91	Comp Acoustical Services Contract (1918)	400	Underway
92	Comp Airport Planning Services (1949)	1,000	Underway
93	Comp Airport Planning Services (1951)	1,000	Underway
94	Comp Arch Eng Design Services (1954)	700	Underway
95	Comp Arch Eng Design Services (1955)	700	Underway
96	Comp Arch Eng Design Services (1956)	700	Underway
97	Comp Arch Eng Design Services (1957)	700	Underway
98	Comp Arch Eng Design Services (1958)	700	Underway
99	Comp Commercial Facilities & Business Planning Services (1274)	200	Underway
100	Comp Const Mgmt Services (1952)	700	Underway
101	Comp Construction Mgmt & Inspection (1953)	800	Underway
102	Comp Financial Planning & Analysis Services (2082)	200	Underway
103	Comp Profressional Program Mgmt (1916)	100	Underway
104	Comp Real Estate Services (1919)	400	Underway
105	Comprehensive AIT Services (1292)	1,150	Underway
106	MBE Support Services (1950)	180	Underway
107	Pavement Management BWI/MTN (1943)	400	Underway
108	Wildlife Management Services (2078)	800	Underway
	Consol Rental Car Facility		
109	CRCF ADA Improvements - CSB and BMF Facility (2094)	41	Fall, 2016
110	CRCF Bus Maintenance Facility FY16 Bldg Impv (2091)	872	Fall, 2016
111	CRCF CSB and Garage FY16 Bldg Impv (2090)	581	Fall, 2016
112	CRCF Pavement Rehabilitation (2093)	2,250	Spring, 2017

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

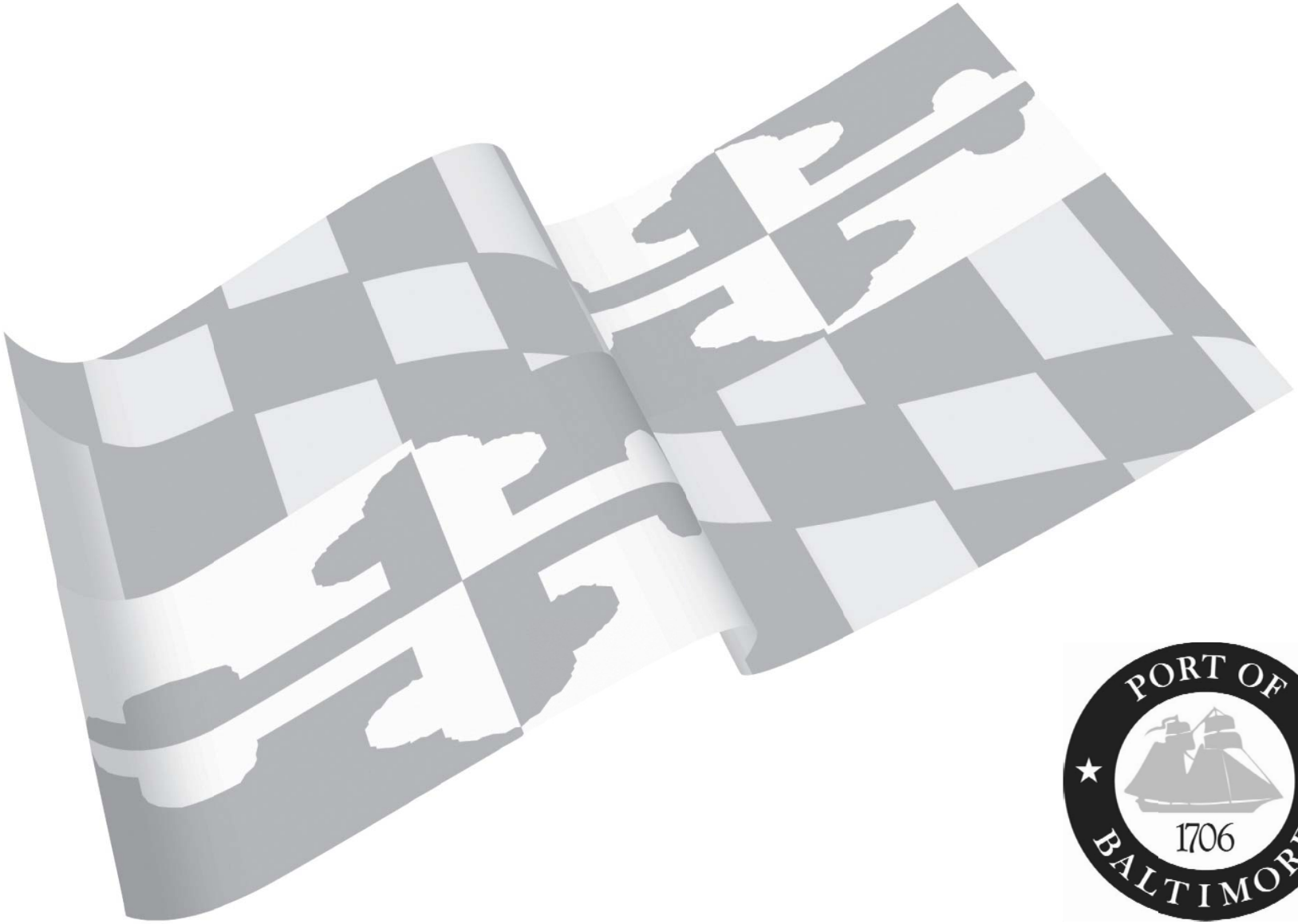
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	Consol Rental Car Facility (cont'd)		
113	CRCF Used Articulated Buses FY16 (2092)	310	Underway
	Environmental Compliance		
114	Comp Environmental Compliance (2056)	1,500	Underway
115	Comp Environmental Planning (1899)	1,000	Underway
116	Environmental Compliance - 3rd Party Audit (1898)	30	Underway
117	Stream and Wetland Restoration Mitigation Services (1948)	90	Underway
118	Terminal Environmental Mitigation (8106)	200	Underway
	Equipment		
119	ARFF Eqmt Repl - Rescue Truck Unit #30244 (2100)	1,290	Fall, 2017
120	Equip Repl - MTN Bat Wing Tractors (2) (2103)	35	Fall, 2017
121	Equip Repl - MTN Lawn Mowers (2) (2104)	27	Fall, 2017
122	Equip Repl - MTN Steel Skid Loader #9752 (2101)	81	Fall, 2017
123	MTN Snow Equip - Snow Melters New (2) (2099)	300	Fall, 2017
124	Procurement Storage Trailers (2102)	143	Fall, 2017
125	Snow Equip - Snow Grooming Vehicle New (2105)	146	Fall, 2017
126	Snow Equip Rep. - Rotary Plow #30097 (2096)	646	Fall, 2017
127	Snow Equip Repl - De-Icing Truck #30166 (2098)	194	Fall, 2017
128	Snow Equip Repl - Displacement Plow #30098 (2097)	500	Fall, 2017
129	ARFF Equip Rehab - Tanker-43 #9836 (2076)	125	Underway
130	ARFF Equip Repl - Ambulance #30324 (2000)	325	Underway
131	Equip Repl - MTN Tractor #9897 (2058)	74	Underway
132	Equip Repl - Paint Truck #30091 (2075)	312	Underway
133	Equip Repl - Tractors (4) (2074)	310	Underway
134	Operating Vehicles (2053)	359	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	Equipment (cont'd)		
135	Portable Snowmelters (New) (9402)	5,000	Underway
136	Snow Equip Repl - De-Icing Truck #9952 (2073)	187	Underway
137	Snow Equip Repl - Dump Trucks (2) (2002)	113	Underway
138	Snow Equip Repl - Front End Loader #9634 (2066)	347	Underway
139	Snow Equip Repl - Front End Loader #9891 (2069)	347	Underway
140	Snow Equip Repl - Front End Loader #9931 (2070)	347	Underway
141	Snow Equip Repl - Front End Loader #9944 (2071)	347	Underway
142	Snow Equip Repl - Tandum Dump #9834 (2067)	106	Underway
143	Snow Equip Repl - Tandum Dump #9856 (2068)	166	Underway
144	Snow Equip Repl - Tractor Trailer #9949 (2072)	156	Underway
	Information Tech CTIPP		
145	Permanent Noise Monitoring System Replacement (7405)	2,000	Underway
	Intl Infrastructure		
146	Conc Infrastructure Improvements (9695)	3,371	Underway
	Landside Development		
147	Daily Garage Inspection Repairs (1921)	509	Underway
148	Protective Land Acquisition (1137)	300	Underway
	Martin State		
149	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Fall, 2017
150	MTN Air Traffic Control Tower (1121)	950	Fall, 2017

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	Martin State (cont'd)		
151	MTN Obstruction Removal (9431)	319	Fall, 2017
	Regional Aviation		
152	Aid to Public/Private Airports (MAPA-90%) (1106)	2,325	Underway
153	Regional Aviation Program (1107)	1,525	Underway
154	Statewide Aviation Grants (AIP-5%) (1105)	1,500	Underway
	Security		
155	Security Initiatives (1298)	1,600	Ongoing
156	Exit Lane Technology (2028)	150	Underway
	Terminal Development		
157	County Sewer and Water Capital Improvements (1028)	1,200	Ongoing
158	Terminal Leasehold Modifications (7500)	400	Ongoing
159	Tenant Terminal Relocations (7504)	8,000	Underway
160	Terminal Interior / Exterior Modifications - SBR (2215)	2,000	Underway
161	Terminal Interior / Exterior Modifications (2114)	1,923	Underway
162	Terminal Interior / Exterior Modifications (2214)	6,750	Underway



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	72.7	71.4	174.1	121.3	57.4	52.4	549.2
System Preservation Minor Projects	37.3	20.5	58.7	37.7	36.8	17.7	208.8
Development & Evaluation Program	9.6	10.6	12.8	12.2	11.1	7.5	63.7
SUBTOTAL	119.5	102.5	245.6	171.2	105.3	77.6	821.7
Capital Salaries, Wages & Other Costs	4.8	4.9	5.0	5.1	5.2	5.2	30.4
TOTAL	124.4	107.4	250.7	176.3	110.5	82.9	852.1
Special Funds	117.7	104.7	249.7	176.3	110.5	82.9	841.8
Federal Funds	6.6	2.7	1.0	-	-	-	10.4

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 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
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ 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 2016 - 21 CTP: The program was increased $1 million due to a revised cost estimate and adding funding for FY22.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,986	7,236	150	50	150	50	150	200	750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	98,520	69,024	4,150	3,967	7,147	6,332	5,250	2,650	29,496	0
Total	106,506	76,260	4,300	4,017	7,297	6,382	5,400	2,850	30,246	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004

PROJECT: Dredge 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; dredge placement site operations; and beneficial use projects.

JUSTIFICATION: The Governor's Strategic Plan for Dredge Material Management identifies either specific sites and projects, or types of sites or projects for future dredge 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: [X] 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
Dredge Material Program -- Line 10

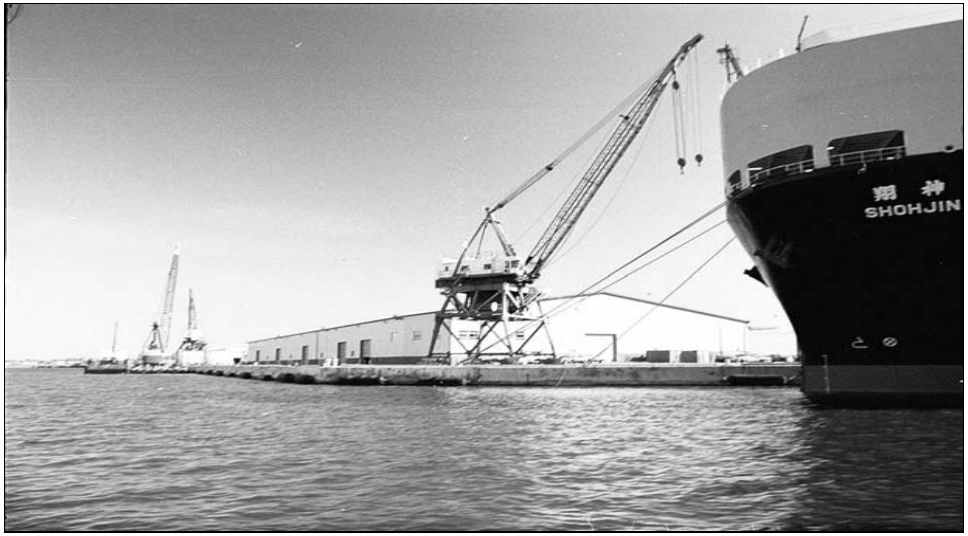
STATUS: The MPA continues to evaluate alternative dredge material placement sites. Masonville Dredged Material Placement Facility is accepting dredge material.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Program increased by $13.2 million due to a revised dredging schedule and adding funding on for FY22.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,597	19,154	1,000	893	2,280	2,943	1,427	900	9,443	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	767,168	397,297	32,908	53,969	115,596	85,755	37,843	43,800	369,871	0
Total	795,765	416,451	33,908	54,862	117,876	88,698	39,270	44,700	379,314	0
Federal-Aid	700	700	0	0	0	0	0	0	0	0

1900, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5260, 5305, 5309, 5311, 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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Funding of this project allows vessels with deeper drafts to make future calls at the Dundalk Marine Terminal. These 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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,669	47,988	5,161	1,500	33,520	6,500	0	0	46,681	0
Total	95,074	48,393	5,161	1,500	33,520	6,500	0	0	46,681	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158, 3181

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: iCCTV coverage expansion and upgrades; CCTV Analytic; intrusion beam barrier installation; access control installation at North Locust Point Terminal; placement of mobile security booths and a Cyber Vulnerability Assessment.

PURPOSE & NEED SUMMARY STATEMENT: Federal Regulations enacted under the Maritime Transportation Security Act of 2002 require the MPA to develop a security plan for MPA terminals that handles foreign cargo or passengers. These projects are being developed to comply with this Act. The Security Program will allow the MPA to enhance its capability to prevent unauthorized intrusions onto its terminals and facilities. A large portion of the Federally approved project's cost is funded by Federal Port Security Grants.

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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

EXPLANATION: These projects will enhance the security of MPA terminals as required by the Maritime Transportation Security Act of 2002

STATUS: The MPA was awarded two federal FY 14 Port Security Grants. The grants are CCTV Video Analytics and Cyber Vulnerability Assessment. These projects are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	454	454	0	0	0	0	0	0	0	0
Construction	45,009	44,382	538	89	0	0	0	0	627	0
Total	45,463	44,836	538	89	0	0	0	0	627	0
Federal-Aid	21,572	21,214	291	67	0	0	0	0	358	0

1062, 1093, 1619, 1765, 1767, 1768, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1780, 1781, 1782, 1783, 1789, 1794, 1798, 1799, 1920, 1921, 1922, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1934, 1935

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 93 departures are scheduled for the 2016 cruise season. Current 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

- [X] 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
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

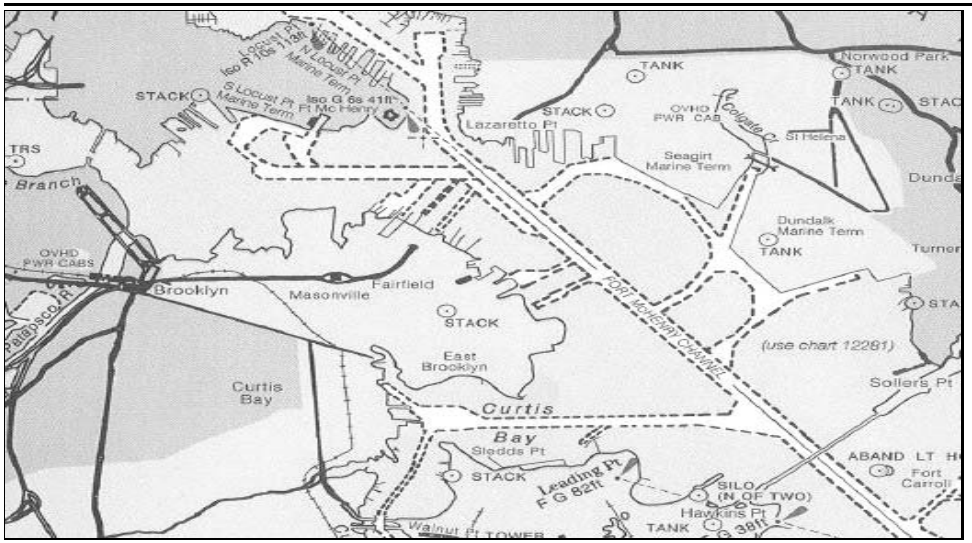
STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Increased by $2.7M due to new projects including a new passenger boarding bridge and an upgraded public address system.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	8,998	4,371	3,229	100	1,298	0	0	0	4,627	0
Total	8,998	4,371	3,229	100	1,298	0	0	0	4,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1614, 1615, 1616, 1628, 1635, 1637, 1640, 1641, 1644, 1645, 1646, 1655, 1658



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 exisitng 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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

EXPLANATION: Purchase of property adjacent to the exisiting 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 16, MPA acquired the ICTF which is adjacent to Seagirt Marine Terminal.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	30,043	28,608	0	0	1,435	0	0	0	1,435	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,043	28,608	0	0	1,435	0	0	0	1,435	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] 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 2016 - 21 CTP: Increase of $3.9 M was added to this project to reflect funding for FY 22.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,630	507	50	50	247	250	254	272	1,123	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	82,212	37,010	3,344	1,823	4,488	18,506	12,460	4,581	45,202	0
Total	83,842	37,517	3,394	1,873	4,735	18,756	12,714	4,853	46,325	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0

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

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 (Beverley 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 is 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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

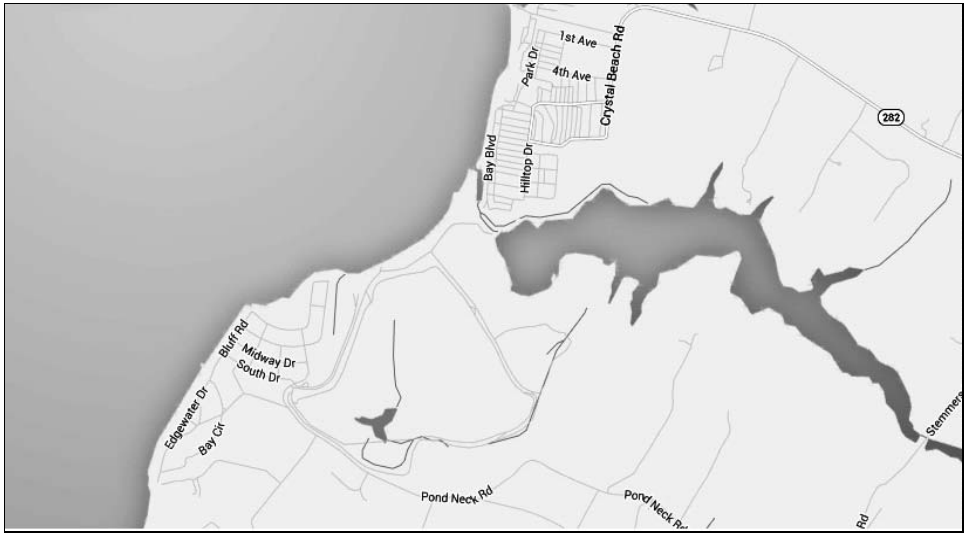
STATUS: Dredging is complete. The rail Improvements and Fairfield Basin Filling contracts have been awared.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	43,357	15,288	13,270	5,935	7,914	950	0	0	28,069	0
Total	43,357	15,288	13,270	5,935	7,914	950	0	0	28,069	0
Federal-Aid	10,000	0	6,336	2,664	1,000	0	0	0	10,000	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.

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

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. Dredge material collected from the C&D Canal and placed in the Pearce Creek DMCF will save the State millions of dollars of its share of transporation cost to alternative placement locations such as Poplar Island.

STATUS: This project is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	14,184	2,300	8,884	3,000	0	0	0	0	11,884	0
Total	14,184	2,300	8,884	3,000	0	0	0	0	11,884	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5250

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 reclamation.

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: [X] 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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: This program increased by $8.8 M primarily due to additional funding for FY 22.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	91,975	63,989	4,106	3,193	7,766	5,554	4,767	2,600	27,986	0
Engineering	61,428	26,673	4,945	6,859	5,073	6,657	6,321	4,900	34,755	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,641	3,641	500	500	0	0	0	0	1,000	0
Total	158,044	94,303	9,551	10,552	12,839	12,211	11,088	7,500	63,741	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5217, 5220, 5224, 5308, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423, 5425

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 11

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions		
	All Terminals		
1	Agency Wide Berth Substructure Repairs V (1830)	4,621	Complete
2	Agency Wide Bollard Repair (1833)	140	Complete
3	Agency Wide Tenant Alteration - III (1731)	1,950	Complete
4	CMAQ Dray Truck Program (1831)	1,000	Complete
5	Concrete Deck Repair III (1821)	673	Complete
6	Demolition 3 Cranes (1835)	1,449	Complete
7	Environmental Best Practices (1738)	2,660	Complete
8	EPC Capital Projects (1829)	100	Complete
9	Fendering Redesign and Replacement (1129)	470	Complete
10	Paving Repair VII (1766)	3,059	Complete
11	Paving Repairs (1703)	9,075	Complete
	Dundalk Marine Terminal		
12	Berth 11-13A Row Pile Replacement (3157)	237	Complete
13	Berth 6/7 Rail Rehabilitation (1135)	1,101	Complete
14	Bldg 91A Roof and Siding Replacement; Generator (3129)	1,404	Complete
15	Building 91A HVAC Replacement - EPC Program (3135)	178	Complete
16	DMT High Voltage Feeder (1123)	3,944	Complete
17	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	4,200	Complete
18	Heavy Load Pads Berth 12 (1137)	2,118	Complete
19	Main Line Rail Survey and Replacement (1141)	811	Complete
20	Mobile Crane - DMT (3156)	3,370	Complete
21	Rail Car Reader (3069)	66	Complete
22	Rehabilitation of Portions of Dunmar - Police HQ (3144)	753	Complete
23	Shed 4 Door Repair (3159)	10	Complete

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	Facilities and Equipment		
24	Crane Elevator Rehabilitation (3056)	180	Complete
25	Crane Harness Repair (3057)	105	Complete
26	Crane Trolley Rail Support System (3055)	171	Complete
27	Dump Truck FY 14 (3060)	403	Complete
28	Emergency Crane repair Crane Diesel # 8 DMT (3234)	46	Complete
29	Fender Replacement Program (3147)	675	Complete
30	Maintenance Boat (3063)	252	Complete
31	Mobile Restroom Trailers (3064)	146	Complete
32	Paceco Crane Rehabilitation (3066)	520	Complete
33	Rehabilitation of Big Red Crane (3065)	371	Complete
34	Replace Electrical Crane 11 - DMT (3059)	412	Complete
35	Specialized Vehicles - Dump Truck, Welder and Loader (3067)	365	Complete
	Masonville Auto Terminal		
36	Berth 4 Approach Slab Reconstruction (1747)	2,556	Complete
37	Kurt Iron Environmental Phase I - Clean-up (1210)	1,664	Complete
	Open-Ended Consulting		
38	Comprehensive Facility Inspection Diving (1725)	629	Complete
39	Engineering Survey Consultants (1241)	59	Complete
40	Portwide Egineering & Design FY 11 - STV (1259)	1,499	Complete
41	Portwide Egineering & Design FY 11 - Moffat & Nichols (1257)	2,675	Complete
42	Portwide Engineering & Design FY 11 - WBCM (1256)	2,947	Complete
43	Portwide Engineering & Design FY 11 - WRA (1258)	1,814	Complete

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	Port - Wide		
44	Fiber Cable Installation from DMT to FSK/MdTA (3213)	125	Complete
45	Open Ended Studies - Planning (3112)	554	Complete
46	Telecommunciations Network & Voicemail System Upgrade (3211)	330	Complete
	South Locust Point		
47	Shed 11C Roll-up Door Repair (1642)	46	Complete
48	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete
	World Trade Center		
49	ADA Restroom Renovations (3400)	208	Complete
50	Chiller Replacement & Cooling Tower - WTC (3430)	2,239	Complete
51	Emergency Heating Repairs at World Trade Center (3455)	131	Complete
52	LAN Room Cooling and Emergency Power (3481)	347	Complete
53	New Roof Deck & Guardrail Waterproofing (1523)	666	Complete
54	Rehbilitation of Shaft # 1 - WTC (3452)	258	Complete
55	Relocated Security/Safety & Bldg System to Command Cen. (3450)	362	Complete
56	Seal WTC Building Columns (3490)	1,068	Complete
57	Storm Drain Cover Replacement - WTC (3470)	144	Complete

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

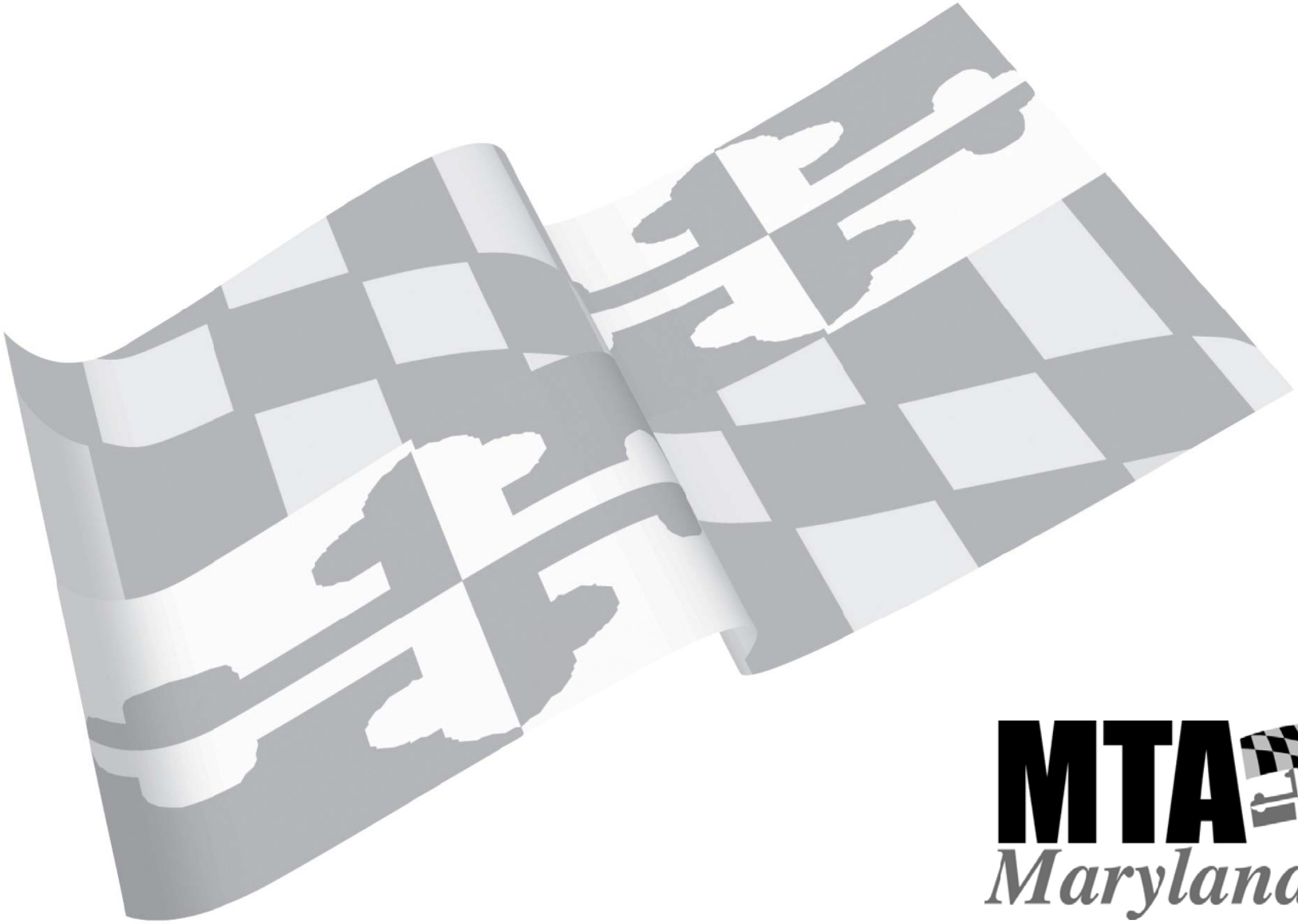
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018		
	All Terminals		
58	Paving Repairs IX (1842)	3,950	Fall, 2016
59	Environmental Remediation (1400)	207	Ongoing
60	Open Ended Building Maintenance Contract (1832)	2,200	Ongoing
61	Agency Wide Berth Substructure Repairs VI (1839)	5,191	Underway
62	Concrete Deck Repair IV (1838)	400	Underway
63	Concrete Repair Balance (1820)	573	Underway
64	Hawkins Point O&M (1707)	795	Underway
65	Storm Water Pollution Prevention (1410)	10	Underway
66	Stormwater Construction and Retrofit Program (1411)	1,000	Underway
67	Stormwater Drain Structure Inspection and Rehab Prog (1412)	900	Underway
68	Utility Installation Program (1837)	950	Underway
	Dundalk Marine Terminal		
69	Crane 10 Demolition (3168)	800	Fall, 2016
70	Demolition of 96 D Hanger & Police Bldg (3145)	1,700	Fall, 2016
71	DMT C Street Drainage Improvements (1150)	6,400	Fall, 2016
72	Lot 95 Stormwater Retrofit (3184)	400	Spring, 2017
73	Mestek Over- Dimensional Gate (3146)	500	Spring, 2017
74	DMT Variable Message Sign Replacement (3164)	254	Summer, 2016
75	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	4,900	Summer, 2016
76	Berth 1&2 Cut Off Wall (3180)	1,166	Underway
77	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	6,429	Underway
	Facilities and Equipment		
78	Equipment and Infrastructure Preservation (3029)	339	Ongoing
79	Sprinkler Repairs (3038)	200	Ongoing

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	Facilities and Equipment (cont'd)		
80	Facility Capital Equipment (3233)	600	Underway
81	Railroad Crane Inspection and Construction (3106)	847	Underway
	North Locust Point		
82	Firestone Building Demolition (1815)	100	Spring, 2017
	Open-Ended Consulting		
83	Facility Inspection Diver V (1841)	100	Summer, 2017
84	Construction Management and Inspection FY 15-17 O&L (1273)	336	Underway
85	Construction Management Insp. FY 15 -17 (1271)	1,600	Underway
86	Construction Management Inspection FY 15-17 WRA (1272)	600	Underway
87	Inspection Surveys (1827)	200	Underway
88	PE Inspection Diver IV (1826)	125	Underway
89	Portwide Engineering & Design FY 16 STV (1278)	1,200	Underway
90	Portwide engineering and Design FY 16 WBCM (1277)	2,400	Underway
91	Portwide Engineering and Design FY 16 WRA (1279)	1,200	Underway
92	Portwide Engineering and Design JMT (1276)	2,400	Underway
93	Portwide Engineering and Design M&N (1275)	2,400	Underway
	Port - Wide		
94	Network Attached Storage Expansion (3210)	190	Fall, 2016
95	Brass System Upgrade (3120)	220	Underway
96	CTIPP Equipment (3124)	566	Underway
97	Open Ended Planning Studies JM (3501)	270	Underway
98	Open Ended Planning Studies TEMS (3502)	140	Underway

MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	World Trade Center		
99	Reception Desk and Related Projects - WTC (3175)	500	Fall, 2016
100	Plaza Security Bollard - WTC (3176)	250	Underway
101	Tenant Renovation - Meridian WTC (3107)	1,256	Underway
102	Transformer Replacment - WTC Tenants (3480)	125	Underway
103	WTC Restroom Renovations (3454)	949	Underway

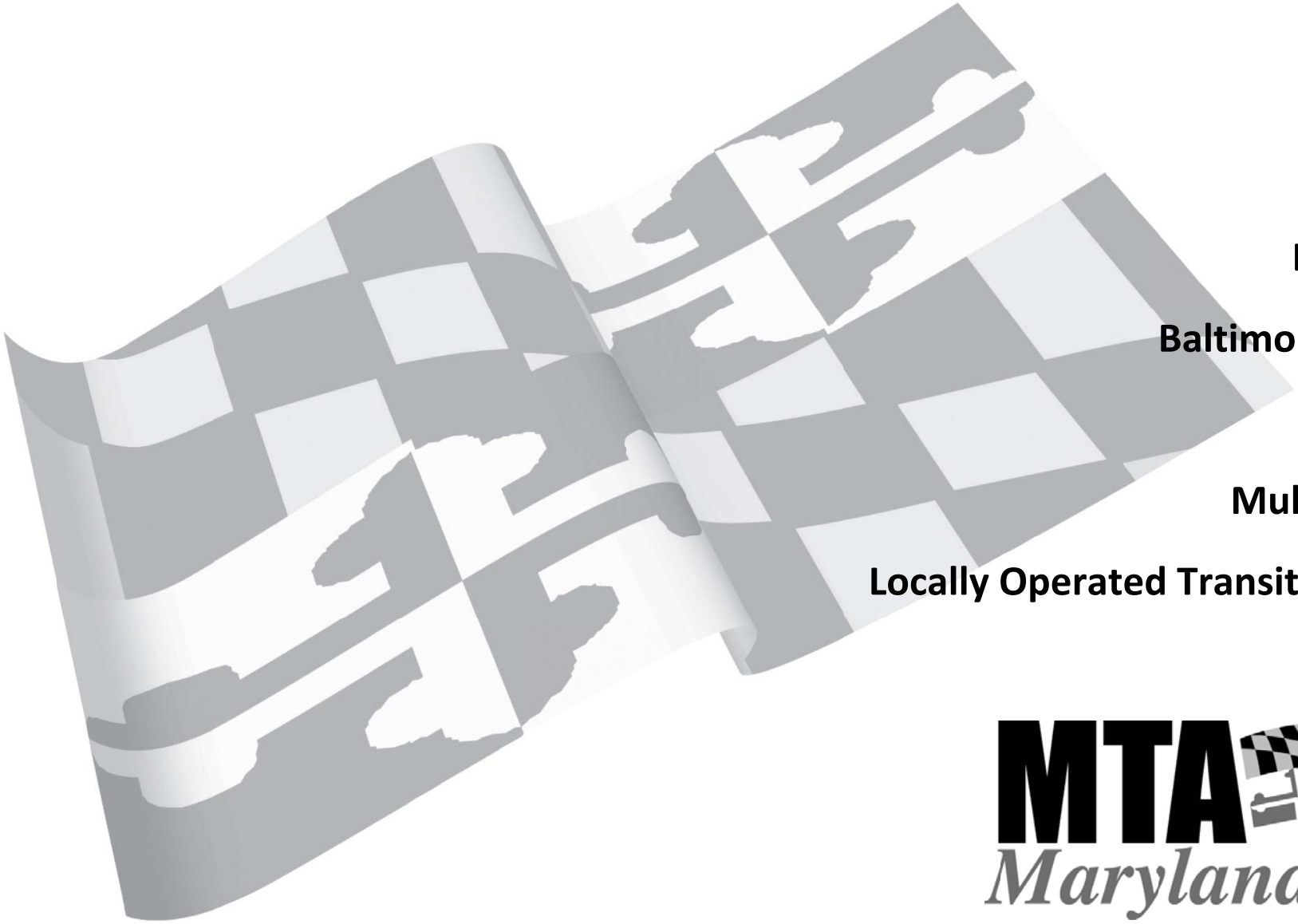


MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	761.2	722.7	555.3	363.0	282.3	427.9	3,112.3
System Preservation Minor Projects	80.5	65.9	45.4	50.7	55.9	125.5	424.0
Development & Evaluation Program	0.3	3.3	-	-	-	-	3.5
SUBTOTAL	842.0	791.8	600.7	413.7	338.2	553.4	3,539.8
Capital Salaries, Wages & Other Costs	12.5	13.0	13.0	14.0	14.0	14.0	80.5
TOTAL	854.5	804.8	613.7	427.7	352.2	567.4	3,620.3
Special Funds	366.3	330.6	219.0	88.4	54.1	153.0	1,211.3
Federal Funds	438.8	423.3	337.8	280.8	281.5	321.5	2,083.8
Other Funding	49.4	50.9	56.9	58.5	16.6	92.9	325.2



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

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 construction for the Washington Mid-Day Storage Yard, 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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 36
MARC Northeast Maintenance Facility - Line 37

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

- [ ] Safety & Security
- [X] System Preservation
- [X] 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.

STATUS: Construction for the Washington Mid-Day Storage Yard was completed in FY 2015. Design is underway for the Martin State Airport storage tracks and construction is anticipated to begin in FY 2018. Acquisition activities for the Riverside Maintenance Facility will begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $6.4M due to an increase in funding for the Martin State Airport project to fully fund the construction.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,106	630	475	1	0	0	0	0	476	0
Engineering	9,663	9,063	400	200	0	0	0	0	600	0
Right-of-way	30,297	1,805	0	3,492	0	0	25,000	0	28,492	0
Construction	49,728	36,968	0	2,550	3,850	6,360	0	0	12,760	0
Total	90,794	48,466	875	6,243	3,850	6,360	25,000	0	42,328	0
Federal-Aid	59,595	30,953	700	4,862	3,080	0	20,000	0	28,642	0

0208, 1177, 1217

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

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

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

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 36

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

[ ] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

STATUS: Ongoing projects on the Penn Line include Hanson Interlocking, block tie replacement, and Carroll to Bowie undercutting. Track improvements on the Camden Line are ongoing.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $43.3M due to the addition of FY 22.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,752	6,601	594	257	600	600	100	0	2,151	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	307,985	166,825	8,472	19,827	27,198	21,279	21,100	43,284	141,160	0
Total	316,737	173,426	9,066	20,084	27,798	21,879	21,200	43,284	143,311	0
Federal-Aid	232,448	122,774	7,252	16,066	20,447	14,322	16,960	34,627	109,674	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, and mid-life overhaul of 26 MARC IIA 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. 54 new railcars will replace 12 Gallery coaches scheduled for retirement. The remainder of the new vehicles will be used for expanded service.

SMART GROWTH STATUS: [X] 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
[X] System Preservation
[X] 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: Final acceptance of the 54 MARC IV coaches will occur in FY 2017. The overhaul of MARC III vehicles is underway. Specification development for the MARC IIA coaches will begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by $6.4M due to the addition of FY 2022 and additional funding to complete the MARC IV project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,649	649	0	0	0	1,000	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	222,775	169,944	7,725	14,006	11,000	6,300	6,000	7,800	52,831	0
Total	224,424	170,593	7,725	14,006	11,000	7,300	6,000	7,800	53,831	0
Federal-Aid	170,439	127,831	6,180	11,204	8,800	5,840	4,344	6,240	42,608	0

1263, 1304, 1450

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure 8 new diesel MP-36 locomotives and repower 6 GP-39 diesel locomotives.

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

SMART GROWTH STATUS: [X] 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
[X] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	650	650	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,866	18,676	5,955	31,165	8,235	8,835	0	0	54,190	0
Total	73,516	19,326	5,955	31,165	8,235	8,835	0	0	54,190	0
Federal-Aid	56,020	15,032	4,570	22,763	6,588	7,067	0	0	40,988	0

1440, 1444

PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control 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: Positive Train control for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

SMART GROWTH STATUS: [X] 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:**

[X] Safety & Security
[ ] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: Ensure the safe operation of MARC service.

STATUS: Construction is underway with completion expected in FY 2017

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	16,531	14,031	2,500	0	0	0	0	0	2,500	0
Total	16,555	14,055	2,500	0	0	0	0	0	2,500	0
Federal-Aid	11,055	11,055	0	0	0	0	0	0	0	0

1380

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 as well as 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 and upgrade the BWI Rail Station.

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

- [X] 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 Program - Line 36

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

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

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

STATUS: Construction is complete for parking garage improvements. Design for station improvements is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

USAGE: In FY 2015 MARC annual ridership was 8.4 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	405	405	0	0	0	0	0	0	0	0
Engineering	2,523	2,523	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,847	2,307	3,650	3,750	0	640	0	500	8,540	0
Total	13,775	5,235	3,650	3,750	0	640	0	500	8,540	0
Federal-Aid	8,064	1,621	2,900	2,999	0	144	0	400	6,443	0

1209, 1358

PROJECT: Homeland Security

DESCRIPTION: Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. This project reduces 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: [X] 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:
Closed Circuit Television (CCTV) Improvements - Line 21

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

[X] 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.

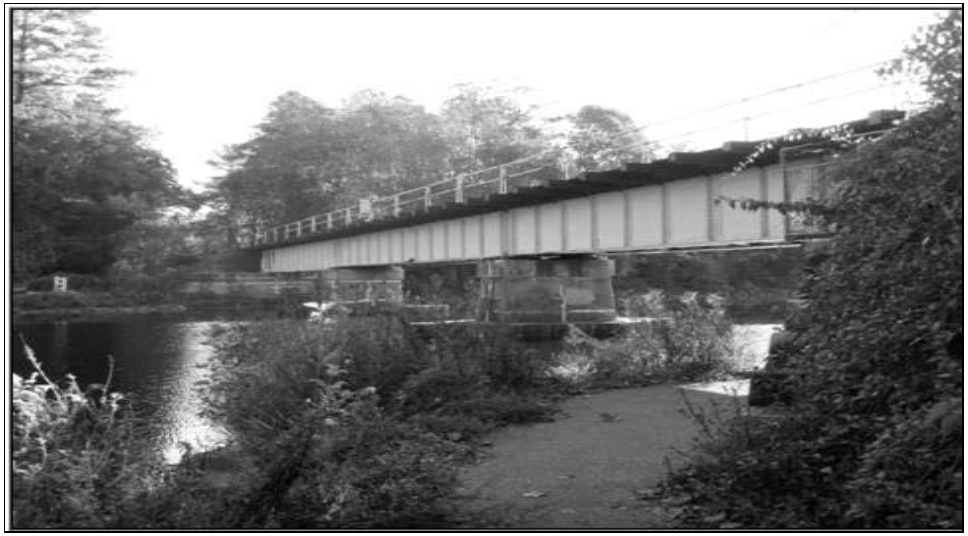
STATUS: Construction is underway. FY 2010, 2011, and 2013 Homeland Security grants were completed in FY 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost decreased by $16.8M due to the completion and removal of the FY 2009 and FY 2012 grants.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	502	502	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,022	21,952	941	129	0	0	0	0	1,070	0
Total	23,524	22,454	941	129	0	0	0	0	1,070	0
Federal-Aid	22,282	22,083	199	0	0	0	0	0	199	0

1432, 1433, 1448, 1454, 1468



PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Inspection and rehabilitation of bridges along State-owned freight lines. Bridges are regularly analyzed to evaluate their structural condition and prioritized for improvements based upon specific axle-load requirements, economic necessity, and available funding.

JUSTIFICATION: Regular inspection and rehabilitation of bridges is necessary to meet Federal Railroad Administration (FRA) requirements and maintain safe and efficient rail freight operations. Freight operations are essential to the economic welfare of the areas they serve.

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
State-Owned Freight Rail (TSO - Line 5)

STATUS: The next cycle of bridge and culvert inspections will continue in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased $1.7M to fully fund the next cycle of inpsections and repairs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,608	4,946	414	325	325	176	222	200	1,662	0
Right-of-way	60	30	30	0	0	0	0	0	30	0
Construction	19,995	12,314	329	1,082	1,790	1,480	1,500	1,500	7,681	0
Total	26,663	17,290	773	1,407	2,115	1,656	1,722	1,700	9,373	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213

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.

SMART GROWTH STATUS: [X] 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
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] 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.

STATUS: The mid-life overhaul began in FY 2014. The first overhauled car has been received and is undergoing testing. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

USAGE: In FY 2016 Light Rail annual ridership was 7.5 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	3,122	100	100	100	100	100	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	193,081	69,117	33,214	68,848	12,993	7,809	700	400	123,964	0
Total	196,703	72,239	33,314	68,948	13,093	7,909	800	400	124,464	0
Federal-Aid	109,880	31,826	25,096	52,958	0	0	0	0	78,054	0

1153, 1346

PROJECT: Light Rail Safety Improvements

DESCRIPTION: Funding to implement safety enhancements and improve Light Rail operations throughout the system. Projects include Howard Street safety improvements and Maintenance of Way improvements such as grade crossing replacements and track repairs.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Project design is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $16.4M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	221	221	0	0	0	0	0	0	0	0
Engineering	5,865	1,034	2,831	0	0	0	0	2,000	4,831	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,153	363	5,050	2,291	5,085	3,200	2,764	14,400	32,790	0
Total	39,239	1,618	7,881	2,291	5,085	3,200	2,764	16,400	37,621	0
Federal-Aid	223	223	0	0	0	0	0	0	0	0

0489, 1465, 1466, 1472

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 is 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. Metro's wayside signaling system has become difficult to maintain due to parts obsolescence. The replacement of the signaling systems with modern equipment will enhance passenger comfort and convenience, ensure better reliability, and improve safety.

SMART GROWTH STATUS: [X] 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:**

[X] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: Overhaul of the Metro vehicles will ensure safe, reliable service to the end of the cars' useful life at which time the vehicles will be replaced.

STATUS: The next five-year overhaul cycle began in FY 2016. Procurement for the signaling system and fleet replacement is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost decreased $22.6M due to revised cost estimates.

USAGE: In FY 2016 Metro annual ridership was 12.2 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,705	3,024	0	3,181	0	0	0	500	3,681	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	572,063	27,118	7,459	54,578	103,924	115,750	103,087	82,036	466,834	78,111
Total	578,768	30,142	7,459	57,759	103,924	115,750	103,087	82,536	470,515	78,111
Federal-Aid	322,156	12,311	3,252	53,946	94,903	62,197	67,307	28,240	309,845	0

0091, 1281, 1321, 1415, 1445, 1477

PROJECT: Metro Safety Improvements

DESCRIPTION: Funding to rebuild track interlockings that have reached the end of their useful life and 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.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements and repairs to interlockings and 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.

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

[X] Safety & Security
[X] System Preservation
[ ] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

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

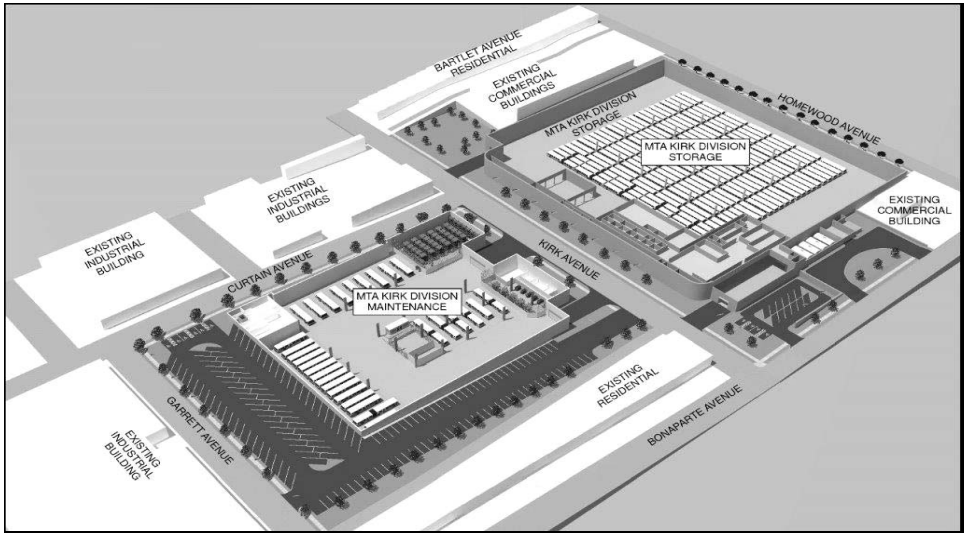
STATUS: The Reisterstown Plaza West, Portal, and Rogers Avenue interlocking project is underway with completion expected in FY 2017. Construction for the Maintenance of Way project is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $19.9M due to the addition of the Metro Flood Resiliency project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,256	5,357	1,375	300	300	300	624	3,000	5,899	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	56,345	9,063	14,661	2,230	2,105	4,000	7,410	16,876	47,282	0
Total	67,601	14,420	16,036	2,530	2,405	4,300	8,034	19,876	53,181	0
Federal-Aid	14,221	7,193	7,028	0	0	0	0	0	7,028	0

1223, 1464, 1484



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

- [X] 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
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] 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 2017. Design of Phase II is underway with construction expected to begin early FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,337	3,337	0	0	0	0	0	0	0	0
Engineering	13,225	12,305	920	0	0	0	0	0	920	0
Right-of-way	3,867	3,091	408	368	0	0	0	0	776	0
Construction	132,014	47,194	23,041	25,144	36,635	0	0	0	84,820	0
Total	152,443	65,927	24,369	25,512	36,635	0	0	0	86,516	0
Federal-Aid	87,685	44,106	19,495	17,915	6,169	0	0	0	43,579	0

0705

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: [X] 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 17

STATUS: Delivery of 172 40-foot clean diesel buses is underway and will be complete in FY 2017. Specification development for a five-year bus procurement is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $93.7M due to the addition of FY 2022.

USAGE: In FY 2016 Bus annual ridership was 75.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	700	700	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	499,115	188,773	97,554	25,000	37,950	38,096	18,000	93,742	310,342	0
Total	499,815	189,473	97,554	25,000	37,950	38,096	18,000	93,742	310,342	0
Federal-Aid	366,326	124,678	75,512	16,885	30,360	30,102	14,105	74,684	241,648	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: [X] 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 17

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

[X] Safety & Security
[ ] System Preservation
[X] 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 is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $3.4M to fully fund the construction.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,838	4,358	480	0	0	0	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,245	2,219	5,577	12,049	16,400	0	0	0	34,026	0
Total	41,083	6,577	6,057	12,049	16,400	0	0	0	34,506	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333

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

- [X] 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
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 is underway with completion expected in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	40,427	35,113	5,314	0	0	0	0	0	5,314	0
Total	42,632	37,318	5,314	0	0	0	0	0	5,314	0
Federal-Aid	29,786	27,931	1,855	0	0	0	0	0	1,855	0

1196

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Procurement - Line 14
Bus Communications Systems Upgrade - Line 15
North Avenue Rising - Line 18

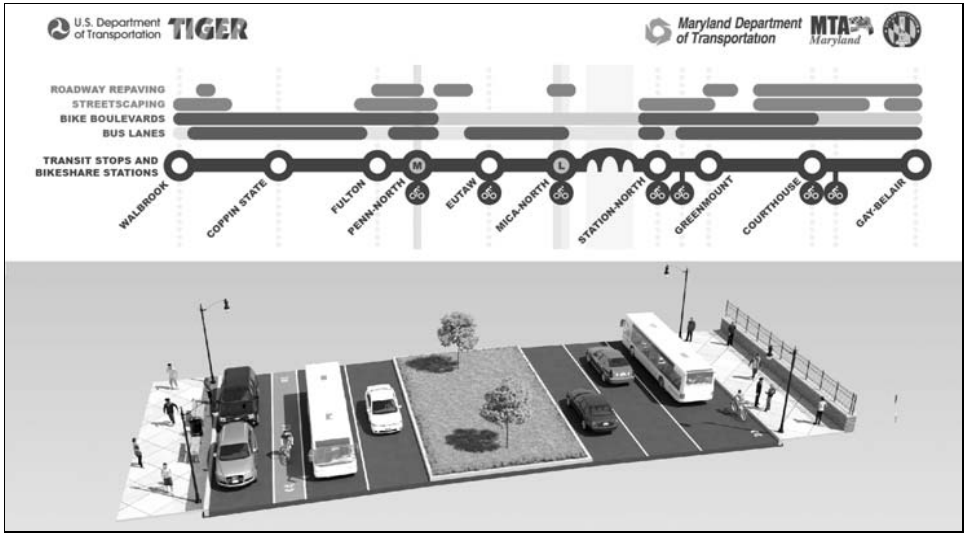
STATUS: Planning and design for the transit hubs, transitways, and Transit Signal Priority (TSP) are underway with construction expected to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,701	1,651	1,050	0	0	0	0	0	1,050	0
Engineering	3,642	1,499	2,143	0	0	0	0	0	2,143	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,647	100	11,405	17,642	1,500	0	0	0	30,547	0
Total	36,990	3,250	14,598	17,642	1,500	0	0	0	33,740	0
Federal-Aid	20,800	0	9,040	10,960	800	0	0	0	20,800	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

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

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 17

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

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

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

STATUS: This project was awarded $10 million in federal Transportation Investment Generating Economic Recovery (TIGER) grant funds. Planning and design are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project added to Construction Program

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	0	100	100	100	100	100	0	500	0
Engineering	1,000	0	200	400	300	50	50	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,830	0	1,700	8,500	11,600	3,680	350	0	25,830	0
Total	27,330	0	2,000	9,000	12,000	3,830	500	0	27,330	0
Federal-Aid	10,000	0	732	3,293	4,391	1,401	183	0	10,000	0

This project will be funded with $1 million from Baltimore City and $1.6 million from Federal Highway Administration.
1489

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: [X] 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: 147 sedans were delivered in FY 2016. Procurement for a five year cutaway contract is underway with delivery of the first cutaways expected in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $12.8M due to the addition of FY 2022.

USAGE: In FY 2016 Demand Response Mobility annual ridership was 1.9 million.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	109,956	56,150	2,633	10,744	6,600	9,677	11,401	12,751	53,806	0
Total	109,956	56,150	2,633	10,744	6,600	9,677	11,401	12,751	53,806	0
Federal-Aid	57,044	19,160	2,106	8,064	5,280	7,741	4,493	10,200	37,884	0

0541

PROJECT: Central Control Center

DESCRIPTION: Construct an expanded facility to integrate the operations of Bus, Metro, and Light Rail control centers within an existing MTA building in downtown Baltimore. Facility improvements include air handling units and heating and cooling systems replacements.

PURPOSE & NEED SUMMARY STATEMENT: This project gives the MTA the ability to operate three modes from one location, while also replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limit disruptions, enhance passenger safety, and improve service quality.

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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

EXPLANATION: The ability to monitor the operation of three modes from one location will improve on-time performance and consistency.

STATUS: The renovations were completed in FY 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,387	1,387	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,477	14,477	0	0	0	0	0	0	0	0
Total	15,864	15,864	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1282, 1381

PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities in four phases:

Phase I - 1 Light Rail and 10 Metro locations
Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
Phase III - 6 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
Phase IV - 7 Light Rail, 10 MARC Stations, and 1 Metro location

PURPOSE & NEED SUMMARY STATEMENT: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a systemwide threat vulnerability assessment.

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Homeland Security - Line 7

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

[X] Safety & Security
[ ] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Phases I, II, and III are complete. Construction of Phase IV was completed in FY 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,266	28,266	0	0	0	0	0	0	0	0
Total	28,296	28,296	0	0	0	0	0	0	0	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0

1090

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Southern Maryland Commuter Bus Park and Ride lots at Waldorf.

PURPOSE & NEED SUMMARY STATEMENT: Southern Maryland is one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter park and ride facilities which continues to grow as more people move into the region.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

STATUS: Waldorf construction was completed in FY 2016.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	597	597	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0
Right-of-way	2,068	2,068	0	0	0	0	0	0	0	0
Construction	6,583	6,481	102	0	0	0	0	0	102	0
Total	10,507	10,405	102	0	0	0	0	0	102	0
Federal-Aid	8,310	8,310	0	0	0	0	0	0	0	0

1038

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost decreased by $9.8M due to the completion and removal of the Dunkirk project.

USAGE: In FY 2016 Commuter Bus annual ridership was 3.9 million.

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: [X] 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 46

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $14.4M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	135	135	0	0	0	0	0	0	0	0
Engineering	37,507	26,628	3,129	1,550	1,550	1,550	1,550	1,550	10,879	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	228,952	122,394	13,687	13,717	22,006	21,610	22,736	12,802	106,558	0
Total	266,594	149,157	16,816	15,267	23,556	23,160	24,286	14,352	117,437	0
Federal-Aid	224,420	124,587	13,477	12,466	20,421	20,042	21,152	12,275	99,833	0

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

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: [X] 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 46

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $5.0M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	60,046	30,820	1,594	5,208	6,208	6,206	5,005	5,005	29,226	0
Total	60,046	30,820	1,594	5,208	6,208	6,206	5,005	5,005	29,226	0
Federal-Aid	47,615	24,238	1,275	4,166	4,966	4,964	4,003	4,003	23,377	0

0210

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: [X] 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
Takoma-Langley Transit Center - Line 27
Corridor Cities Transitway (CCT) - Line 35

STATUS: Funds are awarded on an annual basis for local bus replacements.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $2.0M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,280	700	3,580	3,000	0	0	0	0	6,580	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	82,255	55,386	3,000	6,000	3,270	6,599	6,000	2,000	26,869	0
Total	89,535	56,086	6,580	9,000	3,270	6,599	6,000	2,000	33,449	0
Federal-Aid	16,579	11,423	2,399	0	142	100	915	1,600	5,156	0

0892, 0894, 1438, 1462

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: [X] 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
Takoma-Langley Transit Center - Line 27

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	11,327	7,327	1,500	500	500	500	500	500	4,000	0
Total	11,327	7,327	1,500	500	500	500	500	500	4,000	0
Federal-Aid	2,656	1,200	1,056	0	0	0	400	0	1,456	0

0893

PROJECT: Takoma/Langley Park Transit Center (ARRA)

DESCRIPTION: Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

PURPOSE & NEED SUMMARY STATEMENT: This area is the busiest bus transit transfer point in the region, with 11 Metrobus, Ride On, The Bus, and shuttle van routes. The project will also address pedestrian safety issues.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

EXPLANATION: This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 25
Prince George's County Local Bus Program - Line 26
Purple Line - Line 33
Purple Line: Montgomery County Contributions - Line 34

STATUS: Construction is underway and scheduled to be completed in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,988	2,988	0	0	0	0	0	0	0	0
Right-of-way	12,851	12,851	0	0	0	0	0	0	0	0
Construction	18,455	18,455	0	0	0	0	0	0	0	0
Total	34,770	34,770	0	0	0	0	0	0	0	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

Non-federal costs of $11.76 million are being funded by Montgomery County ($2.5 million), WMATA ($6.76 million) and Prince George's County ($2.5 million). Metropolitan Washington Council of Government's ARRA grant provides an additional $13.31 million.
1164

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.

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

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Safety & Security
[X] System Preservation
[X] 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.

STATUS: Operating system software and various component overhauls are underway. Specification development for system replacement is underway. Fare Collection System replacement project will be deferred to FY 2023.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	165	150	15	0	0	0	0	0	15	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	61,274	4,907	4,479	2,882	3,987	1,392	1,500	2,500	16,740	39,627
Total	61,439	5,057	4,494	2,882	3,987	1,392	1,500	2,500	16,755	39,627
Federal-Aid	10,467	227	0	1,600	0	0	0	0	1,600	8,640

1329, 1429, 1459

PROJECT: Agencywide Roof Replacement

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Washington Boulevard complex roof repairs will be complete in FY 2017. Engineering is underway for Metro roof replacement and construction will begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $1.2M to fully fund this cycle of roof replacements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,533	2,752	300	481	100	100	300	500	1,781	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,669	7,649	1,298	2,990	2,765	3,267	2,700	4,000	17,020	0
Total	29,202	10,401	1,598	3,471	2,865	3,367	3,000	4,500	18,801	0
Federal-Aid	14,552	4,789	1,278	2,485	0	0	2,400	3,600	9,763	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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Upgrades will minimize risk of injury to passengers utilizing elevators and escalators, while making the system more reliable and accessible.

STATUS: Condition assessment will begin in FY 2017.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	0	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,900	0	430	227	0	0	11,243	28,000	39,900	0
Total	40,000	0	530	227	0	0	11,243	28,000	40,000	0
Federal-Aid	22,298	0	0	0	0	0	0	22,298	22,298	0

1457, 1458

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $28.0M due to the addition of FY 2022.

PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MTA radio users from 490 MHz to the MD 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 112-96, 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
[ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

[X] Safety & Security
[X] 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.

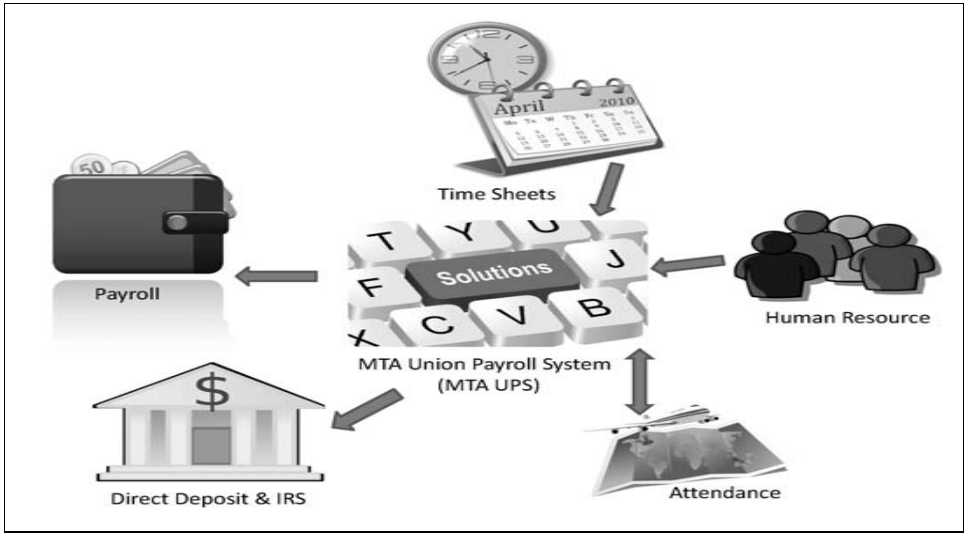
STATUS: Coordination with DoIT and MD FiRST is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Project cost increased by $1.5M to fully fund the construction.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	45	555	0	0	0	0	0	555	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,580	0	734	6,524	8,857	6,334	5,631	1,500	29,580	0
Total	30,180	45	1,289	6,524	8,857	6,334	5,631	1,500	30,135	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1456



PROJECT: Union Payroll System

DESCRIPTION: Procure a new system for the Union Payroll, Benefits, and Human Resources functions.

PURPOSE & NEED SUMMARY STATEMENT: An updated payroll, benefits, and human resources system will allow MTA to adopt industry best practices.

SMART GROWTH STATUS: [X] 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
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[ ] Community Vitality
[ ] Economic Prosperity

EXPLANATION: The current Union Payroll system has reached the end of its useful life. A modern system will allow MTA to achieve efficiencies between the human resources and payroll systems.

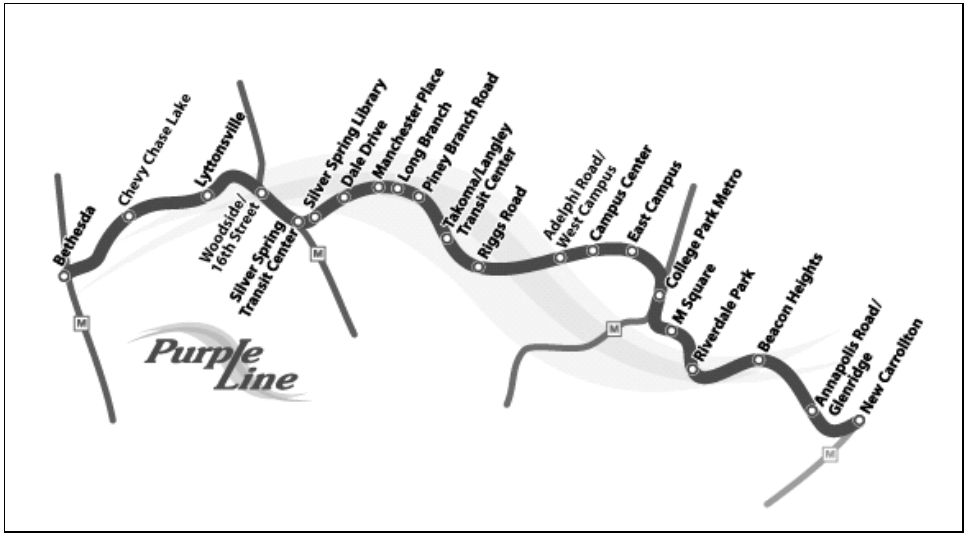
STATUS: Specification development underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	679	382	297	0	0	0	0	0	297	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,272	239	840	2,500	693	7,000	0	0	11,033	0
Total	11,951	621	1,137	2,500	693	7,000	0	0	11,330	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1441



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Bethesda to Silver Spring segment will include a parallel hiker/biker trail. The line will include direct connections to Metrorail in four locations, all three MARC Train lines, and Amtrak. The project includes track, stations, railcars, and two operation and maintenance facilities.

PURPOSE & NEED SUMMARY STATEMENT: The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing radial Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Takoma/Langley Park Transit Center - Line 27
Purple Line: Montgomery County Funded Projects - Line 34

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

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

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 compared to No Build.

STATUS: Selected Purple Line Transit Partners as the concessionaire reaching financial close April 2016. Anticipate the Full Funding Grant Agreement with the Federal Transit Administration in FY 2017.

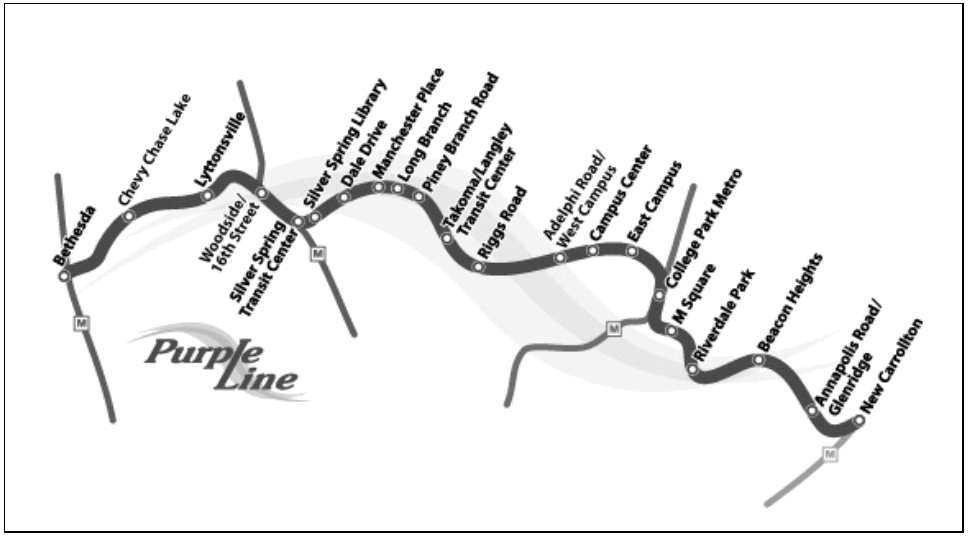
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	182,553	182,553	0	0	0	0	0	0	0	0
Right-of-way	229,600	38,735	102,650	85,901	2,314	0	0	0	190,865	0
Construction	1,015,124	73,907	345,195	254,083	180,054	42,139	11,040	78,685	911,196	30,021
Total	1,480,284	348,202	447,845	339,984	182,368	42,139	11,040	78,685	1,102,061	30,021
Federal-Aid	960,432	81,541	247,314	164,577	130,000	125,000	120,000	92,000	878,891	0

Note: Total estimated cost does not include investments by concessionaire or future availability payments.
1042

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The prior CTP was based on engineer's estimates for the design-build portion of the P3 contract. The current CTP is reflective of actual pricing proposed. The distribution of costs between the transit facility and the Third-Party portion of the work was affected and this page reflects increased costs of $18.1M. Right-of-way costs have been revised as have the state-retained engineering costs. Funding for project costs includes federal funds, local contributions, special funds, and private investment, including an $874.6M TIFIA loan, through a public-private partnership to design, build, finance, operate, and maintain the project.

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



PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue.

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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Takoma/Langley Park Transit Center - Line 27
Purple Line - Line 33

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

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

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.

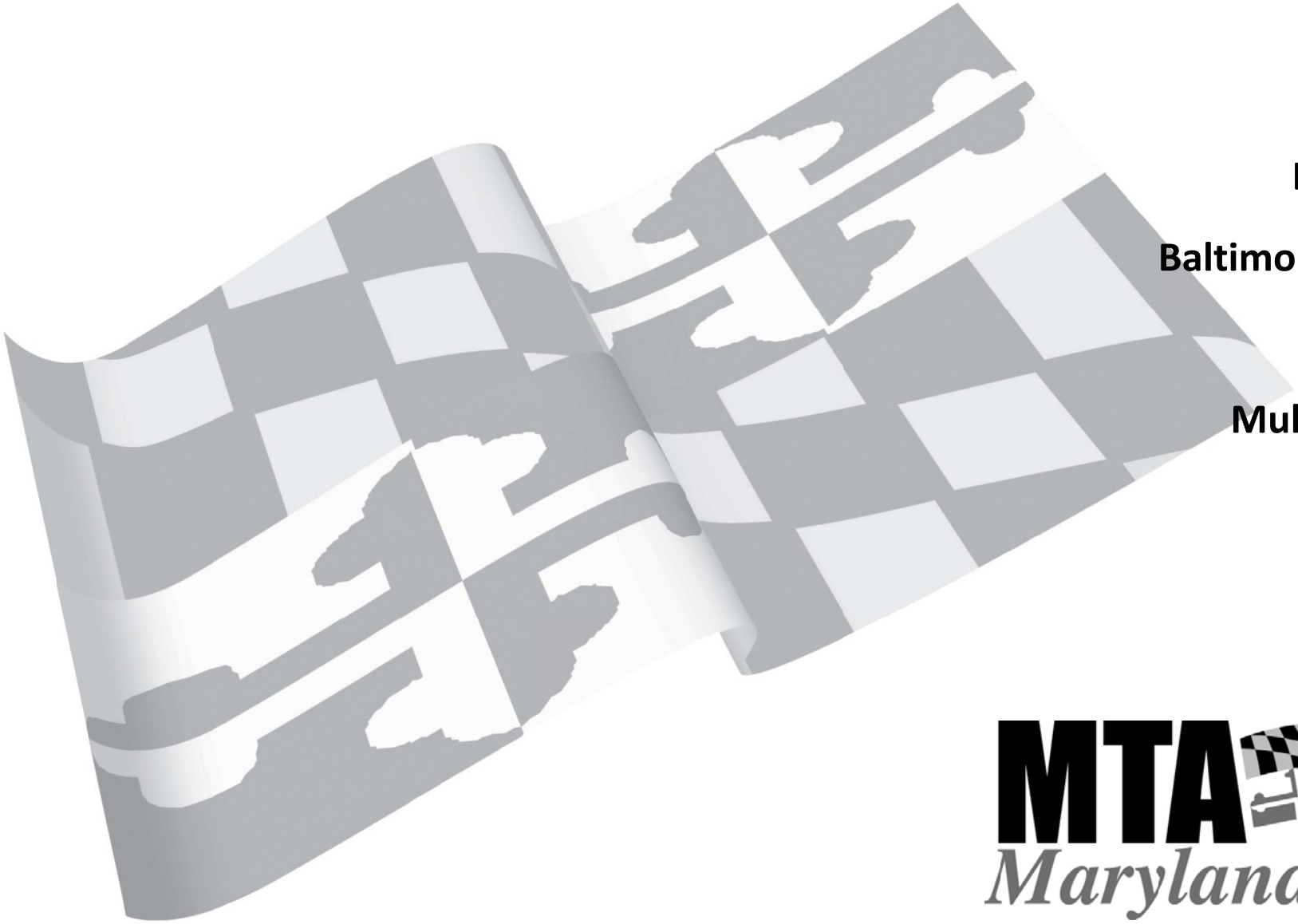
STATUS: Planning and design activities underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	156,410	0	28,748	28,828	34,435	36,853	15,548	11,856	156,268	142
Total	156,410	0	28,748	28,828	34,435	36,853	15,548	11,856	156,268	142
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1453, 1487, 1488

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The prior CTP was based on engineer's estimates for the design-build portion of the P3 contract. The current CTP is reflective of actual pricing proposed. The distribution of costs between the transit facility and the Third-Party portion of the work was affected and this page reflects reduced costs of $30.0M.



MARC

Light Rail

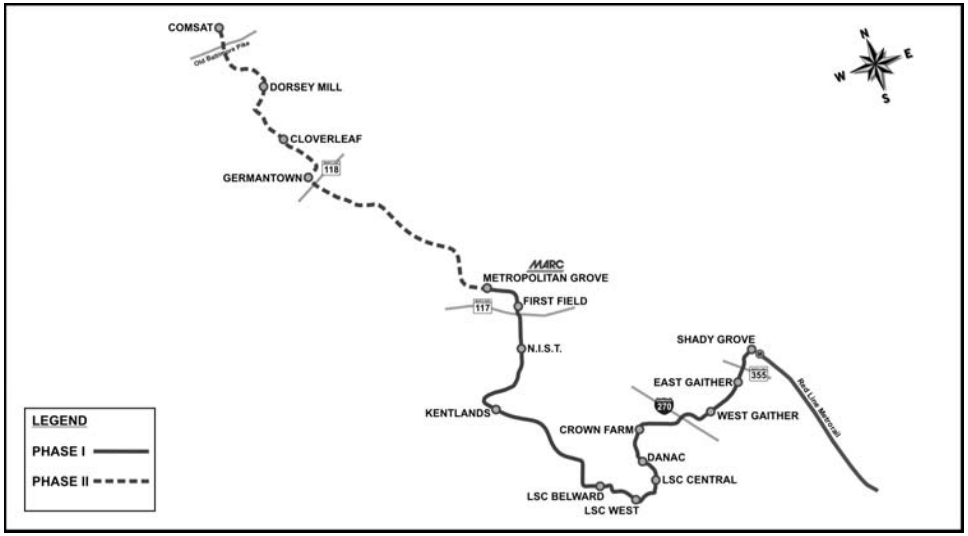
Baltimore Metro

Bus

Multi-Modal

MTA Maryland

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

- [X] 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
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. Project funding will be deferred to FY 2023.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	37,408	37,408	0	0	0	0	0	0	0	0
Engineering	40,000	0	0	0	0	0	0	0	0	40,000
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	37,408	0	0	0	0	0	0	0	223,403
Federal-Aid	4,390	1,501	0	0	0	0	0	0	0	2,889

1108

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 an design of a replacement West Baltimore Station.

JUSTIFICATION: MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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 Improvements on Camden, Brunswick and Penn Lines - Line 2
MARC BWI Rail Station Upgrades & Repairs - Line 6
MARC Northeast Maintenance Facility - Line 37

STATUS: West Baltimore station engineering will begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,877	1,877	0	0	0	0	0	0	0	0
Engineering	3,266	0	0	3,266	0	0	0	0	3,266	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	5,143	1,877	0	3,266	0	0	0	0	3,266	0
Federal-Aid	2,434	238	0	2,196	0	0	0	0	2,196	0

1290

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

- [X] 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 36

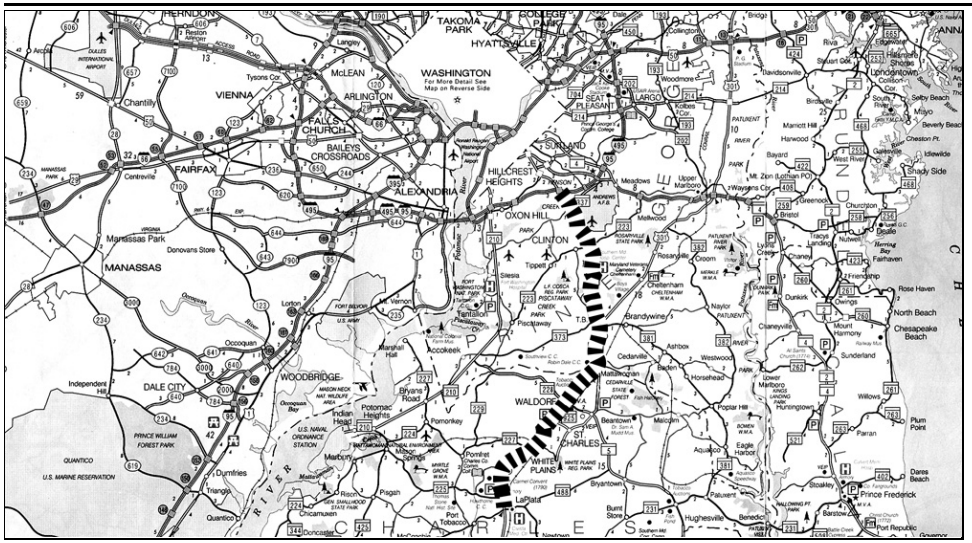
STATUS: Project currently in Planning with transition to Engineering expected in FY 2023. Project funding will be deferred to FY 2023.

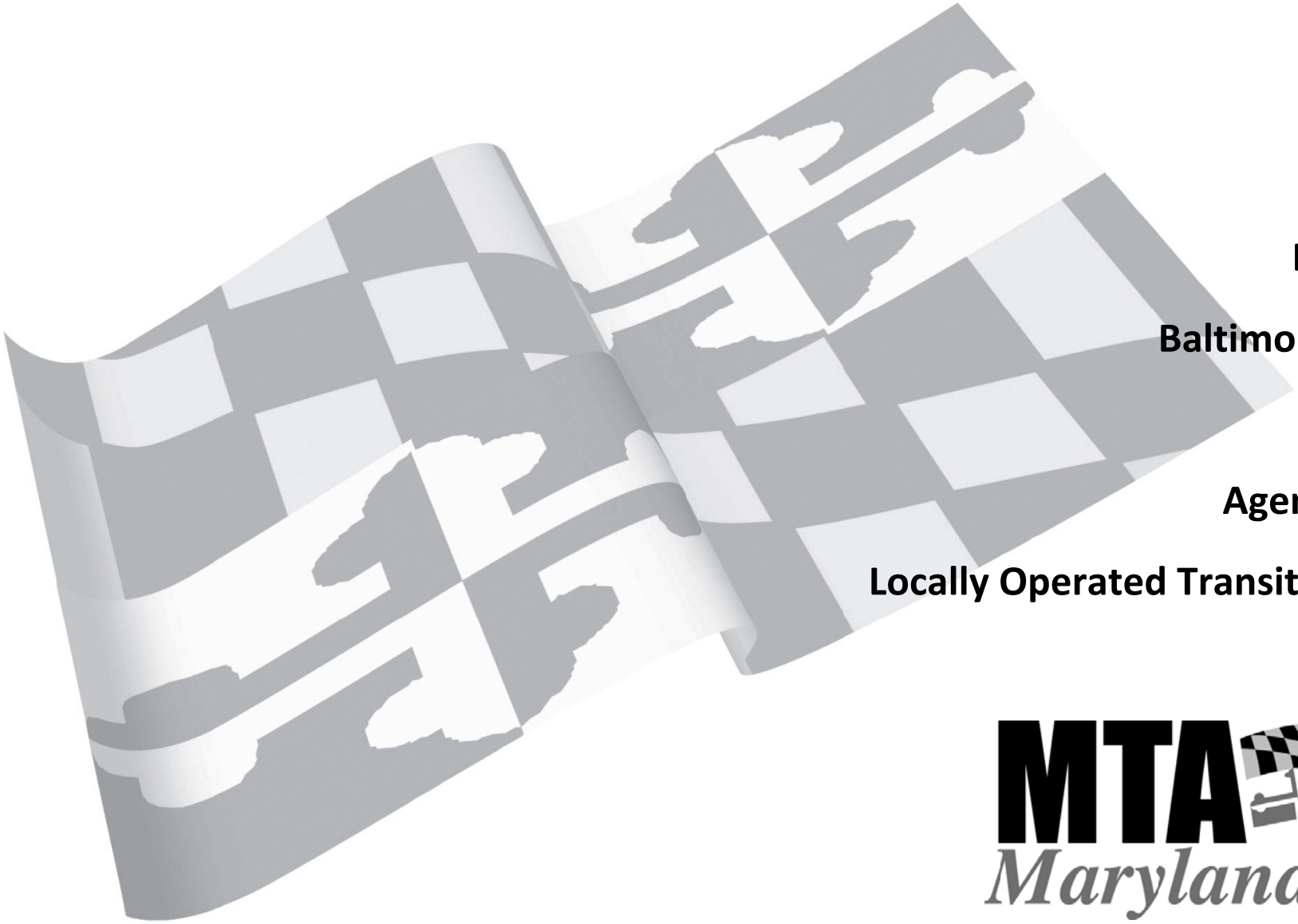
SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,441	4,441	0	0	0	0	0	0	0	0
Engineering	1,704	150	0	0	0	0	0	0	0	1,554
Right-of-way	6,100	0	0	0	0	0	0	0	0	6,100
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,245	4,591	0	0	0	0	0	0	0	7,654
Federal-Aid	9,264	3,141	0	0	0	0	0	0	0	6,123

1208


WASHINGTON
For More Detail See Map on Reverse Side
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
VIENNA
ARLINGTON
McLEAN
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
HILLCREST HEIGHTS
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
LARGO
SEAT PLEASANT
Prince Frederick
Chesapeake Beach
North Beach
Rose Haven
Sunderland
Dunkirk
Owings
Lothian
Dumfries
Triangle
Quantico
Occoquan
Woodbridge
Brandywine
Waldorf
Bryantown
Hughesville
Benedict
Port Tobacco
Pomonkey
Indian Head
Cedarville
Aquasco
Eagle Harbor
Mount Harmony
Huntingtown
Barstow
Port Republic
Dares Beach
Plum Point
Parran
Willows
Shady Side
Deale
Tracys Landing
Churchton
Harwood
Davidsonville
Upper Marlboro
Mt. Zion Buchan PO
Greenock
Bristol
Lyons Creek
Chaneyville
Mount Harmony
Hunting Creek
Friendship
Fairhaven
Lothian
Idlewild
Cheston Pt.
Beverly Beach
Mayo
Selby Beach
Lusby
Lusby Beach
Solomons
Chesapeake Beach
Prince William Forest Park
Quantico
U.S. Marine Reservation
U.S. Naval Ordnance Station
Potomac Heights
Indian Head
Independent Hill
Occoquan Bay
Mason Neck Nat. Wildlife Area
Gunston Cove
Mattawoman Creek
Piscataway Creek
Chesapeake Bay
Patuxent River
Chesapeake Beach
Prince Frederick
Port Republic
Dares Beach
Plum Point
Parran
Willows
Shady Side
Deale
Tracys Landing
Churchton
Harwood
Davidsonville
Upper Marlboro
Mt. Zion Buchan PO
Greenock
Bristol
Lyons Creek
Chaneyville
Mount Harmony
Hunting Creek
Friendship
Fairhaven
Lothian
Idlewild
Cheston Pt.
Beverly Beach
Mayo
Selby Beach
Lusby
Lusby Beach
Solomons



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA Maryland

MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2016 COMPLETIONS		
1	Baltimore Red Line (0862)	296,471	Complete
2	Bethesda Metro Entrance D&E (1269)	1,902	Complete
3	Guaranteed Ride Home (1419)	200	Complete
4	Howard Street Revitalization (1207)	6,118	Complete
5	MAXIMO (1168)	7,966	Complete
6	Police Dispatch CAD Records Management (1393)	3,965	Complete
7	Scheduling System (0513)	4,755	Complete
8	Transit Info Center Telephone Systems Update (1395)	2,698	Complete
9	Video & Security Interoperability D&E (1372)	84	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2017 AND 2018		
10	Access Control (1213)	1,938	Ongoing
11	ADA Compliance (0266)	1,192	Ongoing
12	Asset Management (1435)	1,500	Ongoing
13	Bicycle Initiatives (1449)	650	Ongoing
14	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	5,865	Ongoing
15	Capital Beltway South Side Transit Study D&E (1420)	9	Ongoing
16	Capital Program Support Fund (1239)	4,858	Ongoing
17	Communications Systems Upgrades & Support (1367)	1,554	Ongoing
18	Engineering Standards (0221)	567	Ongoing
19	Environmental Compliance (1149)	5,231	Ongoing
20	Information Technology Preservation Fund (1396)	368	Ongoing
21	Miscellaneous Planning Studies (0510)	2,842	Ongoing
22	New IT Equipment (1103)	2,105	Ongoing
23	Non-Revenue Vehicles (1079)	2,444	Ongoing
24	Owner-Controlled Insurance Program (0832)	2,889	Ongoing
25	Parking Lot Improvements (0177)	5,310	Ongoing
26	Parking Lot Inspection & Repaving (0470)	574	Ongoing
27	Police Radios (1439)	1,017	Ongoing
28	Safety and Infrastructure Improvements (1070)	549	Ongoing
29	Station Signage Improvements (0843)	8,857	Ongoing
30	Telephone Communications Systems (0493)	720	Ongoing
31	TMDL Compliance (1452)	3,420	Ongoing
32	Transit Development Plan (1442)	1,263	Ongoing
33	Transit Oriented Design Fund (1190)	592	Ongoing
34	Wicomico Demolition and Hazmat Abatement (1392)	150	Ongoing
35	Fiber Optic Connection at College Park (1486)	500	Underway
36	Rail Purchase (0660)	3,631	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2016 COMPLETIONS		
37	Systemwide Improvements and Rehabilitation (1078, 1148, 1180)	5,706	Complete
38	Wash Replacement (1421)	3,148	Complete
39	Wireless LAN D&E (1210)	1,250	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2017 AND 2018		
40	Bus Facilities Preservation Fund (0193)	7,653	Ongoing
41	Bus Hybrid Battery Replacement (1436)	1,040	Ongoing
42	Bus Lifts (1096)	3,380	Ongoing
43	Maintenance Support Improvement Fund (0554)	7,701	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	FREIGHT IMPROVEMENTS -- FY 2017 AND 2018		
44	Capital Improvement Program (0590)	7,002	Ongoing
45	Grade Crossing Rehabilitation Fund (0212)	2,925	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2016 COMPLETIONS		
46	CCTV Wireless Infrastructure (1211)	326	Complete
47	North Ave Yard Route Push Button System (0451)	4,033	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2017 AND 2018		
48	Balance Weight Assembly (1254)	963	Ongoing
49	Drainage Improvements (0856)	5,730	Ongoing
50	Electrical Box Replacement (1187)	412	Ongoing
51	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,085	Ongoing
52	Grade Crossing Repair (1048)	5,404	Ongoing
53	Interlocking Renewals Fund (1451)	700	Ongoing
54	Rail Installation (0797)	1,150	Ongoing
55	Railroad Worker Protection Equipment (1364)	200	Ongoing
56	Refurbish North Ave Carwash (1188)	366	Ongoing
57	Bridge Preservation (0248)	2,211	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2017 AND 2018		
58	Miscellaneous Facility Improvements and Rehabilitation (0199)	3,185	Ongoing
59	PA/LED Signs (0430)	51	Ongoing
60	Parking Lot Improvements (1006)	1,238	Ongoing
61	Structural Inspection D&E (1376)	316	Ongoing
62	System Preservation Fund (0634)	4,425	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2016 COMPLETIONS		
63	PA/LED Signs (1295)	1,805	Complete
64	Rail Fastener and Bolt Replacement (0455)	9,345	Complete

MARYLAND TRANSIT ADMINISTRATION - LINE 44 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2017 AND 2018		
65	Bridge & Elevated Structures Rehabilitation Fund (0239)	3,593	Ongoing
66	Miscellaneous System Preservation Improvements (0179, 1186, 1293)	5,469	Ongoing
67	Rail Installation Program (0868)	2,500	Ongoing
68	Station Emergency Telephones (1288)	4,213	Ongoing
69	Train Control Systems (0840)	4,755	Ongoing
70	Tunnel Structural Repairs (0529)	3,443	Ongoing
71	FIre Extinguishing Agent Replacement (1480)	150	Underway
72	Owings Mills Platform Rehabilitation (1413)	418	Underway
73	Third Rail Cover Board (1425)	203	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	MOBILITY IMPROVEMENTS -- FY 2016 COMPLETIONS		
74	Traveling Trainer Program (JARC) (1427)	338	Complete
75	Traveling Trainer Program (New Freedom) (1428)	394	Complete

MARYLAND TRANSIT ADMINISTRATION - LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	MOBILITY IMPROVEMENTS -- FY 2017 AND 2018		
76	Miscellaneous Improvements Fund (1166)	2,417	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2016 COMPLETIONS		
1	2 Small Buses	130	Complete
2	Preventative Maintenance	321	Complete
	ANNAPOLIS FY 2016 COMPLETIONS		
1	5 Radios	4	Complete
2	Bike Racks	12	Complete
3	Bus Wash Rehabilitation	327	Complete
4	Facility Cameras and Lighting	74	Complete
5	Facility HVAC Rehabilitation	174	Complete
6	Operations Control Center	89	Complete
7	Preventive Maintenance	180	Complete
8	Preventive Maintenance	180	Complete
9	Preventive Maintenance	350	Complete
10	Tire Storage Facility	152	Complete
	ANNE ARUNDEL COUNTY FY 2016 COMPLETIONS		
1	Ridesharing	193	Complete
	BALTIMORE COUNTY FY 2016 COMPLETIONS		
1	BMC Ridesharing	170	Complete
	CALVERT COUNTY FY 2016 COMPLETIONS		
1	Preventive Maintenance	34	Complete
2	Preventive Maintenance	127	Complete
3	Ridesharing	9	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CARROLL COUNTY FY 2016 COMPLETIONS		
1	Preventive Maintenance	200	Complete
2	Preventive Maintenance	200	Complete
	CECIL COUNTY FY 2016 COMPLETIONS		
1	1 Security Door	6	Complete
2	Preventive Maintenance	104	Complete
	DORCHESTER COUNTY FY 2016 COMPLETIONS		
1	3.5 Ton Jack	1	Complete
2	Preventive Maintenance	60	Complete
3	Smoke Machine	3	Complete
	FREDERICK COUNTY FY 2016 COMPLETIONS		
1	3 Electric Buses	1,590	Complete
2	3 Small Buses	194	Complete
3	Additional Bus Funds	170	Complete
4	Additional Infrastructure Funds	70	Complete
5	Infrastructure Electric Bus	125	Complete
6	Preventive Maintenance	200	Complete
7	Preventive Maintenance	600	Complete
8	Ridesharing	123	Complete
	GARRETT COUNTY FY 2016 COMPLETIONS		
1	Preventive Maintenance	202	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HARFORD COUNTY FY 2016 COMPLETIONS		
1	Portable Bus Lift	40	Complete
2	Preventive Maintenance	200	Complete
3	Preventive Maintenance	100	Complete
4	Ridesharing	88	Complete
	HOWARD COUNTY FY 2016 COMPLETIONS		
1	Ridesharing	130	Complete
	MONTGOMERY COUNTY FY 2016 COMPLETIONS		
1	Bus Replacement	7,000	Complete
2	Bus Replacement	7,000	Complete
3	Ridesharing	372	Complete
4	Ridesharing	372	Complete
5	Wash Area Grant - Preventive Maintenance	5,600	Complete
	OCEAN CITY FY 2016 COMPLETIONS		
1	Preventive Maintenance	600	Complete
2	Preventive Maintenance - Money Counters	15	Complete
	PRINCE GEORGE'S COUNTY FY 2016 COMPLETIONS		
1	Ridesharing	269	Complete
	QUEEN ANNE'S COUNTY FY 2016 COMPLETIONS		
1	Bus Wash Facility Renovation	70	Complete
2	Preventive Maintenance	50	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2016 COMPLETIONS		
1	24 Bus Cameras	45	Complete
2	Brake Lathe	14	Complete
3	New Bus Shelter - California P & R	12	Complete
4	Preventive Maintenance	50	Complete
	TALBOT COUNTY FY 2016 COMPLETIONS		
1	Preventive Maintenance	69	Complete
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2016 COMPLETIONS		
1	Maintenance Shop Equipment	15	Complete
2	Mobility Management	143	Complete
3	Server and Data Storage	15	Complete
	WASHINGTON COUNTY FY 2016 COMPLETIONS		
1	Preventive Maintenance	250	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ALLEGANY COUNTY FY 2017 AND 2018		
1	1 Replacement Bus 12/2- Small	55	FY 2017
2	1 Replacement Bus 8/2 - Small	50	FY 2017
3	Security System for Transit Facility	8	FY 2017
4	Vehicle Cameras APC	237	FY 2017
5	Vehicle Parking Addition	12	FY 2017
6	Medium Duty under 30' Replacement 303	175	FY 2018
7	Passenger Facility Construction	350	FY 2018
8	Replacement HD Buses	380	FY 2018
9	Small Cutaway Replacement 297	65	FY 2018
10	Small Cutaway Replacement 302	75	FY 2018
11	Preventive Maintenance	350	Ongoing
12	Shop Equipment	3	Ongoing
	ANNAPOLIS FY 2017 AND 2018		
1	Heavy duty floor jacks	9	FY 2017
2	Maintenance Shop Rehabilitation	105	FY 2017
3	Preventive Maintenance	350	FY 2017
4	Support Vehicle Replacement 76	25	FY 2017
5	40 Bus Stop Shelters	422	Underway
6	Bus Stop Lighting and Signs	220	Underway
7	Electronic Farebox System	300	Underway
8	Support Vehicle	70	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ANNE ARUNDEL COUNTY FY 2017 AND 2018		
1	Ridesharing	194	FY 2017
2	Ridesharing	197	FY 2018
	BALTIMORE CITY FY 2017 AND 2018		
1	Ridesharing	80	FY 2017
2	Ridesharing	80	FY 2017
	BALTIMORE COUNTY FY 2017 AND 2018		
1	BMC Ridesharing	171	FY 2017
2	BMC Ridesharing	170	FY 2018

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CALVERT COUNTY FY 2017 AND 2018		
1	1 Medium Replacement Bus	148	FY 2017
2	1 Small Replacement Bus	67	FY 2017
3	2 Fleet Radios	5	FY 2017
4	2 Small Replacement Buses	150	FY 2017
5	4 Medium Replacement Buses	633	FY 2017
6	Dispatch Software	32	FY 2017
7	Electronic Fareboxes	30	FY 2017
8	Electronic Fareboxes	115	FY 2017
9	Fleet Radios	37	FY 2017
10	Fleet Radios	10	FY 2017
11	In-Vehicle Camera System	50	FY 2017
12	Replacement Small Bus	67	FY 2017
13	Ridesharing	9	FY 2017
14	Scan Tools	11	FY 2017
15	D & E Transit Center	2,000	FY 2018
16	Preventive Maintenance	173	FY 2018
17	Ridesharing	9	FY 2018
18	Preventive Maintenance	173	Ongoing
	CAROLINE COUNTY FY 2017 AND 2018		
1	Denton Parking Bus Shelter	9	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CARROLL COUNTY FY 2017 AND 2018		
1	2 Small Expansion Buses	122	FY 2017
2	2 Small Replacement Buses	120	FY 2017
3	6 Small Bus Replacements	366	FY 2017
4	6 Small Bus Replacements	383	FY 2017
5	Preventive Maintenance	200	FY 2018
6	Preventive Maintenance	200	Ongoing
	CECIL COUNTY FY 2017 AND 2018		
1	2 Small Replacement Buses	152	FY 2017
2	Automated Stop Annunciator	82	FY 2017
3	Bus Wraps for Cutaway Buses	7	FY 2017
4	Mobile Radios	29	FY 2017
5	Preventive Maint	150	FY 2017
6	1 Replacement Bus 35'	226	FY 2018
7	2 Expansion 35' HD Buses	451	FY 2018
8	3 Bus Wraps	13	FY 2018
9	3 Surveillance Cameras	18	FY 2018
10	Annunciators	17	FY 2018
11	Medium duty 35' Expansion	300	FY 2018
12	Medium duty 35' Expansion	300	FY 2018
13	Mobile Radios	7	FY 2018
14	Preventive Maintenance	150	Ongoing
15	11 Tablets	7	Underway
16	North Bus Canopy Expansion	90	Underway
17	Transit Hub Study Needs	105	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CENTRAL MD NON-PROFIT FY 2017 AND 2018		
1	Central MD Regional Transit - VTCLI Statewide TRIP	486,842	Ongoing
2	Central MD Regional Transit (FY16/17 5310) - Mobility Management	1,139	Ongoing
3	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
4	New Freedom Program	542	Ongoing
5	Partners In Care (FY16/17 5310) - Mobility Management	294	Ongoing
	CHARLES COUNTY FY 2017 AND 2018		
1	1 Expansion Bus	148	FY 2017
2	3 Medium Replacement Buses	466	FY 2017
3	3 Small Cutaway Replacement Buses	227	FY 2017
4	4 GenFare Fareboxes	60	FY 2017
5	4 Replacement Buses	592	FY 2017
6	Onboard Security Camera System	138	FY 2017
7	Preventive Maintenance	227	FY 2017
8	Rt 301 P & R Improvements	100	FY 2017
9	Small Cutaway CS46	67	FY 2017
10	Small Cutaway CS57	67	FY 2017
11	Preventive Maint	227	FY 2018
12	Shelter and Bus Stop Improvements	50	FY 2018
13	Preventive Maintenance	227	Ongoing
14	Feasibility Study Phase II	300	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	DORCHESTER COUNTY FY 2017 AND 2018		
1	3 Small Cutaway Replacement Buses	210	FY 2017
2	Preventive Maintenance	75	FY 2017
3	Safety Cabinet	1	FY 2017
4	Small Cutaway 155	68	FY 2017
5	Small Cutaway 157	68	FY 2017
6	Small Cutaway 160	68	FY 2017
7	1 Medium Duty Replacement Bus	113	FY 2018
8	Preventive Maintenance	75	Ongoing
9	Circuit Tester	1	Underway
	EASTERN SHORE NON-PROFITS FY 2017 AND 2018		
1	Delmarva Community Services - VTCLI One Call/One Click Center	500,000	Ongoing
2	Job Access and Reverse Commute (JARC) Program	47	Ongoing
3	New Freedom Program	882	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018		
1	Action in Maturity - 1 Small Replacement Bus	60	FY 2017
2	Appalachian Parent Assoc - 1 Small Replacement Bus	60	FY 2017
3	ARC of Northern Chesapeake Region - 2 Small Replacement Buses	120	FY 2017
4	ARC of Washington County - 1 Small Replacement Bus	60	FY 2017
5	Bayside Community Network - 1 Small Replacement Bus	60	FY 2017
6	Center for Life Enrichment - 2 Small Replacement Buses	120	FY 2017
7	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	60	FY 2017
8	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses	60	FY 2017
9	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses	120	FY 2017
10	Daybreak Adult Day Services - 1 Small Replacement Bus	60	FY 2017
11	Delmarva Community Transit - 1 Small Replacement Bus	60	FY 2017
12	Diakon - 1 Small Replacement Bus	60	FY 2017
13	Dorchester County Comm on Aging - 1 Small Replacement Bus	60	FY 2017
14	Dove Pointe, Inc. - 2 Small Replacement Buses	120	FY 2017
15	Easter Seals Baltimore - 2 Small Replacement Buses	120	FY 2017
16	Easter Seals Hagerstown - 1 Small Replacement Bus	60	FY 2017
17	Family & Children's Services of Central MD - 1 Small Expansion Bus	60	FY 2017
18	Freedom Landing - 1 Small Replacement Bus	60	FY 2017
19	Freedom Landing - 1 Expansion Minivan	40	FY 2017
20	Friends Aware - 1 Small Replacement Bus	60	FY 2017
21	Hopkins Elder Plus - 2 Small Replacement Buses	120	FY 2017
22	HUMANIM - 2 Small Replacement Buses	120	FY 2017
23	LifeBridge Health - Equipment	72	FY 2017
24	LifeBridge Health - 1 Small Expansion Bus	60	FY 2017
25	LifeBridge Health - 2 Small Replacement Buses	120	FY 2017

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)		
26	Lifestyles, Inc. - 1 Small Expansion Bus	60	FY 2017
27	Lower Shore Enterprises - 2 Small Replacement Buses	120	FY 2017
28	Progress Unlimited, Inc. - 2 Small Expansion Buses	120	FY 2017
29	Providence Center - Equipment	53	FY 2017
30	Spring Dell - 2 Small Replacement Buses	120	FY 2017
31	Star Community - 1 Small Replacement Bus	60	FY 2017
32	The League for People with Disabilities - 2 Small Expansion Buses	120	FY 2017
33	Unified Community Connections - 1 Small Replacement Bus	60	FY 2017
34	Winter Growth - 1 Small Replacement Bus	60	FY 2017
35	Action in Maturity - Preventive Maintenance	12	Ongoing
36	Adult Day Care Corp of Calvert County - Preventive Maintenance	3	Ongoing
37	Allegany County HRDC, Inc. - Preventive Maintenance	27	Ongoing
38	Appalachian Parent Assoc - Preventive Maintenance	39	Ongoing
39	ARC of Northern Chesapeake Region - Preventive Maintenance	22	Ongoing
40	ARC of Washington County - Preventive Maintenance	15	Ongoing
41	Associated Catholic Charities - 3 Small Buses & Preventive Maintenance	198	Ongoing
42	Bayside Community Network - Preventive Maintenance	30	Ongoing
43	Center for Life Enrichment - Preventive Maintenance	33	Ongoing
44	Charles County Nursing and Rehabilitation - Preventive Maintenance	24	Ongoing
45	Chesapeake Care Resources, Inc. - Preventive Maintenance	33	Ongoing
46	Comprehensive Housing Assistance - Preventive Maintenance	3	Ongoing
47	Daybreak Adult Day Services - Preventive Maintenance	21	Ongoing
48	Diakon - Preventive Maintenance	3	Ongoing
49	Dorchester County Comm on Aging - Preventive Maintenance	17	Ongoing
50	Dove Pointe, Inc. - Preventive Maintenance	57	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)		
51	Easter Seals Baltimore - Preventive Maintenance	24	Ongoing
52	Easter Seals Hagerstown - Preventive Maintenance	18	Ongoing
53	Freedom Landing - Preventive Maintenance	9	Ongoing
54	Friends Aware - Preventive Maintenance	42	Ongoing
55	Hopkins Elder Plus - Preventive Maintenance	53	Ongoing
56	HUMANIM - Preventive Maintenance	20	Ongoing
57	Kent Center - 1 Small Bus & Preventive Maintenance	69	Ongoing
58	Lifestyles, Inc. - Preventive Maintenance	2	Ongoing
59	Mosaic - Preventive Maintenance	56	Ongoing
60	Partners In Care - Preventive Maintenance	5	Ongoing
61	Progress Unlimited, Inc. - Preventive Maintenance	76	Ongoing
62	Shore Up! - Preventive Maintenance	12	Ongoing
63	Spring Dell - Preventive Maintenance	45	Ongoing
64	St. Mary's Nursing Center, Inc. - Preventive Maintenance	6	Ongoing
65	Star Community - Preventive Maintenance	3	Ongoing
66	The League for People with Disabilities - Preventive Maintenance	7	Ongoing
67	Unified Community Connections - Preventive Maintenance	12	Ongoing
68	Washington County HDC - Preventive Maintenance	6	Ongoing
69	Winter Growth - Preventive Maintenance	2	Ongoing
70	Worcester County Comm on Aging - Preventive Maintenance	15	Ongoing
71	Worcester County Developmental Center - Preventive Maintenance	42	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	FREDERICK COUNTY FY 2017 AND 2018		
1	2 Electric Buses	1,060	FY 2017
2	APC for Buses (27)	150	FY 2017
3	AVL and Infrastructure for 27 Buses	175	FY 2017
4	Electric Bus 35920	585	FY 2017
5	Electric Bus 35922	585	FY 2017
6	Facility Update D&E	390	FY 2017
7	Gas Medium Duty 37963	125	FY 2017
8	Gas Small Cutaway 37830	67	FY 2017
9	Gas Small Cutaway 37831	67	FY 2017
10	Gas Small Cutaway 37832	67	FY 2017
11	Paratransit Software	275	FY 2017
12	Preventive Maint	700	FY 2017
13	Preventive Maint	70	FY 2017
14	Preventive Maintenance	700	Ongoing
15	Preventive Maintenance	70	Ongoing
16	Ridesharing	124	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	GARRETT COUNTY FY 2017 AND 2018		
1	2 Small Cutaway Replacement Buses	120	FY 2017
2	3 Small Bus Replacement	180	FY 2017
3	AVL	21	FY 2017
4	On Board Cameras	75	FY 2017
5	Preventive Maint	227	FY 2017
6	Small Cutaway 172	67	FY 2017
7	Small Cutaway 176	67	FY 2017
8	Small Cutaway 181	67	FY 2017
9	two-way radio	29	FY 2017
10	Preventive Maintenance	215	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HARFORD COUNTY FY 2017 AND 2018		
1	Preventive Maintenance	325	FY 2017
2	Vehicle Video Security System	150	FY 2017
3	1 Medium Bus	198	FY 2018
4	1 Medium Replacement Bus	196	FY 2018
5	Vehicle Video Security Sys Funds	55	FY 2018
6	Preventive Maintenance	325	Ongoing
7	A/C for Training Room	15	Underway
8	AVL - Additions VLLU	40	Underway
9	AVL - Communications/Signage	165	Underway
10	AVL - IVR	60	Underway
11	AVL - Passenger Count	131	Underway
12	Bus Shelters	130	Underway
13	Bus Stop Info Signs	15	Underway
14	Bus Wash Rennovation	55	Underway
15	Bus Wash Renovation	30	Underway
16	Call Center Phone	150	Underway
17	Garage Door Repair	30	Underway
18	Maintenance Equipment	17	Underway
19	Operator Trainng Room A/C Funds	25	Underway
20	Transportation Development Plan	90	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HOWARD COUNTY FY 2017 AND 2018		
1	Pilot Rideshare Assistance	197	FY 2017
2	Diesel Paratransit Cutaway Buses	874	FY 2018
3	Ridesharing	131	Ongoing
4	Bus IT Package	78	Underway
5	Central Maryland Operations Facility	750	Underway
6	Electric Bus Project	3,778	Underway
7	Fleet Maintenance Plan	75	Underway
8	Transportation Development Plan	90	Underway
9	Voucher Card System	142	Underway
	MONTGOMERY COUNTY FY 2017 AND 2018		
1	Bus Replacement	2,000	FY 2017
2	Ridesharing	372	FY 2017
3	Wash Area Grant - Preventive Maintenance	5,600	FY 2017
4	Ridesharing	372	Ongoing
5	Bus Replacement	2,000	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	OCEAN CITY FY 2017 AND 2018		
1	3 40' Bus Replacements (5339) - changed to 2 Articulated Buses	1,379	FY 2017
2	Preventive Maintenance (5311)	600	FY 2017
3	1 ADA Cutaway Bus (5339)	68	FY 2018
4	1 Heavy Duty Bus 40' (5311)	454	FY 2018
5	2 Heavy Duty Buses (5339)	935	FY 2018
6	3 Heavy Duty Buses 40' (5339)	1,362	FY 2018
7	3 Large Replacement Buses (5309)	1,362	FY 2018
8	40' Heavy Duty Bus 1648 (5311)	468	FY 2018
9	Bus Surveillance System (5339)	500	FY 2018
10	Bus Barn Fire Suppression (5309)	15	Underway
11	Transit Facility & Bus Barn D&E (5311)	1,250	Underway
	PRINCE GEORGE'S COUNTY FY 2017 AND 2018		
1	Bus Stop Improvements	500	FY 2017
2	Ridesharing	372	FY 2017
3	Ridesharing	269	Ongoing
4	Bus Stop Improvements	500	Underway
5	Bus Stop Improvements	500	Underway
	QUEEN ANNE'S COUNTY FY 2017 AND 2018		
1	Bus Cameras	40	FY 2017
2	Bus Canopy	20	FY 2017
3	Preventive Maintenance	65	FY 2017

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

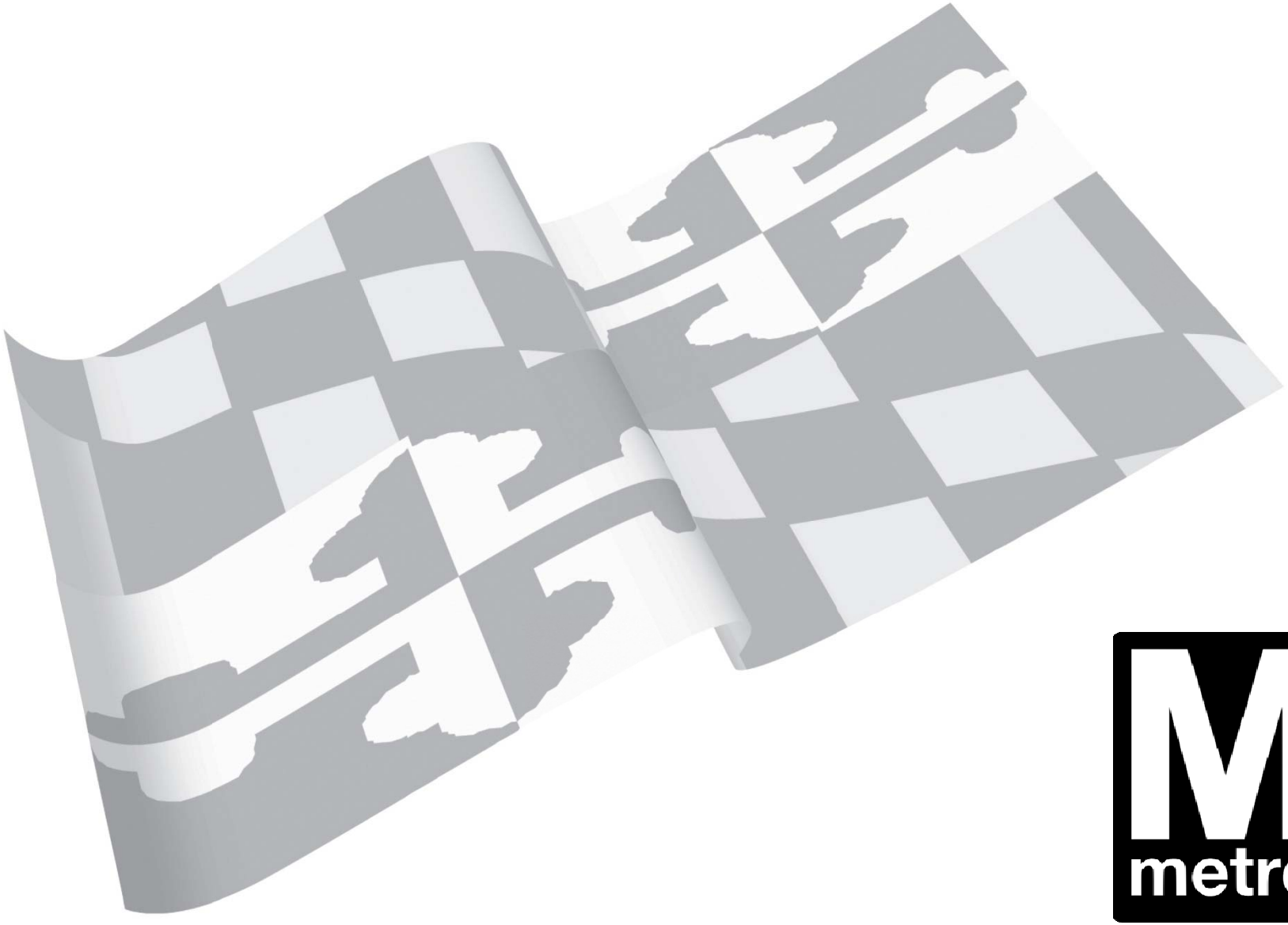
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	SOUTHERN MD NON-PROFITS FY 2017 AND 2018		
1	Job Access and Reverse Commute (JARC) Program	100	Ongoing
2	New Freedom Program	400	Ongoing
	ST MARY'S COUNTY FY 2017 AND 2018		
1	1 Medium Replacement Bus	138	FY 2017
2	2 Medium Duty Replacement Buses	387	FY 2017
3	2 Medium Replacement Buses	233	FY 2017
4	3 30' HD Replacement Buses	414	FY 2017
5	4 Medium Replacement Buses	500	FY 2017
6	Preventive Maintenance	56	FY 2017
7	Preventive Maintenance	94	Ongoing
	TALBOT COUNTY FY 2017 AND 2018		
1	10 Tablets / Routers / Mounts	17	FY 2017
2	2 Radios	5	FY 2017
3	Preventive Maintenance	84	FY 2017
4	2 Medium Duty Replacement Buses	223	FY 2018
5	3 Small Cutaway Buses	206	FY 2018
6	Preventive Maintenance	84	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2017 AND 2018		
1	2 Medium Replacement Buses	300	FY 2017
2	2 Support Vehicles	90	FY 2017
3	3 Small Cutaway Replacement Buses	210	FY 2017
4	Expansion Bus	62	FY 2017
5	Expansion Small Bus	62	FY 2017
6	Medium Bus Replacement	116	FY 2017
7	Medium Duty Bus 401	121	FY 2017
8	Medium Duty Bus 402	121	FY 2017
9	Mobility Management	143	FY 2017
10	Preventive Maint	900	FY 2017
11	Preventive Maintenance	850	FY 2017
12	Small Cutaway 45	71	FY 2017
13	Small Cutaway 46	71	FY 2017
14	Small Cutaway 70	71	FY 2017
15	Facility Construction Phase III	1,557	FY 2018
16	EAM Maintenance Software	80	Underway
17	Maintenance Shop Equipment	28	Underway
18	Passenger Amenities	75	Underway
19	Trapeze Call Back Module	16	Underway
20	Trapeze Cert. Module	16	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2017 AND 2018		
1	1 Small Replacement Bus	74	FY 2017
2	Fuel Monitoring System	16	FY 2017
3	On-Board Surveillance Cameras	80	FY 2017
4	On-Vehicle Video Surveillance	82	FY 2017
5	Pressure Washer for Buses	13	FY 2017
6	Small Bus Replacement	70	FY 2017
7	Vehicle Lift System	47	FY 2017
8	Preventive Maintenance	285	FY 2018
9	Route Match Notification System	27	FY 2018
10	RouteMatch Fixed Route System	310	FY 2018
11	Preventive Maintenance	250	Ongoing
12	Passenger Shelter Installs	100	Underway
	WESTERN MD NON-PROFITS FY 2017 AND 2018		
1	Job Access and Reverse Commute (JARC) Program	34	Ongoing
2	New Freedom Program	68	Ongoing
3	Washington County CAC (5310) - Mobility Management	100	Ongoing



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	225.3	255.8	265.3	273.4	284.1	279.9	1,583.7
Special Funds	125.4	155.9	165.4	173.5	184.2	180.0	984.5
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: This 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 2017 - 2022 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 2017 - 2022 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.

SMART GROWTH STATUS: [X] 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 Funds - Line 3

STATUS: The FY 2017 - 2022 CIP was adopted by the WMATA Board of Directors on April 28, 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The project cost increased $190.2M due to the addition of FY 2022, in which $28.2M of the $218.3M shown was previously programmed in prior years.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	2,919,763	1,709,017	160,544	193,657	203,742	211,872	222,587	218,344	1,210,746	0
Total	2,919,763	1,709,017	160,544	193,657	203,742	211,872	222,587	218,344	1,210,746	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: [X] 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 2016 - 21 CTP: Project cost increased $1.1M due to the addition of funding in FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	21,688	15,232	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	21,688	15,232	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

8011

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: [X] 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

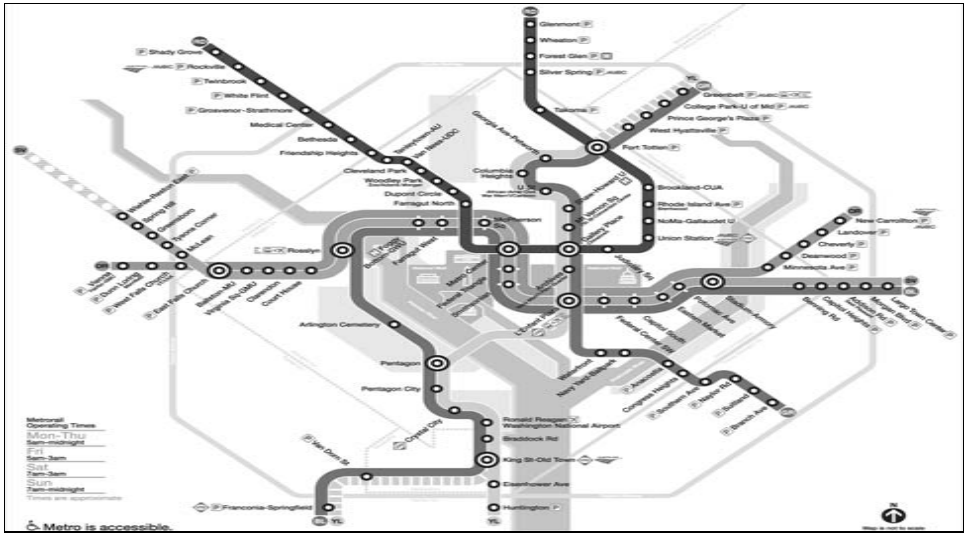
STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2017 is $150.0M. Maryland will provide $49.5M in FY 2017 for its portion of the match.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The project cost increased $50.0 million due to the addition of funding in FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	600,000	296,191	53,200	50,609	50,000	50,000	50,000	50,000	303,809	0
Total	600,000	296,191	53,200	50,609	50,000	50,000	50,000	50,000	303,809	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008



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 was initiated in FY 2005 with a multi-year budget of approximately $3.9B. A majority of Metro Matters project work was completed during FY 2005-2010. This program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters program.

SMART GROWTH STATUS: [X] 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.

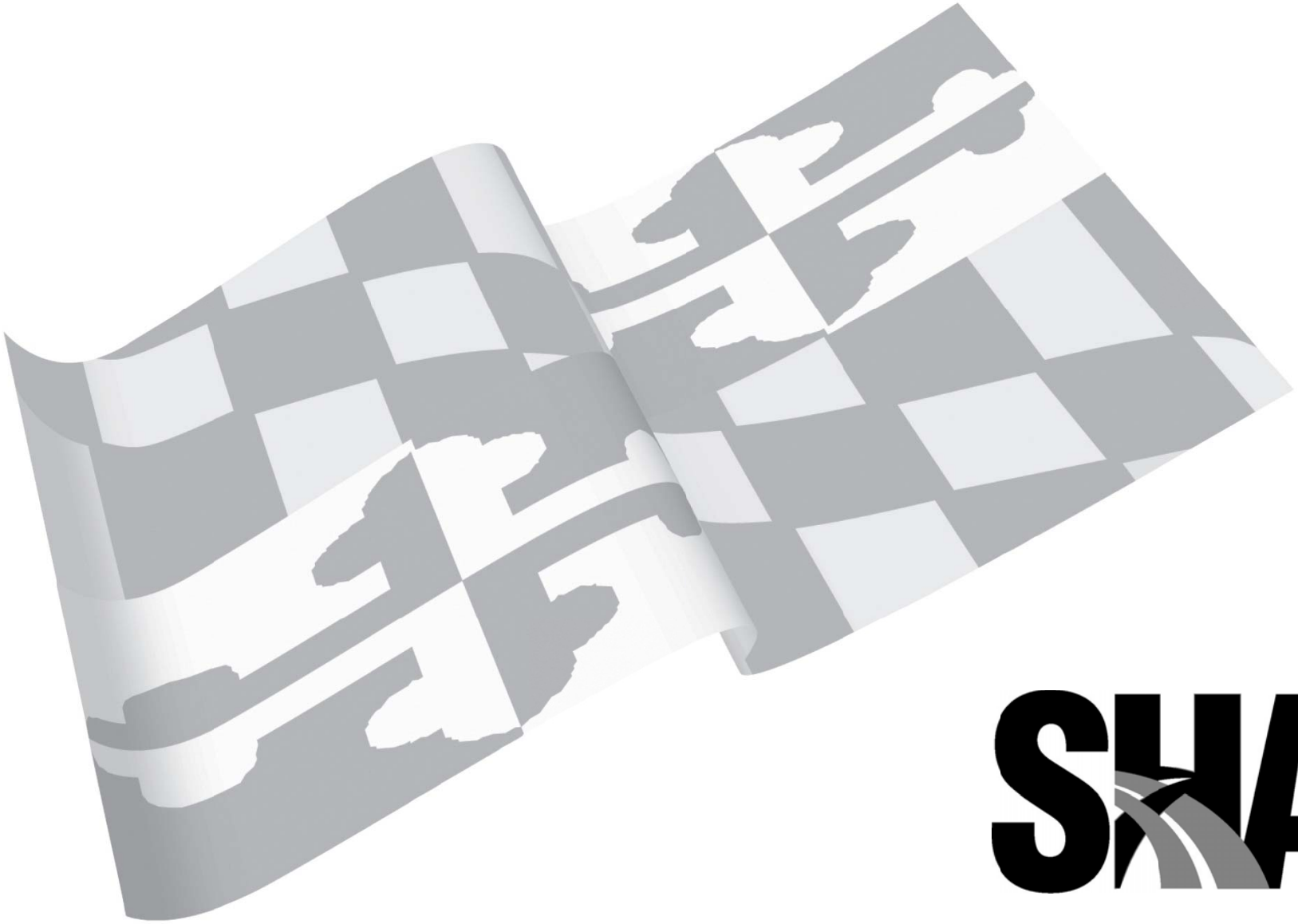
STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5M during the FY 2017-2022. The final maturity date of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The project cost increased $10.5M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	135,911	73,211	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0
Total	135,911	73,211	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

9010

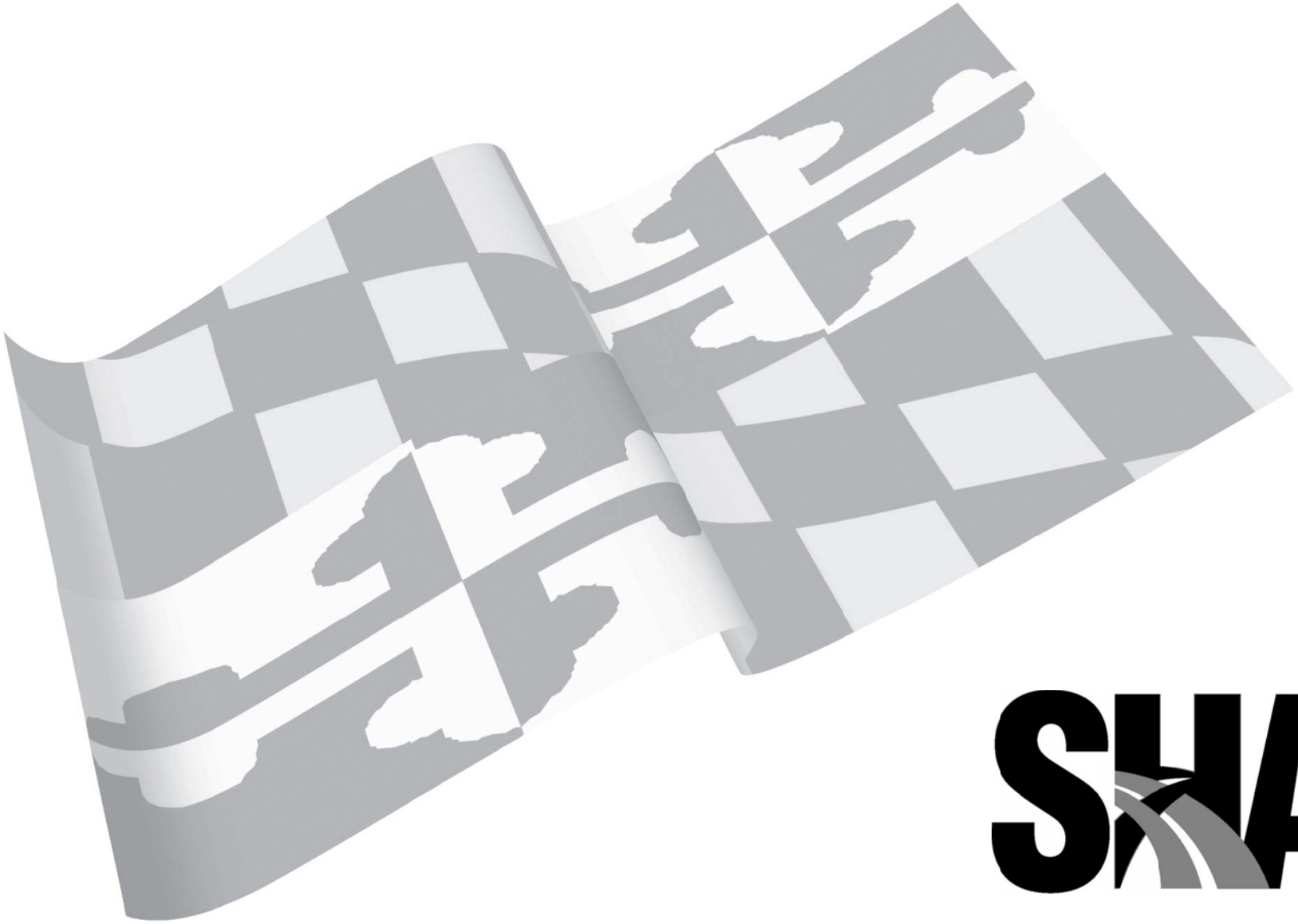


SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	405.4	467.2	414.0	382.2	283.5	75.5	2,027.8
Safety, Congestion Relief and Community Enhancements	987.6	930.0	743.6	685.0	696.8	680.6	4,723.6
Other System Preservation	27.6	25.9	26.2	25.2	26.2	26.2	157.3
Reimbursables	27.3	26.5	27.9	15.0	15.0	15.0	126.7
Programs 3 & 8	77.9	78.7	78.2	77.6	77.8	77.8	468.0
Development & Evaluation Program	39.2	21.1	20.0	12.4	8.6	1.4	102.7
TOTAL	1,565.0	1,549.4	1,309.9	1,197.4	1,107.9	876.5	7,606.1
Special Funds	991.8	1,008.4	796.9	712.9	664.7	549.0	4,723.7
Federal Funds	547.9	516.4	485.9	470.6	443.0	327.5	2,791.5
Other Funds	25.3	24.5	27.0	13.8	-	-	90.6



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: [X] 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:**

[X] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[X] Community Vitality
[X] 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 2016 - 21 CTP: Added funding in FY22. Cost change due to the removal of cumulative expenditures from previous years.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	86,400	12,550	13,550	11,980	12,880	11,780	11,830	11,830	73,850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,000	7,350	5,750	8,520	7,420	2,920	1,870	2,170	28,650	0
Total	122,400	19,900	19,300	20,500	20,300	14,700	13,700	14,000	102,500	0
Federal-Aid	39,357	8,000	5,346	5,740	6,638	4,880	4,357	4,396	31,357	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ 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: 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 2016 - 21 CTP: Added funding in FY22. Cost change due to the removal of cumulative expenditures from previous years.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	150	250	200	200	200	250	250	1,350	0
Engineering	10,750	1,550	1,450	1,550	1,550	1,550	1,550	1,550	9,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,250	3,400	3,300	3,450	3,350	3,150	2,700	2,900	18,850	0
Total	34,500	5,100	5,000	5,200	5,100	4,900	4,500	4,700	29,400	0
Federal-Aid	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 (2016) - 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
☐ 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: 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 2016 - 21 CTP: Cost change due to the removal of cumulative expenditures from previous years and the deferral of funding in FY 19 through FY 22.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,250	1,500	1,750	2,000	0	0	0	0	3,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,350	15,700	10,550	6,100	0	0	0	0	16,650	0
Total	37,600	17,200	12,300	8,100	0	0	0	0	20,400	0
Federal-Aid	15,900	7,200	6,200	2,500	0	0	0	0	8,700	0

CLASSIFICATION:

STATE - N/A

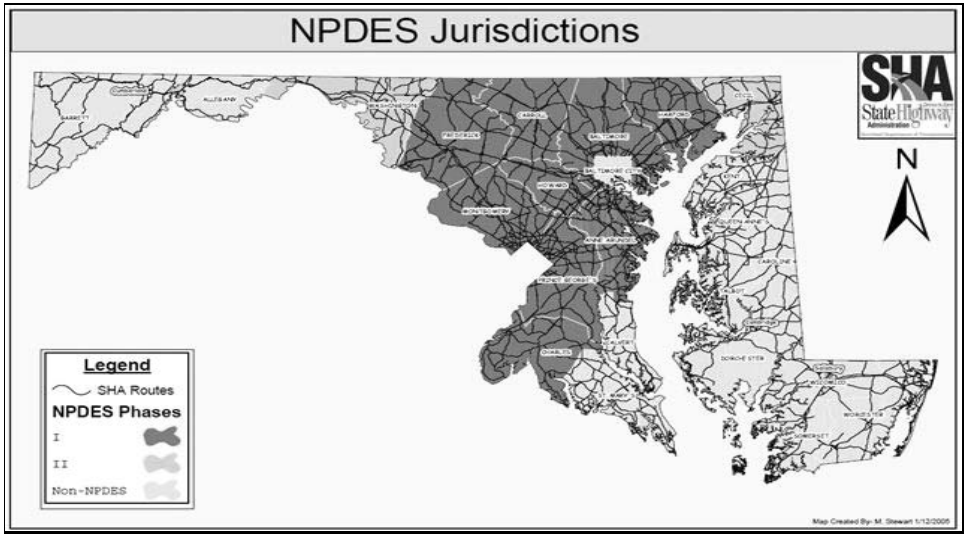
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ 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: 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 2016 - 21 CTP: Added funding in FY22.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	20,450	5,300	2,550	2,200	2,200	2,200	3,000	3,000	15,150	0
Engineering	271,900	70,700	38,100	33,100	19,000	19,000	46,000	46,000	201,200	0
Right-of-way	3,850	2,500	200	350	300	300	100	100	1,350	0
Construction	475,200	95,700	36,750	97,850	88,100	87,000	39,000	30,800	379,500	0
Total	771,400	174,200	77,600	133,500	109,600	108,500	88,100	79,900	597,200	0
Federal-Aid	50,994	50,994	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

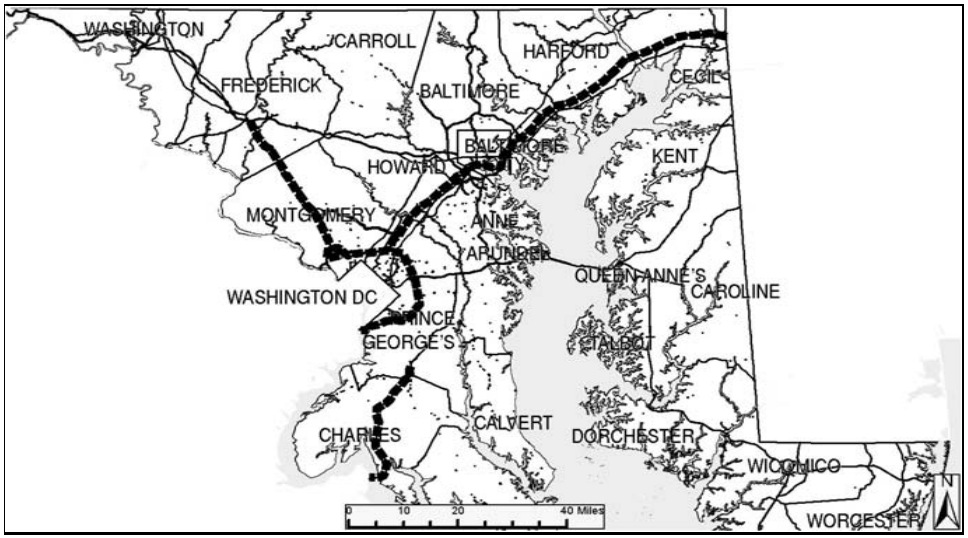
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95/495, I-270 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,055	1,538	1,381	136	0	0	0	0	1,517	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	3,055	1,538	1,381	136	0	0	0	0	1,517	0
Federal-Aid	2,844	1,383	1,325	136	0	0	0	0	1,461	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - N/A

PROJECTED (2035) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in District 5; sidewalks	3,023	Completed
2		At various locations in District 5; guardrail	933	Completed
3		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,400	Completed
4		Various locations in Districts 3 and 5; pavement marking	2,638	Completed
5		Various locations in Districts 1 and 2; pavement marking	2,055	Completed
6		Various locations in District 6; guardrails	1,826	Completed
7		Various locations in Montgomery and Prince George's Counties; resurface	2,055	Completed
8		At various locations in District 5; widen and resurface	4,176	Completed
9		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	Completed
10		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Completed
11		Install/upgrade Traffic barrier at various locations in District 6	725	Completed
12		Various Locations in District 5; slurry seal	1,932	Completed
		Bridge Replacement/Rehabilitation		
13		Bridges 1400600 and 2001800 in Kent and Talbot counties; clean/paint bridges	1,386	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions (cont'd)		
		Safety/Spot Improvement		
14		At various locations Statewide; drainage improvement	3,210	Completed
15		At various locations Statewide; drainage improvement	3,269	Completed
16		At various locations in District 3; surface treatment	62	Completed
17		Various locations statewide; drainage improvement	3,321	Completed
18		Various locations in District 2; rumble strips	232	Completed
19		At various locations in District 3; sidewalks	3,744	Completed
20		Various locations statewide; drainage	1,457	Completed
21		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Completed
22		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Completed
23		Sign Reflectivity Management Statewide; signing	8,000	Completed
24		Stormwater Management facilities at various locations Statewide; drainage improvement	2,584	Completed
		Environmental Preservation		
25		Landscape Sustainability IV at various locations in District 1; landscape	112	Completed
26		Integrated roadside veg management I 695 to Mountain Road; landscape	597	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions (cont'd)		
		Environmental Preservation (cont'd)		
27		Landscape sustainability IV for various locations in District 3 and 5; landscape	604	Completed
28		Various locations in District 4 and 7; landscape	490	Completed
29		Various locations in District 1 and 2; landscape	151	Completed
30		Landscape sustainability improvements in various locations in District 3 and 5; landscape	594	Completed
31		Various interchanges on US 50 and US 13; landscaping	944	Completed
32		Various interchanges on I 83, I 695 and I 95; landscaping	1,650	Completed
33		Vegetation management - Various interchanges on US 50, MD 100 and District 5 Wetlands; landscaping	1,484	Completed
34		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,976	Completed
35		Landscape sustainability improvements at various locations in District 3 and District 5; landscaping	234	Completed
36	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	1,099	Completed
37	I 95	Vegetation Management - MD 202 to I-95, I-495 to HO/PG County line; landscaping	3,088	Completed
38	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	230	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions (cont'd)		
		Sidewalks		
39		Various locations in District 3; sidewalks	3,661	Completed
		TMDL Compliance		
40		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	1,062	Completed
41	I 97	John Hanson Highway; Grass swales at various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,941	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
42		At various locations in District 4; surface treatment	623	FY 2017
43		At various locations in District 7; guard rail	2,211	FY 2017
44		At various locations in District 7; slurry seal	4,440	FY 2017
45		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	FY 2017
46		At various locations in Allegany, Garrett and Washington counties; guard rail	2,396	FY 2017
47		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,132	FY 2017
48		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	FY 2017
49		At various locations in District 4; surface treatment	1,488	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
50		At various locations in District 4; joint sealing	1,843	FY 2017
51		At various locations in District 6 - thermo thinline striping; pavement marking	1,245	FY 2017
52		At various locations in District 3 - thermo thinline striping; pavement marking	1,226	FY 2017
53		At various locations in Caroline and Talbot Counties; resurface	1,892	FY 2017
54		At various locations in District 5; guard rail	930	FY 2017
55		At various locations in District 6; resurface	478	FY 2017
56		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	FY 2017
57		At various locations in District 7 - thermo thinline striping; pavement marking	962	FY 2017
58		At various locations in District 5; sidewalks	2,250	FY 2017
59		At various locations in District 2; mill and resurface	3,877	FY 2017
60		At various locations in District 2 - thermo thinline striping; pavement marking	960	FY 2017
61		At various locations in Carroll and Frederick Counties; mill and resurface	18,187	FY 2017
62		At various locations in District 7; patching	2,313	FY 2017
63		At various locations in Kent and Queen Anne's Counties; resurface	1,894	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
64		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 2017
65		At various locations in District 1; pavement marking	1,003	FY 2017
66		At various routes in Carroll, Frederick and Howard counties; guard rail	2,003	FY 2017
67		At various locations in District 5; pavement marking	1,907	FY 2017
68		At various locations in District 4; pavement marking	1,157	FY 2017
69		At various locations in District 2; sidewalks	1,392	Under construction
70		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; slurry seal	2,310	FY 2017
71		At various locations in District 5; patching	3,377	FY 2017
72		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; guard rail	599	FY 2017
73		At various locations in Calvert, Charles and St. Mary's counties; joint sealing	913	FY 2017
74		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	2,669	FY 2017
75		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
76		At various locations in District 6; slurry seal	2,974	FY 2017
77		At various locations in District 2; joint sealing	465	FY 2018

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
78		At various locations in District 4; guardrail	2,302	Under construction
79		At various locations in District 4; Joint Sealing	1,435	Under construction
80		At various locations in District 6; resurface	445	Under construction
81		At various locations in District 7; guardrails	1,940	Under construction
82		Various locations in Districts 4 and 7; pavement marking	2,025	Under construction
83		Various locations in District 2; slurry seal	1,186	Under construction
84		Various locations in Carroll, Frederick and Howard Counties; joint sealing	442	FY 2017
85		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	Under construction
86		Various locations in District 3 and 5; thermpolastic thinline striping	1,207	Under construction
87		Various locations in District 2; guardrail	383	FY 2017
88		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
89		Various locations in District 7; guardrail	1,413	Under construction
90		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
91		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,604	FY 2017
92		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,604	FY 2017
93		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,604	FY 2017
94		At various locations in District 6; bridge rehabilitation	3,119	FY 2017
95		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,604	FY 2017
96		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	12,570	FY 2017
97		Invert paving and restoration to various structures; miscellaneous	4,192	FY 2017
98		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	FY 2017
99		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	11,258	FY 2017
100		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
101		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Under construction
102		At various locations on lower Georges Creek Road, National Freeway, Friendsville Road; clean/paint bridges	1,670	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
103		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	FY 2017
104		Install troughs and rehabilitation of joints to 27 bridges in WA and BA Counties; joint sealing	3,144	Under construction
105		Invert paving and restoration to various structures; miscellaneous	1,639	Under construction
		Safety/Spot Improvement		
106		At various locations in District 4; RPM	801	FY 2017
107		Tree trimming/removal at various locations in Prince George's and Montgomery counties; safety	523	FY 2017
108		At various locations in District 5; rumble strips	469	FY 2017
109		At various locations in District 1; RPM	458	FY 2017
110		Baltimore and Harford Counties - safety and operations improvements; safety	5,553	FY 2017
111		At various locations statewide - on call contract; drainage improvement	5,491	FY 2017
112		At various locations in District 1; rumble strips	319	FY 2017
113		Baltimore and Harford counties - tree trimming and removal; bicycle-pedestrian route	515	FY 2017
114		At various locations in Carroll, Frederick and Howard counties; RPM	801	FY 2017
115		At various locations in District 5; RPM	561	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
116		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	2,860	FY 2017
117		At various locations statewide; drainage improvement	2,895	Under construction
118		At various locations in Prince George's and Montgomery counties; geometric improvements	3,292	FY 2017
119		At various locations in District 2; RPM	603	FY 2017
120		At various locations in Baltimore and Harford counties; rumble strips	1,130	FY 2017
121		At various locations in District 4; sidewalks	2,972	FY 2017
122		At various locations in District 6; drainage improvement	8,786	FY 2018
123		ADA at various locations in District 1; sidewalks	4,541	FY 2017
124		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,131	Under construction
125		At various locations in District 6; sidewalks	3,392	FY 2017
126		At various locations in District 3; sidewalks	3,494	FY 2017
127		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	FY 2017
128		Various locations in District 7; ADA compliance	2,515	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
129		At various locations in District 1 and 2; pavement marking	899	Under construction
130		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,712	Under construction
131		At various locations in District 1; rumble strips	505	Under construction
132		ADA Compliance Program in District 1	4,135	FY 2017
133		Various locations in Baltimore and Harford Counties; safety	6,921	Under construction
134		Various locations in District 4; pavement markings	517	Under construction
135	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 2017
136	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Under construction
		Noise Barriers		
137		Noise barrier preservation and remediation - statewide; noise abatement	2,240	FY 2017
138		Noise barrier fire door remediation in district 3; noise abatement	1,354	FY 2017
139		Various locations; noise abatements	1,435	Under construction
140	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	160	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management		
141		At various locations - statewide; signalization	6,864	FY 2017
142		At various locations in Districts 3, 4, and 5; signalization	7,771	FY 2017
143		Sign structure replacement - statewide; signing	7,389	FY 2017
144		Modify/install/recon of signing - statewide; signing	8,896	FY 2017
145		At various locations in District 6 and 7; lighting	2,773	FY 2017
146		At various locations statewide - UPS/APS/CFS; signalization	5,965	FY 2017
147		At various locations in District 3 and 6; signalization	7,433	FY 2017
148		At various locations - sign retro reflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2018
149		At various locations in Districts 1 and 2; signalization	3,793	FY 2017
150		At various locations in Districts 6 and 7; lighting	3,378	Under construction
151		At various locations statewide; signing	6,251	Under construction
152		Light Emitting Diode (LED) Upgrades - Statewide	4,030	FY 2017
153		Modify/Install/Reconstruct Signals; signalization	5,741	FY 2017
154		Tourism and service signing; signing	3,157	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
155		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	FY 2017
156		APS in Districts 6 and 7; signalization	5,037	FY 2017
157		At various locations in District 3; lighting	4,930	FY 2017
158		At various locations in District 3; signalization	6,942	FY 2017
159		At various locations in District 4; lighting	4,268	FY 2017
160		At various locations in District 5; lighting	4,377	FY 2017
161		At various locations in District 6; signing	3,693	FY 2017
162		Various locations in District 3; signing	3,377	FY 2017
163		Various locations in District 6 and 7; lighting	4,875	FY 2017
164		Various locations in District 4; signalization	5,696	Under construction
165		Various locations in District 1 and 2; lighting	4,861	FY 2017
166		Various Locations in District 5; signalization	5,664	FY 2017
167		Various locations in District 4; signing	3,048	Under construction
168		Automatic Traffic Recorders Statewide; miscellaneous	2,222	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
169		Modify/reconstruct with in Districts 3, 4, 5; signalization	11,503	Under construction
170		Traffic signs and APS in District 3; signalization	7,153	FY 2017
171		Sign Structure replacement in District 7	4,777	FY 2017
172		Sign Structure replacement in District 4	4,905	FY 2017
173		Sign Structure replacement in District 3	5,003	FY 2017
174		Various locations in District 3, 4 and 5; signalization	5,671	Under construction
175		Various locations in Districts 6 and 7; signalization	3,168	Under construction
176		At various locations in District 5; signing	2,295	Under construction
177		Various locations in District 5; signalization	5,935	Under construction
178		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
179		Various locations in District 1 and 2; signalization	1,064	Under construction
180		Various locations in District 4; lighting	1,783	Under construction
181		Various locations in District 1 and 2; signing	1,163	Under construction
182		Various locations in District 3; signalization	2,146	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
183		Various locations in District 3; signing	2,810	Under construction
184		Various locations in District 5; signalization	2,104	Under construction
185		Various locations in District 6 and 7; lighting	930	Under construction
186		Various locations in District 4; signing	2,999	Under construction
187		Various locations in District 5; lighting	1,674	Under construction
188		Various locations in District 3; lighting	1,734	Under construction
189		Various locations in District 6 and 7; signing	2,170	Under construction
190		Various locations in District 1 and 2; lighting	1,300	Under construction
191		Various locations in District 4; signalization	2,048	Under construction
192		Various locations in District 6 and 7; signalization	1,074	Under construction
193		Traffic detection at signalized intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
		C.H.A.R.T. Projects		
194		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	4,521	FY 2017
195		CHART DMS Deployment - Phase 4; miscellaneous	4,339	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
196		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,509	FY 2017
197		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	4,751	Under construction
198		Road Weather Information Systems Upgrade	500	Under construction
199		CHART Closed Circuit Television deployment - Phase 4	615	Under construction
200		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
201		Back-up Power for CHART Cameras	1,484	Under construction
202		10 CCTV Cameras Project	700	Under construction
203	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	859	Under construction
		Environmental Preservation		
204		Landscape sustainability improvements V for Districts 3 and 5; landscape	439	Under construction
205		Landscape Sustainability IV at various locations in District 2; landscape	106	Under construction
206		At various locations in District 4; landscape	1,274	FY 2018
207		At various locations in District 7; landscape	558	Under construction
208		Various locations in District 1 and 2; landscape	1,835	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Environmental Preservation (cont'd)		
209	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	573	Under construction
		Sidewalks		
210		Various locations in District 2; sidewalks	2,506	Under construction
211		At various locations in District 5; sidewalks	2,983	FY 2017
212		At various locations in District 5; sidewalks	2,006	FY 2017
213		Various locations in District 3; sidewalks	2,613	Under construction
		TMDL Compliance		
214		At various locations in District 5; landscape	2,005	FY 2017
215		At various locations in District 3 - group 1; drainage improvement	4,908	FY 2017
216		Tree planting at various locations in District 3; landscape	427	FY 2017
217		Tree establishment at various locations in Howard and Carroll counties; landscape	2,206	FY 2017
218		Tree establishment at various locations in Anne Arundel and Charles counties; landscape	921	FY 2017
219		Tree planting at various locations in Frederick and Howard Counties; landscape	3,432	FY 2018
220		At various locations in District 7 - group 1 - impervious area removal; drainage improvement	2,910	FY 2017

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
221		Tree establishment at various locations in District 3; landscape	1,317	FY 2017
222		SWM at various locations in District 7 - Group 1; drainage improvement	6,544	FY 2017
223		Stream restoration and SWM at DNR Patapsco; wetlands replacement (reimbursed by DNR)	0	FY 2017
224		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,175	FY 2017
225		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	482	FY 2017
226		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,737	FY 2017
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
227		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
228		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Underway
		Congressional Earmarks		
229		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

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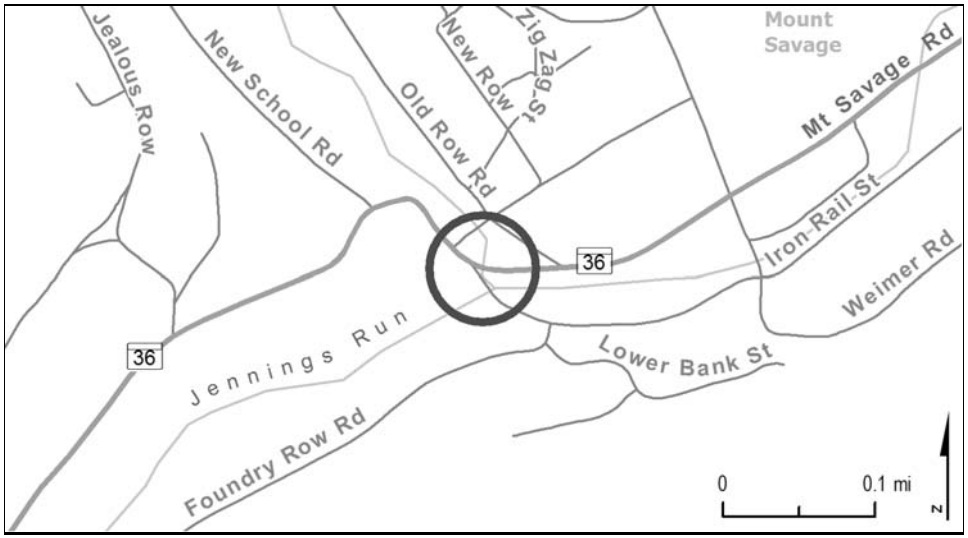
ALLEGANY COUNTY



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run. This project will accommodate bicycles and pedestrians as 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

- [X] 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
- [X] 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 2016 - 21 CTP: The cost increase of $1.0 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	893	432	307	154	0	0	0	0	461	0
Right-of-way	229	217	6	6	0	0	0	0	12	0
Construction	4,050	0	1,053	2,997	0	0	0	0	4,050	0
Total	5,172	649	1,366	3,157	0	0	0	0	4,523	0
Federal-Aid	705	336	246	123	0	0	0	0	369	0

CLASSIFICATION:

STATE - Minor Arterial

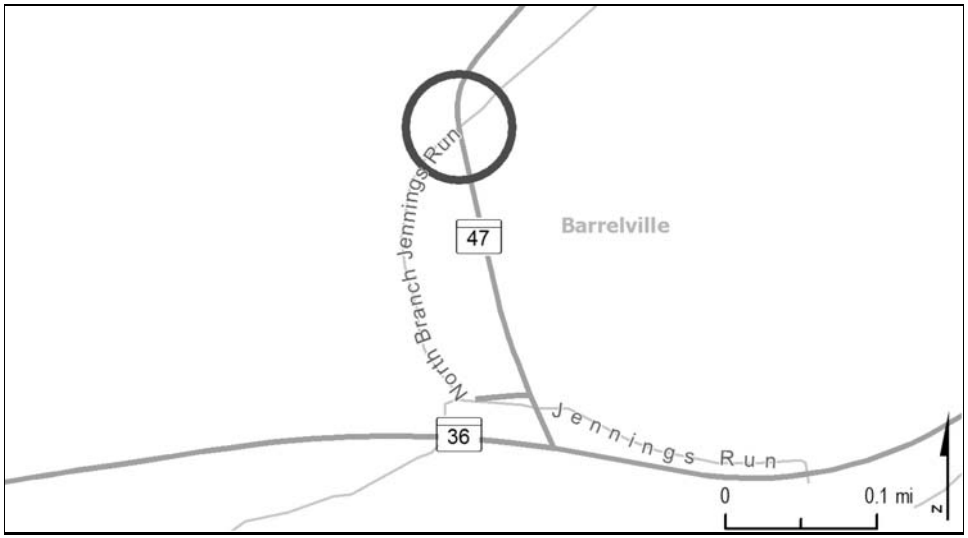
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 2,350

PROJECTED (2035) - 2,600



PROJECT: MD 47, Barrelville Road

DESCRIPTION: Replace Bridge 01043 over North Branch. This project will accommodate bicycles and pedestrians as 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

- [X] 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
- [X] 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 2016 - 21 CTP: The cost decrease of $2.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,233	1,233	0	0	0	0	0	0	0	0
Right-of-way	482	477	5	0	0	0	0	0	5	0
Construction	2,770	731	2,039	0	0	0	0	0	2,039	0
Total	4,485	2,441	2,044	0	0	0	0	0	2,044	0
Federal-Aid	2,612	989	1,623	0	0	0	0	0	1,623	0

CLASSIFICATION:

STATE - Major Collector

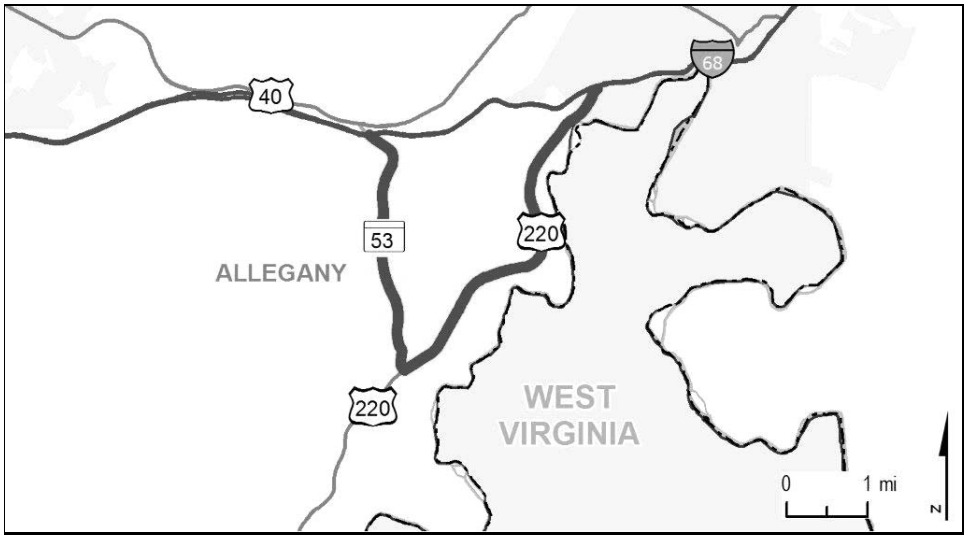
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,204	2,605	600	1,100	1,899	0	0	0	3,599	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	6,204	2,605	600	1,100	1,899	0	0	0	3,599	0
Federal-Aid	4,124	1,317	468	858	1,481	0	0	0	2,807	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 9,550 - 19,200

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	MD 36	New George's Creek Road; Jennings Run to Braddock Run; resurface	739	Completed
2	MD 51	Industrial Boulevard; Pack Horse Road to Town Creek Bridge; resurface	1,420	Completed
		Safety/Spot Improvement		
3	US 220	McMullen Highway; at Louise Drive; geometric improvements	1,882	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
4		At various locations in Allegany County; resurface	6,959	Under construction
5	I 68	National Freeway; East of Orleans Road to Washington County line; safety and resurface	4,122	FY 2017
		Bridge Replacement/Rehabilitation		
6	MD 956	Patriot Parkway; Bridge 0109800 over Potomac River; bridge deck replacement	3,716	Under construction
		Safety/Spot Improvement		
7	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	500	FY 2017
8	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage improvement	411	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements		
9	MD 51	Industrial Boulevard; at Virginia Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	963	FY 2017
		Enhancements		
		Pedestrian/Bicycle Facilities		
10		Amtrak Station Entryway Improvement	243	FY 2017
		Establishment of Transportation Museums		
11		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of a exhibition exploring the National Road and C&O Canal	150	FY 2017

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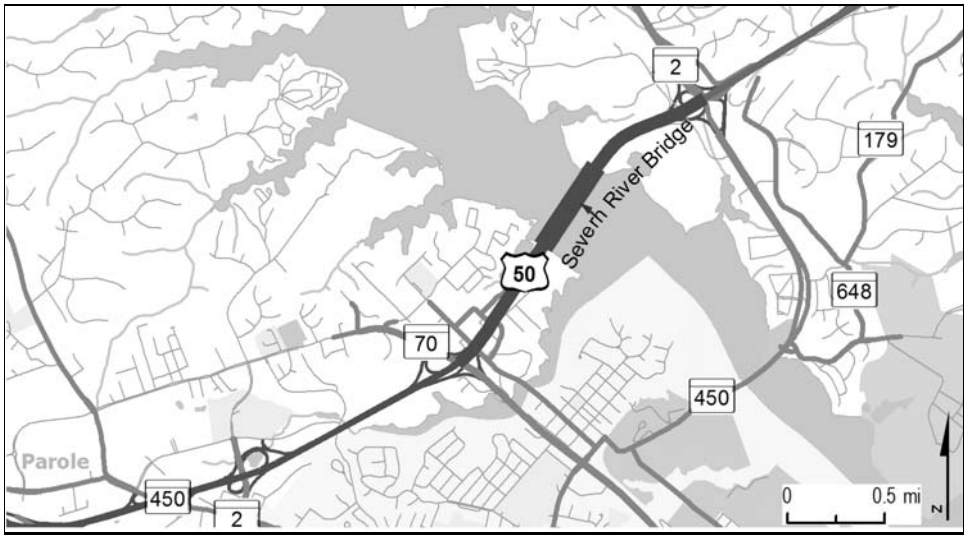


PROJECT: US 50, John Hanson Highway

DESCRIPTION: Project to ease congestion on eastbound US 50 from MD 70 to MD 2 northbound (1.7 miles) by adding an auxillary lane and 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
☐ 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: 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: Planning and Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,563	1,733	830	0	0	0	0	0	830	0
Engineering	2,936	1,000	1,100	836	0	0	0	0	1,936	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,305	0	0	14,010	6,295	0	0	0	20,305	0
Total	25,804	2,733	1,930	14,846	6,295	0	0	0	23,071	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

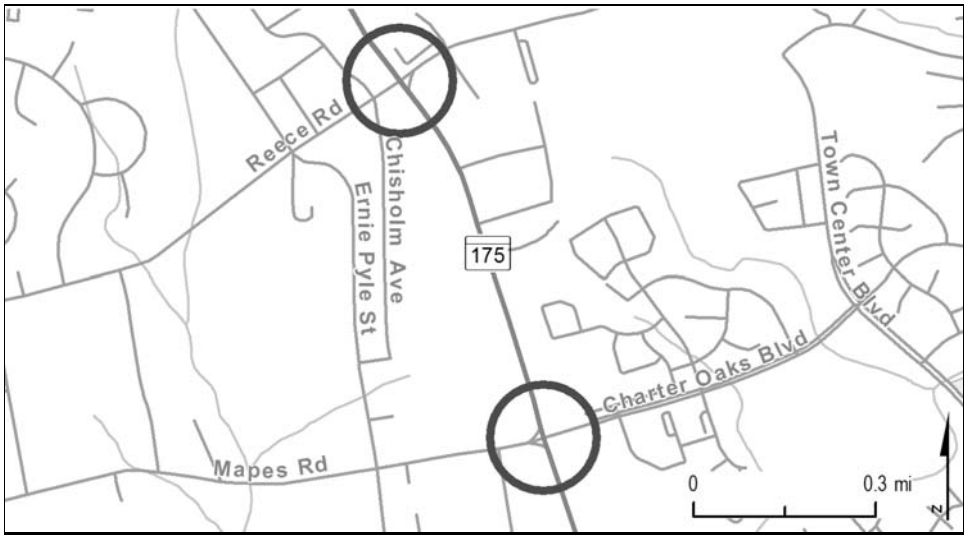
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 127,750

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)

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

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

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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	4,404	2,790	1,614	0	0	0	0	0	1,614	0
Construction	14,536	7,140	3,790	3,606	0	0	0	0	7,396	0
Total	18,940	9,930	5,404	3,606	0	0	0	0	9,010	0
Federal-Aid	15,624	8,104	4,488	3,032	0	0	0	0	7,520	0

CLASSIFICATION:

STATE - Urban Minor Arterial

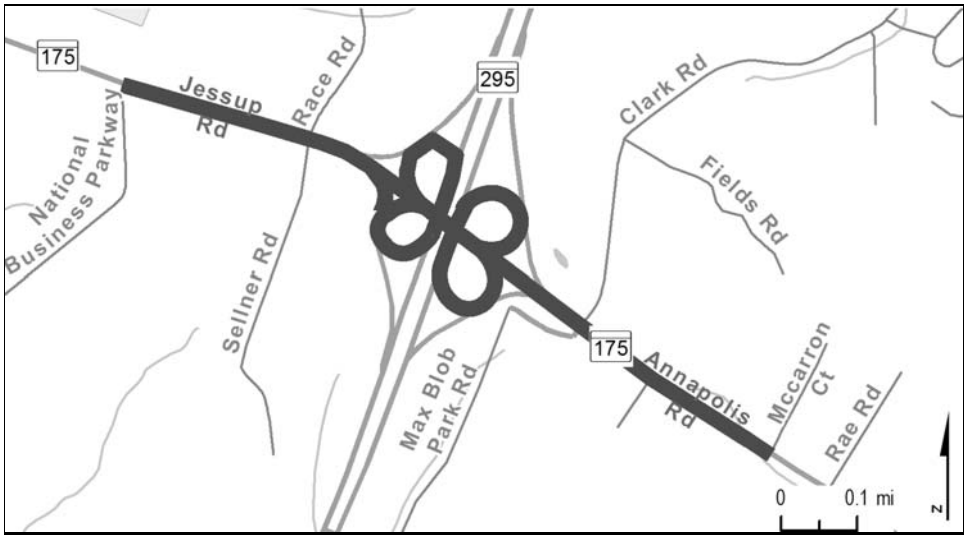
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 25,400

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece (Line 2)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)

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

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

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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $25.1 million is due to the removal of a noise wall and retaining wall and reduced appraisal values.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2,140	980	480	0	0	0	0	1,460	0
Right-of-way	17,798	10,093	3,945	3,760	0	0	0	0	7,705	0
Construction	64,910	0	0	0	5,555	12,531	15,558	16,104	49,748	15,162
Total	86,308	12,233	4,925	4,240	5,555	12,531	15,558	16,104	58,913	15,162
Federal-Aid	41,645	1,674	784	384	4,333	9,774	12,135	12,561	39,971	0

CLASSIFICATION:

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 36,000

PROJECTED (2035) - 47,000

PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will address 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, MD 295 to MD 170 (Line 7)

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

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

EXPLANATION: This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

STATUS: Engineering underway. Construction to begin during current fiscal year. The project received $10.0 million in TIGER grants for construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $18.6 million is due to a more detailed estimate, and reduced utility and drainage costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,632	368	0	0	0	0	0	368	0
Right-of-way	144	96	48	0	0	0	0	0	48	0
Construction	24,904	0	3,456	8,620	9,480	3,348	0	0	24,904	0
Total	27,048	1,728	3,872	8,620	9,480	3,348	0	0	25,320	0
Federal-Aid	20,997	1,282	2,985	6,724	7,395	2,611	0	0	19,715	0

CLASSIFICATION:

STATE - Urban Minor Arterial

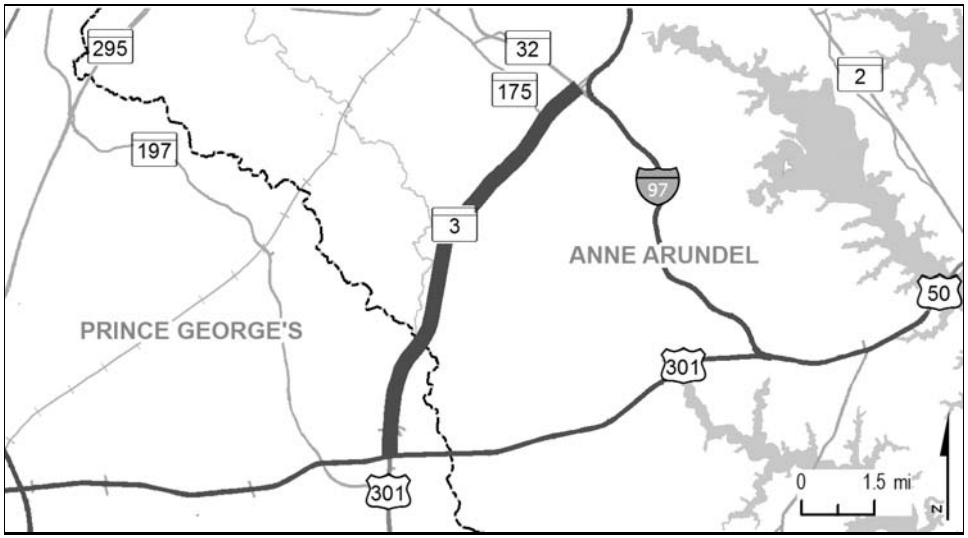
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 25,400

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 23)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 24)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 31)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	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	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	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 (2016) - 65,800 - 84,150

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

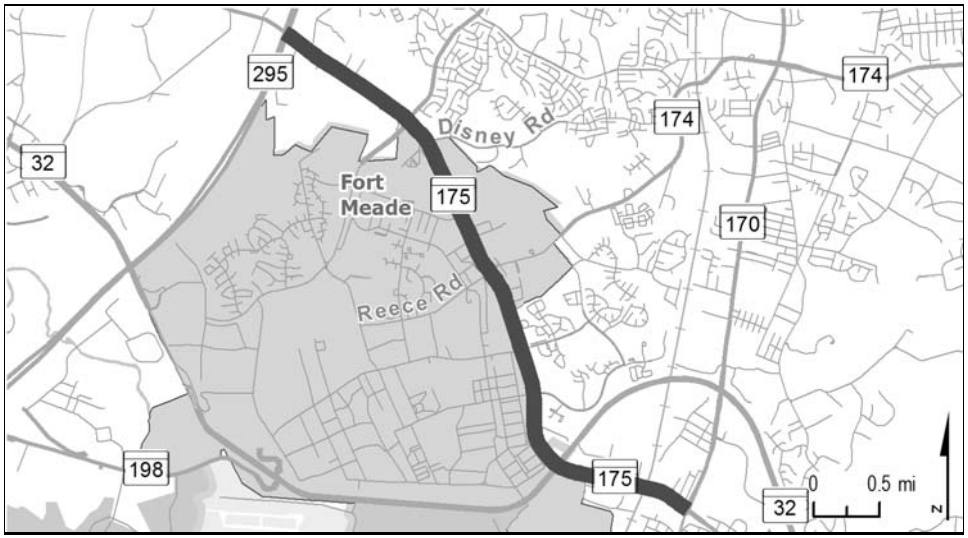
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 100,200

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,629	2,629	0	0	0	0	0	0	0	0
Engineering	5,034	4,262	232	540	0	0	0	0	772	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	7,663	6,891	232	540	0	0	0	0	772	0
Federal-Aid	6,026	6,026	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

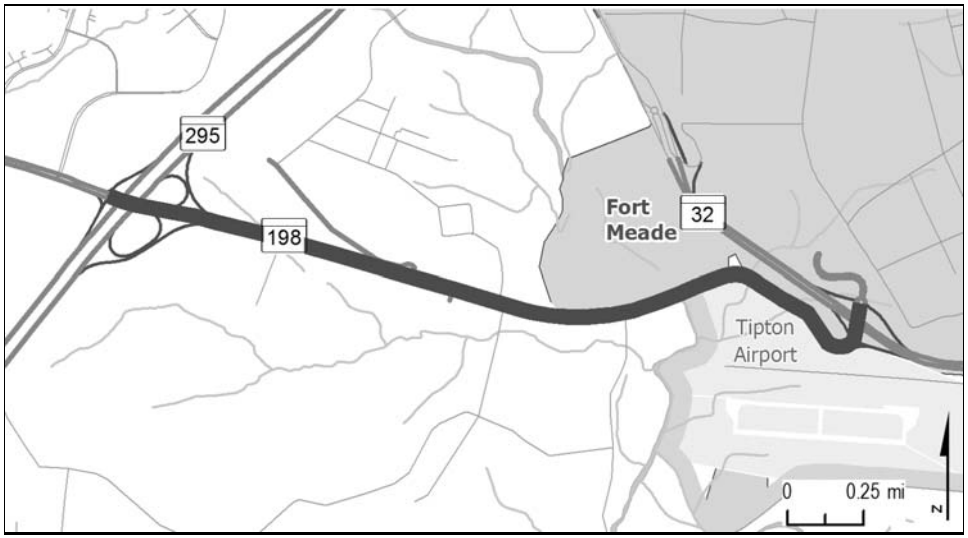
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 25,400 - 38,800

PROJECTED (2035) - 47,000



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,500	3,500	0	0	0	0	0	0	0	0
Engineering	2,000	757	850	393	0	0	0	0	1,243	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	5,500	4,257	850	393	0	0	0	0	1,243	0
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 (2016) - 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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in southern Anne Arundel County; resurface	12,967	Completed
2		At various locations in Northern Anne Arundel County; resurface	12,287	Completed
		Safety/Spot Improvement		
3	MD 2	Solomon's Island Road; at Owensville Sudley Road; geometric improvements	2,968	Completed
4	MD 2	Solomon's Island Road; at MD 256; geometric improvements	2,798	Completed
5	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,671	Completed
		Traffic Management		
6	I 97	Washington Boulevard; At US 1 and I-97 - generator back-up systems; signal systemization	27	Completed
7	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	1,944	Completed
		Bicycle Retrofit		
8	MD 170	Camp Meade Road; MD 648 to MD 762; bicycle retrofit	1,641	Completed
		TMDL Compliance		
9	I 97 SB	West of East-West Boulevard; drainage improvement	608	Completed

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 August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
10		At various location in Anne Arundel County; surface treatment	1,287	FY 2017
11		At various locations in Anne Arundel County; patching	1,887	FY 2017
12		At various locations in south Anne Arundel county; mill and resurface	13,188	FY 2017
13		At various locations in north Anne Arundel county; mill and resurface	12,616	FY 2017
14		At various locations in Anne Arundel county; joint sealing	707	FY 2017
15	MD 295 SB	Baltimore Washington Parkway; Hanover Road to Winterson Road; safety and resurface	1,872	FY 2017
16	MD 980 B	MD 4 - Service Road; Wrighton Road to Talbot Road; safety and resurface	632	FY 2017
		Bridge Replacement/Rehabilitation		
17		Bridge 0205800, 0207400, 0211600, 0216901, 0216902 on MD 175 and MD 10; clean/paint bridges	1,945	FY 2017
		Safety/Spot Improvement		
18		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2018
19	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,767	Under construction
20	MD 32	Sappington Station Road and MD 175; drainage improvement	2,059	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
21	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 2017
22	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2017
23	MD 258	Bay Front Road; MD 794; geometric improvements	1,892	FY 2017
24	MD 450	North of World War 2 memorial; drainage improvement	315	FY 2017
		Urban Reconstruction		
25	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruction (Funded for preliminary engineering)	2,500	Design Underway
		Noise Barriers		
26	I 97	At Oakdale - Type 1A noise barrier; noise abatement	5,244	Under construction
		Traffic Management		
27	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,632	Under construction
		Environmental Preservation		
28		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US50 to MD3); landscape	2,881	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements		
29	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	4,040	Under construction
30	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	FY 2017
		TMDL Compliance		
31		At various locations - Group 1; drainage improvement	3,432	FY 2017
32		At various locations in Anne Arundel county - group 1; drainage improvement	4,253	FY 2017
33	MD 665	Aris T. Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,693	Under construction
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
34		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Underway
		Environmental Mitigation		
35		Rutland Road Fish Passage	748	FY 2017
36		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Congressional Earmarks		
37		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

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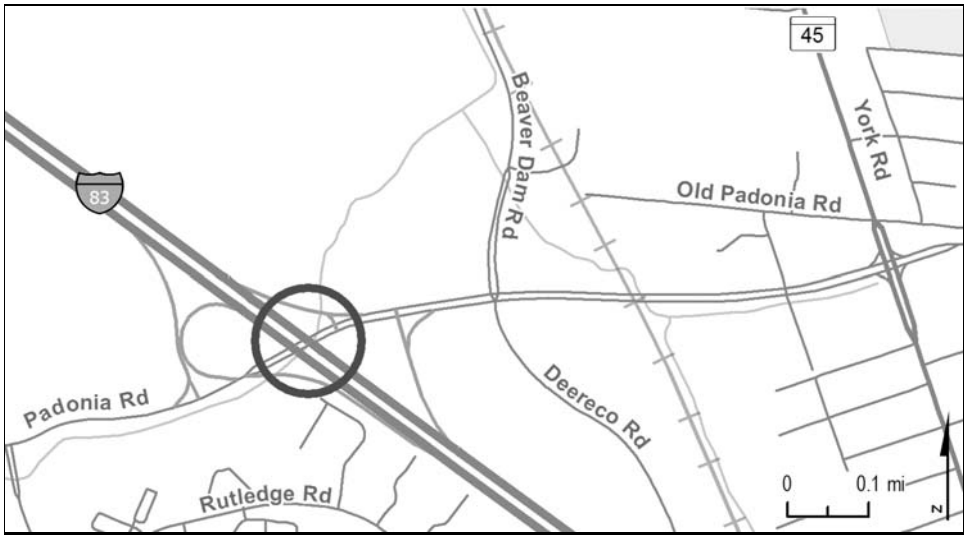
BALTIMORE COUNTY MARYLAND

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
- ☐ 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: This bridge is functionally obsolete and structurally deficient. Bridge serves as a major link along the I-83 commuter and freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and City.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	941	136	393	412	0	0	0	0	805	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	0	2,600	7,400	0	0	10,000	0
Total	10,941	136	393	412	2,600	7,400	0	0	10,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

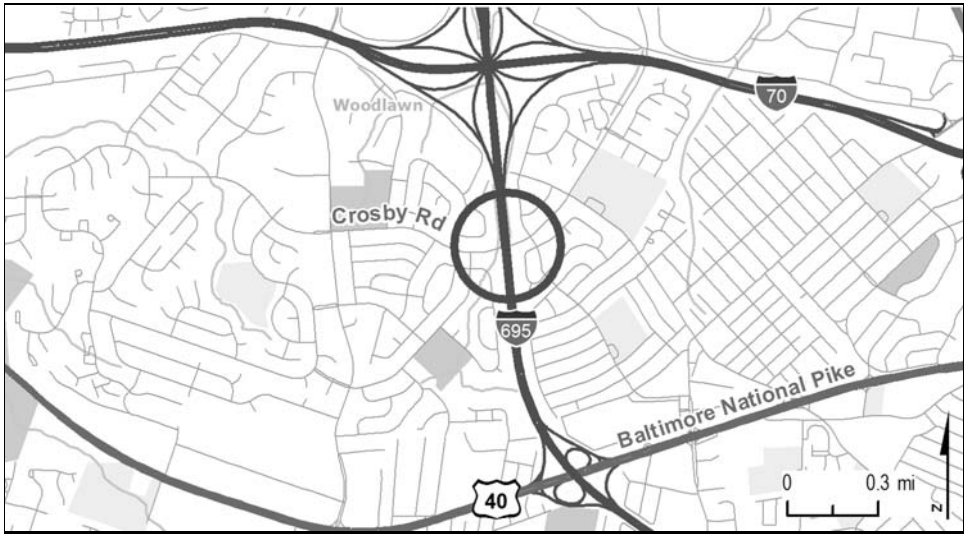
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 120,850

PROJECTED (2035) - 141,700



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

- [ ] Safety & Security
- [X] 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: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $2.0 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	253	206	206	206	69	0	0	687	0
Right-of-way	32	0	10	22	0	0	0	0	32	0
Construction	8,000	0	0	720	3,540	3,180	560	0	8,000	0
Total	8,972	253	216	948	3,746	3,249	560	0	8,719	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

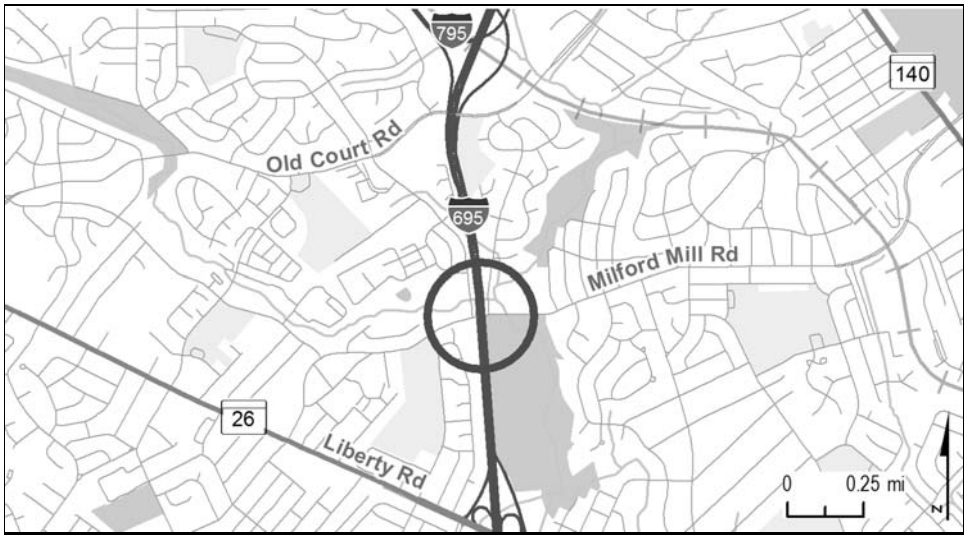
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 12,700

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

- [ ] Safety & Security
- [X] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,864	20,455	5,409	0	0	0	0	0	5,409	0
Total	27,299	21,890	5,409	0	0	0	0	0	5,409	0
Federal-Aid	24,305	19,459	4,846	0	0	0	0	0	4,846	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 207,750

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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: The cost increase of $1.4 million is due to the relocation of utilities.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,889	12,889	0	0	0	0	0	0	0	0
Right-of-way	3,933	2,626	400	340	340	227	0	0	1,307	0
Construction	87,231	11,719	13,417	15,909	17,614	22,071	6,501	0	75,512	0
Total	104,053	27,234	13,817	16,249	17,954	22,298	6,501	0	76,819	0
Federal-Aid	72,486	20,518	12,235	14,429	14,429	10,875	0	0	51,968	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 200,300

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	3,200	0	0	0	0	0	0	0	0
Right-of-way	4,474	1,352	2,239	883	0	0	0	0	3,122	0
Construction	42,840	23,300	13,789	5,751	0	0	0	0	19,540	0
Total	50,514	27,852	16,028	6,634	0	0	0	0	22,662	0
Federal-Aid	45,197	24,775	14,415	6,007	0	0	0	0	20,422	0

CLASSIFICATION:

STATE - Principal Arterial

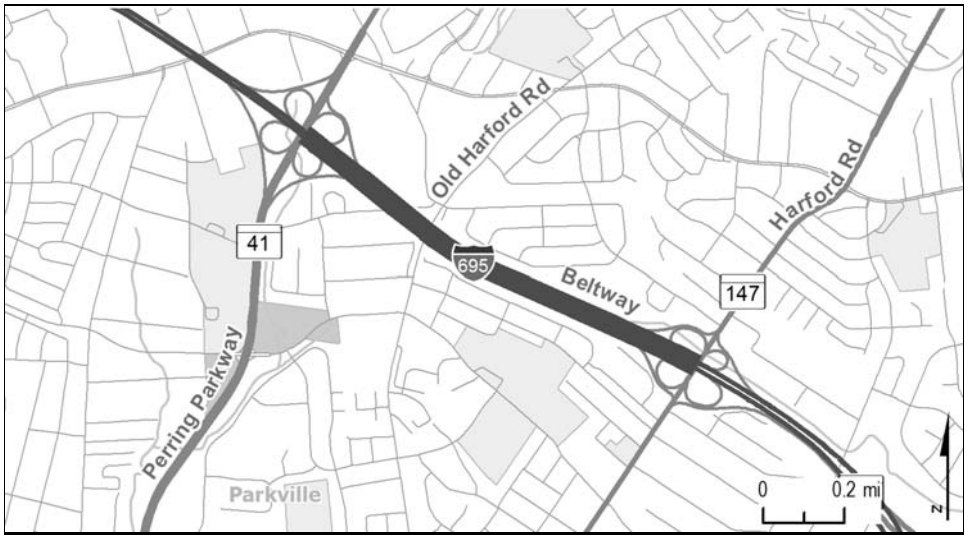
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 202,200
4,500 (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-83 to I-95 (Line 15)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,208	4,914	294	0	0	0	0	0	294	0
Right-of-way	1,681	778	903	0	0	0	0	0	903	0
Construction	26,318	17,740	8,578	0	0	0	0	0	8,578	0
Total	33,207	23,432	9,775	0	0	0	0	0	9,775	0
Federal-Aid	5,335	4,267	1,068	0	0	0	0	0	1,068	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 160,825

PROJECTED (2035) - 181,275

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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,404	1,404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,288	6,030	4,258	0	0	0	0	0	4,258	0
Total	11,692	7,434	4,258	0	0	0	0	0	4,258	0
Federal-Aid	9,946	6,266	3,680	0	0	0	0	0	3,680	0

CLASSIFICATION:

STATE - Principal Arterial

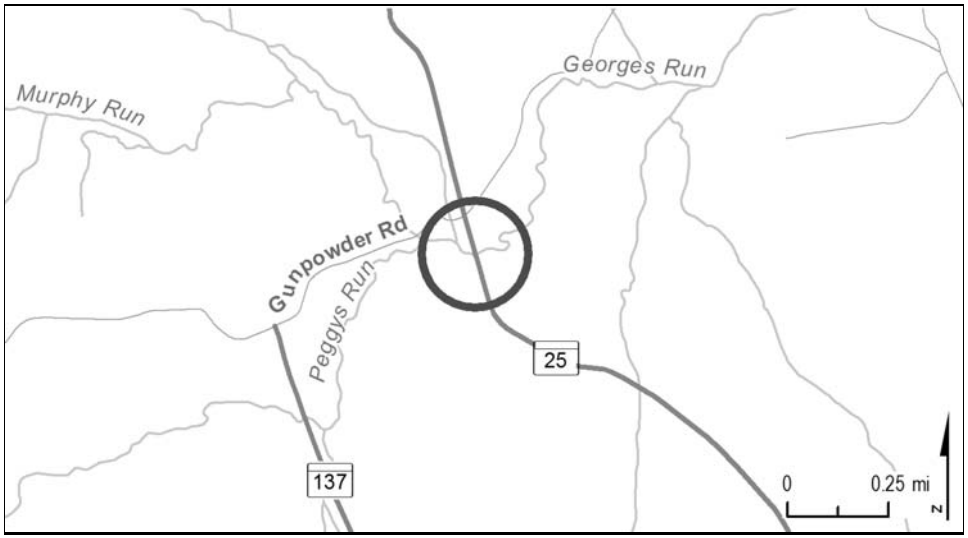
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 78,500

PROJECTED (2035) - 93,475



PROJECT: MD 25, Falls Road

DESCRIPTION: Replace Bridge 03019 to Georges Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridge, constructed in 1932, is nearing the end of its structural life and needs to be replaced.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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 serves as an important link along the MD 25 corridor, and is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	970	970	0	0	0	0	0	0	0	0
Right-of-way	379	184	195	0	0	0	0	0	195	0
Construction	3,705	3,495	120	90	0	0	0	0	210	0
Total	5,054	4,649	315	90	0	0	0	0	405	0
Federal-Aid	3,675	3,538	78	59	0	0	0	0	137	0

CLASSIFICATION:

STATE - Rural Major Collector

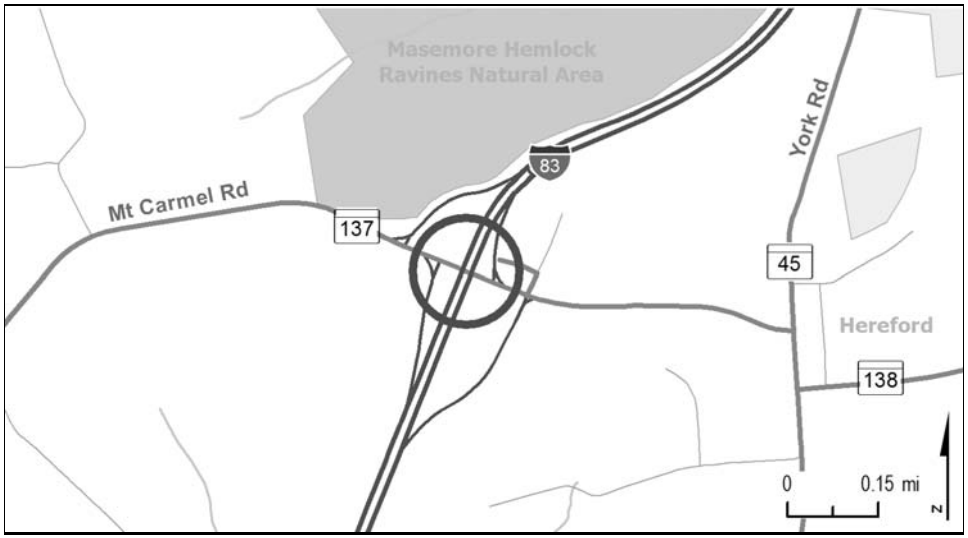
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,650

PROJECTED (2035) - 7,625



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
☐ 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: 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: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	843	642	201	0	0	0	0	0	201	0
Right-of-way	8	8	0	0	0	0	0	0	0	0
Construction	4,000	0	1,040	2,960	0	0	0	0	4,000	0
Total	4,851	650	1,241	2,960	0	0	0	0	4,201	0
Federal-Aid	611	450	161	0	0	0	0	0	161	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 8,650

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Owings Mills Boulevard (Line 18)

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

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

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bike and pedestrian accommodations to current MDOT policy.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,036	957	79	0	0	0	0	0	79	0
Right-of-way	11,172	5,184	3,932	2,056	0	0	0	0	5,988	0
Construction	4,889	0	1,506	1,913	1,470	0	0	0	4,889	0
Total	17,097	6,141	5,517	3,969	1,470	0	0	0	10,956	0
Federal-Aid	726	663	63	0	0	0	0	0	63	0

CLASSIFICATION:

STATE - Minor Arterial

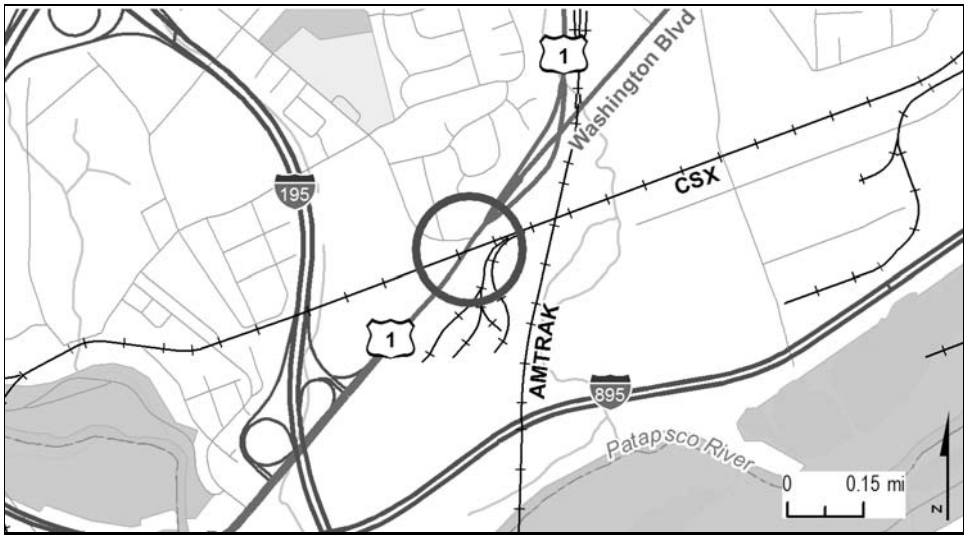
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 39,600

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This structurally deficient bridge links communities in Baltimore and Howard Counties.

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	378	563	235	0	0	0	0	798	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	5,250	19,750	0	0	0	25,000	0
Total	26,176	378	563	5,485	19,750	0	0	0	25,798	0
Federal-Aid	338	267	50	21	0	0	0	0	71	0

CLASSIFICATION:

STATE - Minor Arterial

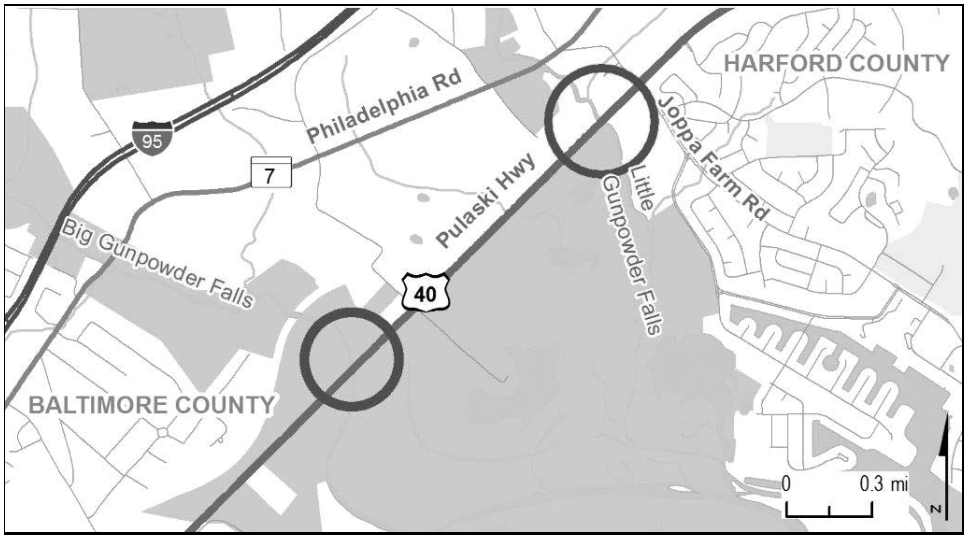
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 23,400

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
- ☒ 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: These structurally deficient bridges link communities in Baltimore and Harford Counties.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $3.7 million is due to a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to the acquisition of necessary environmental permits.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,622	1,203	946	473	0	0	0	0	1,419	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,500	0	0	4,455	9,045	0	0	0	13,500	0
Total	16,122	1,203	946	4,928	9,045	0	0	0	14,919	0
Federal-Aid	2,080	944	757	379	0	0	0	0	1,136	0

CLASSIFICATION:

STATE - Intermediate Arterial

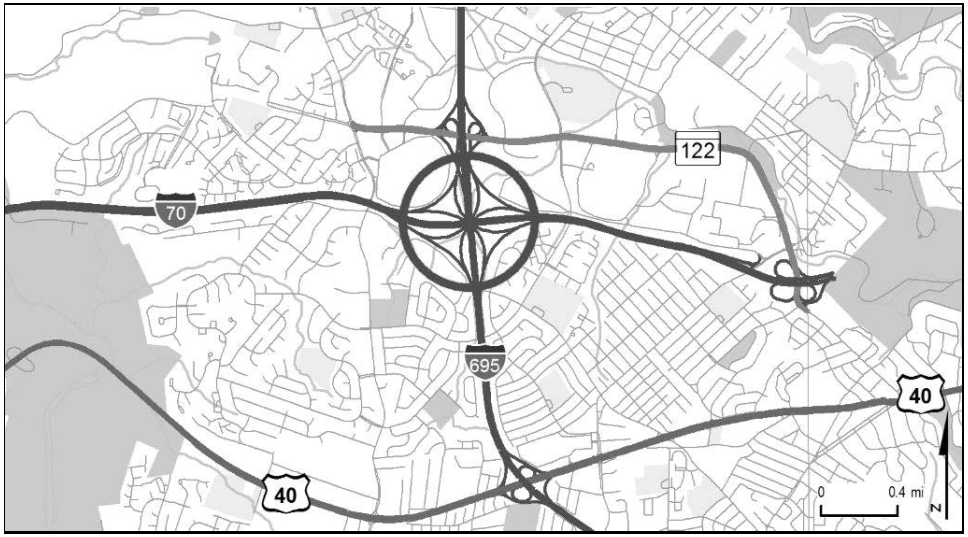
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 24,675

PROJECTED (2035) - 41,225



PROJECT: I-70 and I-695, Baltimore Beltway

DESCRIPTION: I-70/I-695 Interchange study to replace/rehabilitate bridges, 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904.

JUSTIFICATION: The bridges are nearing the end of their useful life and will need to be widened to accommodate the ultimate configuration of the beltway.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, Crosby Road (Line 2)
I-695, I-95 to MD 122 (Line 14)
I-695, Interim improvements (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	100	850	50	0	0	0	0	900	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	1,000	100	850	50	0	0	0	0	900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

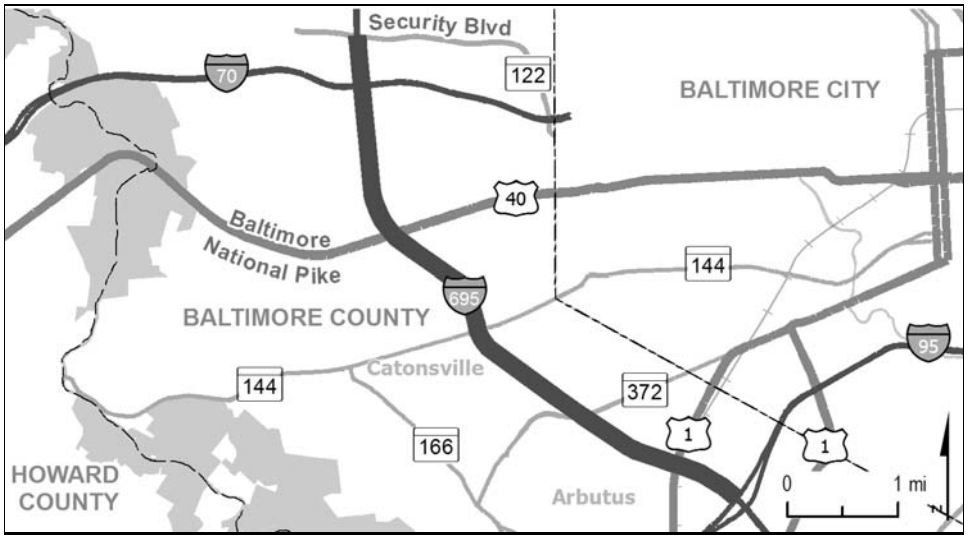
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.7 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, Crosby Road Bridge Replacement (Line 3)
I-695, US 40 to MD 144, SWOL Widening (Line 4)
I-695, Benson Ave., Leeds Ave. US 1, Amtrak, and Herbert Run Bridge Replacement (Line 5)
I-695, Interim improvements (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	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	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

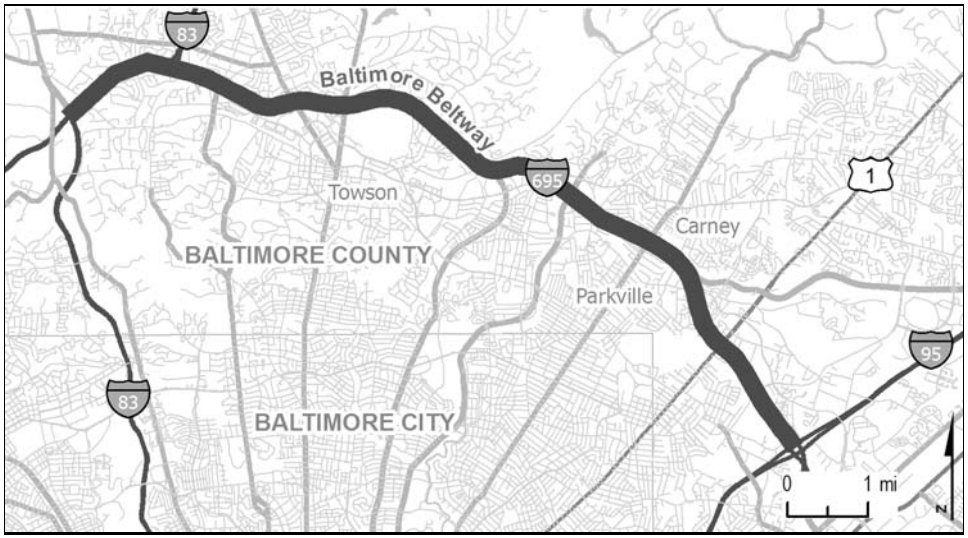
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (JFK) (11.4 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 41 to MD 147 (Line 6)
I-695, Interim improvements (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

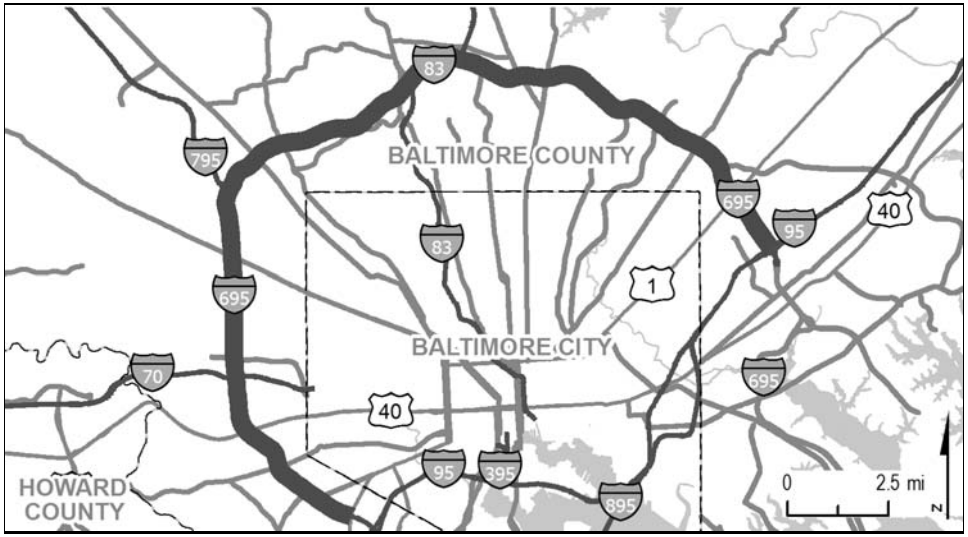
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 222,500

PROJECTED (2035) - 242,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

JUSTIFICATION: The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)
I-695, I-83 to I-95 (Line 15)

STATUS: Operational studies on-hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Engineering funding deferred to FY 2023.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	599	199	200	200	0	0	0	0	400	0
Engineering	10,000	350	0	0	0	0	0	0	0	9,650
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	10,599	549	200	200	0	0	0	0	400	9,650
Federal-Aid	7,599	444	0	0	0	0	0	0	0	7,155

CLASSIFICATION:

STATE - Principal Arterial

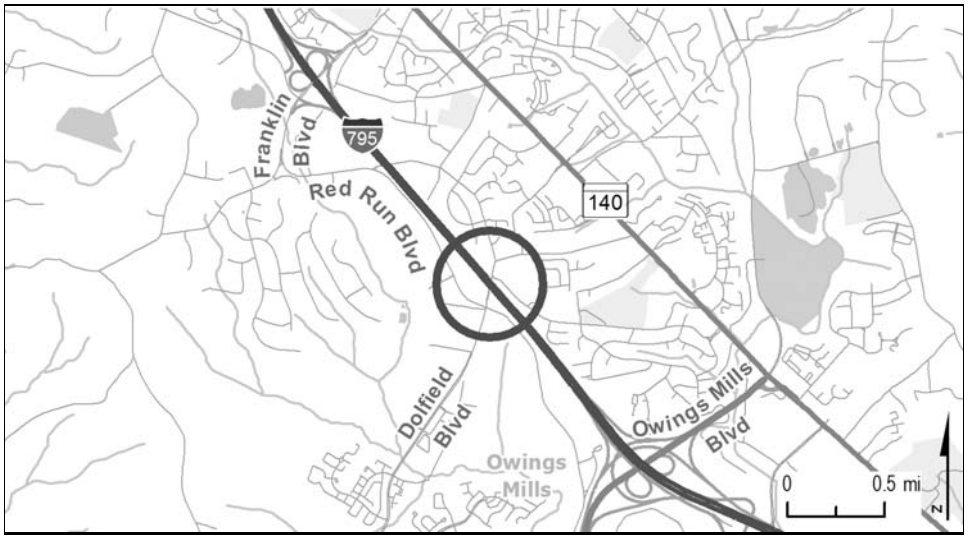
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 160,820 - 222,500

PROJECTED (2035) - 181,275 - 262,300



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Owings Mills Boulevard (Line 18)

STATUS: Engineering underway. County contributed $0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,447	3,447	0	0	0	0	0	0	0	0
Engineering	5,000	1,766	1,275	989	970	0	0	0	3,234	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	8,447	5,213	1,275	989	970	0	0	0	3,234	0
Federal-Aid	4,144	1,233	1,148	890	873	0	0	0	2,911	0

CLASSIFICATION:

STATE - Principal Arterial

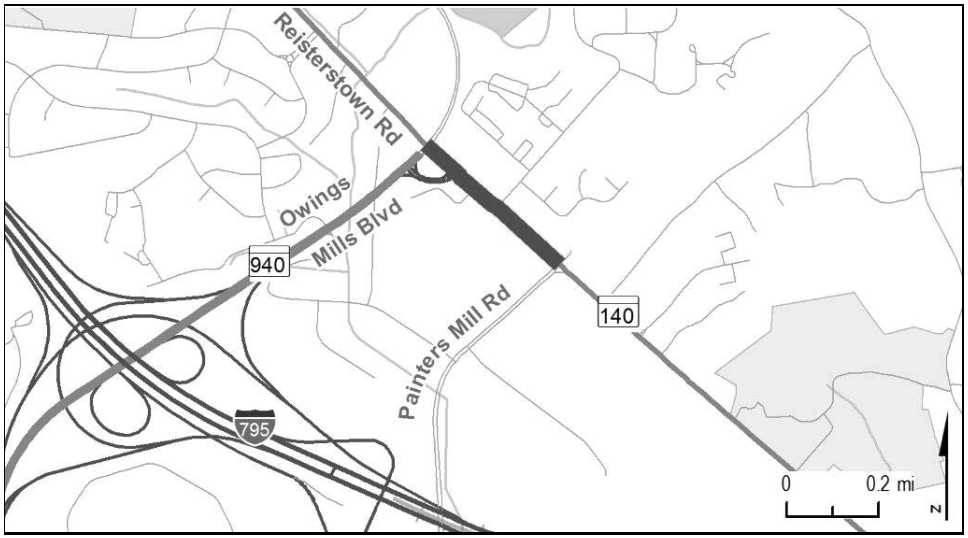
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 77,350

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Garrison View Road (Line 10)
I-795, at Dolfield Road (Line 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,222	682	422	0	0	0	0	1,104	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	3,222	682	422	0	0	0	0	1,104	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 (2016) - 39,600 (MD 140)

PROJECTED (2035) - 49,600 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Baltimore County - east of I-83; resurface	7,556	Completed
2		At various locations in Baltimore County - west of I-83; resurface	8,566	Completed
3	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	2,727	Completed
		Bridge Replacement/Rehabilitation		
4	MD 129	Park Heights Avenue; bridge 0314700 over I 695; bridge rehabilitation	6,035	Completed
5	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	8,156	Completed
		Traffic Management		
6	I 83	At Shawan Road; lighting	1,578	Completed
		Bicycle Retrofit		
7	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,242	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
8		At various locations in east Baltimore County; mill and resurface	12,661	Under construction
9	I 95	Howard County line to US 1; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	8,462	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
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	4,004	FY 2018
12	US 1 AL	Washington Boulevard; I-695 to Baltimore County/City line; resurface	2,367	Under construction
13	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	2,587	Under construction
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	3,444	FY 2017
15	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	8,175	Under construction
16	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	FY 2017
17	MD 138	Sheppard Road; Gunpowder Falls Bridge to JM Pearce Road; resurface	2,389	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	1,420	FY 2017
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	2,825	FY 2017
20	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	3,068	Under construction
21	I 695	Baltimore Beltway; MD 140 to Stevenson Road - outer and inner loop; safety and resurface	3,539	FY 2017

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
22		Existing bridges on Harrisburg Expressway, Falls Road and Philadelphia Road; clean/paint bridges	1,888	FY 2017
23	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,168	Under construction
24	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	3,769	Under construction
25	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	5,929	Under construction
		Safety/Spot Improvement		
26	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,801	FY 2017
27	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,703	Under construction
28	MD 43 WB	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	432	Under construction
29	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,096	Under construction
30	I 695	Baltimore Beltway; at Cromwell Bridge Road; drainage improvement	3,432	FY 2017
31	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	9,383	Under construction
		Urban Reconstruction		
32	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,651	Design Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction (cont'd)		
33	US 40	Baltimore National Pike; At Mohr's Lane; urban reconstruction	6,501	Under construction
		Noise Barriers		
34	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 750 ft north of Dogwood Road; noise abatement	4,494	FY 2017
		Traffic Management		
35	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,133	FY 2018
36	I 95	At I-695; lighting	2,476	FY 2018
37	I 695	Baltimore Beltway; at US 40 (westside), MD 26; lighting	2,082	Under construction
38	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Road; signing	7,275	Under construction
39	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	1,942	Under construction
		Environmental Preservation		
40	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	1,682	FY 2017
		Intersection Capacity Improvements		
41	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,710	FY 2017

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance		
42		At various locations in Baltimore county - drainage improvement	3,604	FY 2017
43		Jones Falls; wetlands replacement (Project on hold)	1,876	FY 2018
44		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	693	Under construction
45		Tree establishment at various locations in Baltimore County; landscape	2,418	FY 2018

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CITY OF BALTIMORE 1797

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Enhancements		
		Historic Preservation		
1		Community based historic research along US 40 corridor	71	Completed
		Congressional Earmarks		
2		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project) (complete)	0	
		Fiscal Years 2017 and 2018		
		Enhancements		
		Pedestrian/Bicycle Facilities		
3		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2017
4		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
		Historic Preservation		
5		St. Paul Place and Preston Gardens	1,778	Underway
		Landscaping/Scenic Beautification/Mitigation		
6		West Baltimore MARC Station Beautification	102	Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

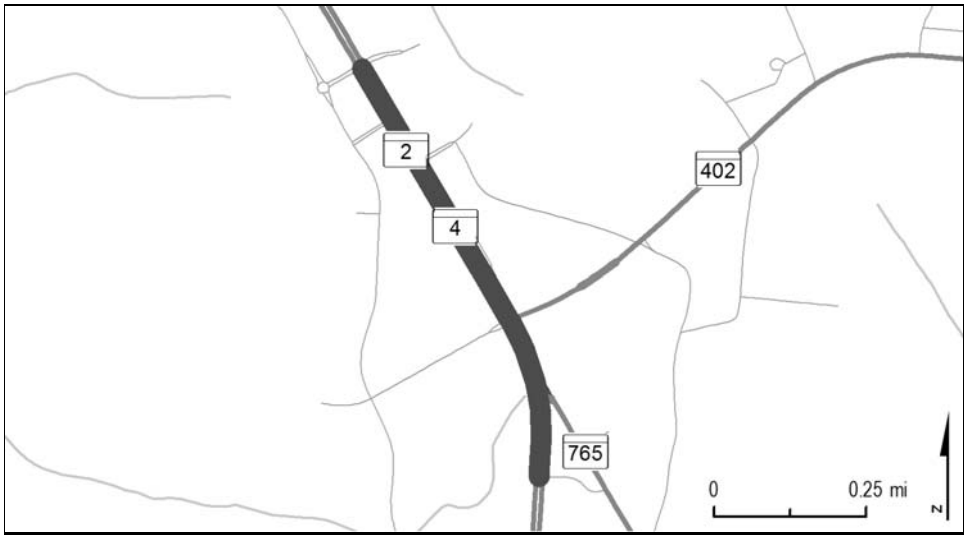
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Congressional Earmarks		
7		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Design) (Baltimore City Project) (Project on hold)	0	
8		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	
9		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
10		Parking at Clinton Street and Keith Avenue Baltimore Water Taxi (Earmark $3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
11		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
12		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	
13		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; PE)	0	
14		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	
15		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
16	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

SHA

CALVERT COUNTY

ESTABLISHED 1654

CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade and widen MD 2/4 to a 6 lane divided highway from Fox Run Boulevard to Commerce Lane (0.8 miles). This project will accommodate bicycles and pedestrians 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 3)
Prince Frederick Boulevard (County Project)

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

- [X] 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: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $5.4 million is due to additional Right-of-Way needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,156	2,722	434	0	0	0	0	0	434	0
Right-of-way	10,732	50	6,000	2,000	2,682	0	0	0	10,682	0
Construction	21,151	0	6,557	8,531	6,063	0	0	0	21,151	0
Total	35,039	2,772	12,991	10,531	8,745	0	0	0	32,267	0
Federal-Aid	2,350	1,916	434	0	0	0	0	0	434	0

CLASSIFICATION:

STATE - Intermediate Arterial

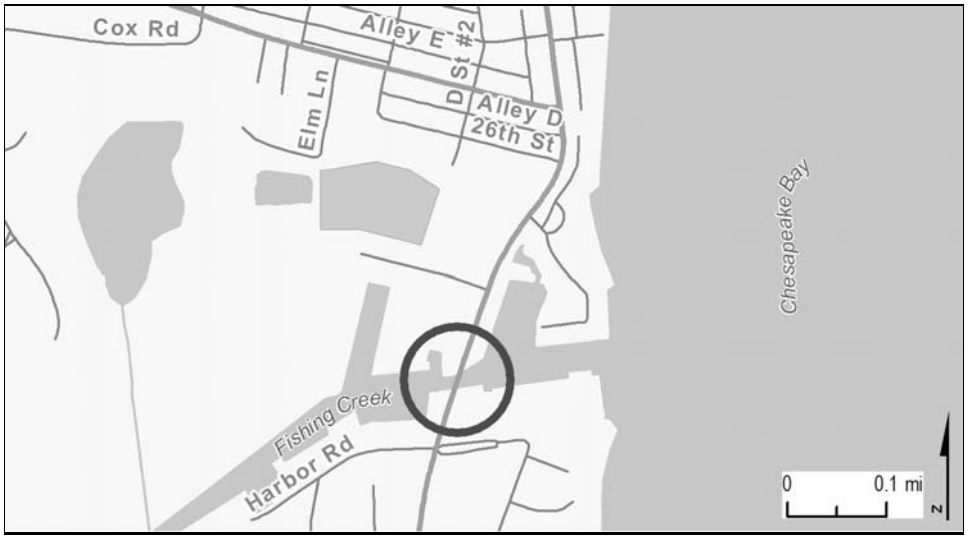
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	5,049	1,177	2,733	1,139	0	0	0	0	3,872	0
Construction	20,458	5,455	7,300	6,125	1,578	0	0	0	15,003	0
Total	27,869	8,994	10,033	7,264	1,578	0	0	0	18,875	0
Federal-Aid	19,368	5,295	7,411	5,389	1,273	0	0	0	14,073	0

CLASSIFICATION:

STATE - Major Collector

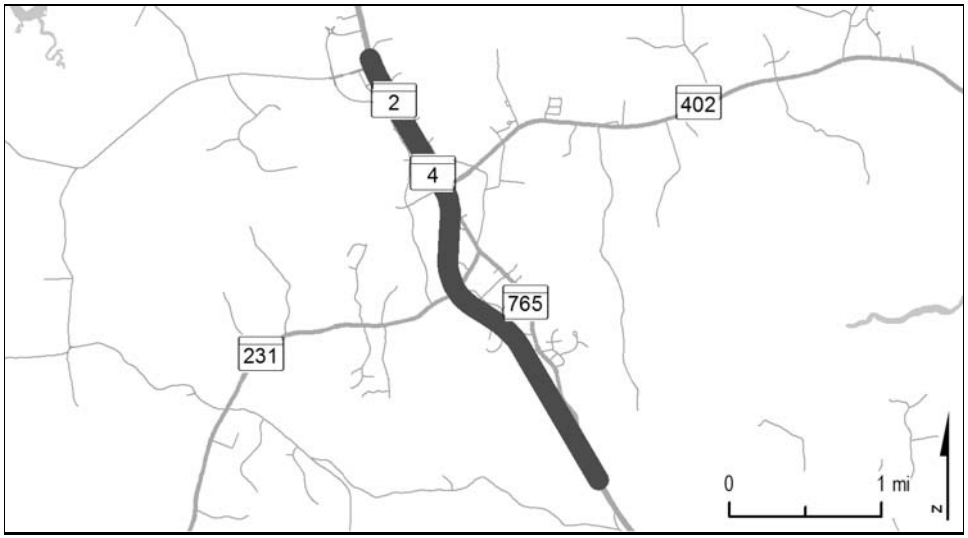
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,150

PROJECTED (2035) - 25,350



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Study to upgrade and widen MD 2/4 to a 6 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,394	1,394	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	4,010	4,010	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

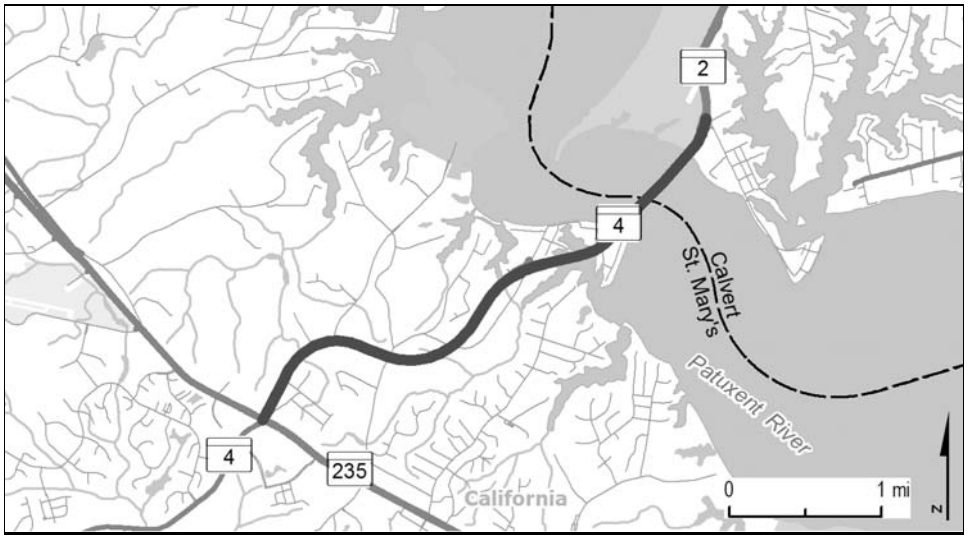
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 accomodations 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,914	121	0	0	0	0	0	121	0
Engineering	15,000	603	3,750	3,750	3,750	3,147	0	0	14,397	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	20,035	5,517	3,871	3,750	3,750	3,147	0	0	14,518	0
Federal-Aid	3,557	3,436	121	0	0	0	0	0	121	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Calvert County; mill and resurface	10,817	Under construction
2		At various locations in Calvert County; resurface	9,650	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 231	Hallowing Point Road; over Patuxent River Bridge 0400800; bridge rehabilitation	4,036	Under construction
		Safety/Spot Improvement		
4	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	3,658	Under construction
		Urban Reconstruction		
5	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)	3,676	Under construction
6	MD 261	Bay Avenue; 9th Street to Anne Arundel County Line; 2 lane reconstruct (funded for concepts)	500	Concepts Completed
		Sidewalks		
7		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	1,128	Under construction

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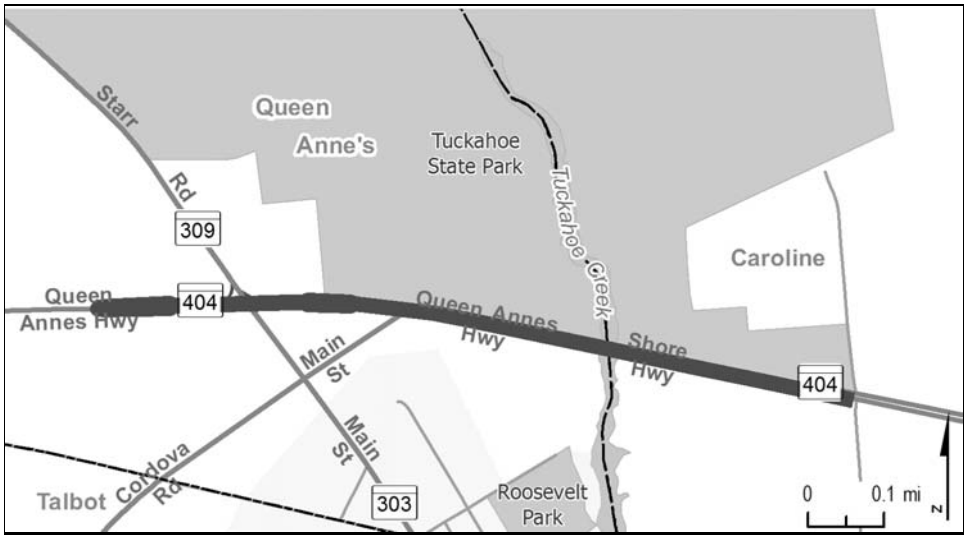
THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND

TERRA DULCIS VIVE LIBERTAS

1773

CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and 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:
MD 404, US 50 to MD 309 Business (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 roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,182	3,182	0	0	0	0	0	0	0	0
Right-of-way	6,164	4,870	1,294	0	0	0	0	0	1,294	0
Construction	21,857	17,651	4,206	0	0	0	0	0	4,206	0
Total	31,203	25,703	5,500	0	0	0	0	0	5,500	0
Federal-Aid	26,325	21,538	4,787	0	0	0	0	0	4,787	0

CLASSIFICATION:

STATE - Other Principal Arterial

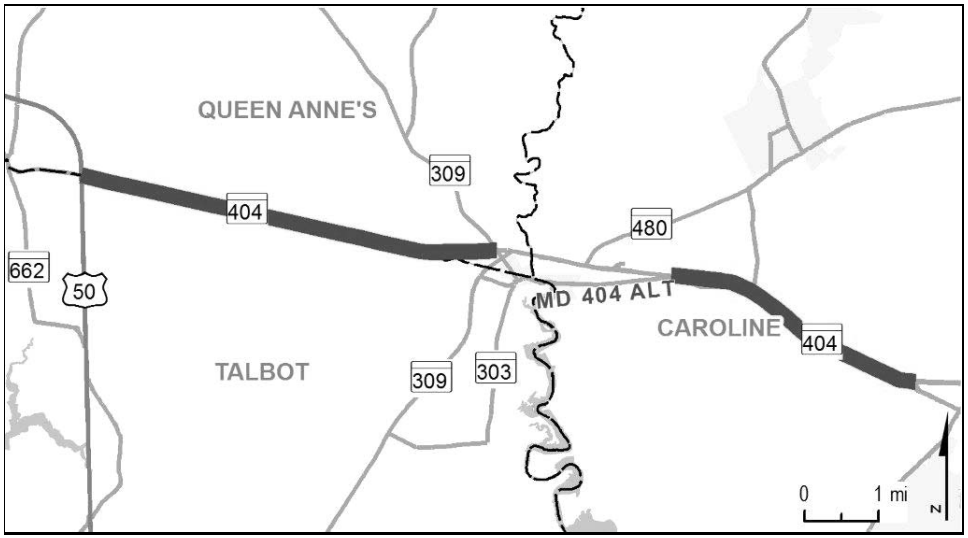
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 17,050

PROJECTED (2035) - 27,700



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 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 reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, West of MD 309 to Cemetery Road (Line 1)
US 50, US 301 to MD 404 (Queen Anne's County Line 4)

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 reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $7.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	10,593	1,000	0	0	0	0	0	1,000	0
Right-of-way	28,797	3,481	7,267	8,597	8,008	1,444	0	0	25,316	0
Construction	127,289	6	50,913	76,370	0	0	0	0	127,283	0
Total	168,238	14,639	59,180	84,967	8,008	1,444	0	0	153,599	0
Federal-Aid	128,065	11,123	45,207	64,289	6,320	1,126	0	0	116,942	0

CLASSIFICATION:

STATE - Other Principal Arterial

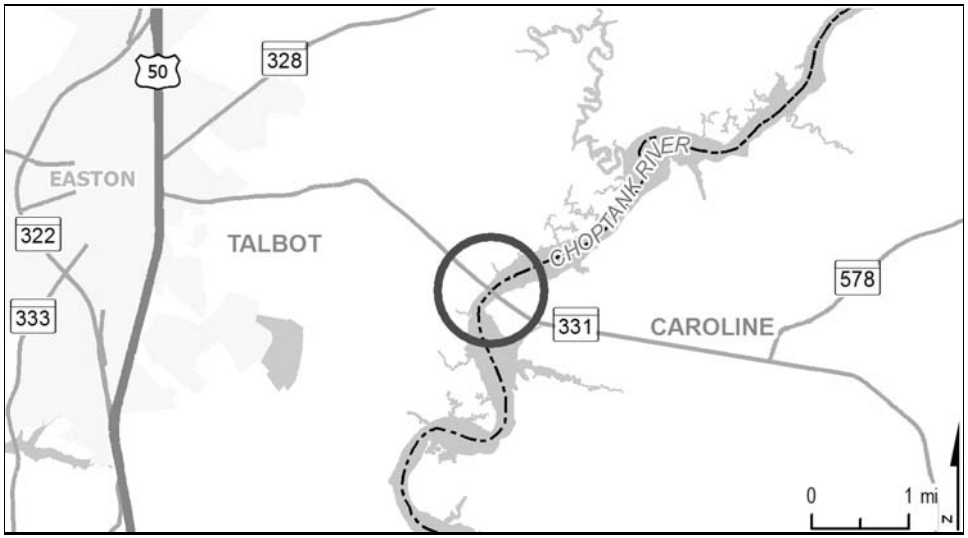
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,175
19,900 (Summer)

PROJECTED (2035) - 21,875
26,900 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over 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: Constructing 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. This bridge, built in 1932, is functionally obsolete.

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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,792	862	2,072	858	0	0	0	0	2,930	0
Construction	55,388	34,594	11,287	9,507	0	0	0	0	20,794	0
Total	61,439	37,715	13,359	10,365	0	0	0	0	23,724	0
Federal-Aid	47,054	29,260	9,621	8,173	0	0	0	0	17,794	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,750

PROJECTED (2035) - 22,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Caroline County; resurface	6,745	Completed
2	MD 315	East Central Avenue; at structure 5030 over Marshyhope Creek; safety and resurface	59	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Caroline County; mill and resurface	6,058	Under construction
4	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	1,315	FY 2017
		Urban Reconstruction		
5	MD 404 Alt	Main Street; Talbot County Line to Hillsboro Eastern town limit; urban reconstruction (Funded for preliminary engineering)	1,646	Design Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
6		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	1,668	FY 2017

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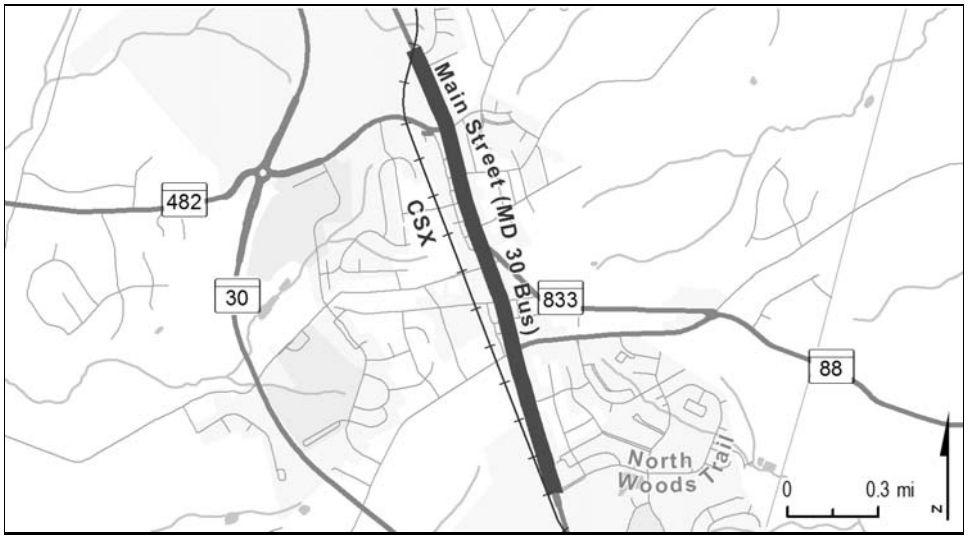
MARYLAND

CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). 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

- [X] 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
- [X] Community Vitality
- [X] 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: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $4.2 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,465	4,224	241	0	0	0	0	0	241	0
Right-of-way	683	487	107	89	0	0	0	0	196	0
Construction	14,921	0	923	4,458	5,445	3,378	717	0	14,921	0
Total	20,069	4,711	1,271	4,547	5,445	3,378	717	0	15,358	0
Federal-Aid	3,459	3,062	326	71	0	0	0	0	397	0

CLASSIFICATION:

STATE - Major Collector

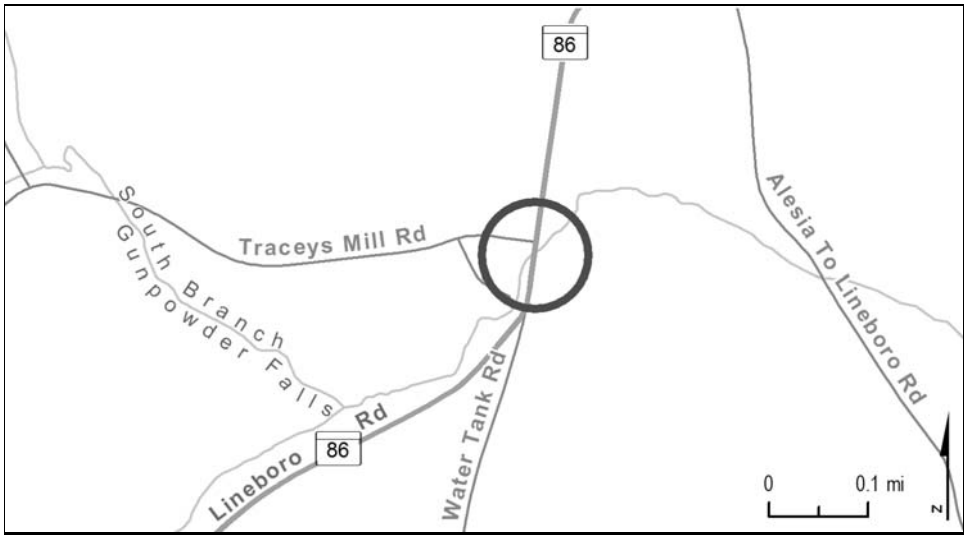
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 15,950

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
- ☒ 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 existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.8 million is due to a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to additional stream stabilization work.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	337	337	0	0	0	0	0	0	0	0
Engineering	882	393	345	144	0	0	0	0	489	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,751	0	0	2,093	4,658	0	0	0	6,751	0
Total	7,970	730	345	2,237	4,658	0	0	0	7,240	0
Federal-Aid	263	263	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

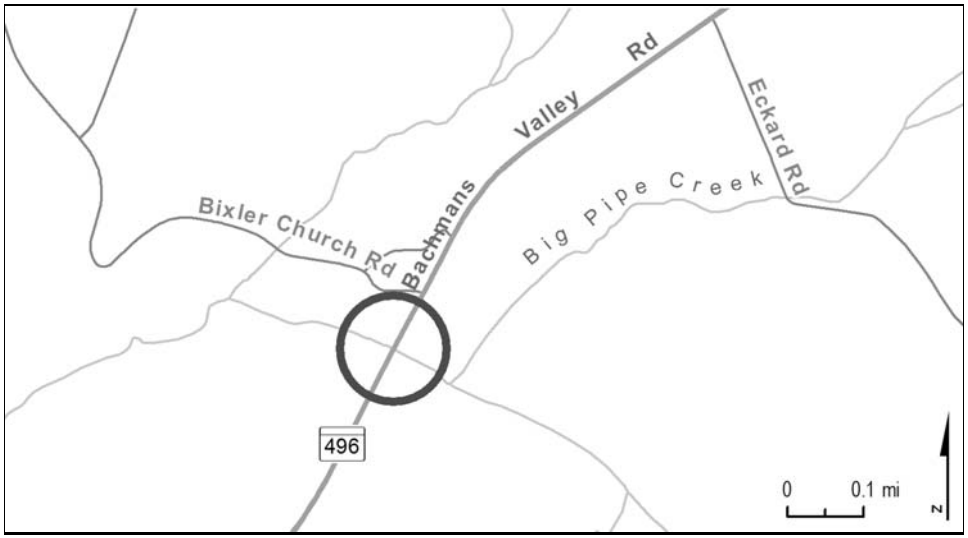
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,075

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
☐ 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 existing structure is structurally deficient.

STATUS: Engineering complete. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.2 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	793	748	45	0	0	0	0	0	45	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,051	0	0	1,256	2,795	0	0	0	4,051	0
Total	4,844	748	45	1,256	2,795	0	0	0	4,096	0
Federal-Aid	423	423	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

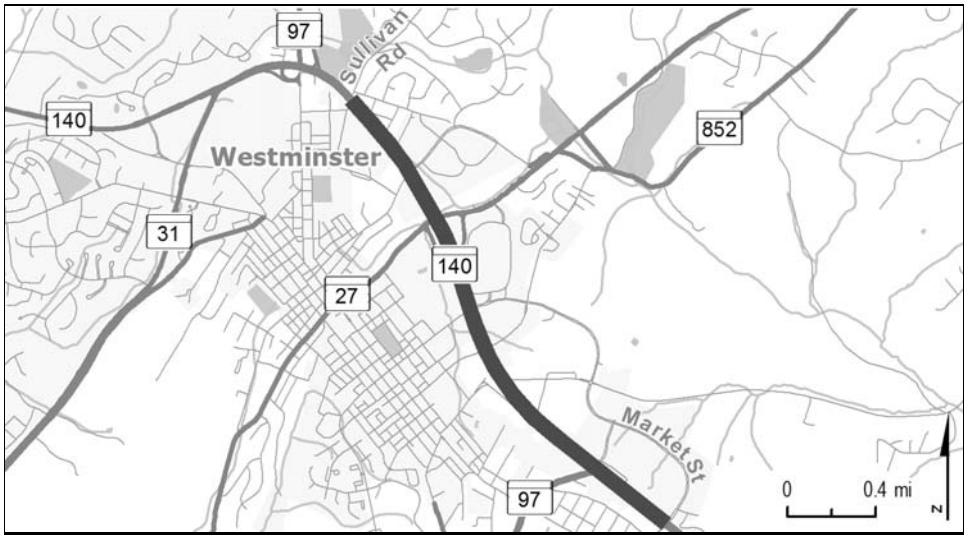
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 5,075

PROJECTED (2035) - 7,050



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (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 Westminster.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,431	1,431	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	1,431	1,431	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

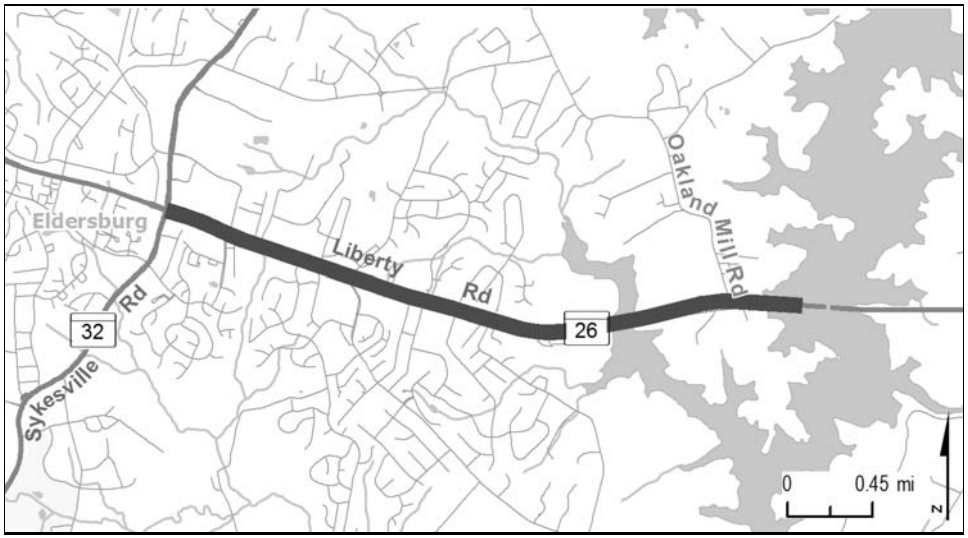
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 51,850 - 63,600

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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split Planning cost and County contributed $1.0 million towards Engineering cost.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	1,363	1,363	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	1,653	1,653	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

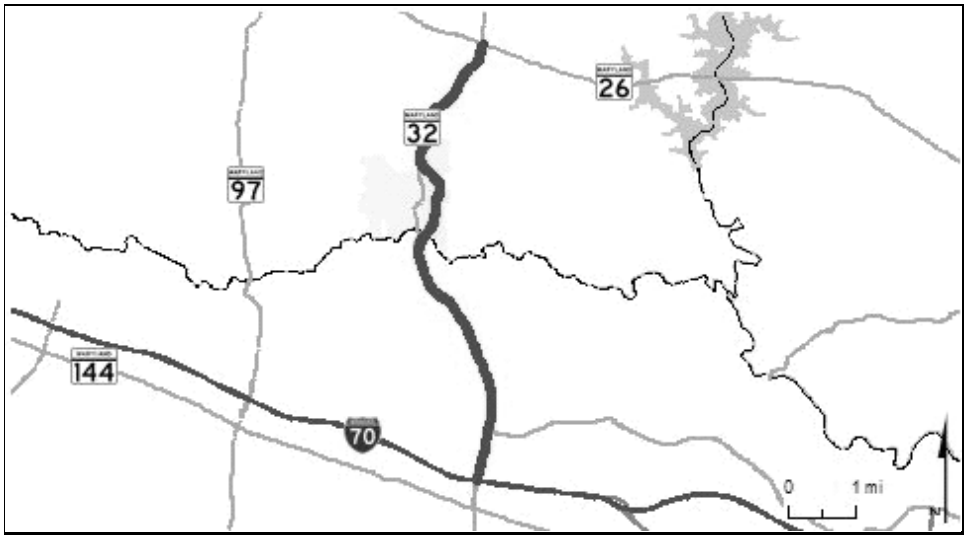
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 27,700 - 28,650

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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 26, Liberty Reservoir to MD 32 (Line 5)

STATUS: Planning Underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	400	850	0	0	0	0	0	850	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	1,250	400	850	0	0	0	0	0	850	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 (2016) - 31,800

PROJECTED (2035) - 48,500

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Safety/Spot Improvement		
1	MD 140	Baltimore Boulevard; at Pleasant Valley Road; geometric improvements	3,408	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Carroll County; resurface	14,953	Under construction
		Safety/Spot Improvement		
3	MD 27	Ridge Road; at Center Street; widen and resurface	261	FY 2017
4	MD 31	New Windsor Road; At Tahoma Farm Road; widen and resurface	1,158	FY 2017
5	MD 32	Sykesville Road; at MD 97; geometric improvements	2,810	Under construction
6	MD 482	Hampstead Mexico Road; Gorsuch Road and Cape Horn Road; geometric improvements	1,900	FY 2017
		Urban Reconstruction		
7	MD 31	High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering)	1,882	Design Underway
8	MD 851	Main Street; Howard County Line to Springfield Avenue; urban reconstruction (Funded for concepts)	594	Concepts Underway
		Intersection Capacity Improvements		
9	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	5,247	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements (cont'd)		
10	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	2,213	FY 2018
11	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	2,908	Under construction
		Enhancements (cont'd)		
		Environmental Mitigation (cont'd)		
12		Finksburg Industrial Park Stormwater Management Facility	761	FY 2017

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CECIL COUNTY

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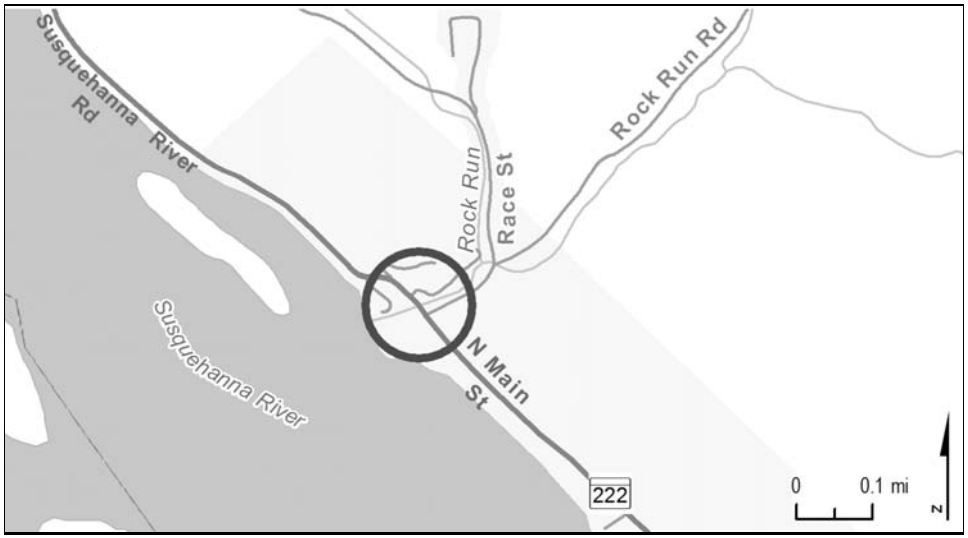
CECIL COUNTY



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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge substructure and superstructure require reconstruction.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	994	994	0	0	0	0	0	0	0	0
Right-of-way	189	45	74	70	0	0	0	0	144	0
Construction	3,369	17	3,091	261	0	0	0	0	3,352	0
Total	4,552	1,056	3,165	331	0	0	0	0	3,496	0
Federal-Aid	722	722	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

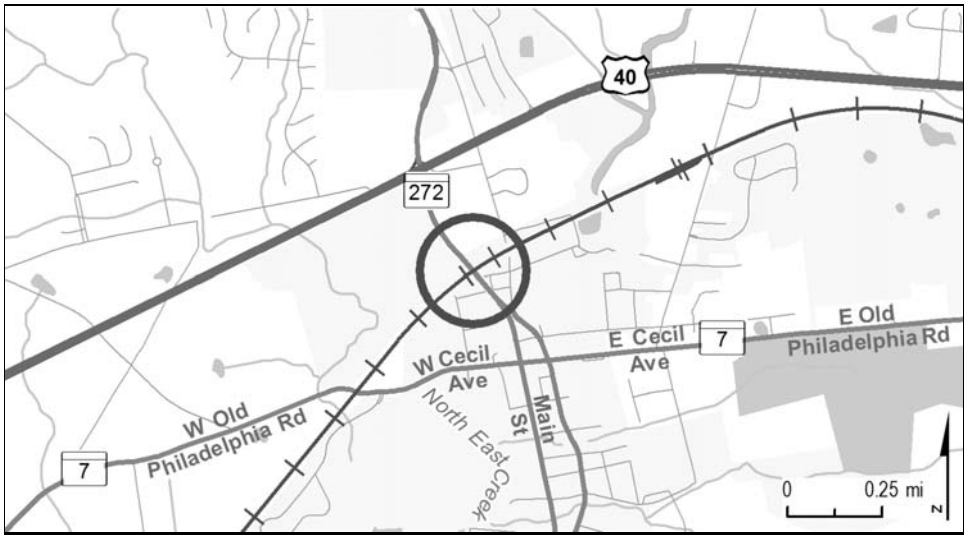
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 2,900

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

- [X] 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
- [X] 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 2016 - 21 CTP: Project being readvertised.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,405	2,405	0	0	0	0	0	0	0	0
Right-of-way	435	435	0	0	0	0	0	0	0	0
Construction	17,654	6,442	9,049	2,163	0	0	0	0	11,212	0
Total	20,494	9,282	9,049	2,163	0	0	0	0	11,212	0
Federal-Aid	16,034	6,985	7,301	1,748	0	0	0	0	9,049	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 25,175

PROJECTED (2035) - 33,900

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Cecil County; resurface	1,463	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Cecil County; mill and resurface	6,434	FY 2017
3		At various locations in Cecil County; resurface	6,913	Under construction
4	US 40	Pulaski Highway; MD 222 to MD 272; safety and resurface	8,122	Under construction
5	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	4,928	Under construction
6	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	2,077	Under construction
		Bridge Replacement/Rehabilitation		
7	MD 213	Augustine Herman Highway; Structure 07071X0 over Branch Big Elk Creek; small structure replacement	498	FY 2017
		Safety/Spot Improvement		
8	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017
9	MD 213	Augustine Herman Highway; at MD 279; geometric improvements	1,053	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,995	FY 2017
11	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	894	FY 2017
12	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	4,295	FY 2017
13	MD 272	North East Road; at Tiger Drive; intersection reconstruct	2,072	Under construction
14	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,389	FY 2017
15	MD 273	Rising Sun Road; at Appleton Road; roundabout	2,601	Under construction
16	MD 281	E Main Street; At Muddy Lane; roundabout	3,094	Under construction
		C.H.A.R.T. Projects		
17		CHART DMS Deployment in Cecil County	297	Under construction
		Sidewalks		
18	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,322	FY 2017
19	MD 272	Maudlin Avenue; Irishtown Road to Church Street; sidewalks	887	Under construction
		TMDL Compliance		
20		At various locations in Cecil county - Group 1; drainage improvement	3,478	FY 2017

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

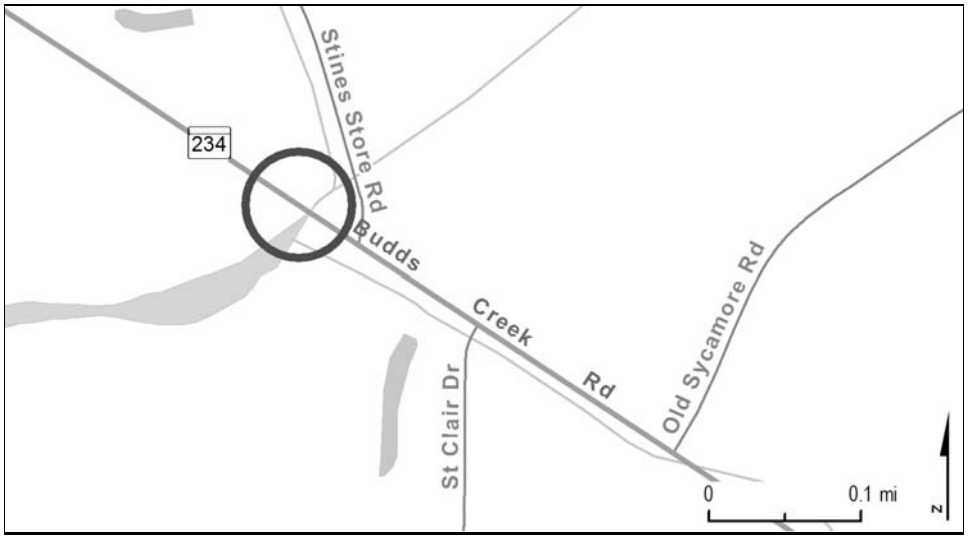
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
21		Tree establishment at various locations in District 2; landscape	456	FY 2017
22		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	528	Under construction
		Enhancements (cont'd)		
		Scenic/Historic Highway Programs/Visitor Centers (cont'd)		
23		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	585	FY 2017

SHA

CHARLES COUNTY

1658

CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace Bridge 08047 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
☐ 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 existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.0 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,043	609	434	0	0	0	0	0	434	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	900	3,100	0	0	0	0	4,000	0
Total	5,043	609	1,334	3,100	0	0	0	0	4,434	0
Federal-Aid	822	475	347	0	0	0	0	0	347	0

CLASSIFICATION:

STATE - Minor Arterial

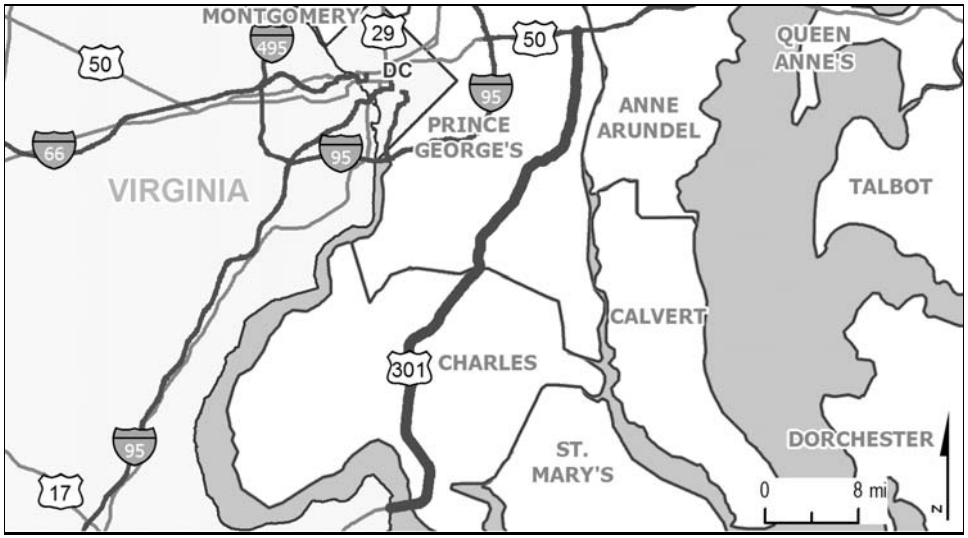
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 6,475

PROJECTED (2035) - 10,600



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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, Intersections at MD 5 and MD 228/MD 5BU (Line 3)
MD 5BU, US 301 to Post Office Road (System Preservation Program)
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 6)
US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 7)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 13)
MD 5, US 301 to I-95/I-495 (Prince George's County Line 20)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $15.6 million is due to project being placed on hold.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

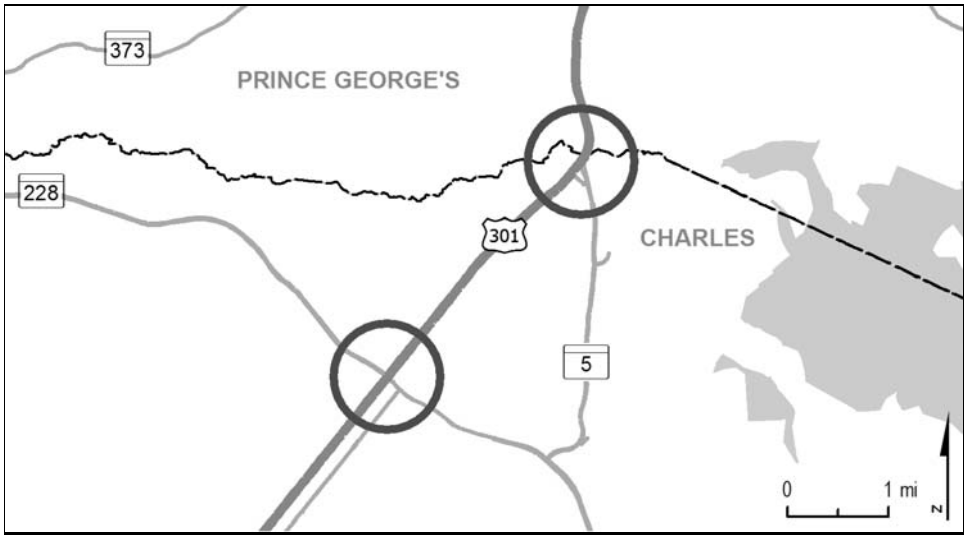
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 2)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,915	1,000	1,000	1,721	0	0	0	3,721	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	10,915	1,000	1,000	1,721	0	0	0	3,721	0
Federal-Aid	10,269	8,269	1,000	1,000	0	0	0	0	2,000	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Charles County; mill and resurface	10,462	Under construction
2		At various locations in Charles County; resurface	11,188	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 254	Cobb Island Road; Bridge 0803800 over Neale Sound; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	9,000	FY 2017
		Safety/Spot Improvement		
4	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road; ADA improvements	622	FY 2017
		Urban Reconstruction		
5	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
		Environmental Preservation		
6	MD 6	Port Tobacco Road; at Gunston Road; landscape	4	Under construction
		Sidewalks		
7	MD 210	Indian Head Highway; Ruth B Swann Drive to Wooster Drive; sidewalks	538	Under construction
		TMDL Compliance		
8		At various locations in Charles County - Group 1A; drainage improvement	835	FY 2017

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
9		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	0	FY 2017

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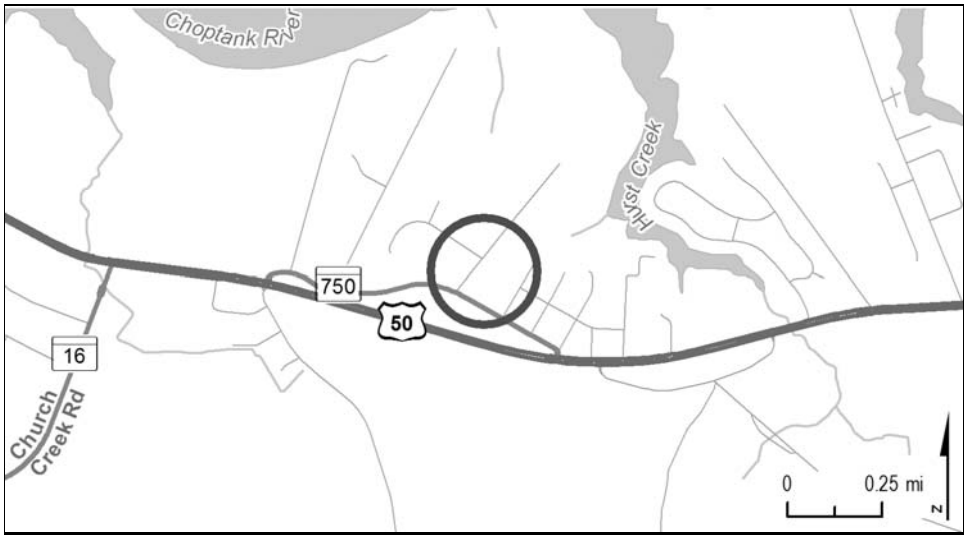
POPULUS TIMORE DEUM HABITANS

DORCHESTER COUNTY

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
☐ 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 existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	22,508	21,323	1,185	0	0	0	0	0	1,185	0
Total	24,404	23,219	1,185	0	0	0	0	0	1,185	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 (2016) - 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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 50 EB	Ocean Gateway; Linkwood Drive to west of Old Ocean Gateway; resurface	1,526	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Dorchester County; resurface	10,260	FY 2017
3		At various locations in Dorchester County; resurface	8,410	Under construction
4	US 50	Sunburst Highway; Bucktown Road to Austin Road; resurface	1,638	FY 2017
		Safety/Spot Improvement		
5	MD 16	Taylors Island Road; at Woods Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,572	FY 2017
		Urban Reconstruction		
6	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; community safety and enhancement	2,211	FY 2018
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
7		Harriet Tubman Underground Railroad Visitor Center	8,500	Underway

SHA

FREDERICK COUNTY, MARYLAND 1748

FREDERICK COUNTY

PROJECT: US 15, Catoctin 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multimodal Corridor Study (Line 12)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 is funding $1.4 million for Engineering. Frederick City is funding $1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	682	682	0	0	0	0	0	0	0	0
Engineering	4,335	4,335	0	0	0	0	0	0	0	0
Right-of-way	19,312	14,883	2,960	1,334	135	0	0	0	4,429	0
Construction	36,463	11,172	13,410	11,881	0	0	0	0	25,291	0
Total	60,792	31,072	16,370	13,215	135	0	0	0	29,720	0
Federal-Aid	15,318	12,517	1,920	773	108	0	0	0	2,801	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

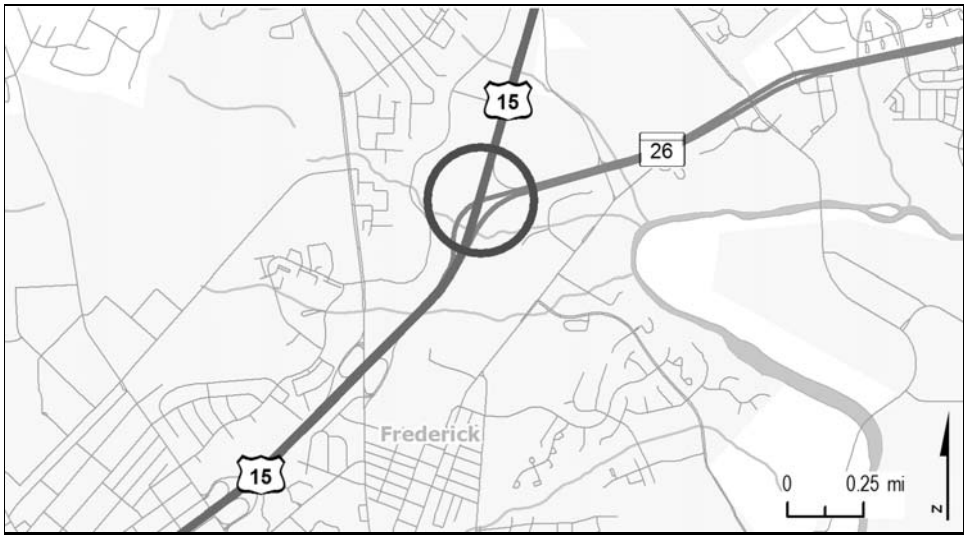
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 45,450

PROJECTED (2035) - 60,910



PROJECT: US 15, Catoctin 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15 Multimodal Corridor Study (Line 12)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)

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

- [ ] Safety & Security
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	628	628	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,783	625	4,135	1,023	0	0	0	0	5,158	0
Total	6,411	1,253	4,135	1,023	0	0	0	0	5,158	0
Federal-Aid	454	454	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

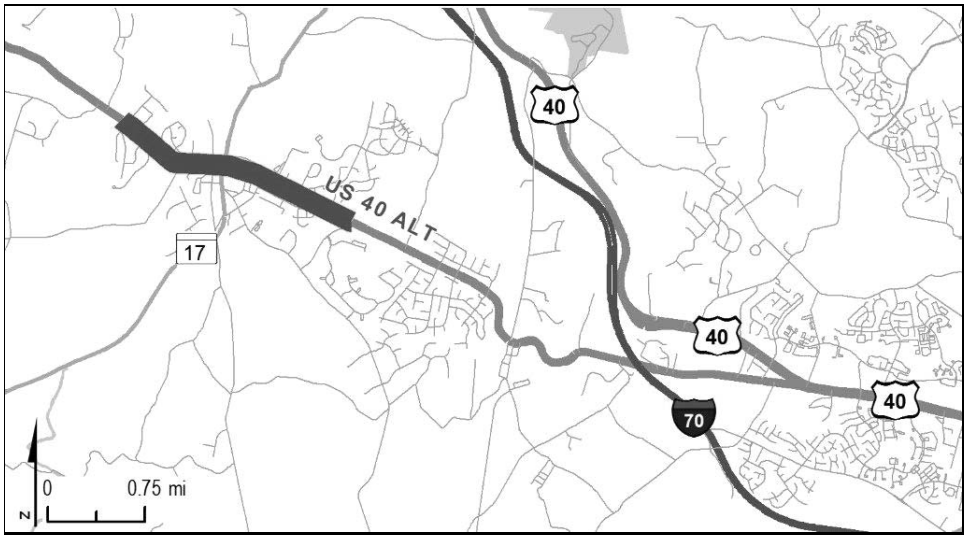
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 storm water 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

- [X] 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:**

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

EXPLANATION: System preservation to improve safety and enhance vitality in an existing community through transportation infrastructure improvement.

STATUS: Construction to begin during current fiscal year. Town of Middletown is funding $3.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $3.2 million is due to the addition of lighting and waterline replacement.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,335	3,335	0	0	0	0	0	0	0	0
Right-of-way	329	89	64	64	112	0	0	0	240	0
Construction	14,135	3	2,969	7,472	3,691	0	0	0	14,132	0
Total	17,799	3,427	3,033	7,536	3,803	0	0	0	14,372	0
Federal-Aid	11,107	2,201	2,162	4,533	2,211	0	0	0	8,906	0

CLASSIFICATION:

STATE - Minor Arterial

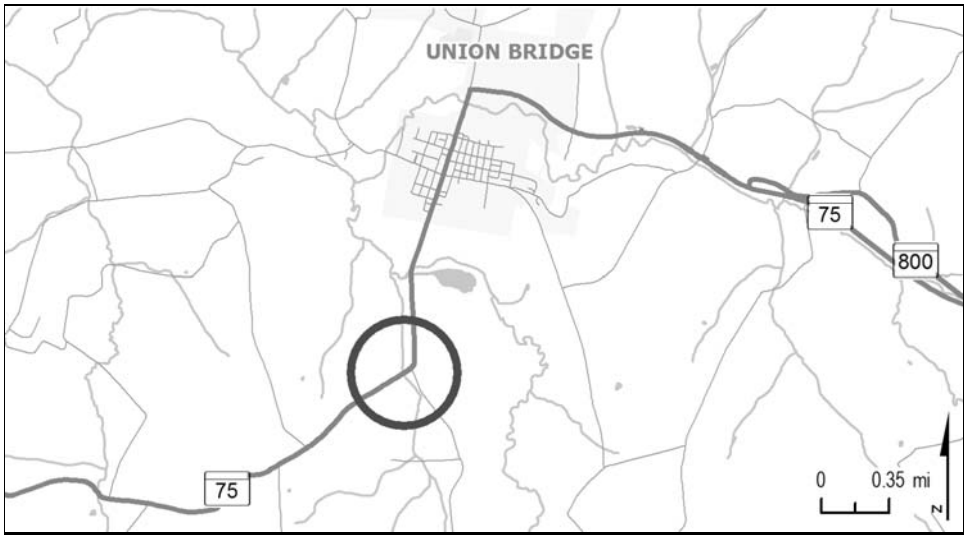
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 12,000

PROJECTED (2035) - 14,900



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 10172 over Haines Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is functionally obsolete.

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 existing structure is functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	509	509	0	0	0	0	0	0	0	0
Right-of-way	93	93	0	0	0	0	0	0	0	0
Construction	2,246	2,132	114	0	0	0	0	0	114	0
Total	2,848	2,734	114	0	0	0	0	0	114	0
Federal-Aid	391	391	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

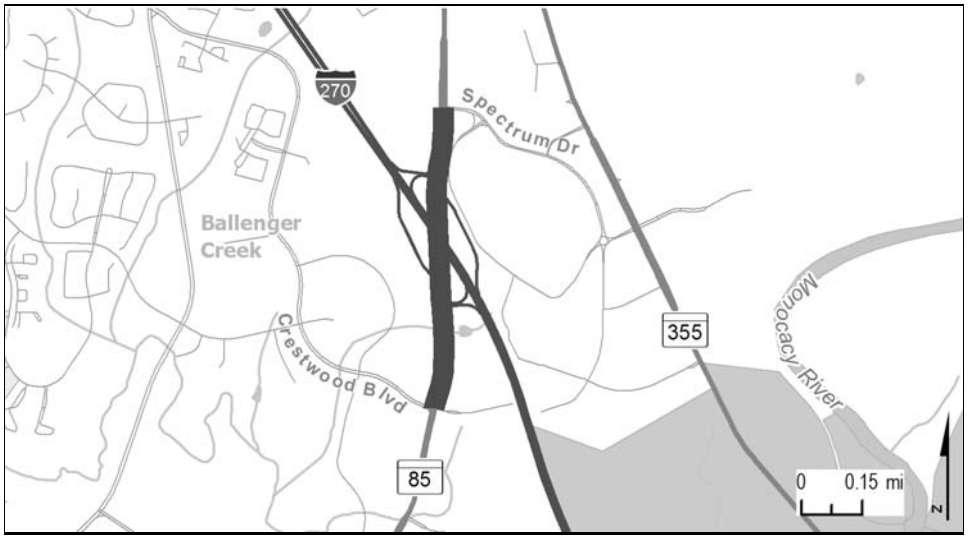
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 1,300

PROJECTED (2035) - 1,700



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen 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, are functionally obsolete.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 12)
MD 85, South of English Muffin Way to north of Grove Road (Line 14)

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

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

EXPLANATION: This project will improve safety for all roadway users by reconstructing functionally obsolete interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. County funded $1.5 million for partial Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $11.1 million is due to a more detailed cost estimate. Construction delayed from FY17 to FY18 due to utility relocations.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,072	5,622	450	0	0	0	0	0	450	0
Right-of-way	12,819	3,569	3,334	2,900	1,684	1,332	0	0	9,250	0
Construction	88,060	0	0	11,877	21,127	23,483	31,573	0	88,060	0
Total	106,951	9,191	3,784	14,777	22,811	24,815	31,573	0	97,760	0
Federal-Aid	2,177	1,826	351	0	0	0	0	0	351	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 35,500 - 49,500

PROJECTED (2035) - 49,000 - 69,700

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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,216	1,216	0	0	0	0	0	0	0	0
Right-of-way	271	112	80	79	0	0	0	0	159	0
Construction	4,297	5	1,867	2,163	262	0	0	0	4,292	0
Total	5,784	1,333	1,947	2,242	262	0	0	0	4,451	0
Federal-Aid	4,543	937	1,569	1,817	220	0	0	0	3,606	0

CLASSIFICATION:

STATE - Intermediate Arterial

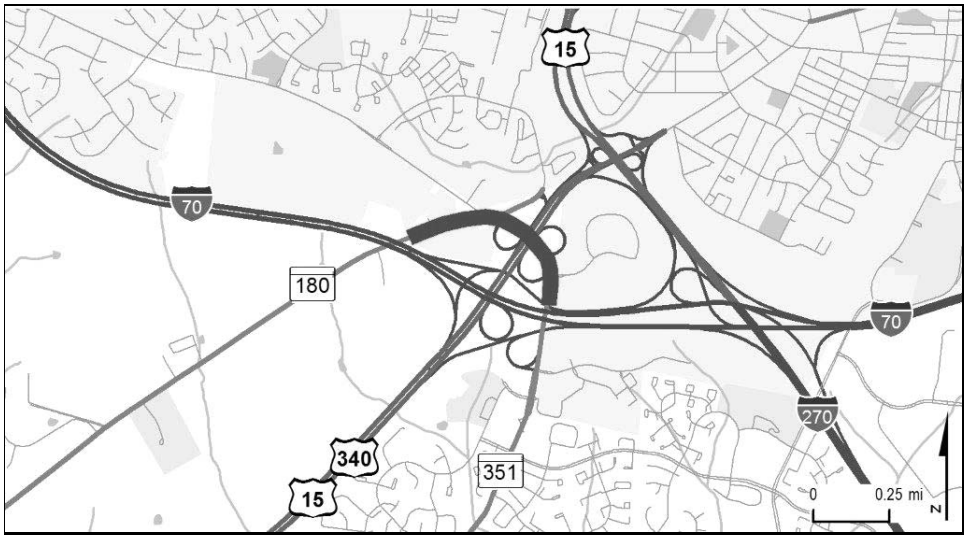
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 7,500

PROJECTED (2035) - 10,100



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Urban Reconstruction of MD 180, from north of I-70 to structure 10140 (0.7 miles), including additional structural capacity 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, from Mount Phillip Road to east of MD 144FA (Line 10)
MD 180 and MD 351 Planning Study (Line 15)

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

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

EXPLANATION: The corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $2.7 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	350	1,120	825	0	0	0	0	1,945	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	0	0	3,456	9,671	12,873	0	26,000	0
Total	28,295	350	1,120	825	3,456	9,671	12,873	0	27,945	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

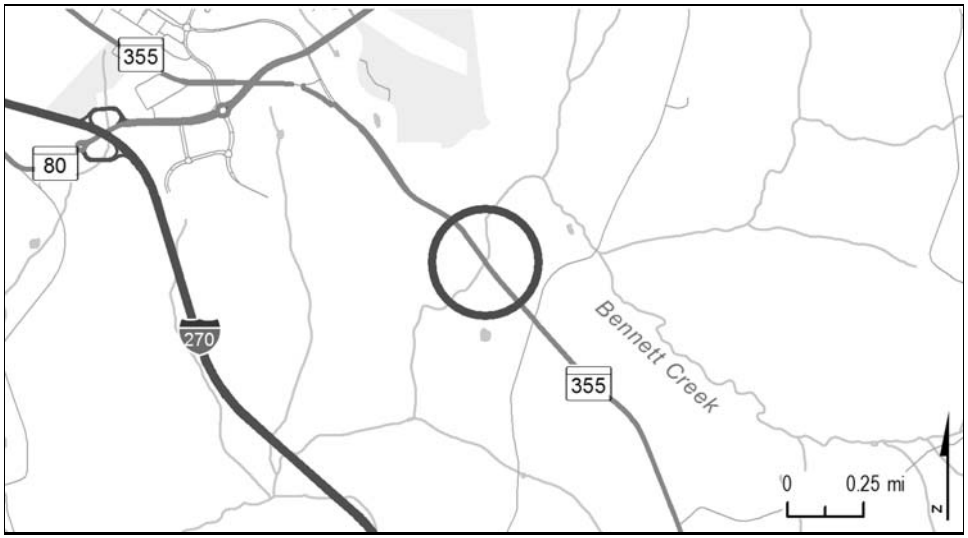
FEDERAL - Urban Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	789	789	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	2,080	5,920	0	0	0	0	8,000	0
Total	8,789	789	2,080	5,920	0	0	0	0	8,000	0
Federal-Aid	606	606	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 (2016) - 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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way is underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $2.3 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,352	1,624	728	0	0	0	0	0	728	0
Right-of-way	735	13	152	152	152	152	114	0	722	0
Construction	6,100	0	739	2,413	2,105	843	0	0	6,100	0
Total	9,187	1,637	1,619	2,565	2,257	995	114	0	7,550	0
Federal-Aid	1,759	1,223	536	0	0	0	0	0	536	0

CLASSIFICATION:

STATE - Major Collector

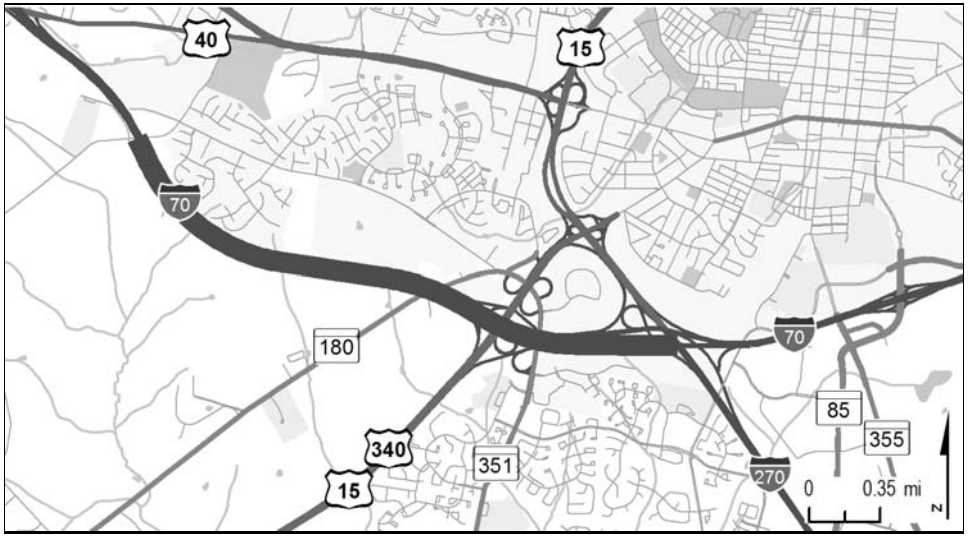
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 14,250

PROJECTED (2035) - 19,500



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 relieve congestion and provide capacity to accommodate planned development.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 12)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
MD 180 and MD 351, Improvements between Greenfield Drive and Corporate Drive (Line 15)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

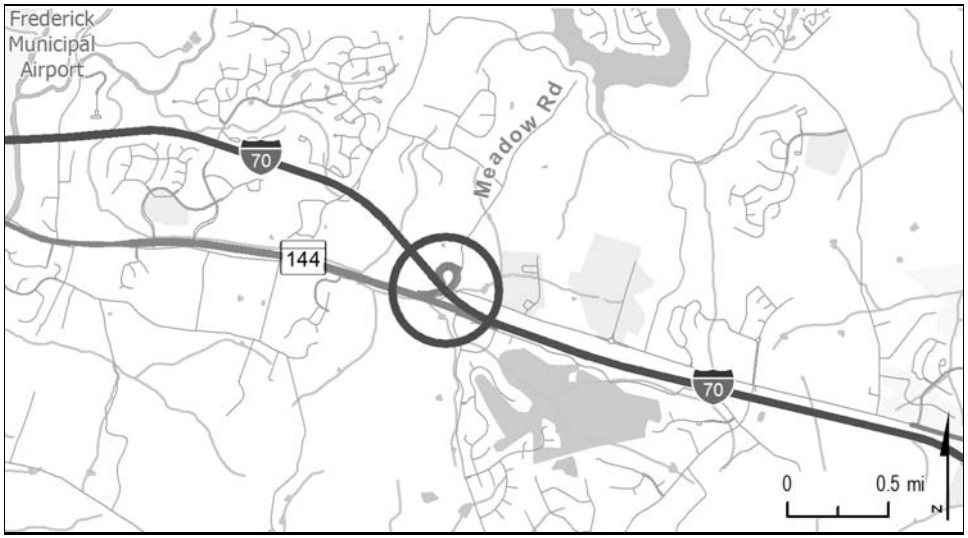
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 99,900

PROJECTED (2035) - 139,400



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This study will consider providing the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in Frederick City and New Market.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway by developer. County and developer are funding this project.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 - Urban Interstate

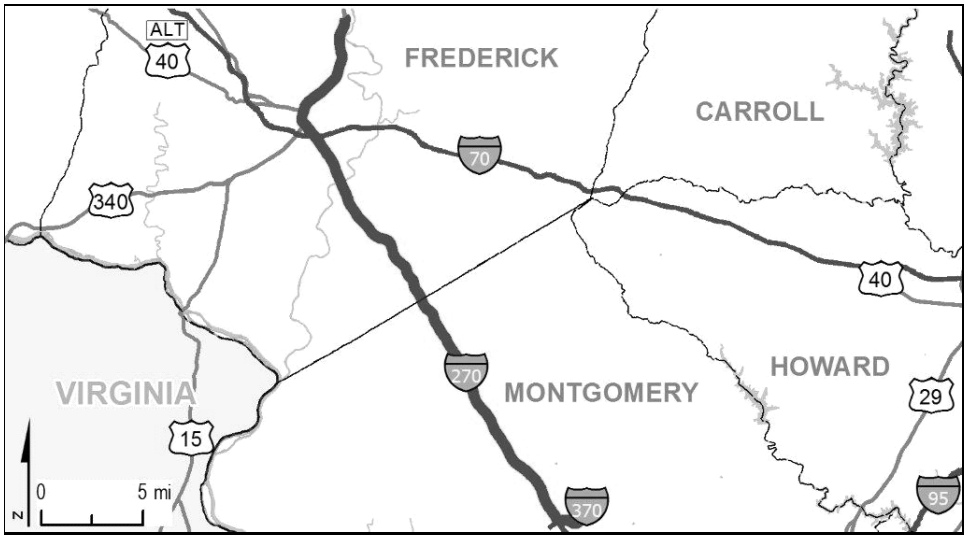
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 67,500

PROJECTED (2035) - 82,200



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

DESCRIPTION: Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 1)
US 15, Bridge Replacement over MD 26 (Line 2)
MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
I-70, Mount Phillip Road to I-270 (Line 10)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
MD 85, from south of English Muffin Way to north of Grove Road (Line 14)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37) first.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,432	17,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,539	18,539	0	0	0	0	0	0	0	0
Federal-Aid	14,400	14,400	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

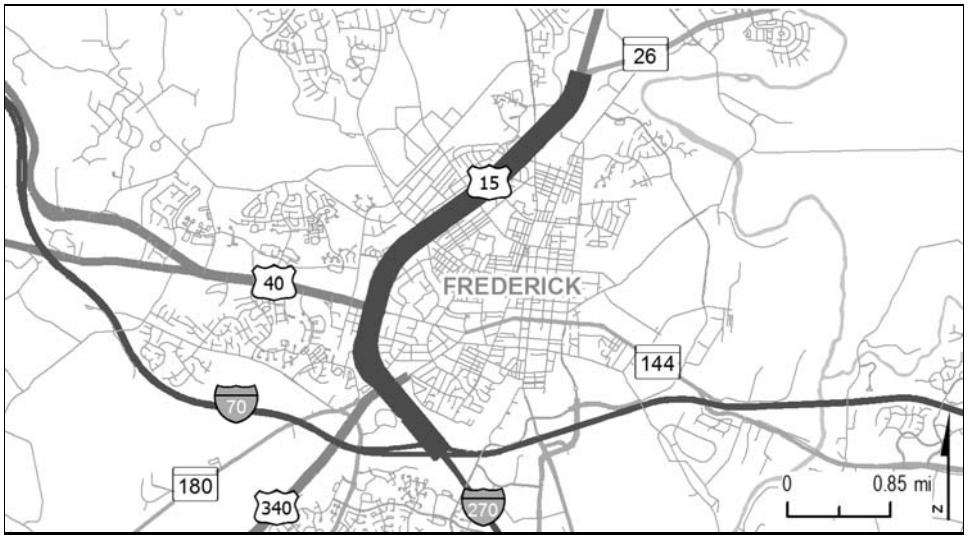
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,100 - 104,400 (US 15)
87,000 - 219,000 (I-270)

PROJECTED (2035) - 63,500 - 191,800 (US 15)
98,000 - 237,000 (I-270)



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 and MD 26.

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, and short merging and weaving sections.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Bridge Replacement over MD 26 (Line 2)
I-270 and US 15, Multimodal Corridor Study (Line 12)

STATUS: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	276	500	224	0	0	0	0	724	0
Engineering	4,000	250	500	1,450	1,250	550	0	0	3,750	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	526	1,000	1,674	1,250	550	0	0	4,474	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Freeway/Expressway

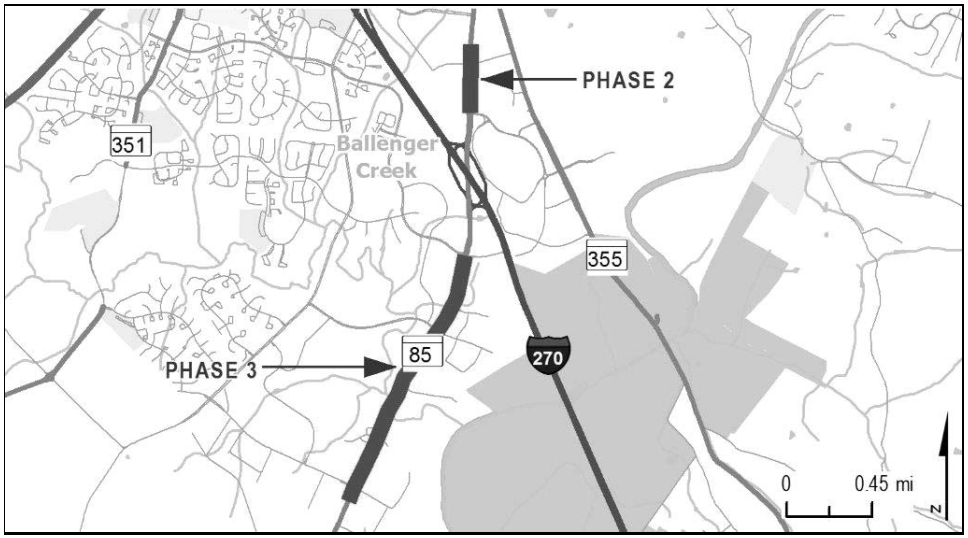
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,100 - 104,400

PROJECTED (2035) - 63,500 - 191,800



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
I-270/US 15, Multimodal Corridor Study (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	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	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

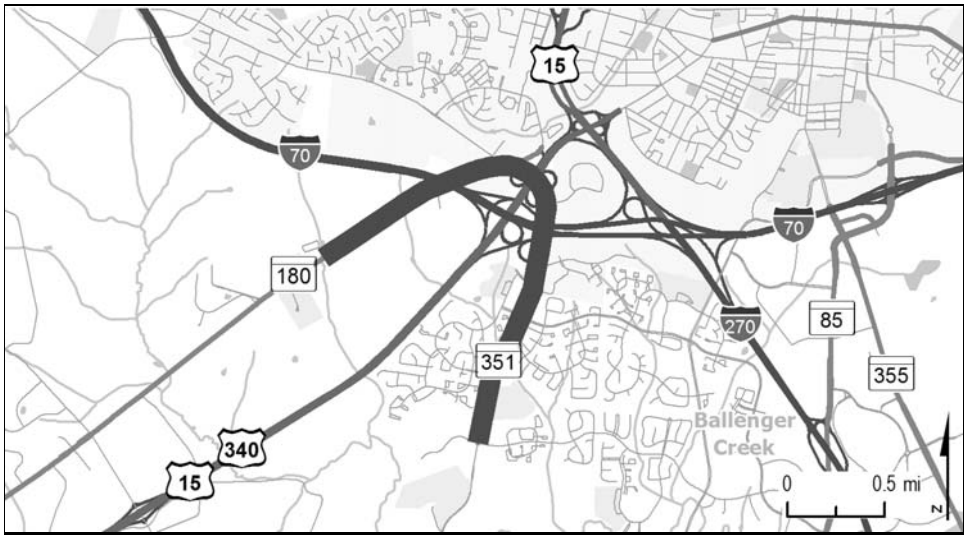
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 9,700 - 47,400

PROJECTED (2035) - 18,500 - 69,700



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 180, from north of I-70 to structure 10140 (Line 7)
I-70, from Mount Phillip road to east of MD 144FA (Line 10)

STATUS: Planning on hold. County is funding $0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,289	2,289	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	2,289	2,289	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Urban Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 August 1, 2016
		Fiscal Year 2016 Completions		
		Bridge Replacement/Rehabilitation		
1		At various locations on Buckeystown Park, Green Vall Road, National Pike and Eisenhower Memorial Highway; clean/paint bridges	1,679	Completed
		Safety/Spot Improvement		
2	US 15 NB	Catoctin Mountain Highway; Motter Avenue to MD 26; geometric improvements	2,744	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
3		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	5,959	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
4		At various locations in Frederick County; mill and resurface	18,431	FY 2017
5		At various locations in Frederick County; resurface	18,314	Under construction
6	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	3,546	FY 2017
7	I 70	Eisenhower Memorial Highway; MD 144 (Exit 56) to bridge over MD 27	8,850	Under construction
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	3,700	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
9	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,606	FY 2017
		Bridge Replacement/Rehabilitation		
10	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 2017
11	US 40 EB	Baltimore National Pike; Bridge 1014600 at US 40 Ramp F; bridge rehabilitation	3,460	FY 2017
12	MD 77	Foxville Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,592	Under construction
		Urban Reconstruction		
13	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,628	FY 2017
14	MD 144 FB	Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	7,643	Under construction
15	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	4,500	FY 2018
		Intersection Capacity Improvements		
16	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	181	Under construction
17	MD 180	Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	0	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance		
18		Tree establishment at various locations in Frederick county; landscape	1,253	FY 2017
19		Little Catoctin Creek at US 340; wetlands replacement	2,517	FY 2017
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
20		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
		Pedestrian/Bicycle Facilities		
21		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2017

SHA

GARRETT COUNTY

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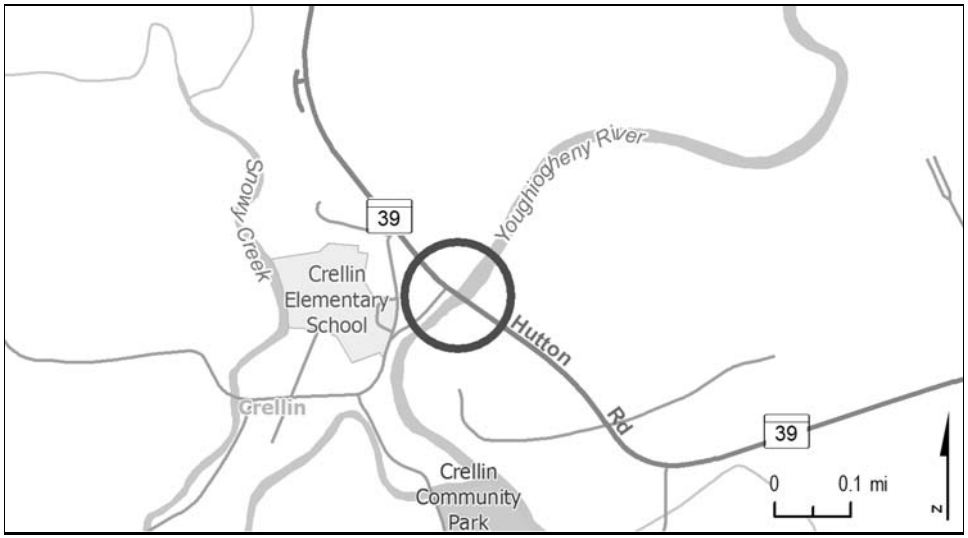
MARYLAND

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 and functionally obsolete.

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

- [X] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,177	337	252	252	252	84	0	0	840	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	0	1,075	3,525	400	5,000	0
Total	6,177	337	252	252	252	1,159	3,525	400	5,840	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

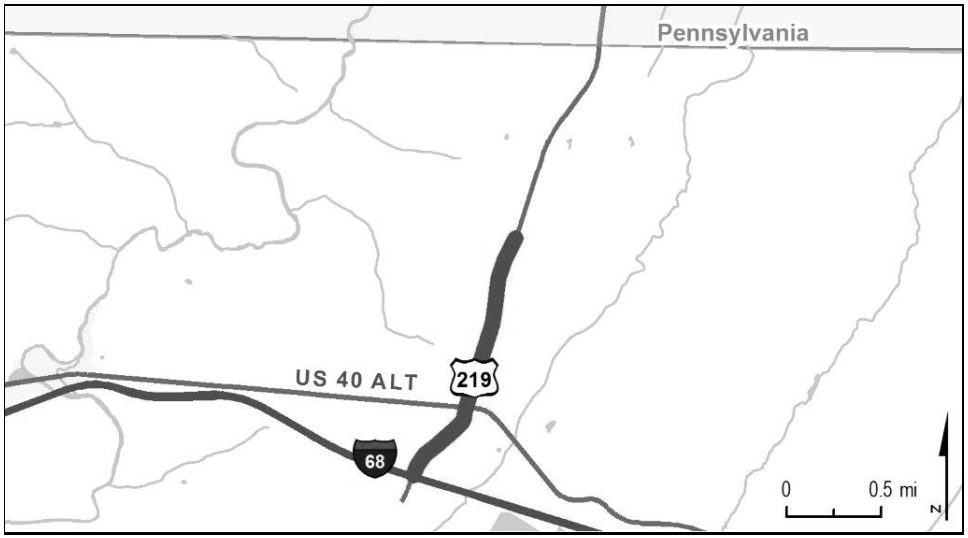
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219 Corridor, I-68 to Pennsylvania State line (Line 5)

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 needs.

STATUS: Engineering underway. Construction to begin during budget fiscal year. Construction and Right-of-Way is being funded wiith Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	800	1,200	0	0	0	0	0	1,200	0
Engineering	3,000	350	1,300	1,350	0	0	0	0	2,650	0
Right-of-way	4,784	1	59	2,088	2,088	548	0	0	4,783	0
Construction	80,765	0	0	6,874	20,586	24,409	28,896	0	80,765	0
Total	90,549	1,151	2,559	10,312	22,674	24,957	28,896	0	89,398	0
Federal-Aid	83,836	1	58	8,782	22,220	24,457	28,318	0	83,835	0

CLASSIFICATION:

STATE - Minor Arterial

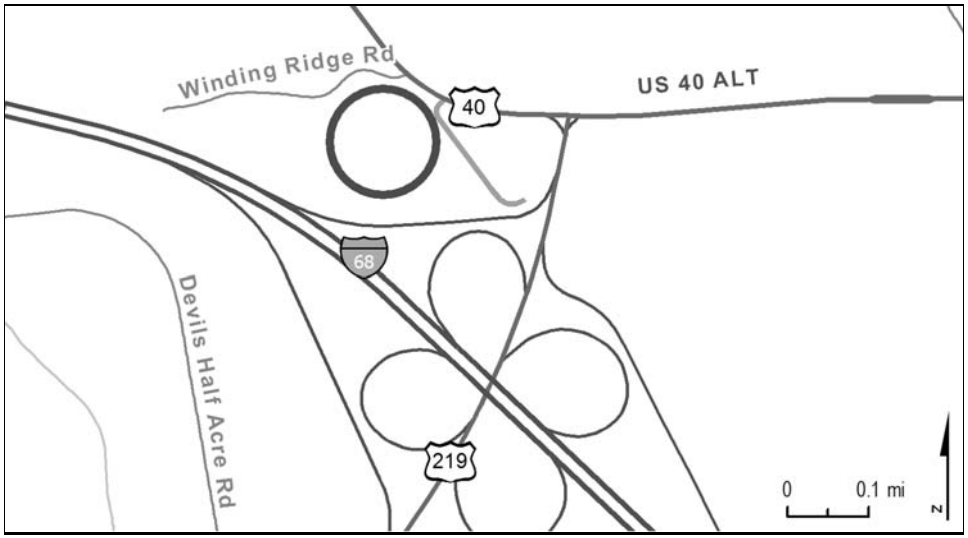
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,300

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 SHA's salt and equipment storage needs.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	711	711	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,734	10,929	805	0	0	0	0	0	805	0
Total	12,445	11,640	805	0	0	0	0	0	805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

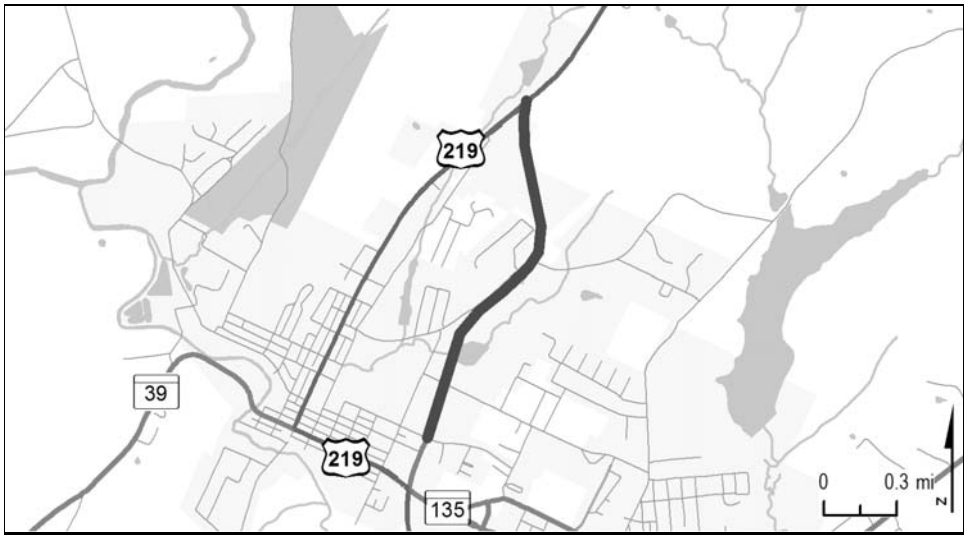
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 reduce congestion.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, MD 135 to north of East Orchid Street (System Preservation Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,017	4,017	0	0	0	0	0	0	0	0
Right-of-way	4,412	4,412	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,709	9,709	0	0	0	0	0	0	0	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

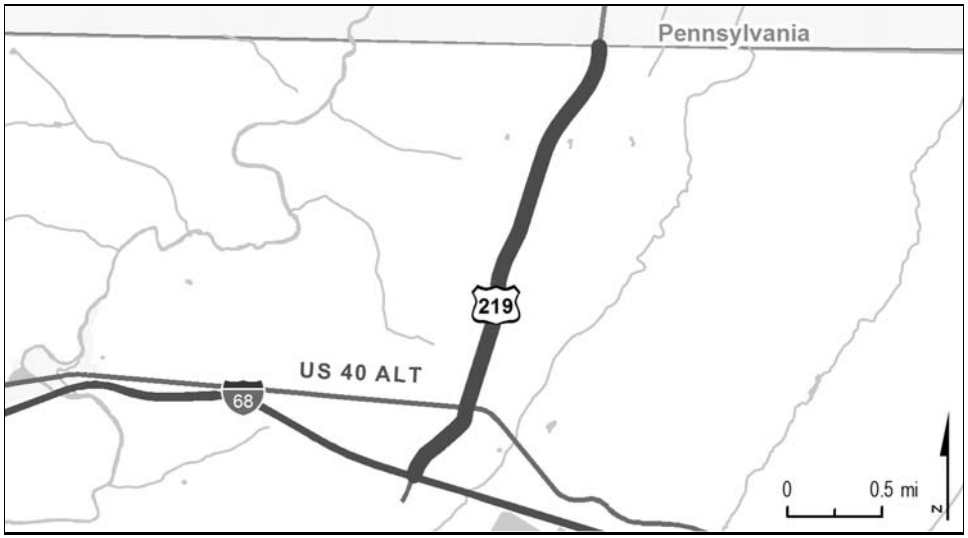
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 7,650- 17,600

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, north of I-68/US 40 (Line 2)

STATUS: Planning underway. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,090	4,050	40	0	0	0	0	0	40	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	4,090	4,050	40	0	0	0	0	0	40	0
Federal-Aid	2,415	2,415	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 (2016) - 5,200

PROJECTED (2035) - 7,600

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	I 68	National Freeway; Lower New Germany Road bridge 1104103 to MD 546 bridge 1101200; safety and resurface	5,460	Completed
2	MD 135	Maryland Highway; MD 135C to Chestnut Grove Road; resurface	2,321	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Garrett county; resurface	6,080	Under construction
4		Various locations in Garrett County; resurface	5,797	Under construction
5	MD 38	Kitzmiller Road; Vindex Road to MD 135; mill and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,963	FY 2017
6	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	2,161	Under construction
7	I 68	National Freeway; East of US 219 to east of Shade Hollow; resurface	4,658	Under construction
		Bridge Replacement/Rehabilitation		
8	I 68	National Freeway; Bridges 1101900, 1103200, 1103903/904, 1105200, 1105303, 1105304 on National Freeway; clean/paint bridges	2,251	Under construction
9	MD 546	Finzel Road; Bridge 1101200 over I-68; bridge deck replacement	3,769	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement		
10	MD 135	Maryland Highway; Upper Savage Wood Yard entrance; drainage improvement	188	FY 2017
		Urban Reconstruction		
11	US 219	Garrett Highway; MD 135 to 325 ft north of East Orchid Street; urban reconstruction (Funded for preliminary engineering)	2,507	Design Underway

SHA

HARFORD COUNTY MARYLAND

AT THE RISQUE OF OUR LIVES AND FORTUNES

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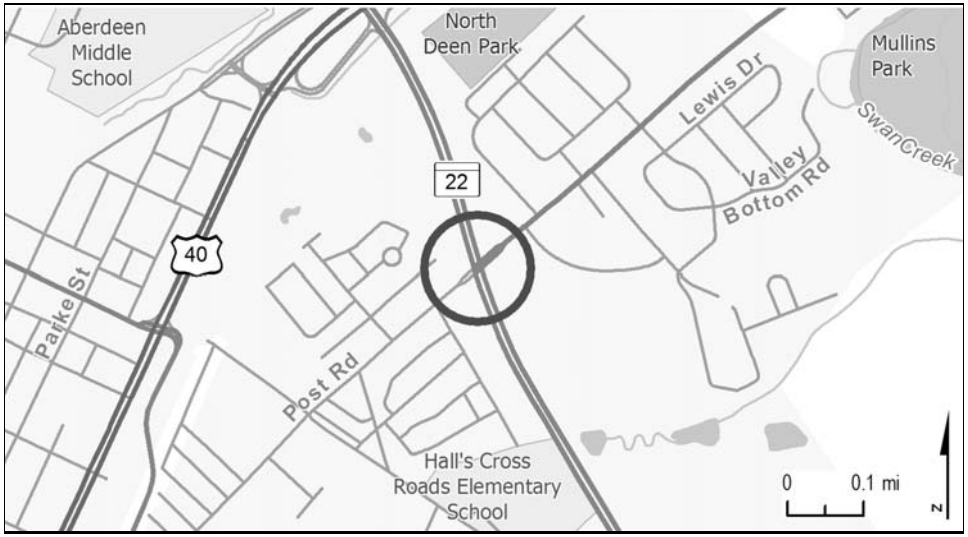
HARFORD COUNTY



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	1,836	1,370	441	25	0	0	0	0	466	0
Construction	7,645	6,071	1,574	0	0	0	0	0	1,574	0
Total	9,481	7,441	2,015	25	0	0	0	0	2,040	0
Federal-Aid	7,292	5,621	1,646	25	0	0	0	0	1,671	0

CLASSIFICATION:

STATE - Intermediate Arterial

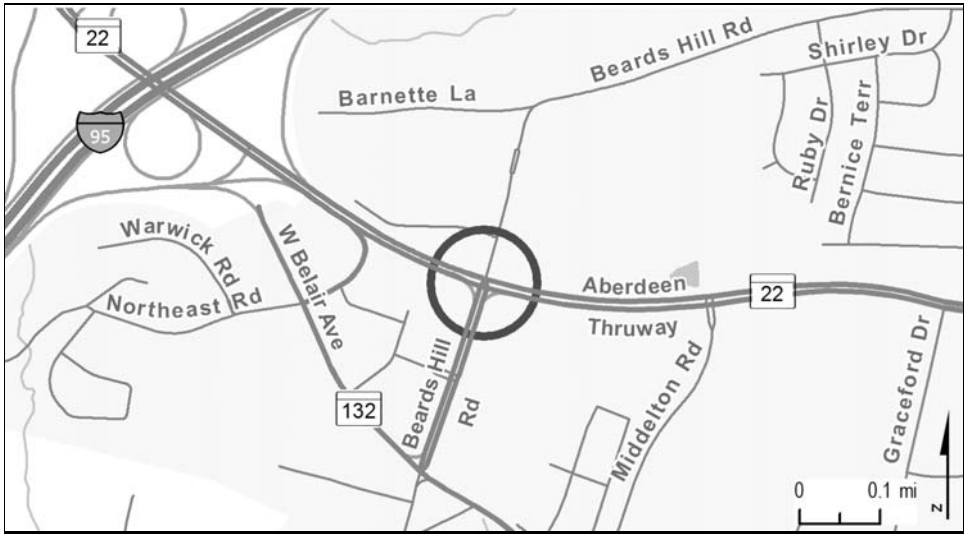
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 24,000

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	5,581	4,558	585	438	0	0	0	0	1,023	0
Construction	10,956	4,244	6,712	0	0	0	0	0	6,712	0
Total	16,546	8,811	7,297	438	0	0	0	0	7,735	0
Federal-Aid	13,371	7,068	5,954	349	0	0	0	0	6,303	0

CLASSIFICATION:

STATE - Intermediate Arterial

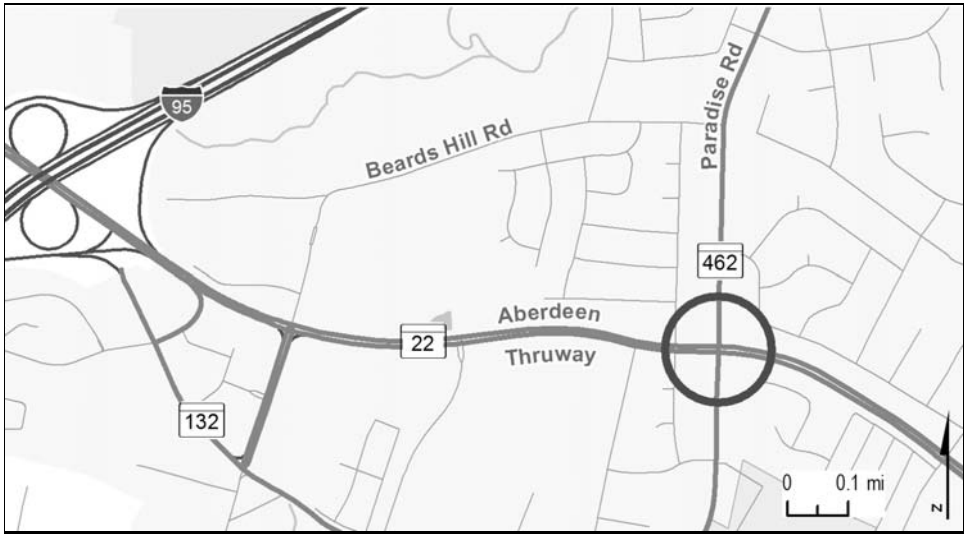
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 33,000

PROJECTED (2035) - 40,600



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	8,793	7,829	503	461	0	0	0	0	964	0
Construction	11,067	3,111	5,410	2,546	0	0	0	0	7,956	0
Total	19,860	10,940	5,913	3,007	0	0	0	0	8,920	0
Federal-Aid	16,373	10,049	4,173	2,151	0	0	0	0	6,324	0

CLASSIFICATION:

STATE - Intermediate Arterial

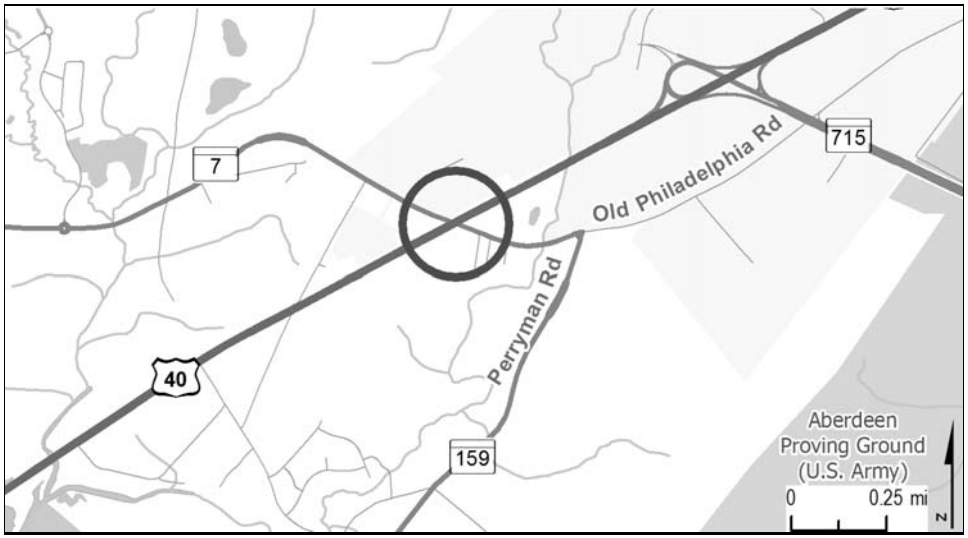
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 30,500

PROJECTED (2035) - 44,500



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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: The cost increase of $1.8 million is due to revised maintenance of traffic, additional soil work, and additional Right-of-Way acquisitions. Construction is delayed from FY16 to FY17 due to the acquisition of necessary environmental permits.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	3,181	1,876	1,095	210	0	0	0	0	1,305	0
Construction	17,901	13	4,191	6,661	7,036	0	0	0	17,888	0
Total	21,082	1,889	5,286	6,871	7,036	0	0	0	19,193	0
Federal-Aid	14,102	1,342	3,309	4,692	4,759	0	0	0	12,760	0

CLASSIFICATION:

STATE - Intermediate Arterial

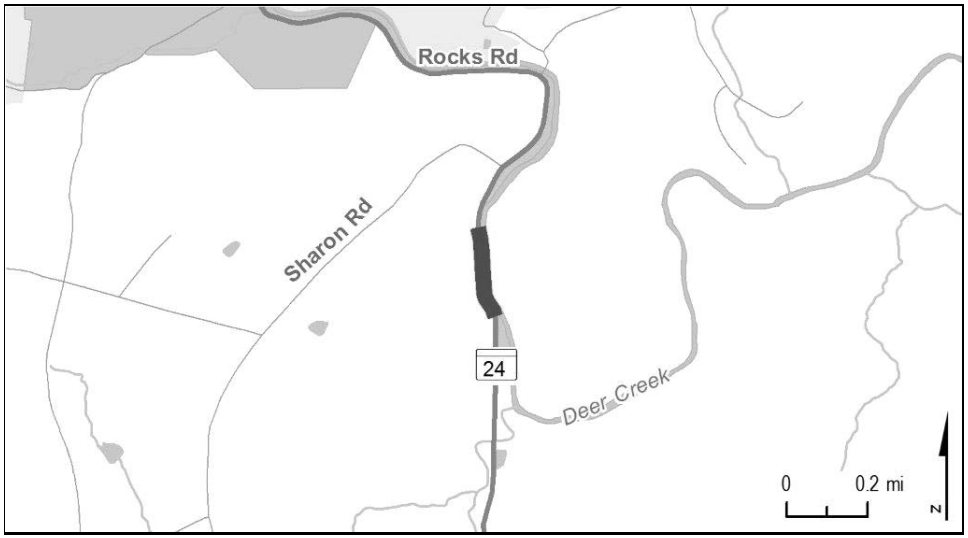
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 27,000

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,375	695	350	330	0	0	0	0	680	0
Right-of-way	82	0	0	0	82	0	0	0	82	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,457	695	350	330	82	0	0	0	762	0
Federal-Aid	1,020	515	260	245	0	0	0	0	505	0

CLASSIFICATION:

STATE - Major Collector

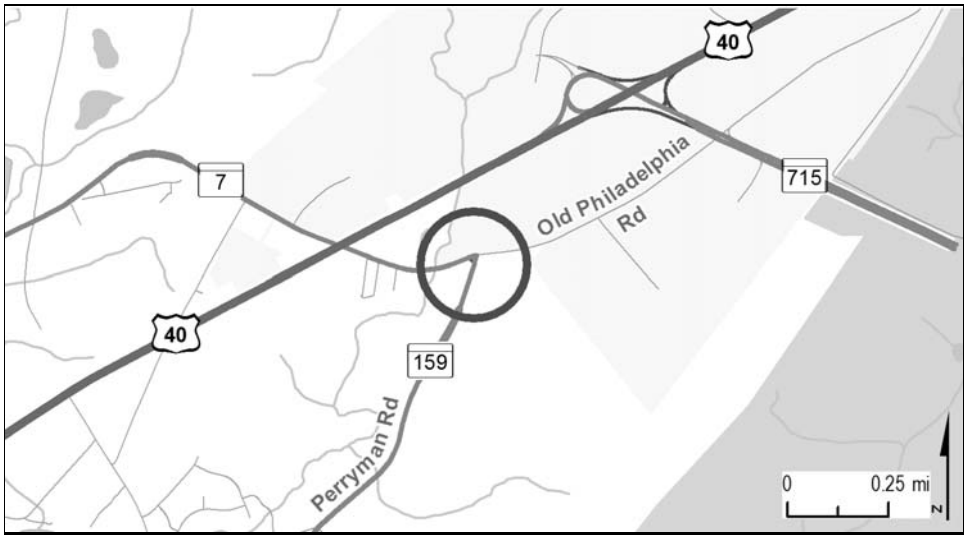
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,100

PROJECTED (2035) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed 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. This project includes the transfer of MD 159 to the County after construction.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, at MD 7/MD 159 (Phase 2) (Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

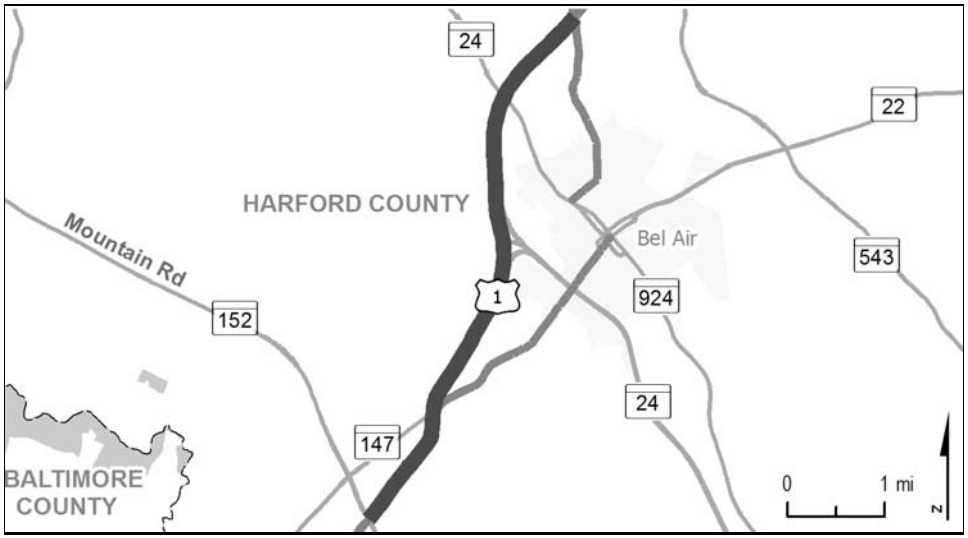
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	979	979	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 (2016) - 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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Harford County - west of US 1; resurface	8,037	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in west Harford County; mill and resurface	14,172	Under construction
3		At various locations in east Harford County; mill and resurface	13,540	Under construction
4		At various locations in Harford County east of US 1; resurface	8,101	Under construction
5	MD 7	Philadelphia Road; MD 24 to Abington Road; safety and resurface	2,018	Under construction
6	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	7,493	FY 2017
7	US 40 EB	Pulaski Highway; Long Bar Harbor to Spesutia Road; safety and resurface	4,741	Under construction
8	MD 924	Emmorton Road; St Clair Drive to Holly Wreath Court; resurface	1,700	Under construction
		Bridge Replacement/Rehabilitation		
9		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	3,089	FY 2017
		Safety/Spot Improvement		
10	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	2,288	FY 2018

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction		
11	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,559	Under construction
		TMDL Compliance		
12		Tree establishment in various locations in Harford county; landscape	1,658	FY 2018
13		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	798	Under construction

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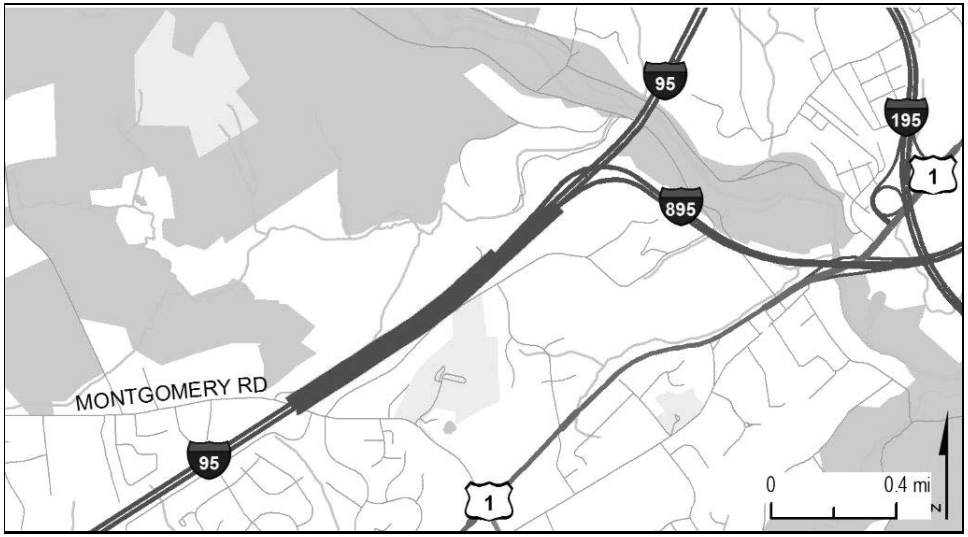
HOWARD COUNTY MARYLAND

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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,319	1,319	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,011	1,603	6,473	2,935	0	0	0	0	9,408	0
Total	12,330	2,922	6,473	2,935	0	0	0	0	9,408	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

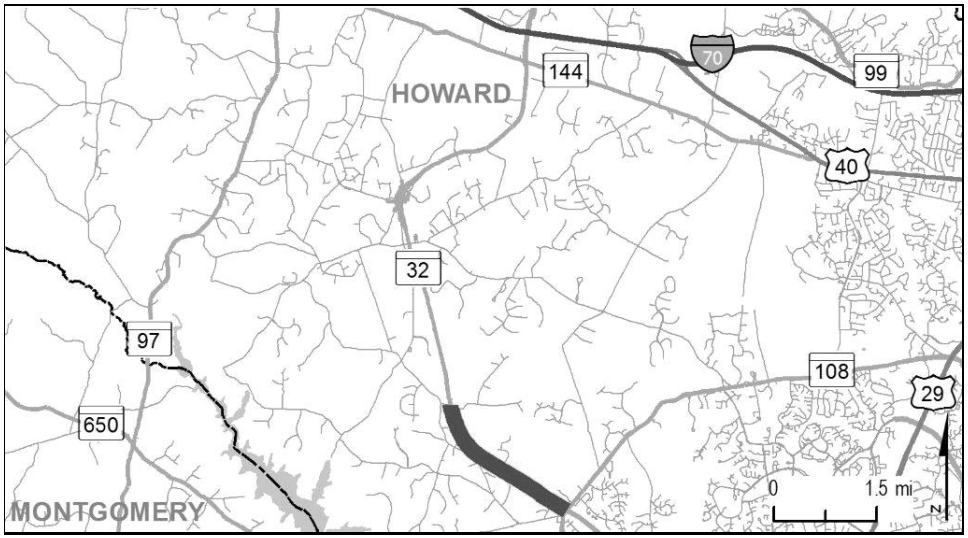
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ 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: Engineering underway. Construction to begin during current fiscal year. County is contributing $16.5 million to this project.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $2.2 million is due to a more detailed engineer's estimate and the addition of Right-of-Way needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,300	1,500	800	0	0	0	0	0	800	0
Right-of-way	1,003	1,003	0	0	0	0	0	0	0	0
Construction	31,937	0	2,830	12,121	16,001	985	0	0	31,937	0
Total	35,240	2,503	3,630	12,121	16,001	985	0	0	32,737	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

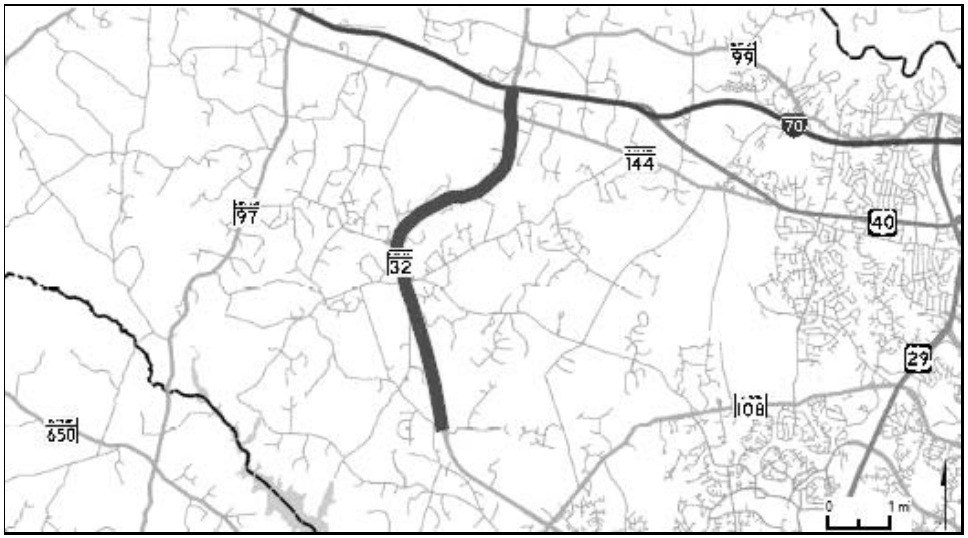
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ 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
☐ 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 Howard County.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $9.5 million is due to additional Right-of-Way acquisitions.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	5,766	2,066	2,000	1,400	300	0	0	0	3,700	0
Right-of-way	23,198	2,155	4,586	4,600	5,771	3,134	2,952	0	21,043	0
Construction	90,385	0	0	0	10,820	25,951	29,374	24,240	90,385	0
Total	123,006	7,878	6,586	6,000	16,891	29,085	32,326	24,240	115,128	0
Federal-Aid	89,299	3,623	2,341	3,588	12,940	22,686	25,215	18,906	85,676	0

CLASSIFICATION:

STATE - Principal Arterial

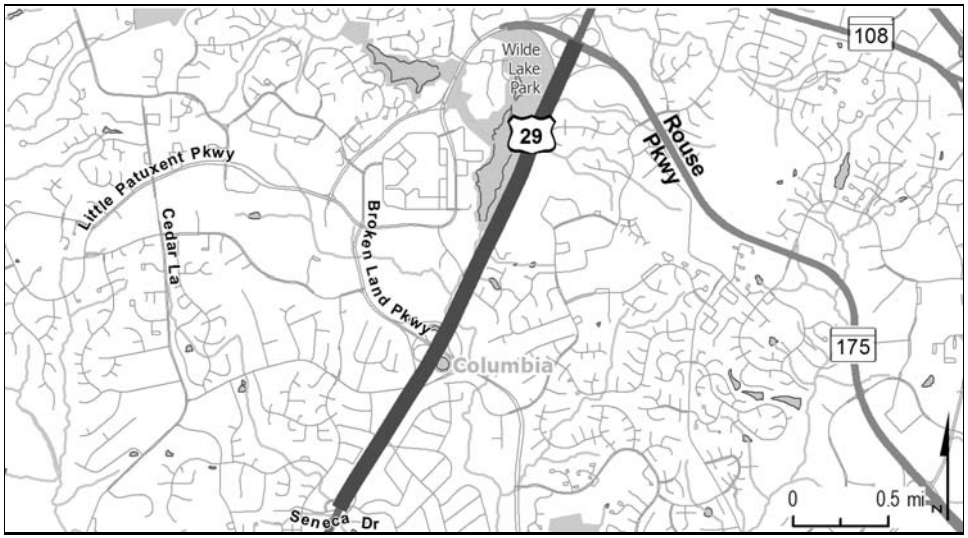
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Middle Patuxent River to Seneca Drive (Line 6)

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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: Construction underway. County funded $2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,430	6,430	0	0	0	0	0	0	0	0
Right-of-way	1,779	1,234	314	231	0	0	0	0	545	0
Construction	26,880	19,364	7,516	0	0	0	0	0	7,516	0
Total	35,089	27,028	7,830	231	0	0	0	0	8,061	0
Federal-Aid	2,728	2,645	83	0	0	0	0	0	83	0

CLASSIFICATION:

STATE - Principal Arterial

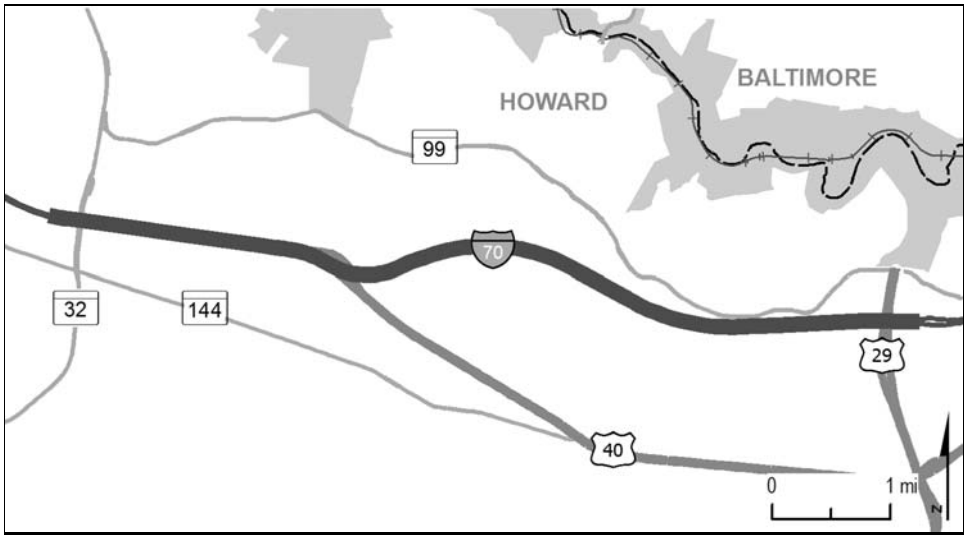
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 45,600

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
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	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	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

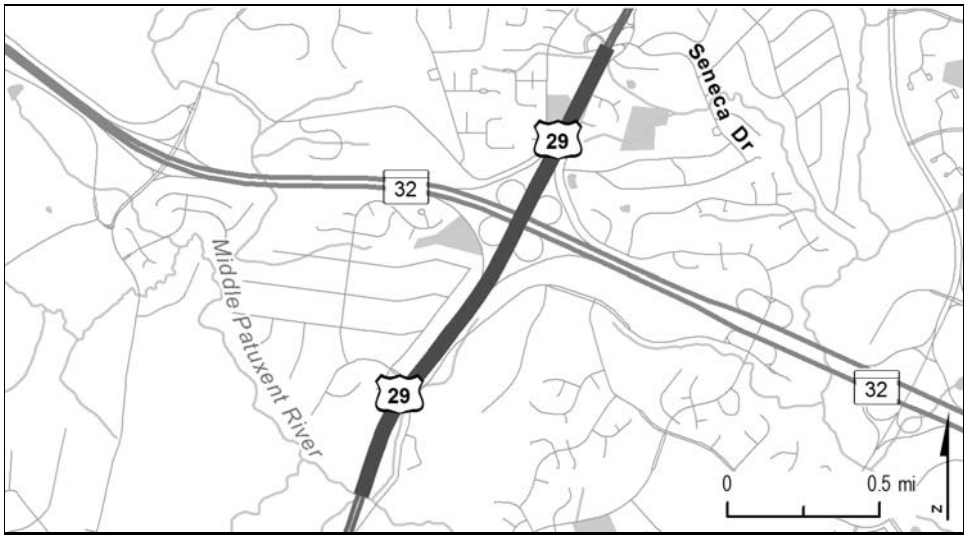
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 82,500

PROJECTED (2035) - 116,300



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 4)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	831	888	905	0	0	0	0	1,793	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	831	888	905	0	0	0	0	1,793	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

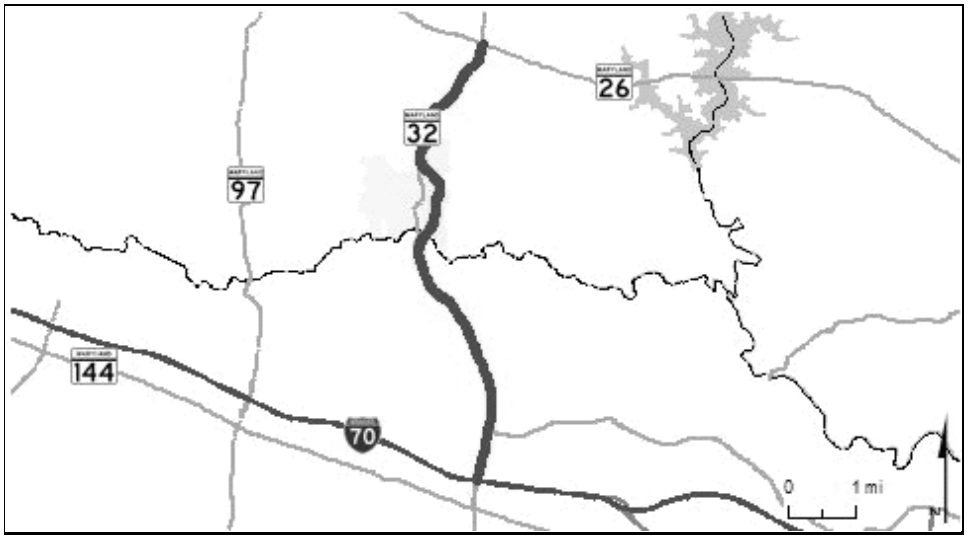
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 44,000

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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to Linden Church Road (Line 2)
MD 32, Linden Church Road to I-70 (Line 3)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	450	800	0	0	0	0	0	800	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	1,250	450	800	0	0	0	0	0	800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

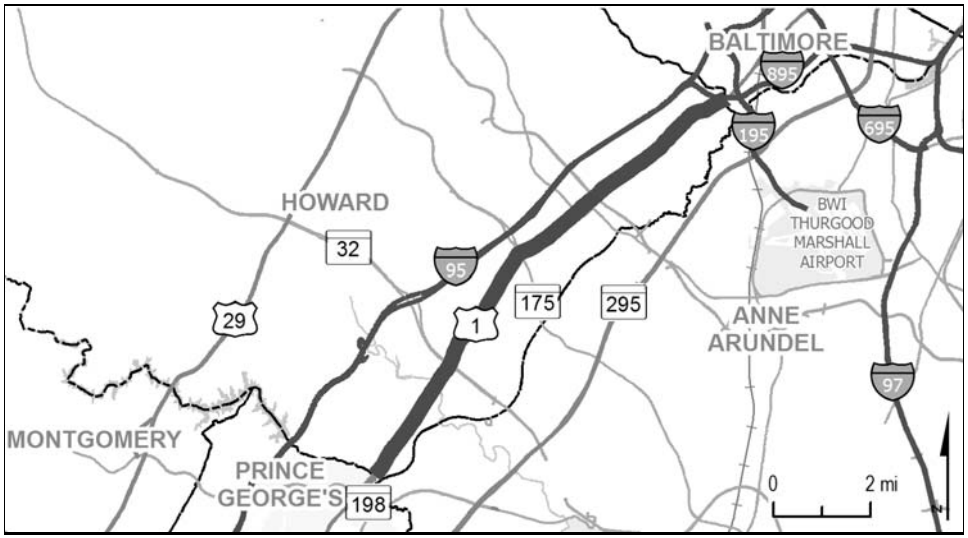
FEDERAL - Minor Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 35,200

PROJECTED (2035) - 44,000



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 will 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,044	1,044	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	1,044	1,044	0	0	0	0	0	0	0	0
Federal-Aid	837	837	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 (2016) - 42,750

PROJECTED (2035) - 55,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 175	Waterloo Road; Bridge Numbers 1306103 and 1306104 over I-95; clean/paint bridges	1,294	Completed
		Safety/Spot Improvement		
2	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,833	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Howard county; mill and resurface	17,027	FY 2017
4		At various locations in Howard County; resurface	17,825	Under construction
5	US 29 NB	Columbia Pike; Middle Patuxent River to 500 ft north of MD 32; safety and resurface	1,155	FY 2017
6	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	3,890	FY 2017
7	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	3,071	FY 2017
8	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	1,908	Under construction
9	I 70 EB	Marriottsville Road to Baltimore County line; safety and resurface	3,267	Under construction

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
10		Bridge 1301603/04, 1305601/02, 1307603/04, 1310003/04 on I-95 and MD 32; clean/paint bridges	2,059	FY 2017
11		Various bridges on or over MD 32; clean/paint bridges	1,118	FY 2017
12		At various locations on US 29, MD 216, I-95, MD 175; clean/paint bridges	880	Under construction
13	MD 32	Patuxent Parkway; Bridge 1310103, 1013104, 1310200, 1310300, 1311403, 1311404 on Patuxent Parkway; clean/paint bridges	708	FY 2017
		Safety/Spot Improvement		
14	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 2017
15	US 29 NB	Columbia Pike; at MD 175; geometric improvements	2,500	FY 2017
16	MD 32	Sykesville Road; Wellworth Way access - Access management for MD 32 corridor; safety/spot improvements	277	Under construction
17	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements	555	Under construction
18	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	2,437	FY 2017
		Traffic Management		
19	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,428	Under construction

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Environmental Preservation		
20	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,493	FY 2017
		TMDL Compliance		
21		Furnace Avenue Tributary; wetlands replacement	497	FY 2017

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THE COUNTY KENT IN THE PROVINCE OF MARYLAND

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 August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Kent County; mill and resurface	5,645	FY 2017
2		At various locations in Kent County; resurface	6,440	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 213	Maple Avenue; Bridge 1402700 over Chester River; clean/paint bridges	1,679	FY 2017
		Urban Reconstruction		
4	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	5,831	FY 2018

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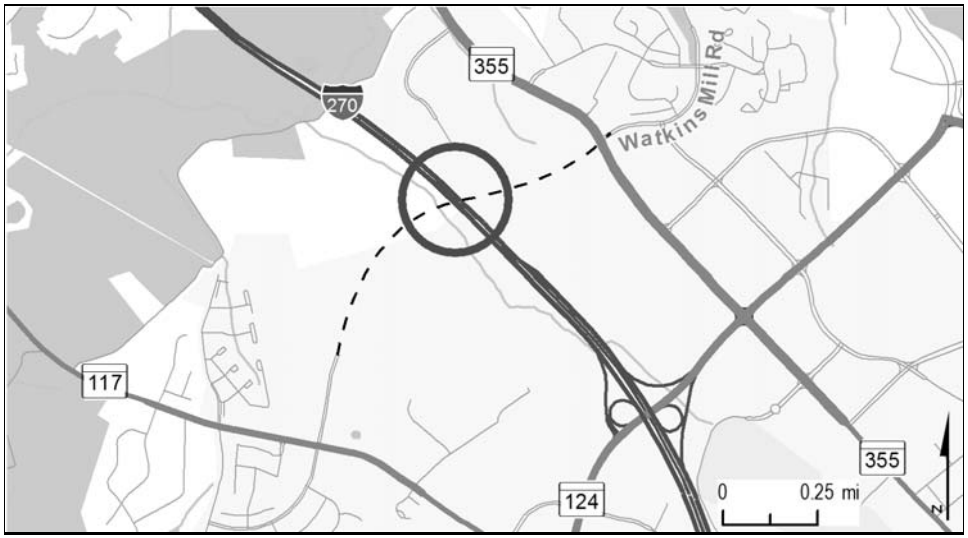
MONTGOMERY COUNTY

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Planning Study (Line 14)
I-270, Innovative Congestion Management (Line 2)

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

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

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: Right-of-Way underway. Construction to begin during budget fiscal year. County contributed $4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Construction delayed from FY17 to FY18 due to coordination with I-270 Innovative Congestion Management project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	9,642	9,642	0	0	0	0	0	0	0	0
Right-of-way	10,289	7,056	68	1,096	1,096	973	0	0	3,233	0
Construction	108,634	3	0	30,422	42,317	35,892	0	0	108,631	0
Total	129,742	17,878	68	31,518	43,413	36,865	0	0	111,864	0
Federal-Aid	14,930	11,697	68	1,096	1,096	973	0	0	3,233	0

CLASSIFICATION:

STATE - Principal Arterial

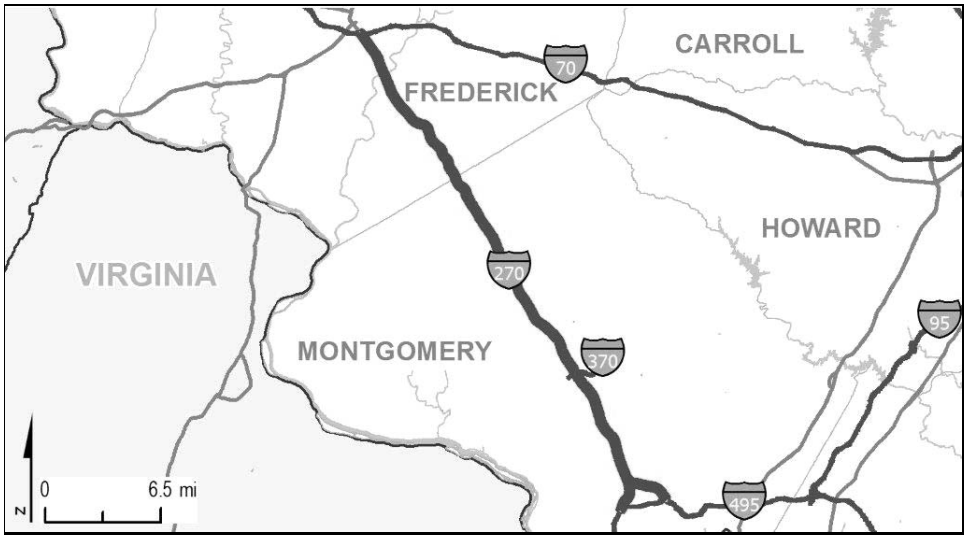
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 162,000

PROJECTED (2035) - 182,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Pilot implementation of Innovative Congestion Management (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Final project limits and improvements to be determined.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270, Interchange at Watkins Mill Road (Line 1)
I-270 and US 15, Planning Study (Line 14)

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

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

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: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	1,500	1,500	0	0	0	0	0	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,000	0	5,949	18,462	26,513	26,546	19,530	0	97,000	0
Total	100,000	1,500	7,449	18,462	26,513	26,546	19,530	0	98,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

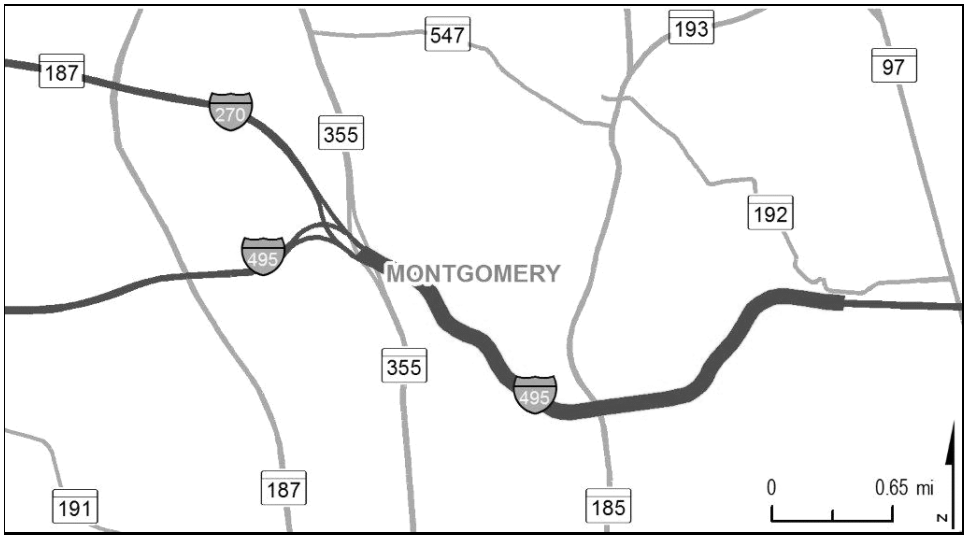
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 87,400 - 252,000

PROJECTED (2030) - 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
- ☐ 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 resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	344	344	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,753	5	7,606	2,142	0	0	0	0	9,748	0
Total	10,097	349	7,606	2,142	0	0	0	0	9,748	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

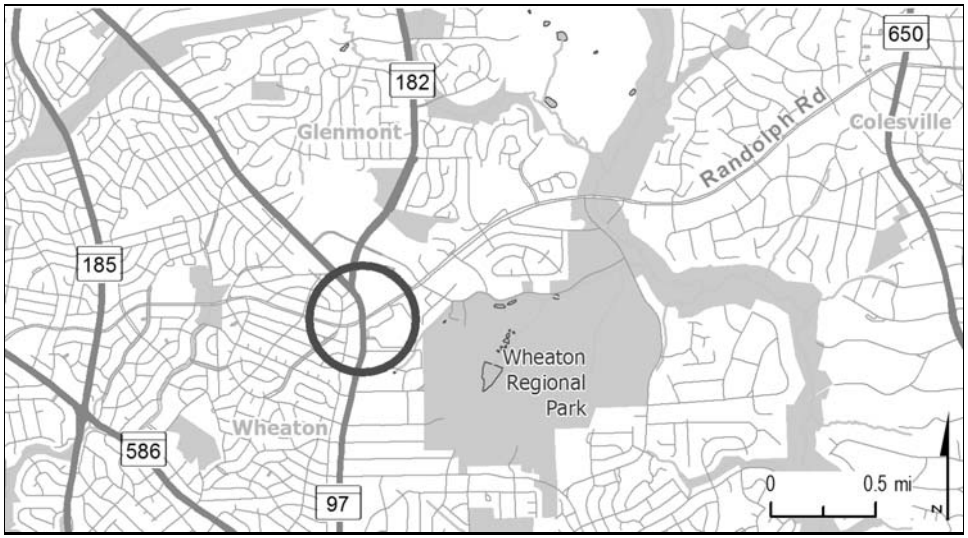
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 -230,000

PROJECTED (2035) - 110,000 - 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

- [X] 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:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	26,387	22,184	3,503	700	0	0	0	0	4,203	0
Construction	44,514	23,568	20,946	0	0	0	0	0	20,946	0
Total	78,017	52,868	24,449	700	0	0	0	0	25,149	0
Federal-Aid	46,325	26,760	19,565	0	0	0	0	0	19,565	0

CLASSIFICATION:

STATE - Intermediate Arterial

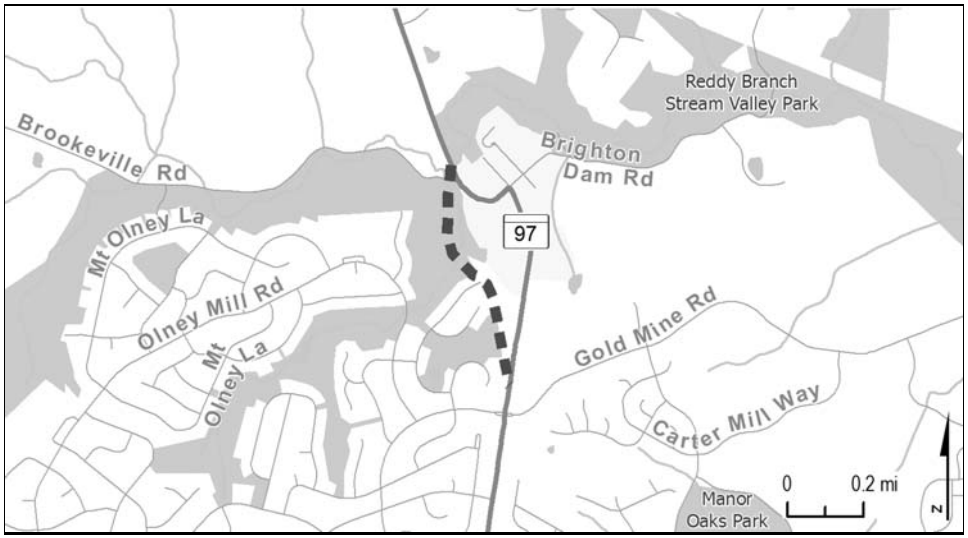
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 49,000 (MD 97)
30,000 (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 would 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
- ☒ 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: This project will improve safety and operations for both through and local roadway users.

STATUS: Construction to begin during current fiscal year. County contributed $10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	3,775	3,525	250	0	0	0	0	0	250	0
Right-of-way	6,225	14	1,500	1,711	1,374	1,626	0	0	6,211	0
Construction	30,707	30	8,907	15,396	6,374	0	0	0	30,677	0
Total	42,771	5,633	10,657	17,107	7,748	1,626	0	0	37,138	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

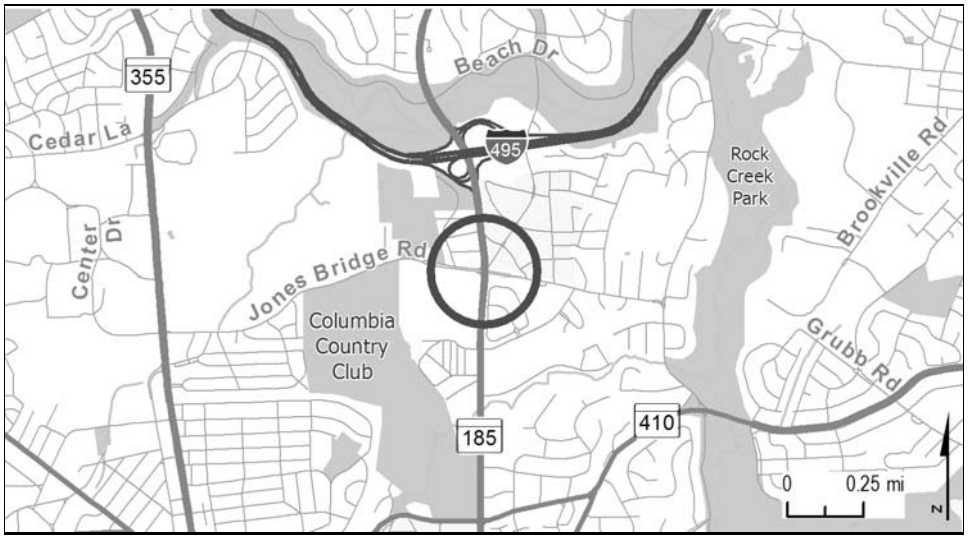
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 11,200

PROJECTED (2035) - 14,000



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

STATUS: Right-of-Way underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $2.3 million is due to a reduced retaining wall relocation cost and reduced utility needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	7,340	3,550	2,423	1,367	0	0	0	0	3,790	0
Construction	5,440	0	0	0	938	2,734	1,768	0	5,440	0
Total	12,780	3,550	2,423	1,367	938	2,734	1,768	0	9,230	0
Federal-Aid	12,780	3,550	2,423	1,367	938	2,734	1,768	0	9,230	0

CLASSIFICATION:

STATE - Minor Arterial

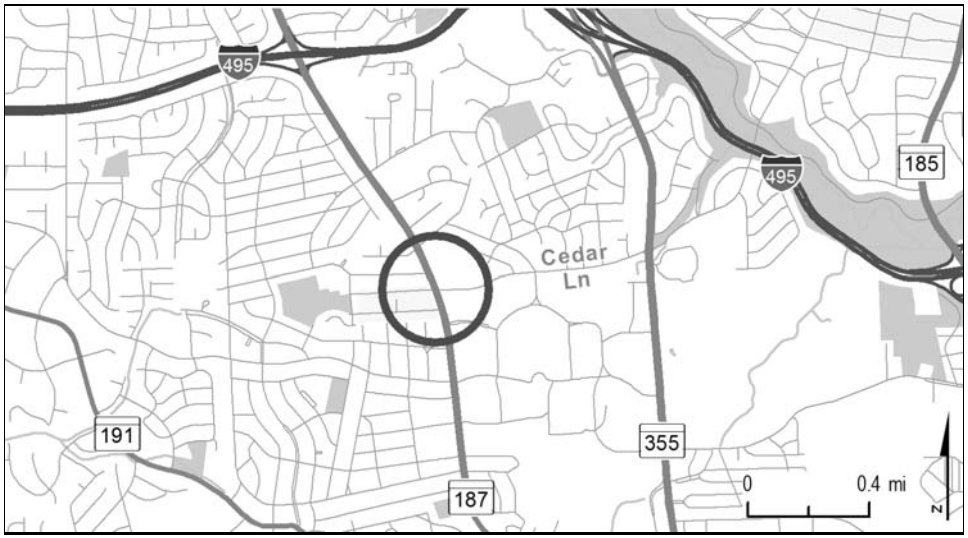
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 79,000

PROJECTED (2035) - 82,000



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct intersection improvements at MD 187 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

STATUS: Right-of-Way underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	950	791	87	72	0	0	0	0	159	0
Construction	3,471	3,471	0	0	0	0	0	0	0	0
Total	4,421	4,262	87	72	0	0	0	0	159	0
Federal-Aid	4,105	4,092	7	6	0	0	0	0	13	0

CLASSIFICATION:

STATE - Minor Arterial

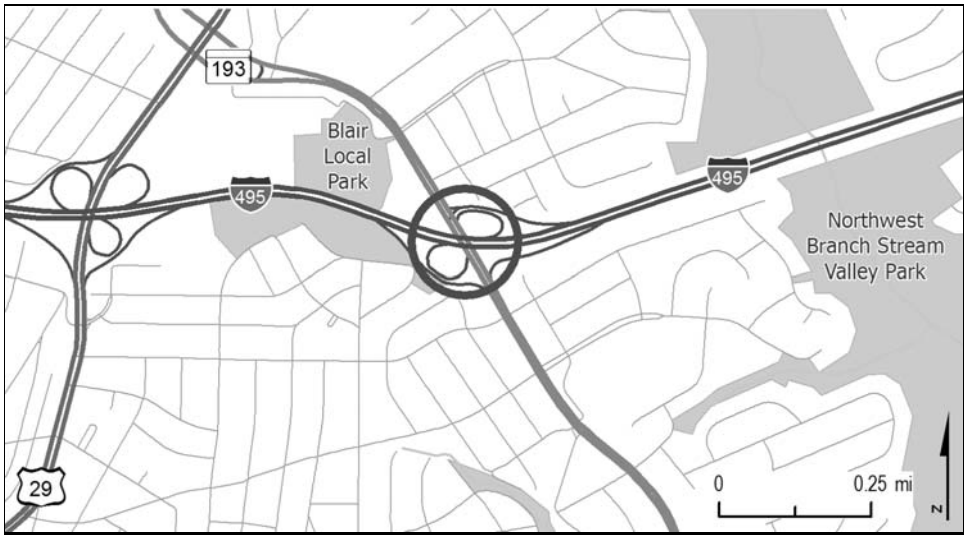
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 40,500 (MD 187)
9,700 (West Cedar Lane)

PROJECTED (2035) - 46,100 (MD 187)
11,000 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1958, is structurally deficient.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway Study (Line 15)

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

- [ ] Safety & Security
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,699	10,320	379	0	0	0	0	0	379	0
Total	11,462	11,083	379	0	0	0	0	0	379	0
Federal-Aid	10,396	10,094	302	0	0	0	0	0	302	0

CLASSIFICATION:

STATE - Intermediate

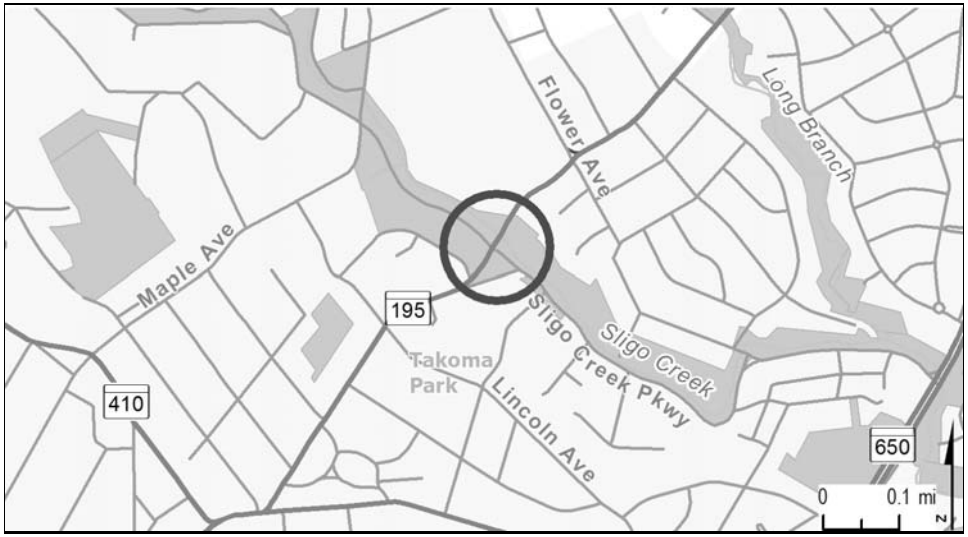
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 51,000

PROJECTED (2035) - 56,000



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

- [X] 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
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,146	1,136	10	0	0	0	0	0	10	0
Right-of-way	262	118	42	42	42	18	0	0	144	0
Construction	10,846	2,358	4,835	3,638	15	0	0	0	8,488	0
Total	12,254	3,612	4,887	3,680	57	18	0	0	8,642	0
Federal-Aid	9,484	2,775	3,839	2,870	0	0	0	0	6,709	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 7,950

PROJECTED (2035) - 9,200

PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

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

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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,918	618	1,300	0	0	0	0	0	1,300	0
Total	1,964	664	1,300	0	0	0	0	0	1,300	0
Federal-Aid	1,892	1,892	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

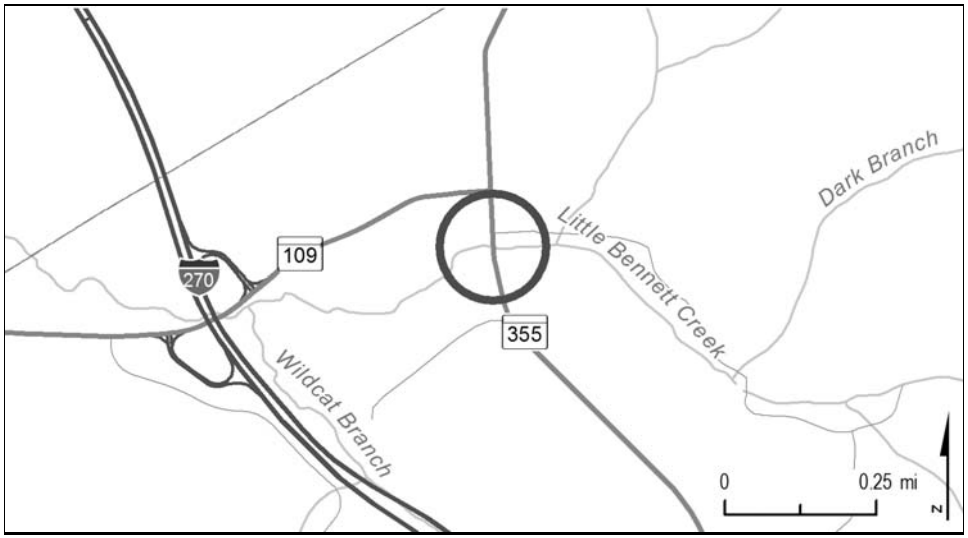
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ 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 existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,215	540	450	225	0	0	0	0	675	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	1,420	2,580	0	0	0	0	4,000	0
Total	5,215	540	1,870	2,805	0	0	0	0	4,675	0
Federal-Aid	313	313	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

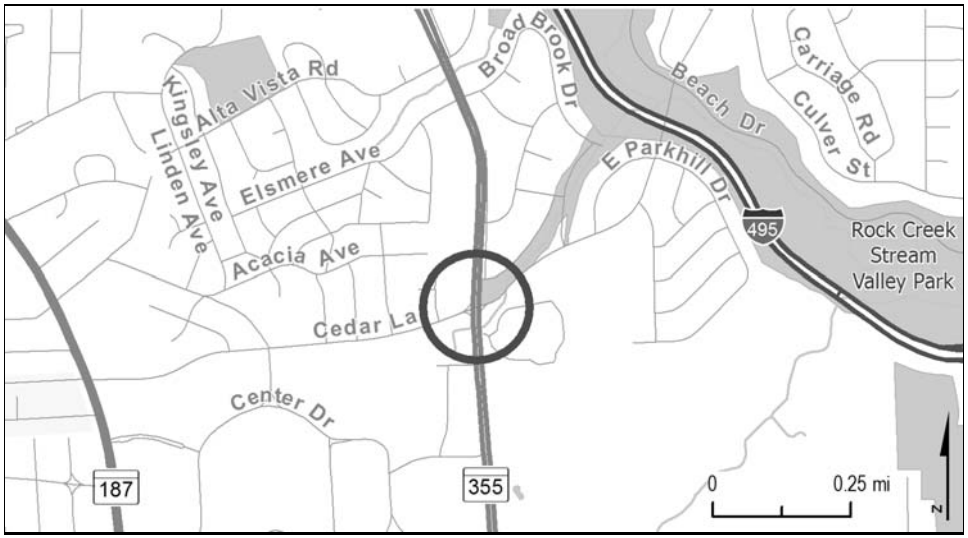
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 7,600

PROJECTED (2035) - 11,175



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 and 2) (1.0 miles). 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
MD 355, Bus Rapid Transit Study (MTA Line 27)

STATUS: Construction underway. The Office of Economic Adjustment is funding $6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	2,163	953	126	1,000	84	0	0	0	1,210	0
Construction	14,029	12,368	1,661	0	0	0	0	0	1,661	0
Total	16,192	13,321	1,787	1,000	84	0	0	0	2,871	0
Federal-Aid	13,616	11,150	1,382	1,000	84	0	0	0	2,466	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 62,000

PROJECTED (2035) - 70,000

PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to Southwood 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Bus Rapid Transit Study, (MTA Line 27)

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

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

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 to begin during current fiscal year. Office of Economic Adjustments is contributing $4.3 million towards construction. County will advertise and construct the project.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Construction delayed from FY16 to FY17 due to utility relocations.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	0	0	0	0	0	0	0	0	0	0
Construction	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Total	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Federal-Aid	4,299	0	444	1,409	1,571	875	0	0	4,299	0

CLASSIFICATION:

STATE - Intermediate Arterial

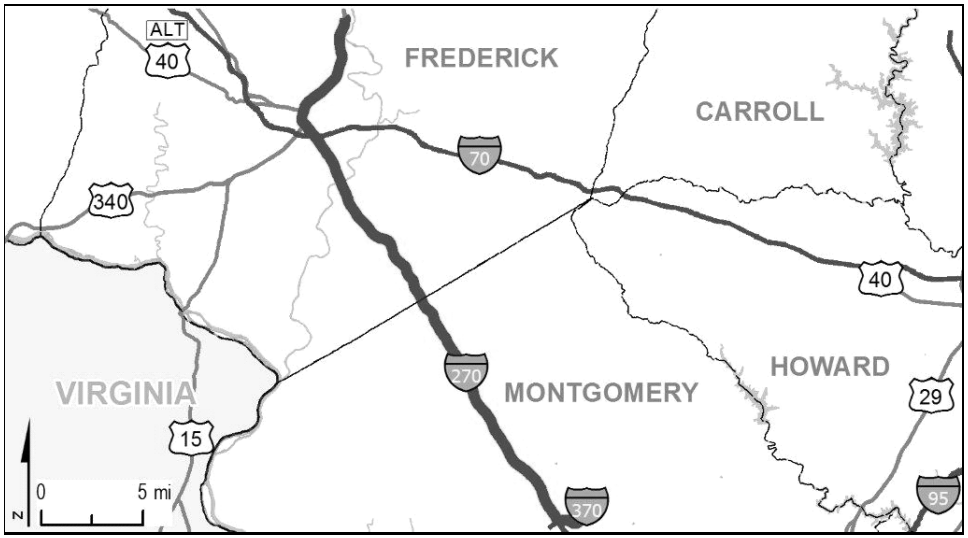
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 46,250

PROJECTED (2035) - 52,000



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

DESCRIPTION: Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned 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:
I-270/Watkins Mill Road Extended Interchange (Line 1)
US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick County Line 5)
I-70, Mount Phillip Road to I-270 (Frederick County Line 10)
US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 13)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37) first.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,432	17,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,539	18,539	0	0	0	0	0	0	0	0
Federal-Aid	14,400	14,400	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

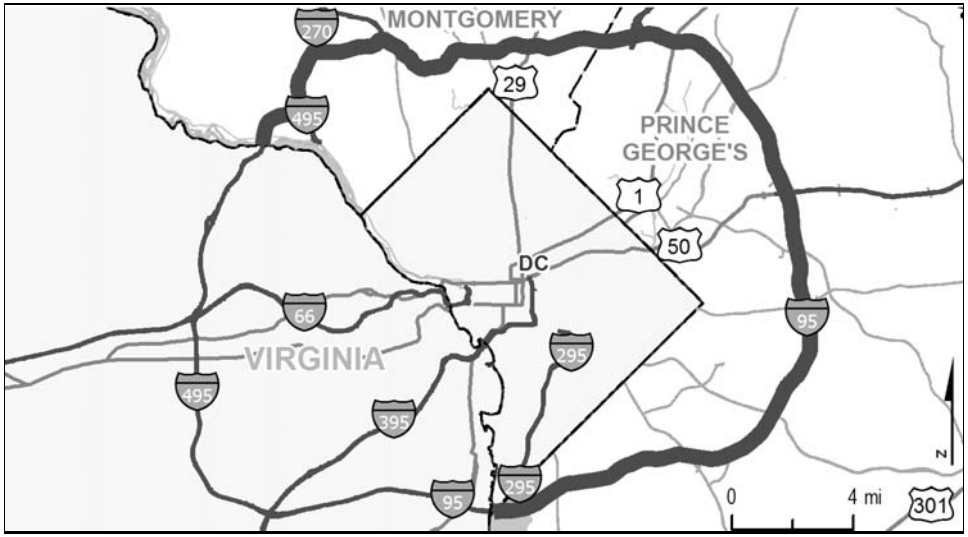
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,100 - 104,400 (US 15)
87,000 - 219,000 (I-270)

PROJECTED (2035) - 63,500 - 191,800 (US 15)
98,000 - 237,000 (I-270)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-495, Resurface from I-270Y to Seminary Road (Line 3)
MD 193, I-495 Bridge over I-495 (Line 8)
I-495, Planning Study (Line 16)
I-95/I-495, Branch Ave. Metro Access Phase 2 (Prince George's County Line 1)
I-95/I-495, Greenbelt Metro Station (Prince George's County Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Prince George's County Line 3)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9	9	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,053	11,053	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

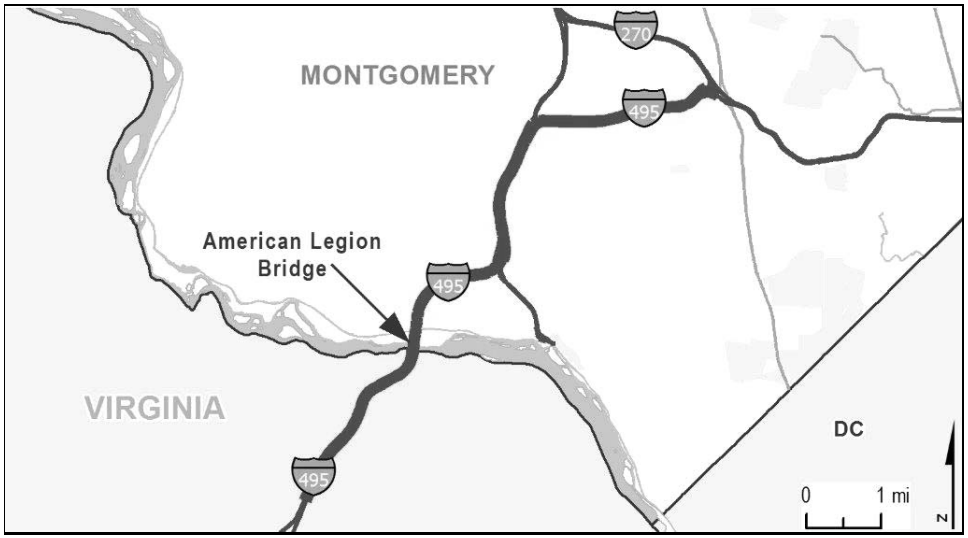
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



PROJECT: I-495, Capital Beltway, American Legion Bridge

DESCRIPTION: Planning Study of I-495 improvements from I-270 eastern spur to current terminus of High Occupancy Toll (HOT) lane facilities in Virginia, including the American Legion Bridge.

JUSTIFICATION: Increasing growth in Montgomery County and the concurrent increase in traffic is causing I-495 to experience severe congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-495, Resurface from I-270Y to Seminary Road (Line 3)
I-95/I-495, Capital Beltway (Line 15)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	1,430	1,250	1,250	1,250	820	0	0	4,570	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	6,000	1,430	1,250	1,250	1,250	820	0	0	4,570	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

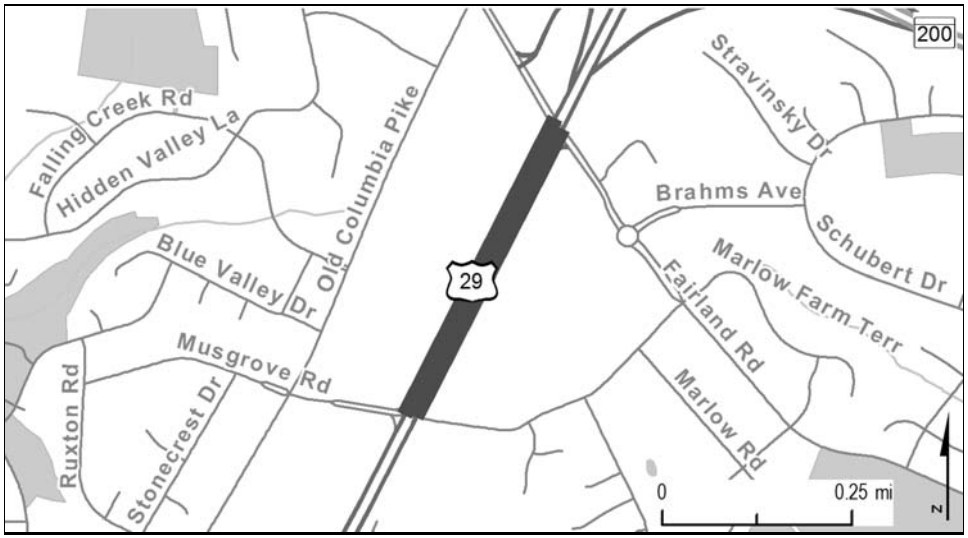
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 240,000

PROJECTED (2035) - 110,000 - 260,000



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchanges (Line 18)
US 29, Bus Rapid Transit Study (MTA Line 27)

STATUS: Engineering on-hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $1.0 million is due to a revised engineer's estimate. Engineering funding deferred to FY 2023.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,000	3,943	0	0	0	0	0	0	0	3,057
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,079	5,022	0	0	0	0	0	0	0	3,057
Federal-Aid	1,756	1,756	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

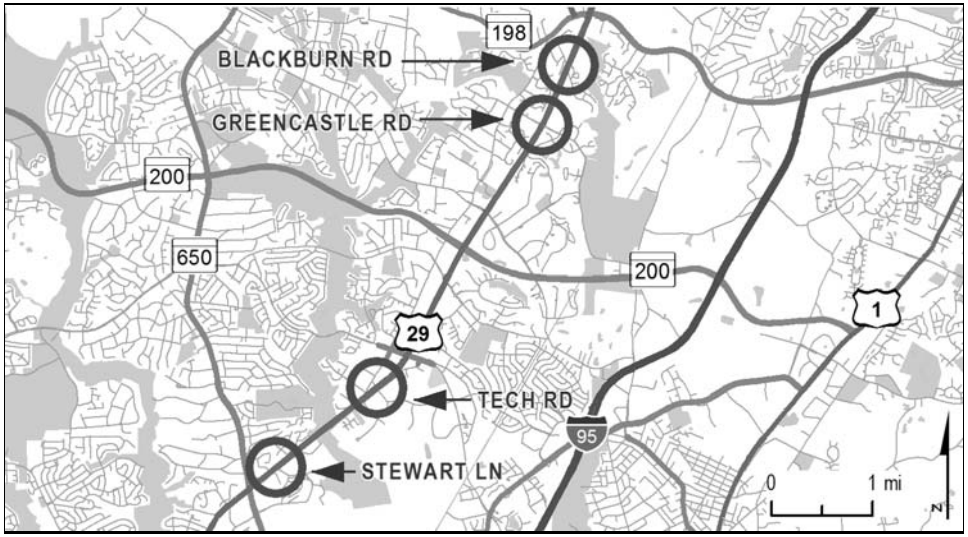
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 67,000

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at Musgrove and Fairland Road (Line 17)
US 29, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	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	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

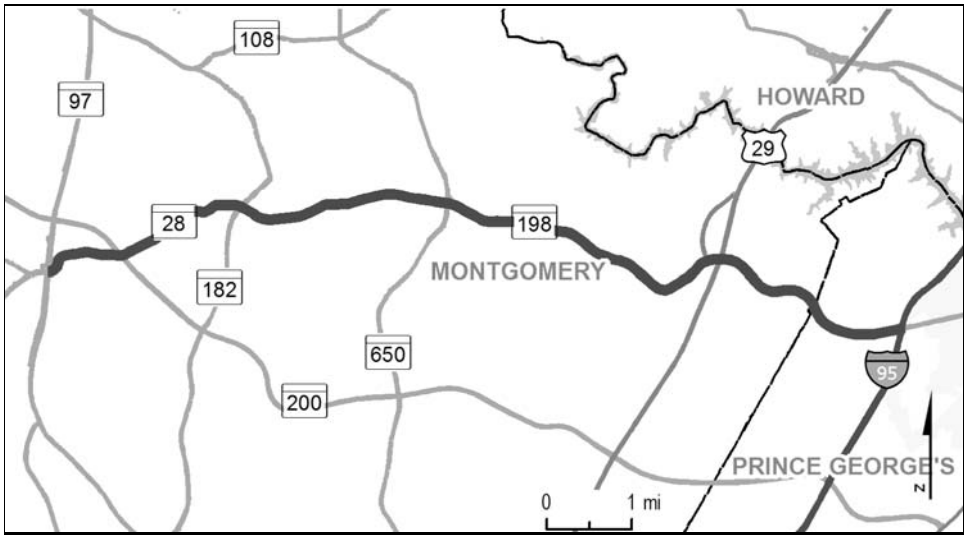
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 60,000 - 74,000

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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Line 20)
US 29, Bus Rapid Transit Study (MTA Line 27)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	5,197	1,125	710	0	0	0	0	1,835	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,034	5,199	1,125	710	0	0	0	0	1,835	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

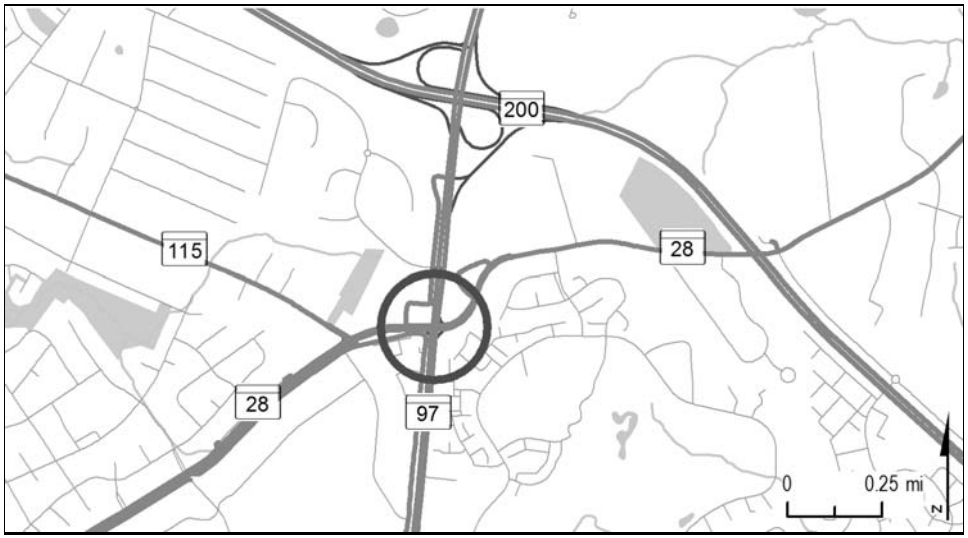
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 20,000 - 37,500 (MD 28)
16,800 - 47,000 (MD 198)

PROJECTED (2035) - 30,500 - 52,500 (MD 28)
30,000 - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 28/MD 198, MD 97 to I-95 (Line 19)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	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	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,238	2,238	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 (2016) - 47,000

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. County contributed $3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	2,613	387	0	0	0	0	0	387	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	3,000	2,613	387	0	0	0	0	0	387	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

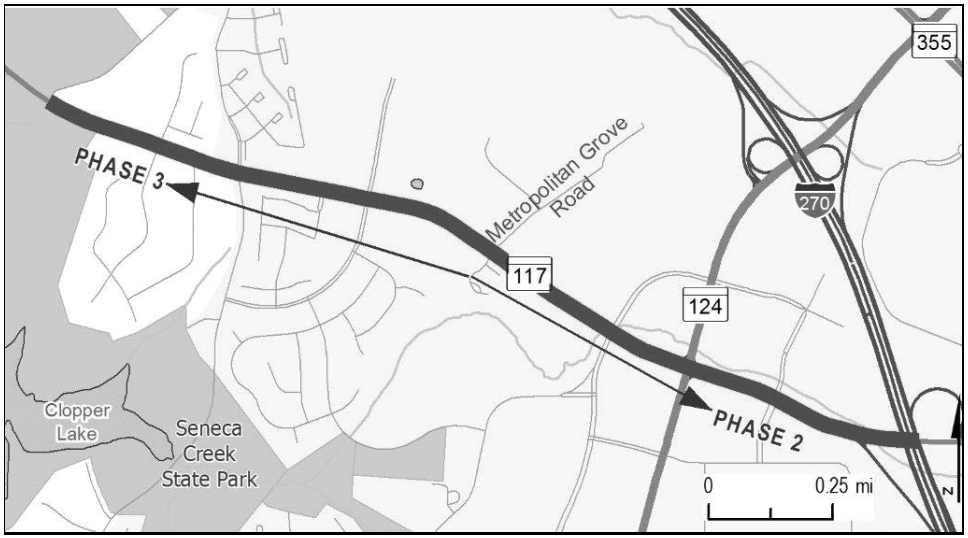
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 84,000

PROJECTED (2035) - 93,000



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
I-270, Innovative Congestion Management (Line 2)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,906	1,906	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	2,936	2,936	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

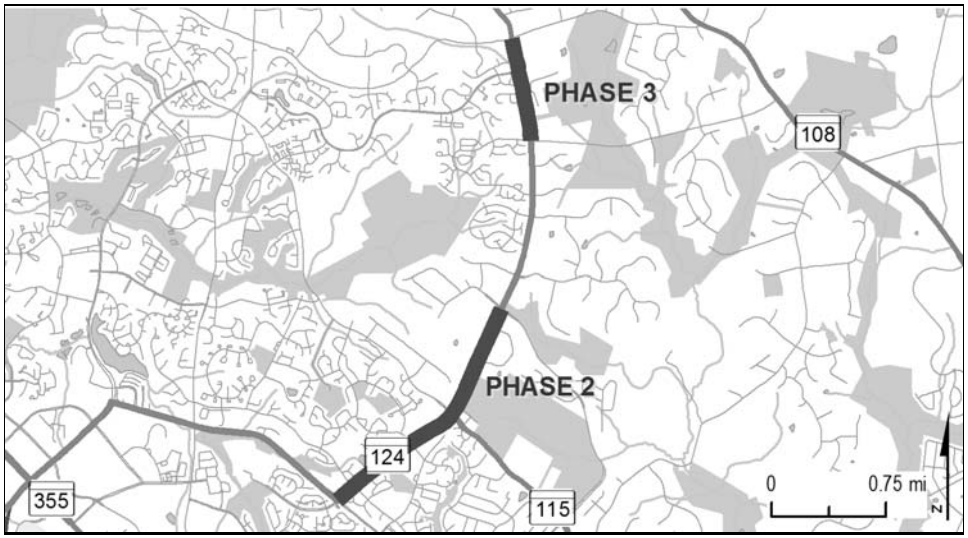
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 30,000 - 47,000

PROJECTED (2035) - 33,000 - 68,000



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 accomodations 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County is contributing $5.0 million to Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	2,738	897	851	869	121	0	0	0	1,841	0
Right-of-way	5,024	24	0	0	2,500	2,500	0	0	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,876	3,035	851	869	2,621	2,500	0	0	6,841	0
Federal-Aid	18	18	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 20,000

PROJECTED (2035) - 28,000

PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSXT railroad and a interchange at Parklawn Drive. Pedestrian and bicycle accomodations 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 CSXT Railroad crossing.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	3,491	5,509	0	0	0	0	0	5,509	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	5,351	5,509	0	0	0	0	0	5,509	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

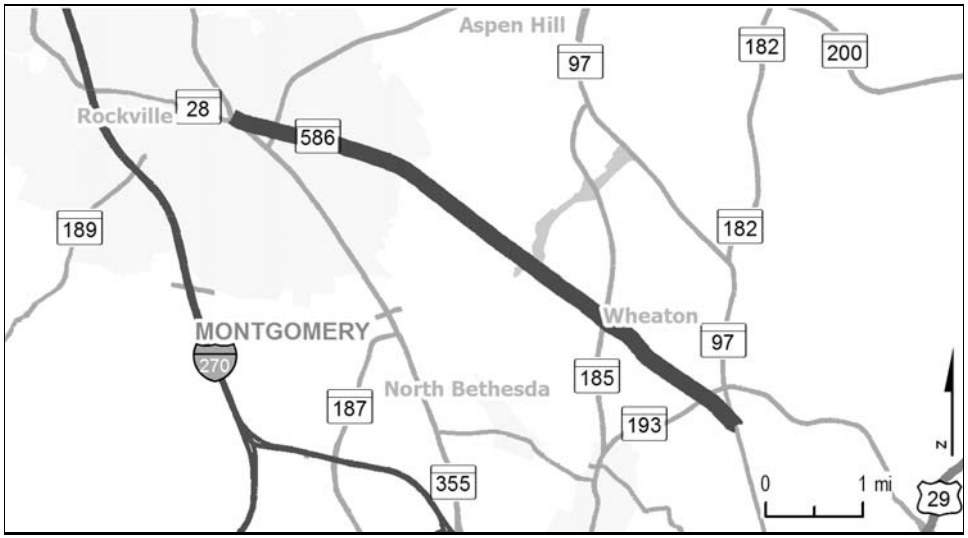
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 57,750 (MD 355)

PROJECTED (2035) - 66,000 (MD 355)



PROJECT: MD 586, Veirs Mill Road, and MD 28, Veirs Mill Road

DESCRIPTION: Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing $6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	3,611	2,389	0	0	0	0	0	2,389	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	6,000	3,611	2,389	0	0	0	0	0	2,389	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 (2016) - 21,000 - 46,000

PROJECTED (2035) - 24,000 - 50,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,297	Completed
2		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Completed
3		East Jefferson/Veirs Mill Road; MD 28 - Monroe Street to MD 911 and MD 355 - MD 28 to MD 911; resurface	2,713	Completed
4	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,033	Completed
5	I 495	Cabin John Parkway; Clara Barton Parkway to I-495; resurface	1,886	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
6		At various locations in Montgomery County; mill and resurface	14,772	FY 2017
7	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,676	FY 2017
8	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,206	Under construction
9	MD 124	Quince Orchard Road; Orchard Ridge Road to MD 355; safety and resurface	2,775	FY 2017
10	MD 190	River Road; MD 614 to DC line; safety and resurface	3,432	FY 2017
11	MD 193	University Boulevard; I-495 to MD 320; resurface	3,194	FY 2017

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
12	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	1,359	FY 2017
13	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,246	FY 2017
14	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,114	Under construction
15	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	5,050	FY 2017
		Bridge Replacement/Rehabilitation		
16		Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges	2,402	FY 2017
17	CO7073	Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	6,200	FY 2018
		Safety/Spot Improvement		
18	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	2,288	FY 2017
19	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	1,142	Under construction
20	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	Under construction
21	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	505	FY 2017

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
22	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	1,144	FY 2017
		Traffic Management		
23		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	3,338	FY 2017
24		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	433	Under construction
25		Various locations in Montgomery County; signalization	3,760	Under construction
26	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	701	Under construction
27	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	756	Under construction
		Environmental Preservation		
28	MD 190	River Road; Intersection at MD 190 and MD 188; landscape	19	Under construction
29	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	1,822	Under construction
		Intersection Capacity Improvements		
30		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	378	FY 2017
31	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,631	FY 2017

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements (cont'd)		
32	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,500	FY 2017
33	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
		Bicycle Retrofit		
34	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,980	FY 2017
		TMDL Compliance		
35		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	Under construction
		Congressional Earmarks		
36		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
37		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	

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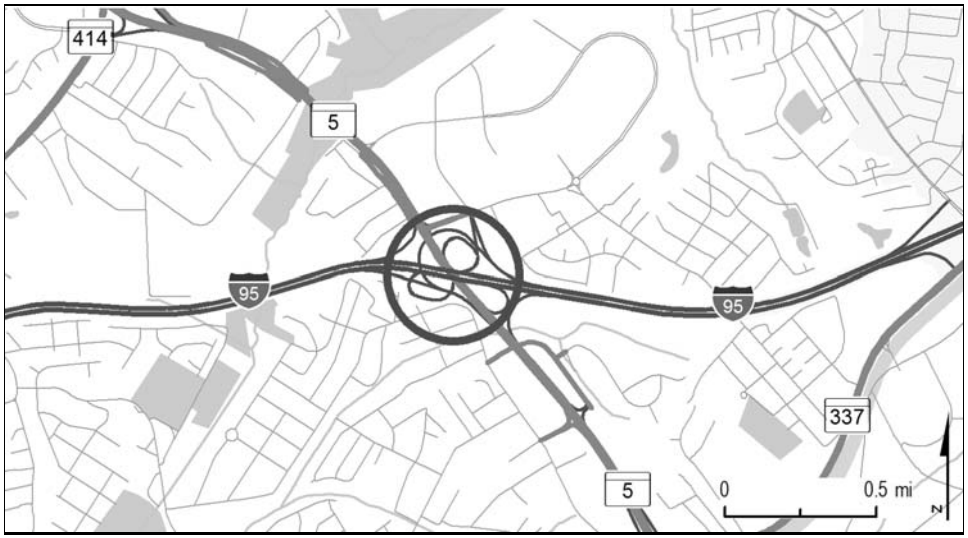
PRINCE GEORGE'S COUNTY MARYLAND

SEMPER EADEM

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	4,669	4,669	0	0	0	0	0	0	0	0
Right-of-way	4,406	1,499	917	1,102	638	250	0	0	2,907	0
Construction	38,302	29,701	8,601	0	0	0	0	0	8,601	0
Total	48,154	36,646	9,518	1,102	638	250	0	0	11,508	0
Federal-Aid	37,022	27,957	7,487	811	517	250	0	0	9,065	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

EXPLANATION: This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $15.0 million is due to additional infrastructure improvements and mitigation needs associated with future Development.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	6,781	4,519	2,262	0	0	0	0	0	2,262	0
Right-of-way	8,764	24	283	2,000	3,232	3,225	0	0	8,740	0
Construction	150,000	0	0	28,780	40,780	43,648	36,792	0	150,000	0
Total	167,106	6,104	2,545	30,780	44,012	46,873	36,792	0	161,002	0
Federal-Aid	123,565	4,803	1,764	22,448	31,808	34,045	28,697	0	118,762	0

CLASSIFICATION:

STATE - Principal Arterial

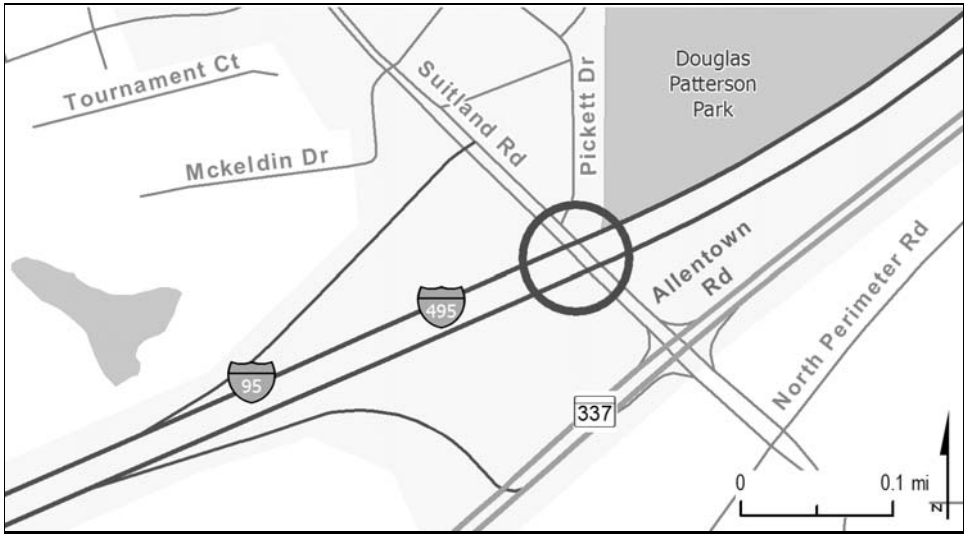
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 220,000

PROJECTED (2035) - 242,100



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 and functionally obsolete.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

- [ ] Safety & Security
- [X] 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $2.1 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,720	1,720	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,901	25	10,635	12,899	10,240	102	0	0	33,876	0
Total	35,621	1,745	10,635	12,899	10,240	102	0	0	33,876	0
Federal-Aid	1,330	1,330	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

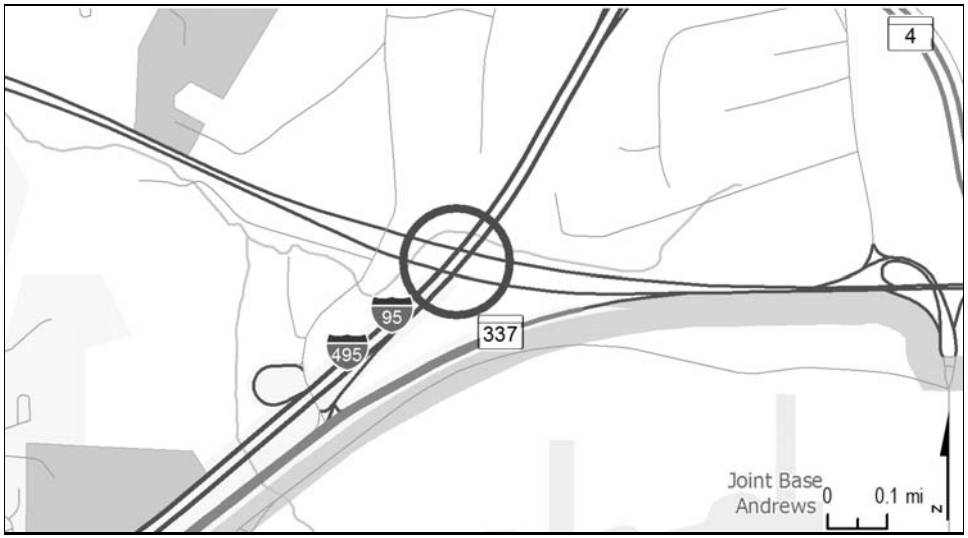
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 and functionally obsolete.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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

- [ ] Safety & Security
- [X] 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 2016 - 21 CTP: The cost increase of $16.2 million is due to a Construction estimate increase based on recent bids and the need for additional Engineering funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	90	1,086	0	0	0	0	0	1,086	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	15,300	14,700	0	0	0	30,000	0
Total	31,176	90	1,086	15,300	14,700	0	0	0	31,086	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

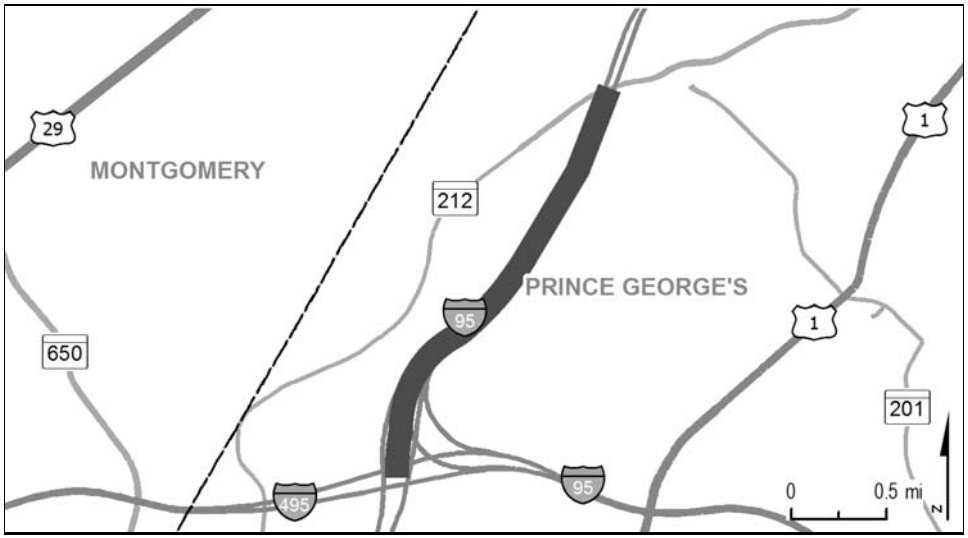
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 201,575

PROJECTED (2035) - 226,350



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from I-495 (Capital Beltway) to MD 212.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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

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

EXPLANATION: The resurfacing extends the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	408	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,596	4,198	8,398	0	0	0	0	0	8,398	0
Total	13,004	4,606	8,398	0	0	0	0	0	8,398	0
Federal-Aid	11,613	3,893	7,720	0	0	0	0	0	7,720	0

CLASSIFICATION:

STATE - Principal Arterial

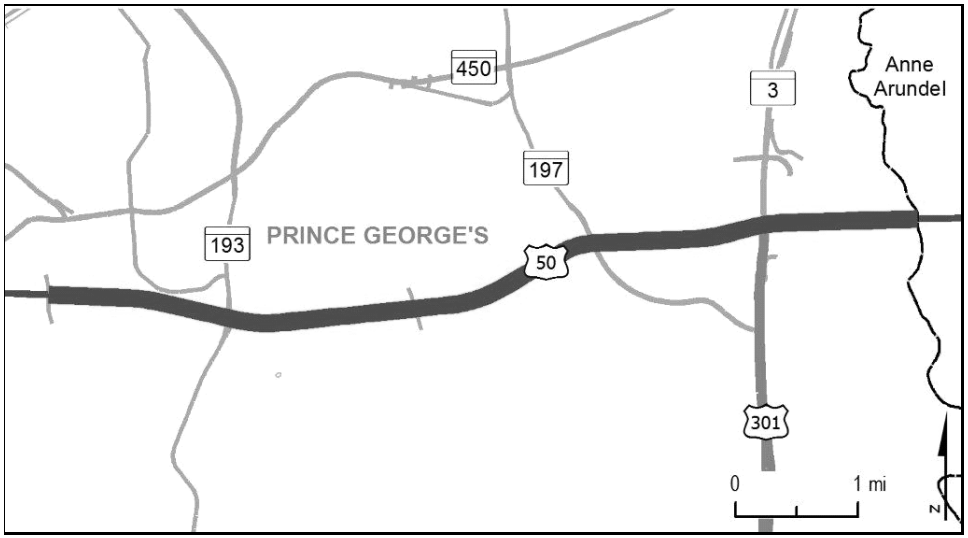
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 200,900

PROJECTED (2035) - 224,800



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 7)
MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)

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

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

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 2016 - 21 CTP: The cost decrease of $1.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	315	65	65	16	0	0	0	146	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,093	841	7,515	2,737	0	0	0	0	10,252	0
Total	11,554	1,156	7,580	2,802	16	0	0	0	10,398	0
Federal-Aid	444	298	65	65	16	0	0	0	146	0

CLASSIFICATION:

STATE - Intermediate Arterial

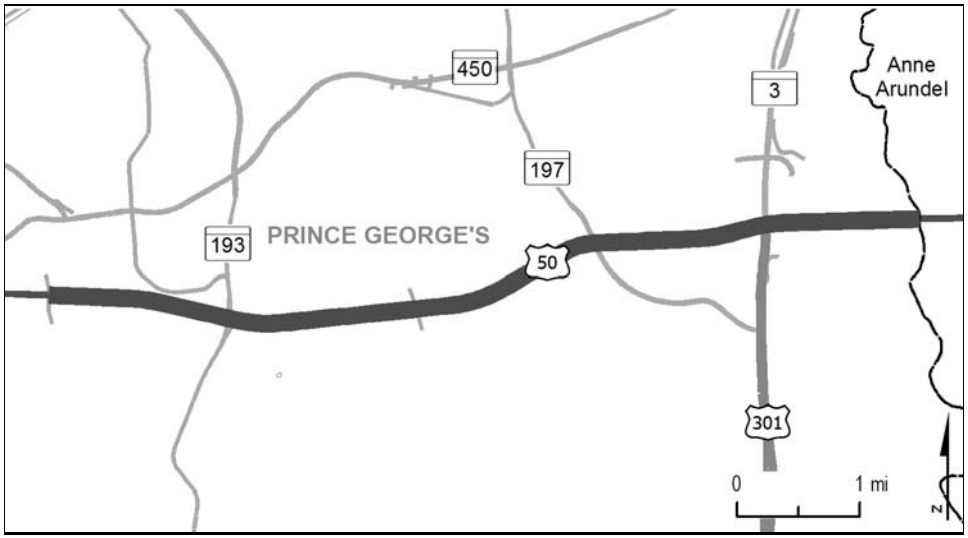
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



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 (Eastbound) (7.3 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 6)
MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)
MD 197, Kenhill Drive to MD 450 Relocated (Line 27)

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

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

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	178	178	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,243	9,256	987	0	0	0	0	0	987	0
Total	10,421	9,434	987	0	0	0	0	0	987	0
Federal-Aid	8,821	7,981	840	0	0	0	0	0	840	0

CLASSIFICATION:

STATE - Intermediate Arterial

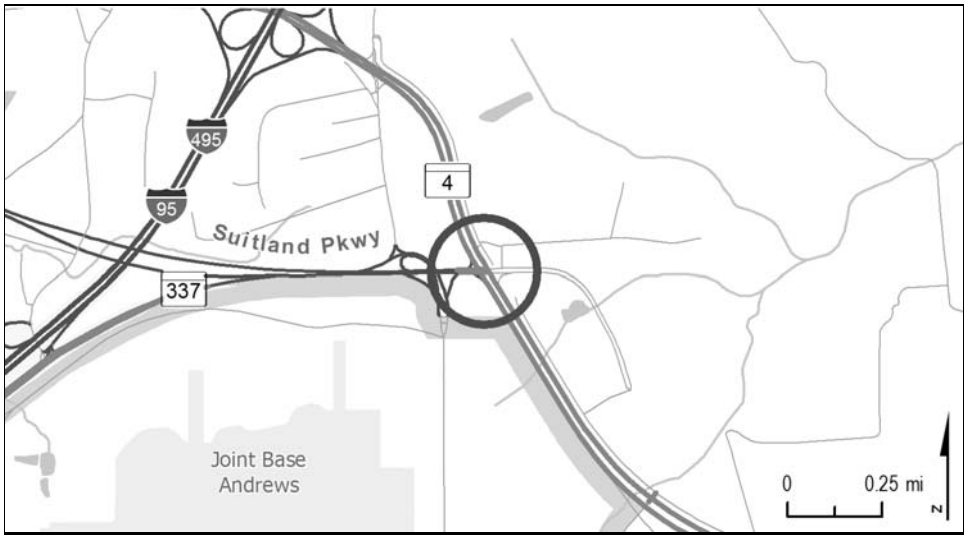
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 4, MD 223 to I-95/I-495 (Line 18)

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

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [X] 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 2016 - 21 CTP: The cost increase of $3.4 million is due to a more detailed engineer's estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,950	10,583	367	0	0	0	0	0	367	0
Right-of-way	24,587	9,303	4,198	3,458	4,862	2,766	0	0	15,284	0
Construction	104,777	1,379	8,181	15,527	21,713	22,531	27,266	8,180	103,398	0
Total	140,314	21,265	12,746	18,985	26,575	25,297	27,266	8,180	119,049	0
Federal-Aid	98,026	13,633	6,665	12,539	18,848	18,009	21,794	6,538	84,393	0

CLASSIFICATION:

STATE - Intermediate Arterial

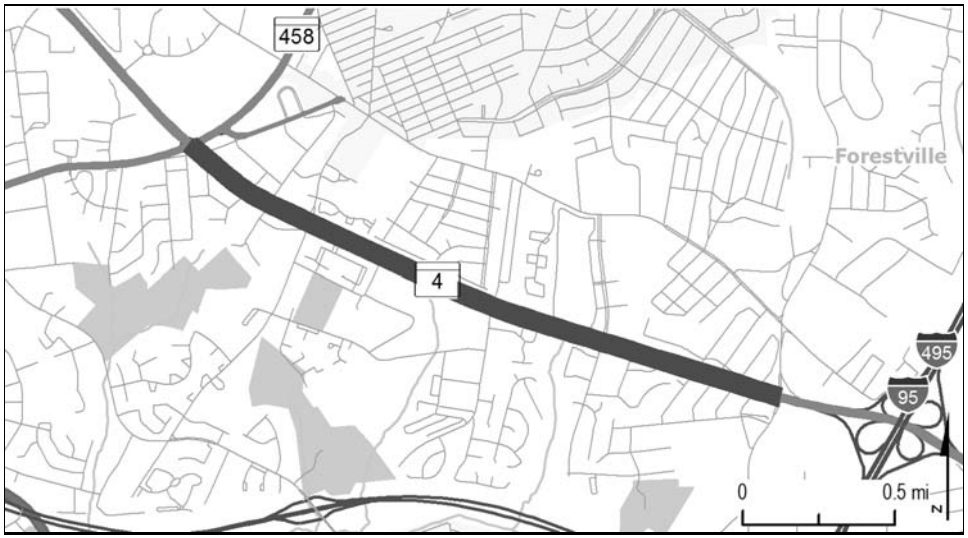
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] 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:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0
Right-of-way	309	309	0	0	0	0	0	0	0	0
Construction	24,324	8,496	15,828	0	0	0	0	0	15,828	0
Total	26,464	10,636	15,828	0	0	0	0	0	15,828	0
Federal-Aid	1,748	1,748	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

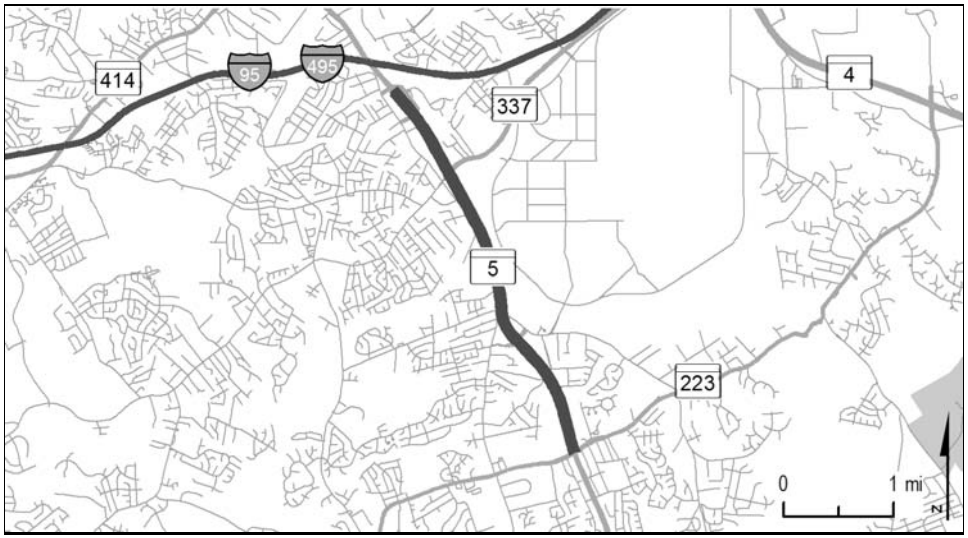
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 44,000

PROJECTED (2035) - 59,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95 (4.0 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 to I-95 (Line 19)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,965	7,965	0	0	0	0	0	0	0	0
Total	8,169	8,169	0	0	0	0	0	0	0	0
Federal-Aid	6,744	6,744	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

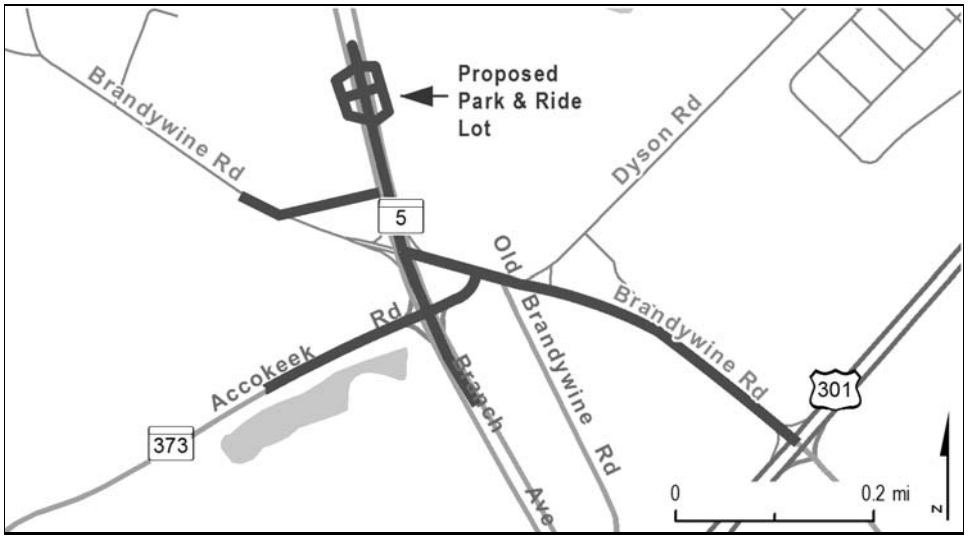
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 145,175

PROJECTED (2035) - 164,375



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 (1.0 miles). 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
US 301, South Corridor Transportation Study (Line 23)
US 301, Waldorf Area Project (Line 25)

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 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 Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $10.3 million is due to a favorable bid.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,628	6,628	0	0	0	0	0	0	0	0
Right-of-way	6,070	4,049	1,191	830	0	0	0	0	2,021	0
Construction	42,834	40	8,707	12,130	12,726	9,231	0	0	42,794	0
Total	55,532	10,717	9,898	12,960	12,726	9,231	0	0	44,815	0
Federal-Aid	34,909	6,903	5,832	7,952	8,243	5,979	0	0	28,006	0

CLASSIFICATION:

STATE - Principal Arterial

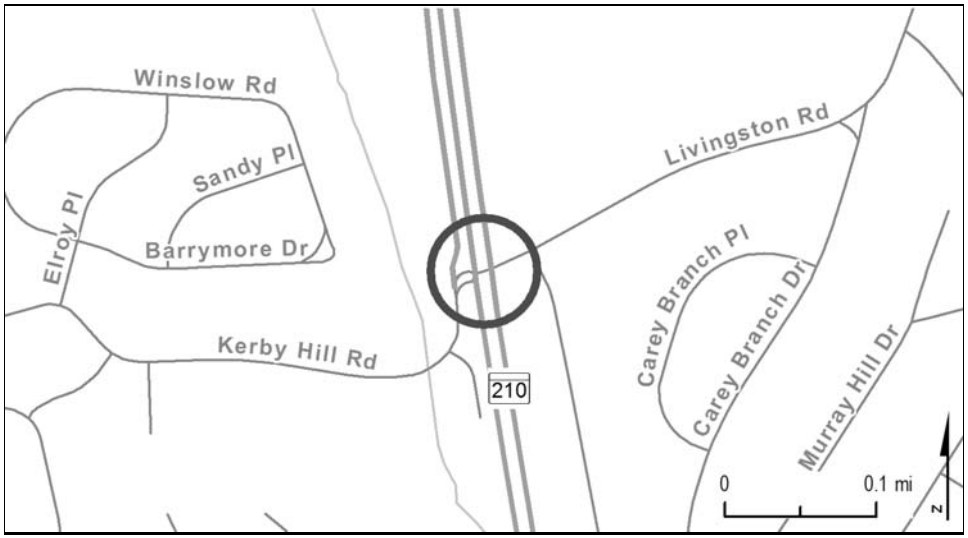
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to 95/I-495 (Line 21)

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

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,011	6,011	0	0	0	0	0	0	0	0
Right-of-way	12,078	5,568	2,268	1,620	1,368	1,254	0	0	6,510	0
Construction	97,300	17,225	21,401	24,103	31,880	2,691	0	0	80,075	0
Total	115,389	28,804	23,669	25,723	33,248	3,945	0	0	86,585	0
Federal-Aid	81,344	17,880	16,892	18,901	24,687	2,984	0	0	63,464	0

CLASSIFICATION:

STATE - Intermediate Arterial

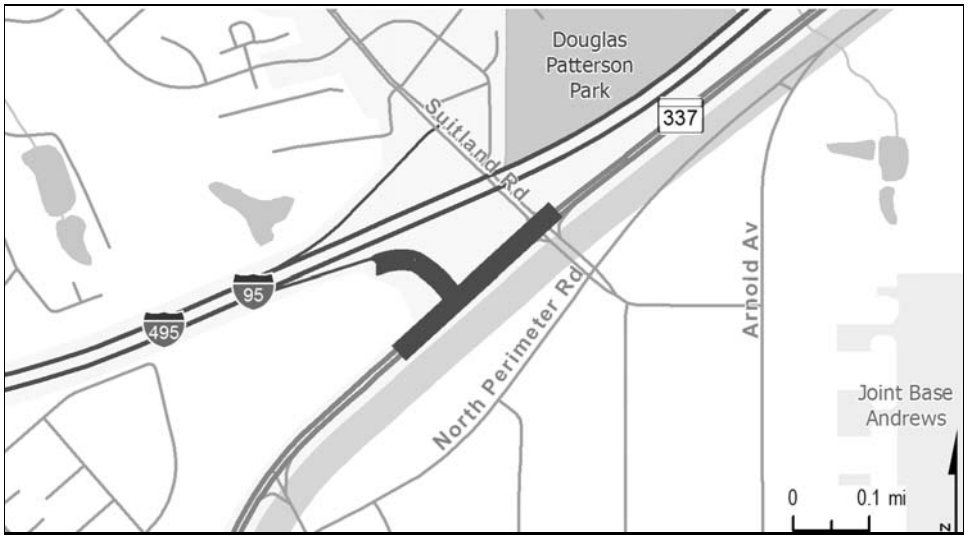
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE 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	275	131	117	27	0	0	0	0	144	0
Construction	5,575	3,587	1,988	0	0	0	0	0	1,988	0
Total	5,850	3,718	2,105	27	0	0	0	0	2,132	0
Federal-Aid	4,772	2,996	1,755	21	0	0	0	0	1,776	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 32,300

PROJECTED (2035) - 38,000

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

- [X] 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:**

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

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,029	2,029	0	0	0	0	0	0	0	0
Right-of-way	252	252	0	0	0	0	0	0	0	0
Construction	8,208	4,010	4,198	0	0	0	0	0	4,198	0
Total	10,489	6,291	4,198	0	0	0	0	0	4,198	0
Federal-Aid	1,933	1,933	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 (2016) - 23,800

PROJECTED (2035) - 32,800

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 193 to I-95, Segments 2 and 3 (Line 32)

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

- [X] 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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $6.3 million is due to a reduced Right-of-Way estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,289	5,295	1,200	994	800	0	0	0	2,994	0
Right-of-way	9,284	1,034	2,000	4,829	1,421	0	0	0	8,250	0
Construction	32,231	0	0	0	3,589	8,709	9,826	10,107	32,231	0
Total	49,804	6,329	3,200	5,823	5,810	8,709	9,826	10,107	43,475	0
Federal-Aid	300	217	83	0	0	0	0	0	83	0

CLASSIFICATION:

STATE - Intermediate Arterial

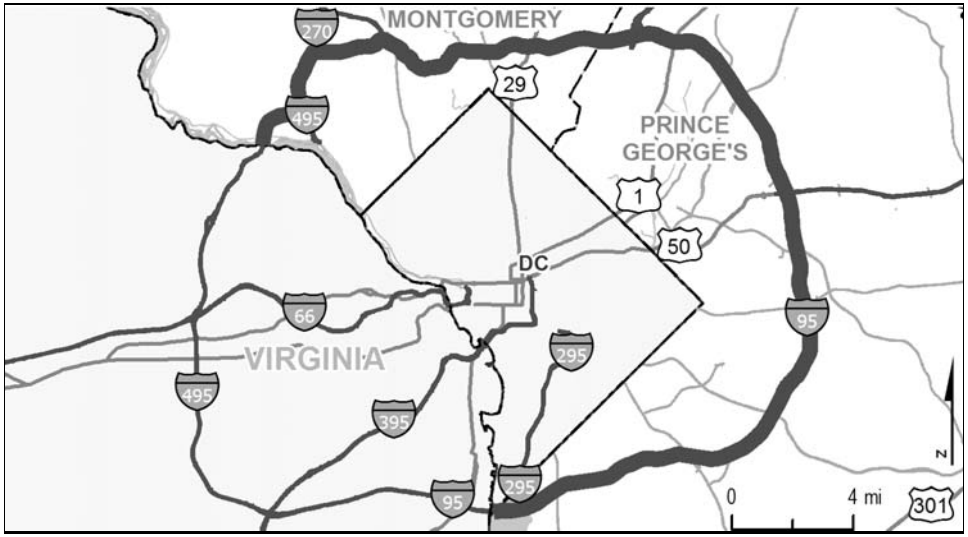
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 48,875

PROJECTED (2035) - 66,825



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
I-95/I-495, Greenbelt Metro Station (Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
I-95, Resurface I-95 from I-495 (Capital Beltway) to MD 212 (Line 5)
MD 4, Interchange at Suitland Parkway (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9	9	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,053	11,053	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

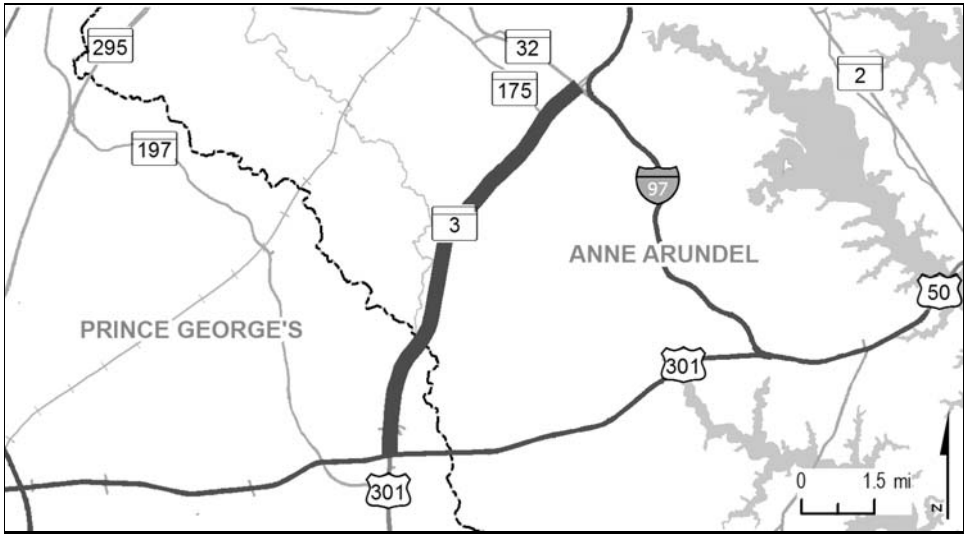
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95, Resurfacing from I-495 (Capital Beltway) to MD 212 (Line 5)
US 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 6)
US 50, East of Lottsford Vista Road to Anne Arundel County Line - Eastbound (Line 7)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)
MD 450, Stonybrook Drive to west of MD 3 (Line 31)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	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	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

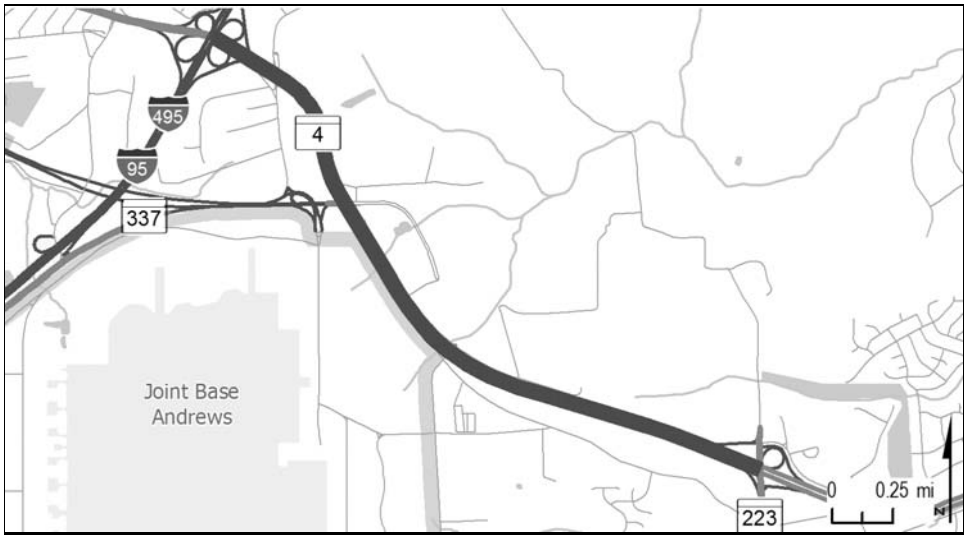
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 65,800 - 84,150

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 8)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 223, Steed Road to MD 4 (Line 29)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

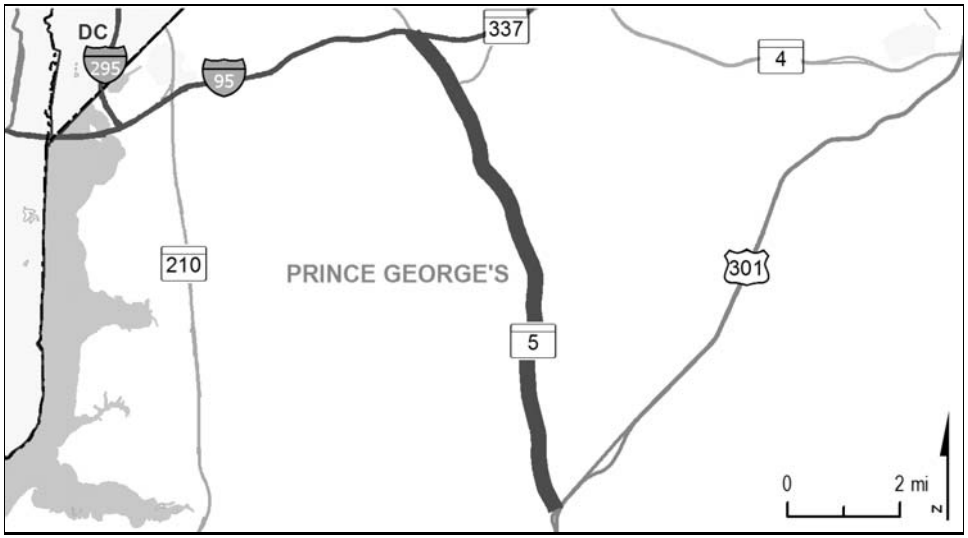
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 10)
I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, Improvements at Linda Lane (Line 20)
US 301, South Corridor Transportation Study (Line 23)
US 301, Waldorf Area Project (Line 25)

STATUS: Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,091	3,961	130	0	0	0	0	0	130	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,854	130	0	0	0	0	0	130	0
Federal-Aid	7,684	7,684	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 (2016) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	608	1,000	750	742	0	0	0	2,492	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	608	1,000	750	742	0	0	0	2,492	0
Federal-Aid	3,100	608	1,000	750	742	0	0	0	2,492	0

CLASSIFICATION:

STATE - Principal Arterial

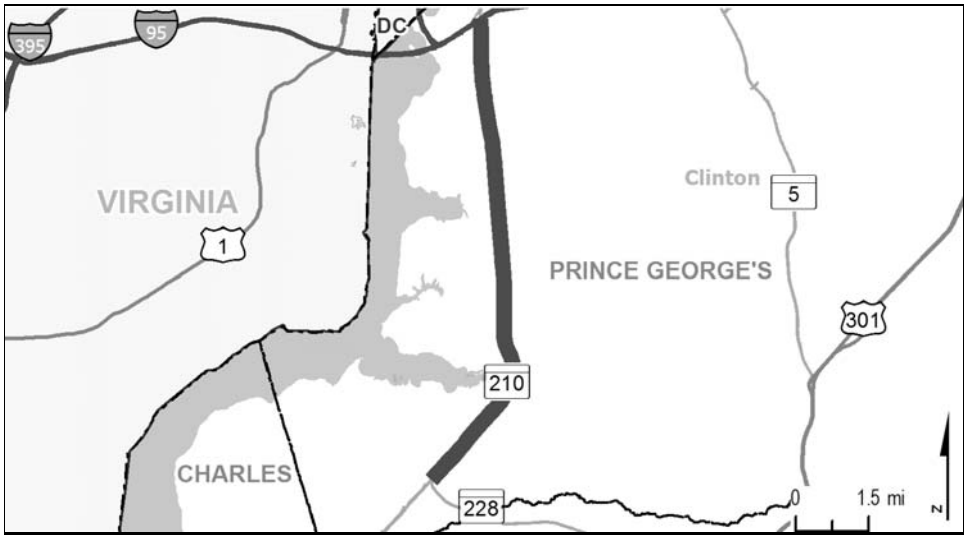
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 135,600

PROJECTED (2035) - 145,000



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multimodal transportation study 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 12)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	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	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

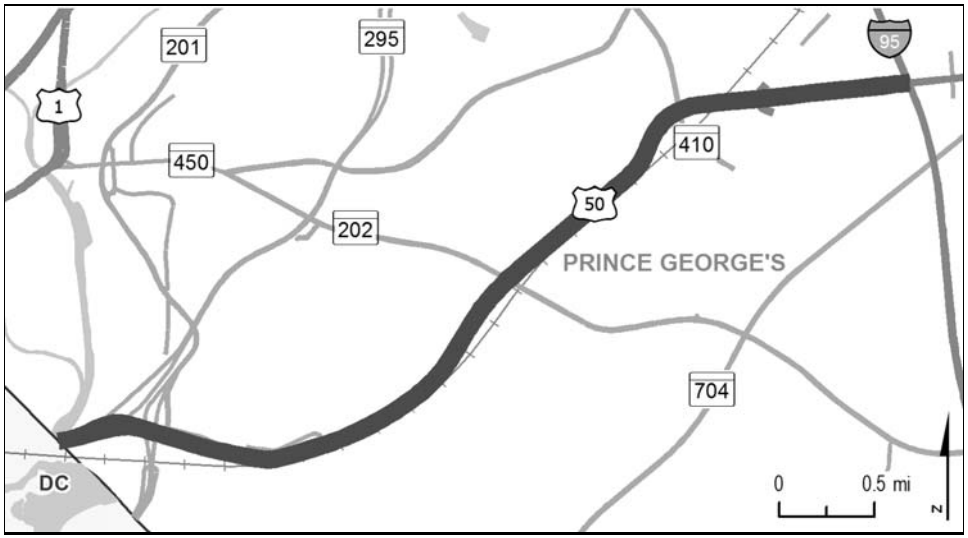
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 milles).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	448	52	0	0	0	0	0	52	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	500	448	52	0	0	0	0	0	52	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

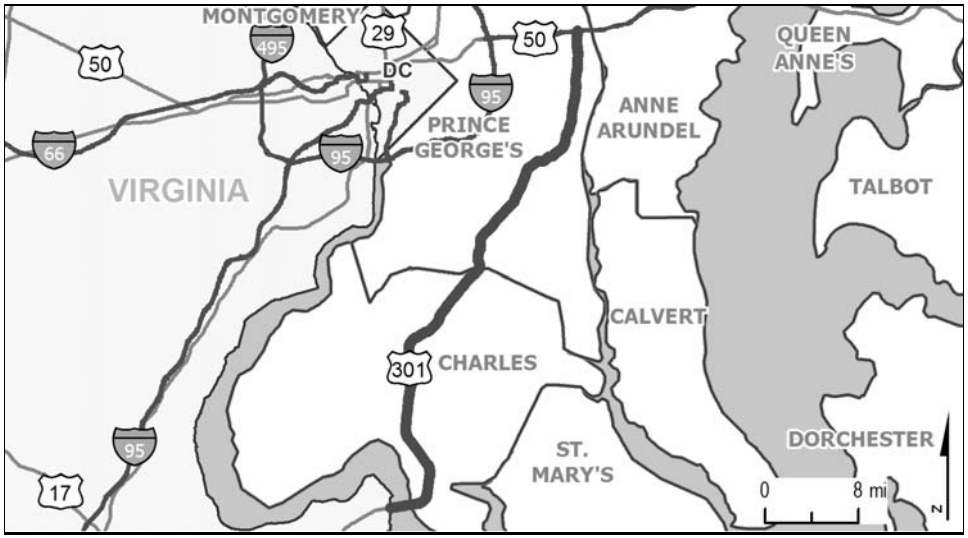
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 11)
MD 3, US 50 to MD 32 (Line 17)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)
US 301, North of Mount Oak Road to US 50 (Line 24)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $15.6 million is due to project being placed on hold.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2016) - 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 23)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

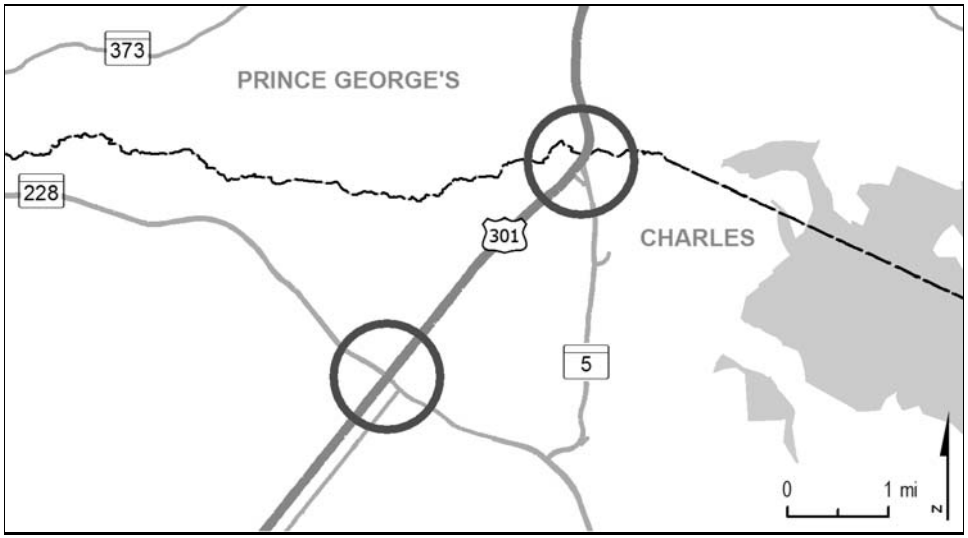
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 11)
MD 5, US 301 to I-95/I-495 (Line 19)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,915	1,000	1,000	1,721	0	0	0	3,721	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	10,915	1,000	1,000	1,721	0	0	0	3,721	0
Federal-Aid	10,269	8,269	1,000	1,000	0	0	0	0	2,000	0

CLASSIFICATION:

STATE - Principal Arterial

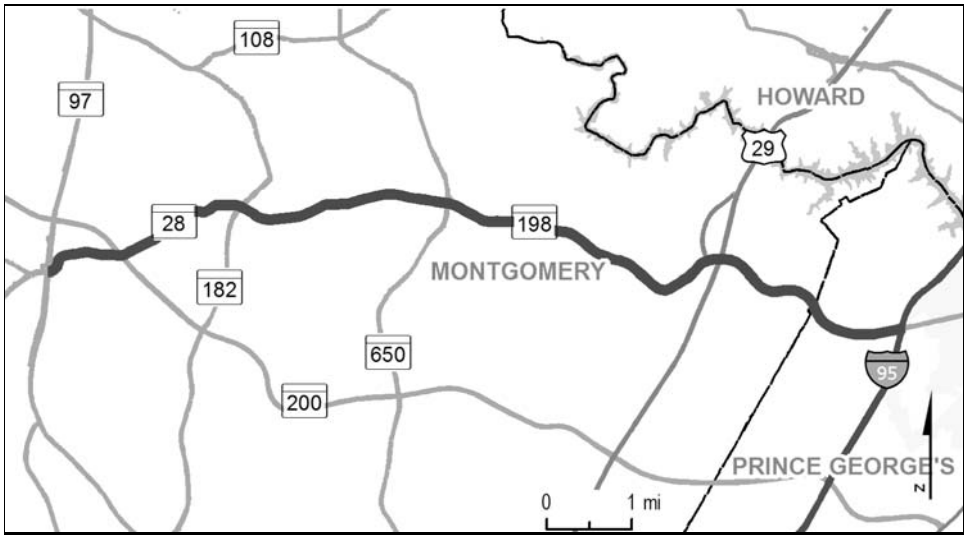
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Montgomery County Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	5,197	1,125	710	0	0	0	0	1,835	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,034	5,199	1,125	710	0	0	0	0	1,835	0
Federal-Aid	3,207	3,207	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 (2016) - 20,000 - 37,500 (MD 28)
16,800 - 47,000 (MD 198)

PROJECTED (2035) - 30,500 - 52,500 (MD 28)
30,000 - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering on-hold. County contributed $1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Engineering funding deferred to FY 2023..

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,588	1,588	0	0	0	0	0	0	0	0
Engineering	10,554	1,750	0	0	0	0	0	0	0	8,804
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	12,142	3,338	0	0	0	0	0	0	0	8,804
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

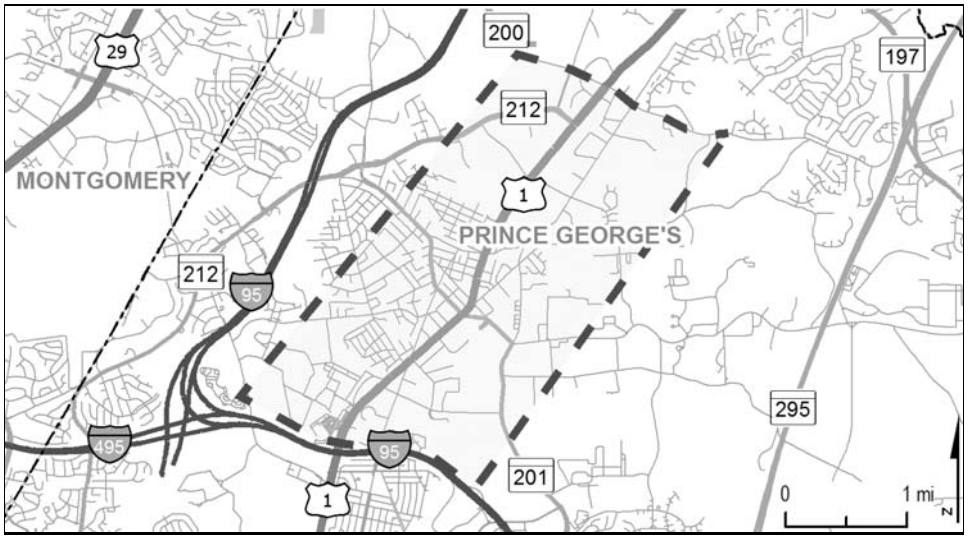
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 32)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

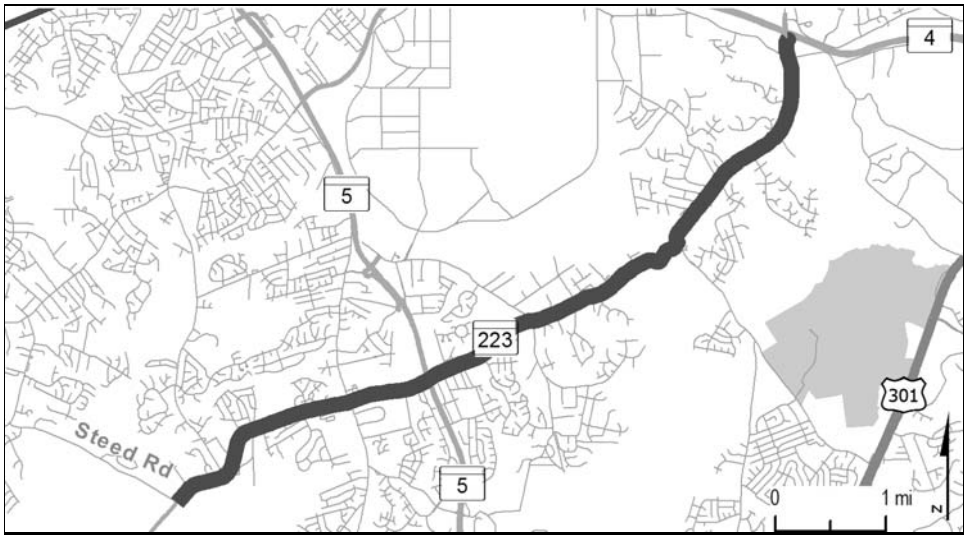
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 47,750

PROJECTED (2035) - 65,500



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 18)
MD 5, US 301 at TB to I-95/495 (Line 19)

STATUS: Corridor Study complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,285	1,285	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	1,285	1,285	0	0	0	0	0	0	0	0
Federal-Aid	587	587	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

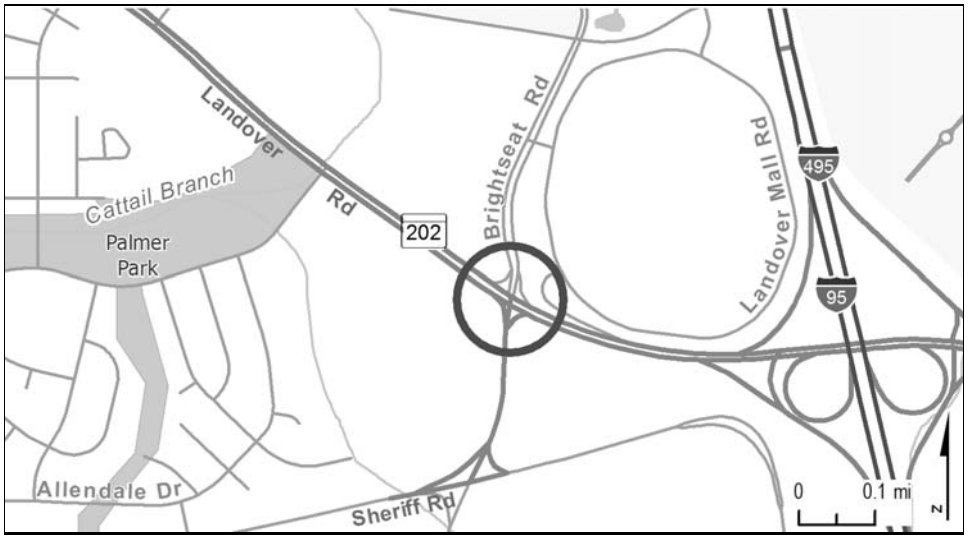
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,450

PROJECTED (2035) - 52,400



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	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	461	461	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 (2016) - 55,850

PROJECTED (2035) - 72,050

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,478	1,478	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	2,812	2,812	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

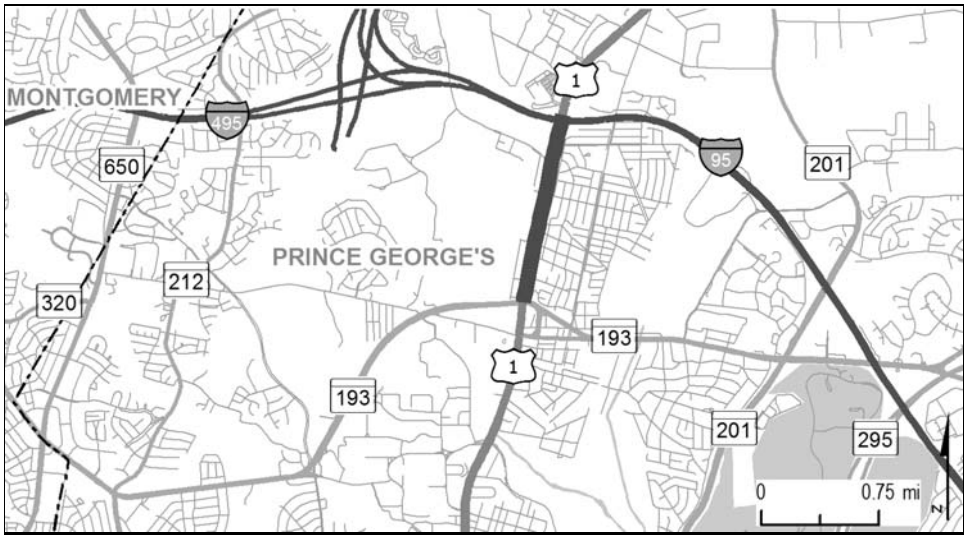
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
US 1, College Avenue to MD 193 (Segment 1) (Line 15)
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 28)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,387	1,387	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	1,387	1,387	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 (2016) - 48,875

PROJECTED (2035) - 66,825

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	3,714	Completed
2	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,700	Completed
3	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	7,088	Completed
4	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	4,008	Completed
5	MD 210 NB	Indian Head Highway; MD 373 to Farmington; resurface	3,113	Completed
6	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,517	Completed
7	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	2,865	Completed
		Environmental Preservation		
8	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
9		At various locations in Prince George's County; mill and resurface	14,458	FY 2017
10	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,021	FY 2017
11	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,526	FY 2017

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
12	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,861	FY 2017
13	MD 193	University Boulevard; Campus Drive to US 1; resurface	5,500	Under construction
14	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	2,829	FY 2017
15	MD 202	Largo Road; Brightseat to MD 704; resurface	2,419	Under construction
16	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	6,017	FY 2017
17	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,736	FY 2017
18	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,772	Under construction
19	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	Under construction
20	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,838	Under construction
21	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,106	Under construction
22	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	2,015	Under construction
23	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,880	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
24		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean/paint bridges	1,905	Under construction
25	I 95	Bridge 1619701 and 1619702 over Patuxent River; clean/paint bridges	2,009	Under construction
26	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,144	Under construction
		Safety/Spot Improvement		
27		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
28		On MD 4 and MD 214; drainage improvement	1,775	FY 2017
29	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,619	Under construction
30	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2017
31	MD 198	Sandy Spring Road; Riding Stable Road to I-95 and mainline I-95 south of ICC to Howard County line; resurface	6,570	Under construction
32	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	560	FY 2017

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction		
33	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
34	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,556	Under construction
35	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction (Funded for preliminary engineering)	2,000	Design Underway
36	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruction (Funded for preliminary engineering)	2,947	Design Underway
		Noise Barriers		
37	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,224	Under construction
		Traffic Management		
38		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,852	FY 2017
39	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,470	Under construction
40	I 95	At I-495 interchange; lighting	2,971	Under construction
41	I 95	Capital Beltway; at I-595 interchange; lighting	2,771	Under construction
42	MD 214	Central Avenue; I-495 and MD 202; signing	2,059	FY 2017

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

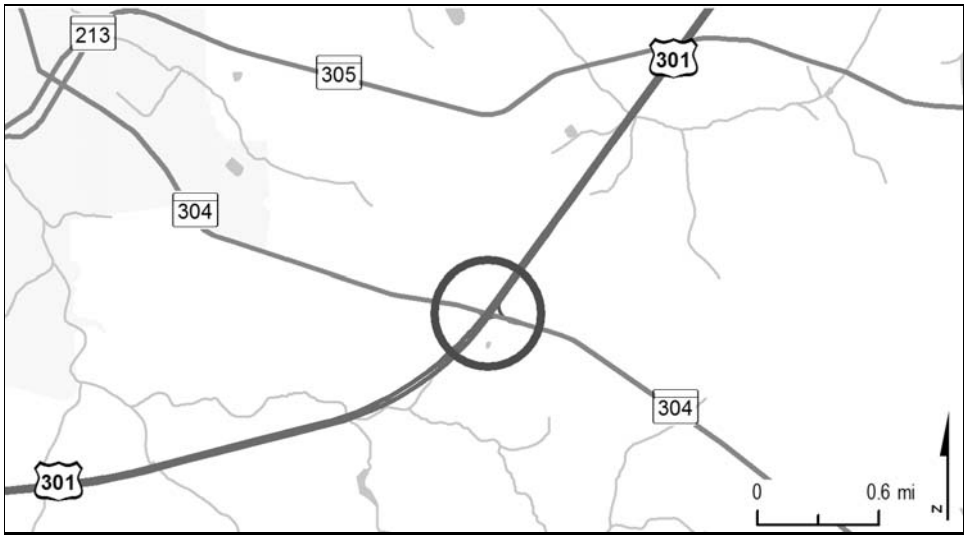
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
43	US 301	Crain Highway; at MD 214; lighting	1,065	Under construction
		Environmental Preservation		
44		Anacostia Gateway Park ; landscape	453	FY 2017
45	US 50	John Hanson Highway; West of I-95 to the AA county line; landscape	1,929	Under construction
46	I 495	Capital Beltway; IRVM, VEG MGMT - MO/PG county line to MD/VA line - Phase 1; landscape	4,347	FY 2017
		Truck Weight		
47		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,184	Under construction
		TMDL Compliance		
48		Rosaryville State Park; drainage improvement (reimbursed by DNR)	0	FY 2017
49		Charles Branch Tributaries; wetlands replacement	4,490	FY 2017
50	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,193	Under construction

SHA

QUEEN ANNE'S COUNTY

1706

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
☒ 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: 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,099	1,099	0	0	0	0	0	0	0	0
Engineering	3,612	3,612	0	0	0	0	0	0	0	0
Right-of-way	4,547	3,351	811	385	0	0	0	0	1,196	0
Construction	34,955	17,740	17,215	0	0	0	0	0	17,215	0
Total	44,213	25,802	18,026	385	0	0	0	0	18,411	0
Federal-Aid	4,370	4,105	211	54	0	0	0	0	265	0

CLASSIFICATION:

STATE - Principal Arterial

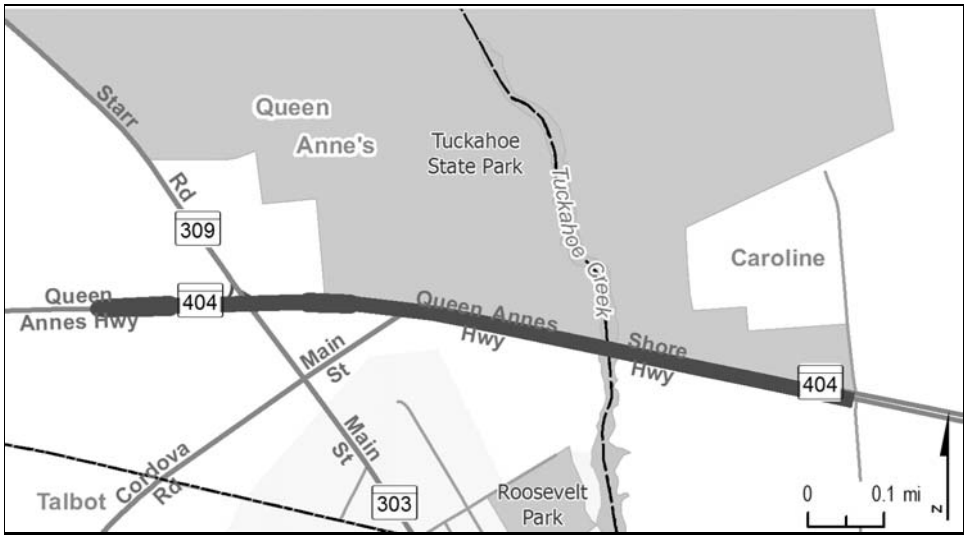
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 22,600 (US301)
5,400 (MD 304)

PROJECTED (2035) - 35,900 (US 301)
8,050 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and 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:
MD 404, US 50 to MD 309 Business (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 reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,182	3,182	0	0	0	0	0	0	0	0
Right-of-way	6,164	4,870	1,294	0	0	0	0	0	1,294	0
Construction	21,857	17,651	4,206	0	0	0	0	0	4,206	0
Total	31,203	25,703	5,500	0	0	0	0	0	5,500	0
Federal-Aid	26,325	21,538	4,787	0	0	0	0	0	4,787	0

CLASSIFICATION:

STATE - Other Principal Arterial

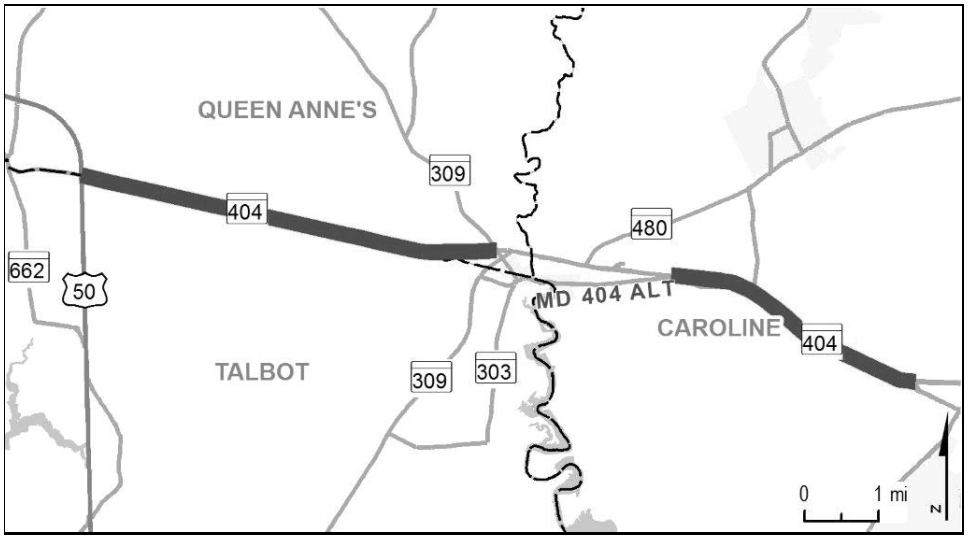
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 17,050

PROJECTED (2035) - 27,700



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 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 reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 4)
MD 404, West of MD 309 to Cemetery Road (Caroline County 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 roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $7.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	10,593	1,000	0	0	0	0	0	1,000	0
Right-of-way	28,797	3,481	7,267	8,597	8,008	1,444	0	0	25,316	0
Construction	127,289	6	50,913	76,370	0	0	0	0	127,283	0
Total	168,238	14,639	59,180	84,967	8,008	1,444	0	0	153,599	0
Federal-Aid	128,065	11,123	45,207	64,289	6,320	1,126	0	0	116,942	0

CLASSIFICATION:

STATE - Other Principal Arterial

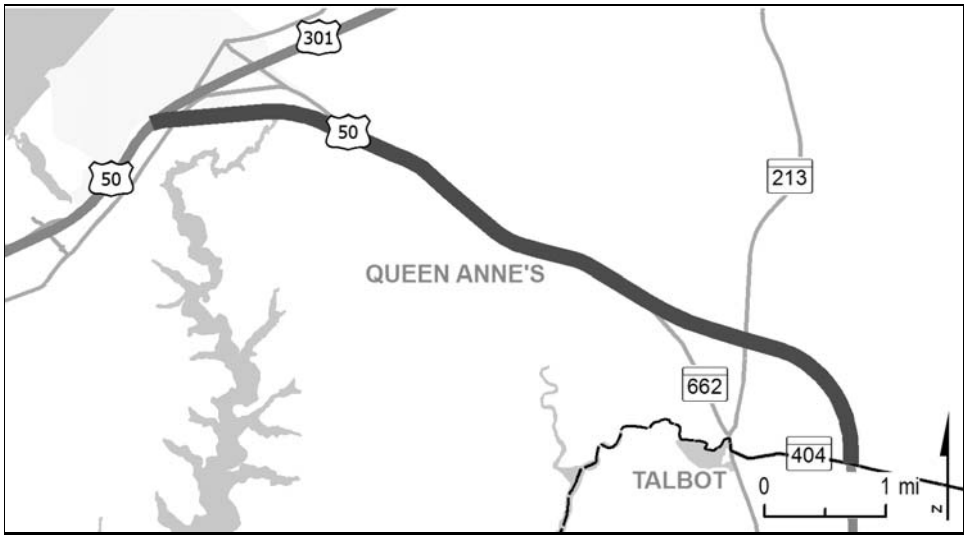
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,175
19,900 (Summer)

PROJECTED (2035) - 21,875
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 6 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 3)

STATUS: Advanced Right-of-Way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,723	6,723	0	0	0	0	0	0	0	0
Right-of-way	12,014	9,791	2,223	0	0	0	0	0	2,223	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,294	18,071	2,223	0	0	0	0	0	2,223	0
Federal-Aid	7,573	7,573	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 (2016) - 53,500
74,500 (Summer)

PROJECTED (2035) - 86,850
100,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

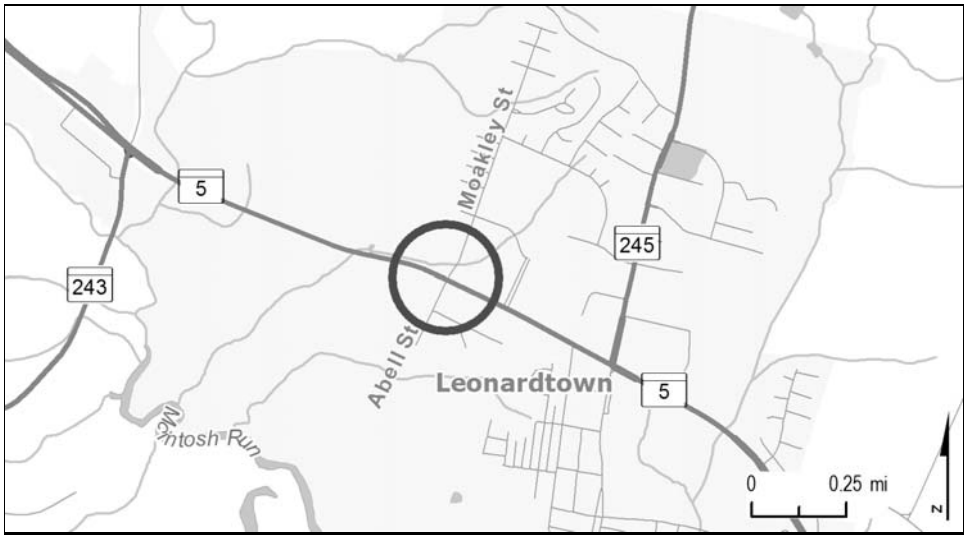
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Queen Anne's County; mill and resurface	5,949	FY 2017
2		At various locations in Queen Anne's County; resurface	6,803	Under construction
3	US 50	Blue Star Memorial Highway; Beginning on SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	6,300	FY 2017
4	US 50	Blue Star Memorial Highway; Structure 17046 over Kent Narrows to US 301; safety and resurface	2,000	FY 2017
		Bridge Replacement/Rehabilitation		
5	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	5,569	FY 2017
		Urban Reconstruction		
6	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
		Traffic Management		
7		East of MD 8 to West of US 50/301 Split; lighting	2,992	Under construction
		Environmental Preservation		
8	MD 544	McGinnes Road; 0.14 miles east of Jim Jungle Road to Jim Jungle Road; landscape	194	FY 2017

SHA

ST. MARY'S COUNTY MARYLAND

1637

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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5 Corridor, MD 243 to MD 245 (Line 5)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	665	1,090	800	445	0	0	0	2,335	0
Right-of-way	3,925	40	1,860	1,400	500	125	0	0	3,885	0
Construction	6,000	0	0	0	506	932	1,192	1,208	3,838	2,162
Total	12,925	705	2,950	2,200	1,451	1,057	1,192	1,208	10,058	2,162
Federal-Aid	4,680	0	0	0	395	727	930	942	2,994	1,686

CLASSIFICATION:

STATE - Minor Arterial

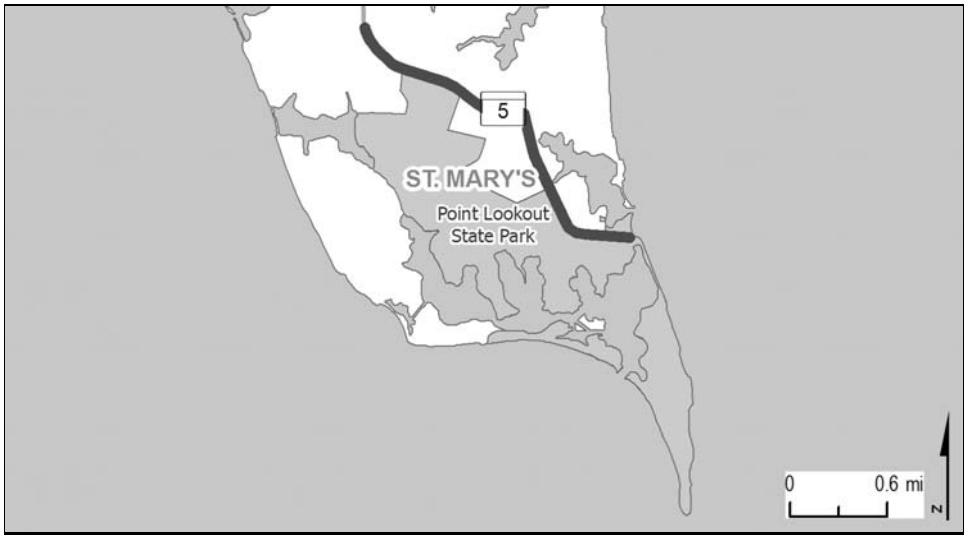
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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
☒ 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 existing roadway does not meet current design standards creating unsafe conditions.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	456	456	0	0	0	0	0	0	0	0
Engineering	2,794	1,584	750	460	0	0	0	0	1,210	0
Right-of-way	2,884	1	819	1,000	545	519	0	0	2,883	0
Construction	13,011	0	0	0	2,446	6,629	3,936	0	13,011	0
Total	19,145	2,041	1,569	1,460	2,991	7,148	3,936	0	17,104	0
Federal-Aid	12,693	296	639	780	2,333	5,575	3,070	0	12,397	0

CLASSIFICATION:

STATE - Major Collector

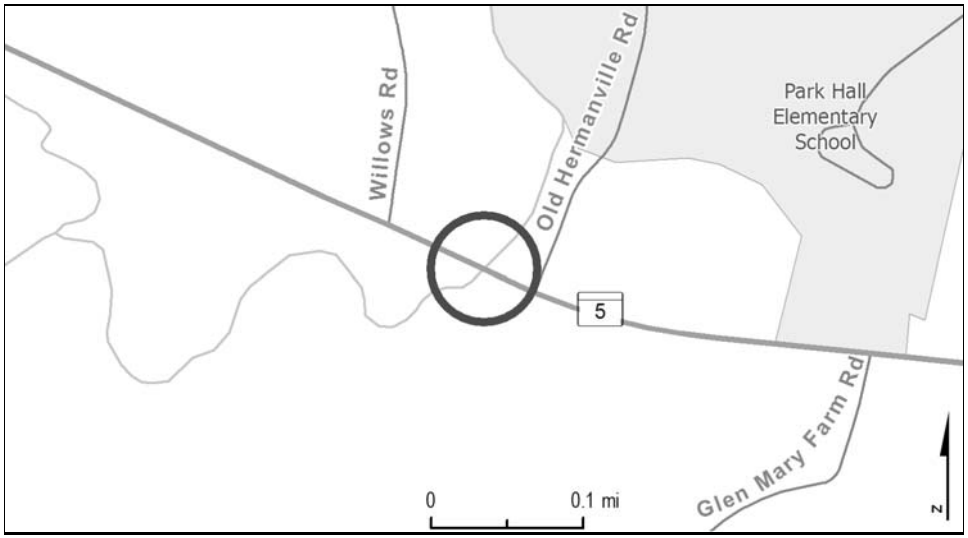
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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

- [X] 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
- [X] 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 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,219	1,219	0	0	0	0	0	0	0	0
Right-of-way	84	84	0	0	0	0	0	0	0	0
Construction	4,958	4,628	330	0	0	0	0	0	330	0
Total	6,261	5,931	330	0	0	0	0	0	330	0
Federal-Aid	4,297	4,039	258	0	0	0	0	0	258	0

CLASSIFICATION:

STATE - Major Collector

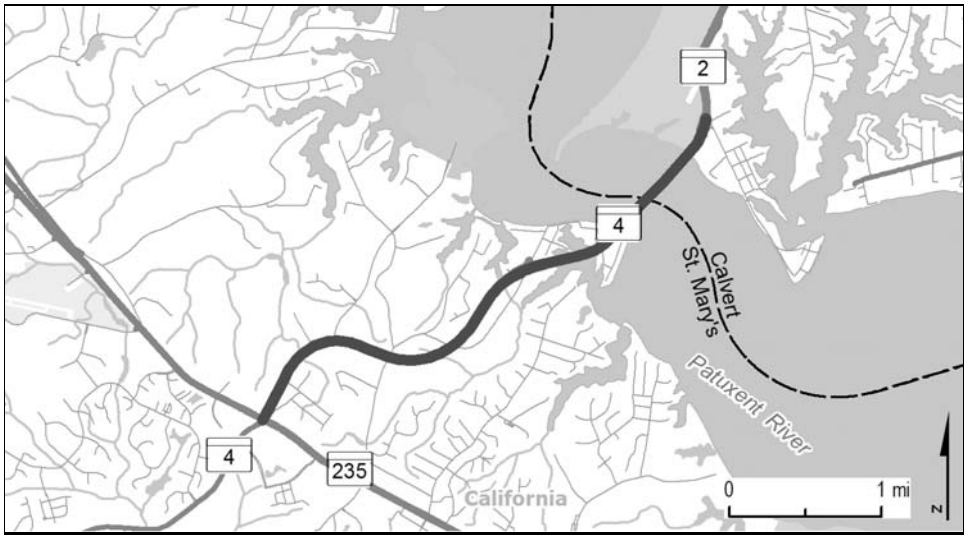
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 accomodations 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,914	121	0	0	0	0	0	121	0
Engineering	15,000	603	3,750	3,750	3,750	3,147	0	0	14,397	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	20,035	5,517	3,871	3,750	3,750	3,147	0	0	14,518	0
Federal-Aid	3,557	3,436	121	0	0	0	0	0	121	0

CLASSIFICATION:

STATE - Intermediate Arterial

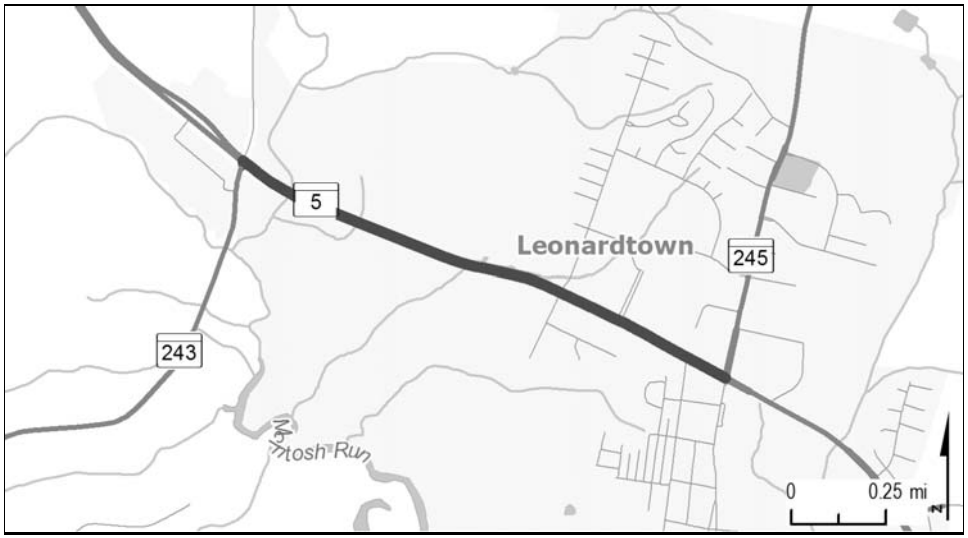
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 impovements will improve safety, reduce congestion, and provide capacity for planned development.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, at Abell Street/Moakley Street (Line 1)
MD 245, MD 5 to Baldridge Street (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

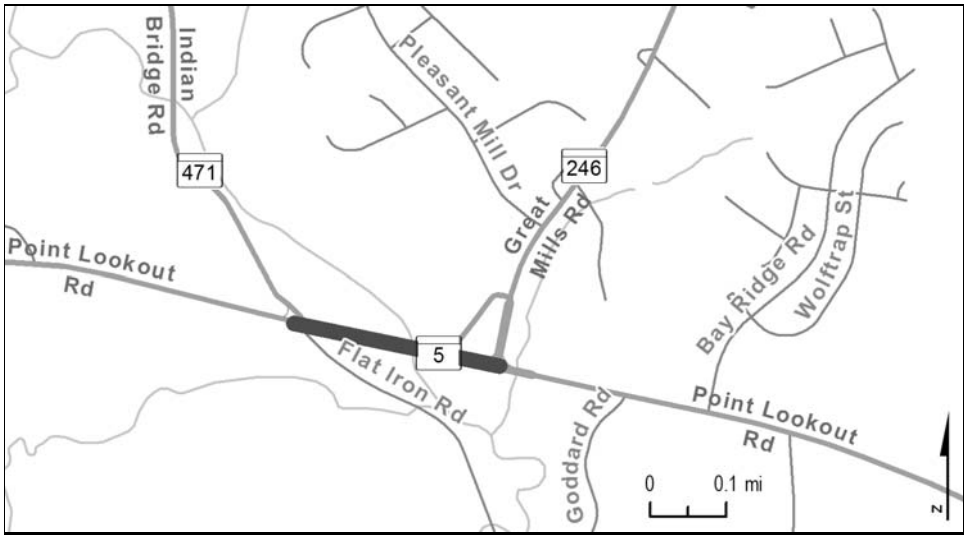
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 improvments will reduce congestion and provide capacity for planned development.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,342	692	400	250	0	0	0	0	650	0
Engineering	2,907	178	480	670	829	750	0	0	2,729	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	4,249	870	880	920	829	750	0	0	3,379	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 (2016) - 21,950

PROJECTED (2035) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7

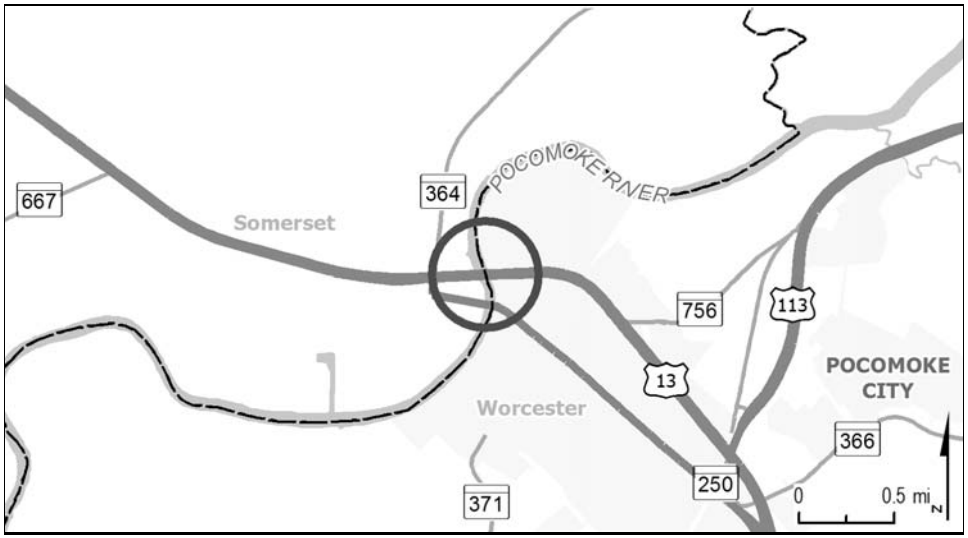
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Enhancements		
		Pedestrian/Bicycle Facilities		
1		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,789	Completed
		Congressional Earmarks		
2		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO) (complete)	0	
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in St. Mary's county; mill and resurface	11,400	Under construction
4		At various locations in St. Mary's county; resurface	10,409	Under construction
		Safety/Spot Improvement		
5	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,813	Under construction
6	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	499	FY 2017
		Sidewalks		
7	MD 245	Hollywood Road; MD 5 to Baldridge Street - Phase 1; sidewalks	765	FY 2017

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements		
8	MD 234	Budds Creek Road; at MD 242; roundabout	2,768	FY 2017
		Congressional Earmarks		
9		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark $1.5 million) and (Earmark $500,000; CO)	0	

SHA

SOMERSET COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601, built in 1966, and 2301602, built in 1959, over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $3.3 million is due to the replacement of bearings that were not included in the original scope of work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,925	19,020	905	0	0	0	0	0	905	0
Total	20,435	19,530	905	0	0	0	0	0	905	0
Federal-Aid	16,197	15,472	725	0	0	0	0	0	725	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 14,350

PROJECTED (2035) - 17,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

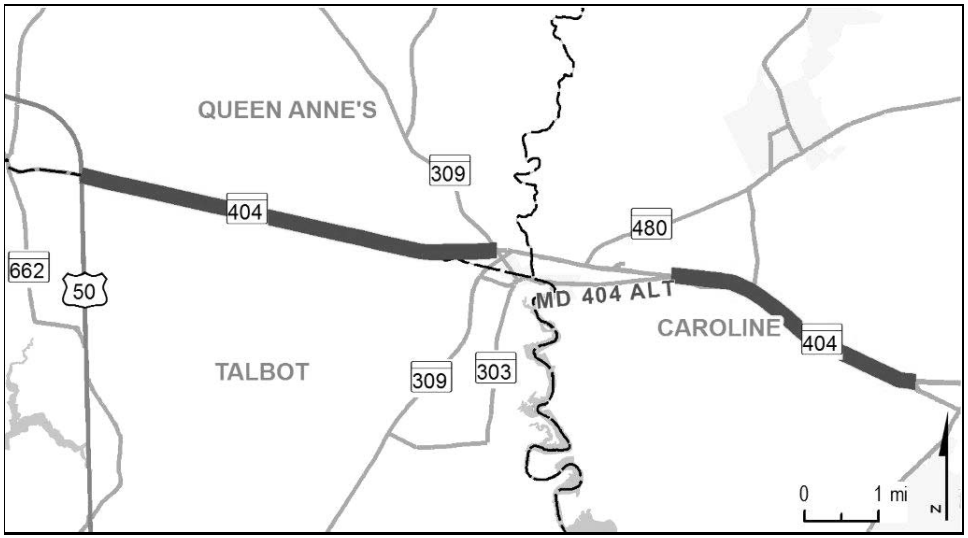
STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Somerset county; resurface	9,025	FY 2017
2		At various locations in Somerset county; resurface	7,924	Under construction
		Bridge Replacement/Rehabilitation		
3	US 13	Ocean Highway; Bridge 1900302 over Kings Creek; bridge rehabilitation	1,828	Under construction
		Safety/Spot Improvement		
4	MD 413	Crisfield Highway; At Tulls Corner Road; geometric improvements	3,500	FY 2018

SHA

THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

TALBOT COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 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 reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)
MD 404, West of MD 309 to Cemetery Road (Caroline County 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 roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $7.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	10,593	1,000	0	0	0	0	0	1,000	0
Right-of-way	28,797	3,481	7,267	8,597	8,008	1,444	0	0	25,316	0
Construction	127,289	6	50,913	76,370	0	0	0	0	127,283	0
Total	168,238	14,639	59,180	84,967	8,008	1,444	0	0	153,599	0
Federal-Aid	128,065	11,123	45,207	64,289	6,320	1,126	0	0	116,942	0

CLASSIFICATION:

STATE - Other Principal Arterial

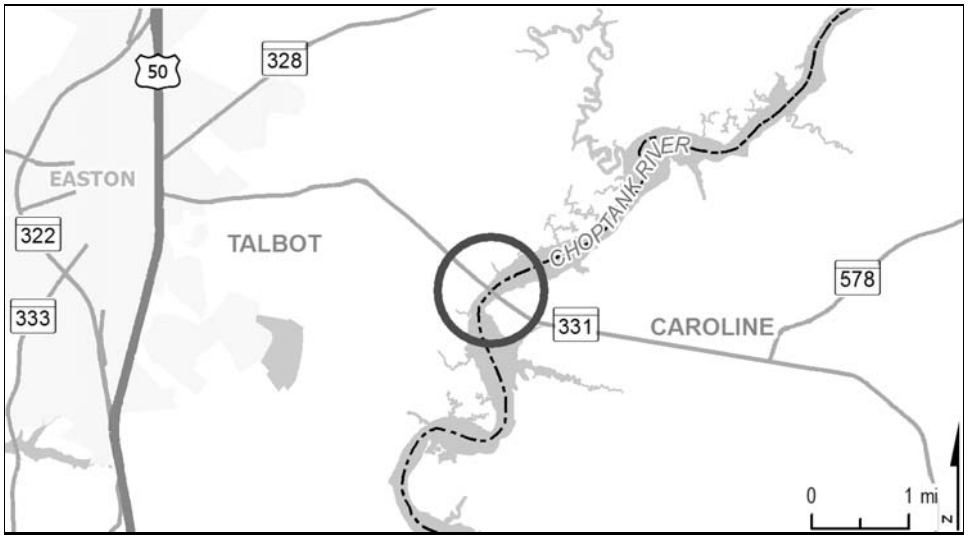
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,175
19,900 (Summer)

PROJECTED (2035) - 21,875
26,900 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over 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: Constructing 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. This bridge, built in 1932, is functionally obsolete.

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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,792	862	2,072	858	0	0	0	0	2,930	0
Construction	55,388	34,594	11,287	9,507	0	0	0	0	20,794	0
Total	61,439	37,715	13,359	10,365	0	0	0	0	23,724	0
Federal-Aid	47,054	29,260	9,621	8,173	0	0	0	0	17,794	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 16,750

PROJECTED (2035) - 22,650

PROJECT: Maintenance Facility in Easton

DESCRIPTION: Improve existing lab/office buildings and design new maintenance buildings as well as associated facilities.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility no longer meets SHA's current needs.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Engineering is complete. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,308	2,308	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,541	0	4,396	6,512	6,512	2,121	0	0	19,541	0
Total	21,849	2,308	4,396	6,512	6,512	2,121	0	0	19,541	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 (2016) - NA

PROJECTED (2035) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

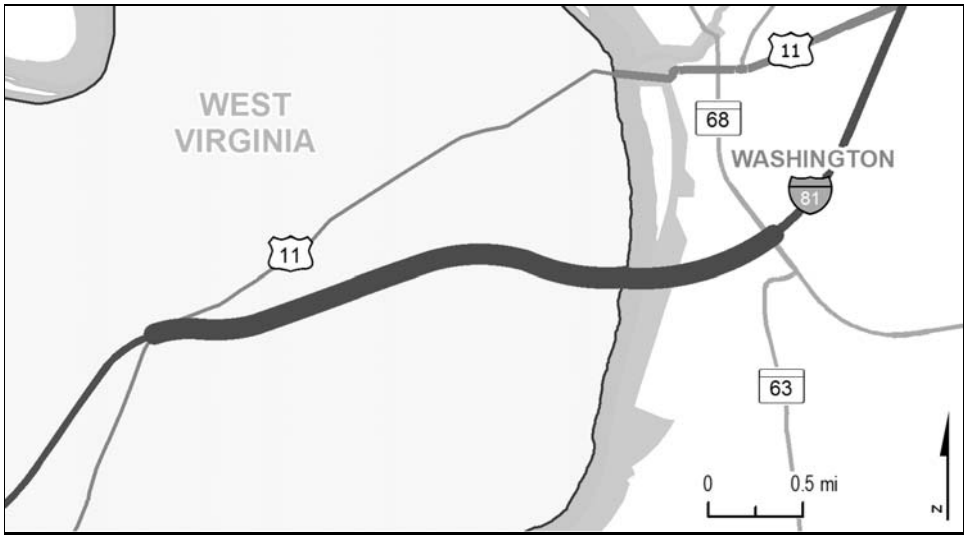
STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Talbot County; mill and resurface	5,945	FY 2017
2		At various locations in Talbot county; resurface	7,077	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	259	Under construction
		Urban Reconstruction		
4	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2017

SHA

WASHINGTON COUNTY MARYLAND 1776

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Engineering underway. Construction to begin during current fiscal year. West Virginia is contributing $38.0 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $3.0 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,090	2,468	2,622	0	0	0	0	0	2,622	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	88,000	0	17,880	26,546	25,339	18,235	0	0	88,000	0
Total	93,090	2,468	20,502	26,546	25,339	18,235	0	0	90,622	0
Federal-Aid	43,082	1,825	9,732	11,765	11,258	8,502	0	0	41,257	0

CLASSIFICATION:

STATE - Principal Arterial

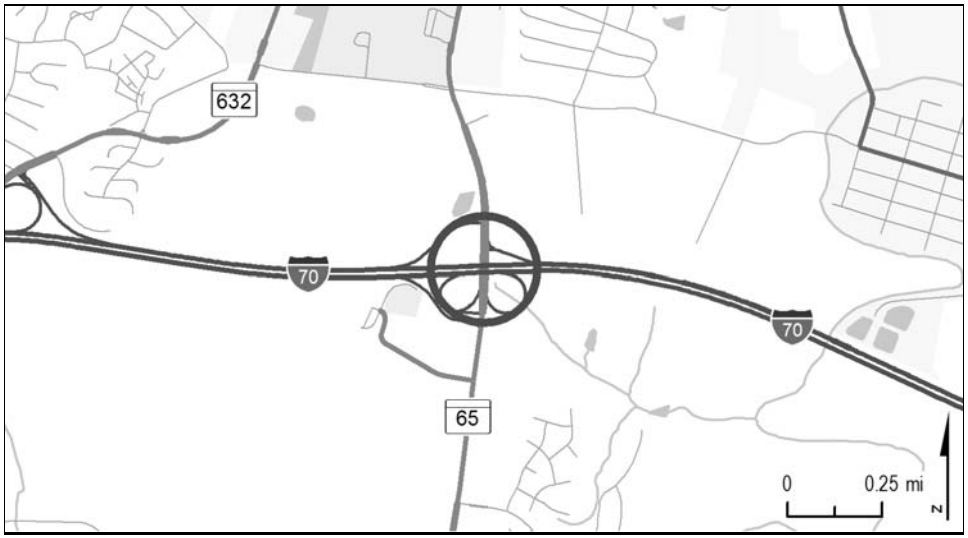
FEDERAL - Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 63,400

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,529	479	1,050	0	0	0	0	0	1,050	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	1,529	479	1,050	0	0	0	0	0	1,050	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

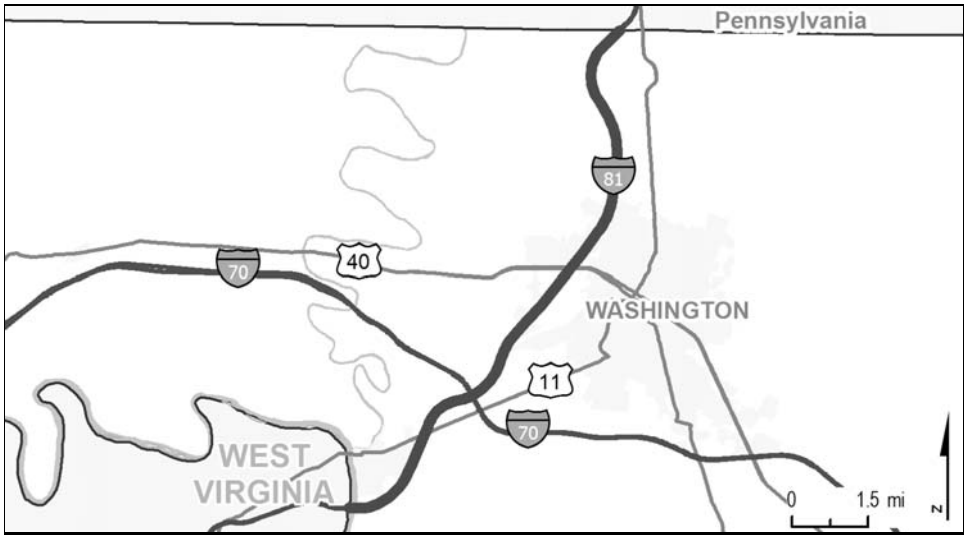
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 64,800

PROJECTED (2035) - 77,150



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to upgrade and widen I-81 to a 6 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added $5.0 million to Engineering.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,517	3,517	0	0	0	0	0	0	0	0
Engineering	5,000	0	800	1,200	1,000	1,000	1,000	0	5,000	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	8,517	3,517	800	1,200	1,000	1,000	1,000	0	5,000	0
Federal-Aid	7,056	3,056	640	960	800	800	800	0	4,000	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 45,450 - 80,850

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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Washington County	5,583	Completed
2	US 40	National Pike; Walnut Street to Crest View Road; resurface	2,432	Completed
3	I 81 NB	Maryland Veterans' Memorial Highway; Halfway Boulevard Bridge to Pennsylvania state line; resurface	4,708	Completed
		Safety/Spot Improvement		
4	I 70	Eisenhower Memorial Highway; US 40 Alt to 0.5 miles east of Black Rock Road Bridge; guard rail	865	Completed
5	I 81	Maryland Veterans' Memorial Highway; Halfway Boulevard to PA state line; guard rail	2,468	Completed
6	US 340	Jefferson Pike; Valley Road to Keep Tryst Road; guard rail	280	Completed
		Congressional Earmarks		
7		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.3 million; PE) (Complete)	0	
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
8		At various locations in west Washington County; mill and resurface	4,421	FY 2017
9		At various locations in east Washington County; mill and resurface	5,695	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	US 40	National Pike; Nottingham Drive to Cannon Avenue; sidewalks	1,136	FY 2017
11	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	2,047	Under construction
12	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	3,480	Under construction
		Bridge Replacement/Rehabilitation		
13		Bridge 2105100, 2105203/04, 2105301/02, 2105401/02 and 2105601/02 on I-81; clean/paint bridges	2,517	FY 2017
14		Bridge 2108300 over I-81; bridge deck overlay	2,601	FY 2017
15		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean/paint bridges	1,464	Under construction
16	MD 63	Spielman Road; Structure 21047X0 over St. James Run; small structure replacement	2,000	FY 2017
17	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	6,000	FY 2017
18	I 70	Bridge 2112900 over Beaver Creek; bridge rehabilitation	1,862	Under construction
19	I 70	Eisenhower Memorial Highway; Bridge 2106900, 2109203, 2109204 and 2111400; clean/paint bridges	1,304	Under construction
20	I 70 EB	Eisenhower Memorial Highway; Bridge 2108900 over I-70 Ramp A in I-70/I-68 Interchange; bridge rehabilitation	4,858	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement		
21	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	6,342	Under construction
		Urban Reconstruction		
22	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	6,900	FY 2017
		Environmental Preservation		
23		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	FY 2018
		Intersection Capacity Improvements		
24	US 40 AL	E Baltimore Street; at New Intersection Southern Boulevard; geometric improvements	2,300	FY 2017
25	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	1,800	FY 2017
26	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	4,270	Under construction
		TMDL Compliance		
27		At various locations in Washington county - Group 1B; drainage improvement	5,114	FY 2017
28		Tree planting at various locations; landscape	3,345	FY 2017
29		Chesapeake Bay Watershed implemenation plan - tree establishment at various locations; landscape	204	FY 2017

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
30		At various locations in Washington County - group 1; drainage improvement	2,290	FY 2017
31		At various locations in Washington county - group 1A; drainage improvement	5,194	FY 2017
32	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,736	Under construction
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities (cont'd)		
33		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2017
		Landscaping/Scenic Beautification/Mitigation		
34		Rehabilitate C&O Canal Interpretive Water Intake	297	Underway

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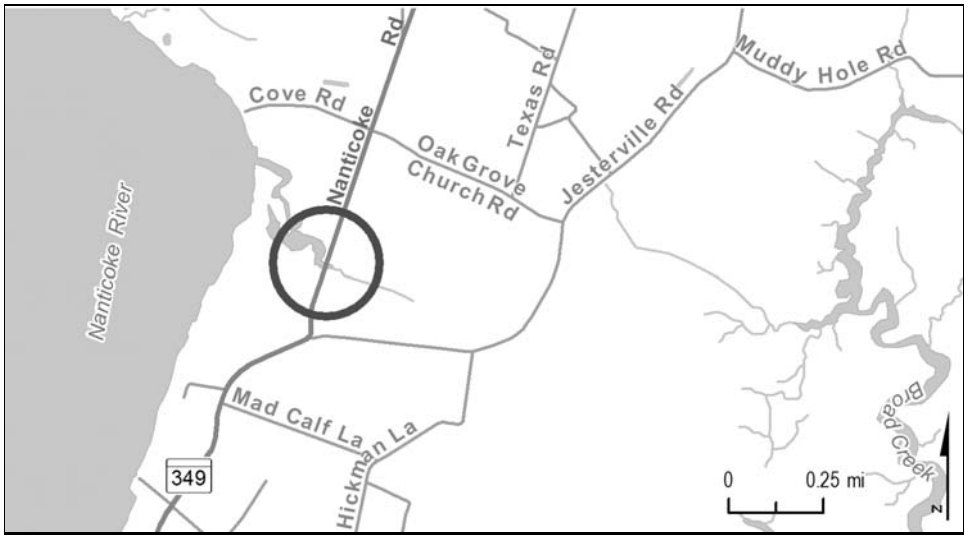
WICOMICO COUNTY, MARYLAND · 1867

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
☐ 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 bridge substructure and superstructure requires reconstruction.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $0.8 million is due to reduced Engineering needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	340	340	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0
Construction	2,636	532	2,104	0	0	0	0	0	2,104	0
Total	3,011	907	2,104	0	0	0	0	0	2,104	0
Federal-Aid	258	258	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 (2016) - 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 August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Wicomico County; resurface	4,567	Completed
		Bridge Replacement/Rehabilitation		
2	MD 349	Nanticoke Road; Small structure 22078X0 over Dennis Creek; miscellaneous	383	Completed
		Safety/Spot Improvement		
3		Melson Road; drainage improvement	60	Completed
4	US 13 BUS	South Fruitland Boulevard; At South Division Street; geometric improvements	2,849	Completed
5	US 13 BUS	Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,561	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
6		At various locations in Wicomico county; resurface	10,960	FY 2017
7		At various locations in Wicomico county; resurface	8,060	Under construction
8	US 50 BU	Salisbury Parkway; Boundary Street to Ward Street; resurface	1,300	FY 2017
9	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	2,290	Under construction

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 August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
10	US 13	Salisbury Bypass; US 13 Business to south of US 50; bridge deck replacement	32,478	FY 2017
11	MD 54	Delmar Road; Bridge 22029X0 over Mockingbird Creek; miscellaneous	2,329	FY 2017
		Safety/Spot Improvement		
12	US 50 BU	East Salisbury Parkway; Ward Street to Main Street; geometric improvements	2,000	FY 2017
13	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,671	Under construction
14	US 13 BUS	Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	7,597	Under construction
		Intersection Capacity Improvements		
15	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	2,174	Under construction
		Truck Weight		
16	US 13	North Salisbury Boulevard; Mallard Drive to Winner Boulevard; weigh station	9,000	FY 2017
		Enhancements		
		Pedestrian/Bicycle Facilities		
17		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 2017

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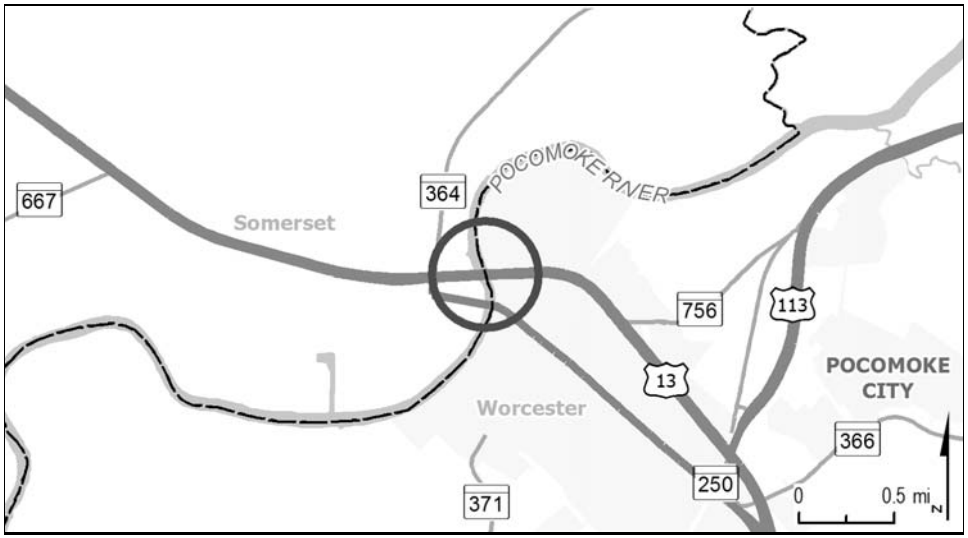
WORCESTER COUNTY

WORCESTER COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601, built in 1966, and 2301602, built in 1959, over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $3.3 million is due to the replacement of bearings that were not included in the original scope of work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,925	19,020	905	0	0	0	0	0	905	0
Total	20,435	19,530	905	0	0	0	0	0	905	0
Federal-Aid	16,197	15,472	725	0	0	0	0	0	725	0

CLASSIFICATION:

STATE - Other Principal Arterial

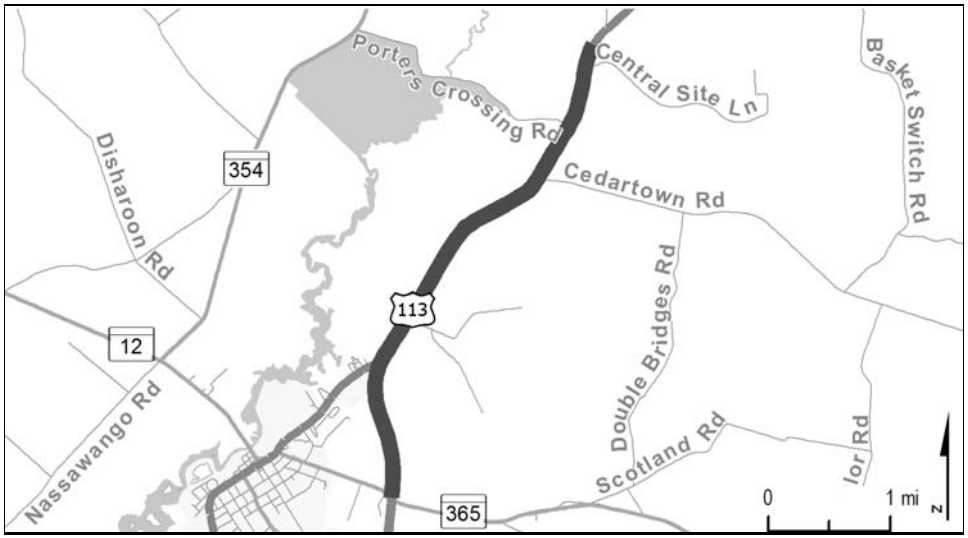
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 14,350

PROJECTED (2035) - 17,100



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Massy Branch to Five Mile Branch (Phase 3) (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 decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,745	4,745	0	0	0	0	0	0	0	0
Right-of-way	15,523	1,025	3,954	3,954	3,954	2,636	0	0	14,498	0
Construction	65,557	0	6,335	19,661	22,951	16,610	0	0	65,557	0
Total	85,825	5,770	10,289	23,615	26,905	19,246	0	0	80,055	0
Federal-Aid	68,887	4,933	8,208	18,869	21,501	15,376	0	0	63,954	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 9,275 - 9,800

PROJECTED (2035) - 13,775 - 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Rd. to Five Mile Branch (Phase 4) (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 decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.9 million is due to utilities being relocated underground.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,207	3,207	0	0	0	0	0	0	0	0
Right-of-way	11,989	4,190	4,211	3,541	47	0	0	0	7,799	0
Construction	37,079	16,709	20,370	0	0	0	0	0	20,370	0
Total	52,275	24,106	24,581	3,541	47	0	0	0	28,169	0
Federal-Aid	37,682	16,520	19,075	2,087	0	0	0	0	21,162	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 9,275 -9,800

PROJECTED (2035) - 13,775-17,000

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

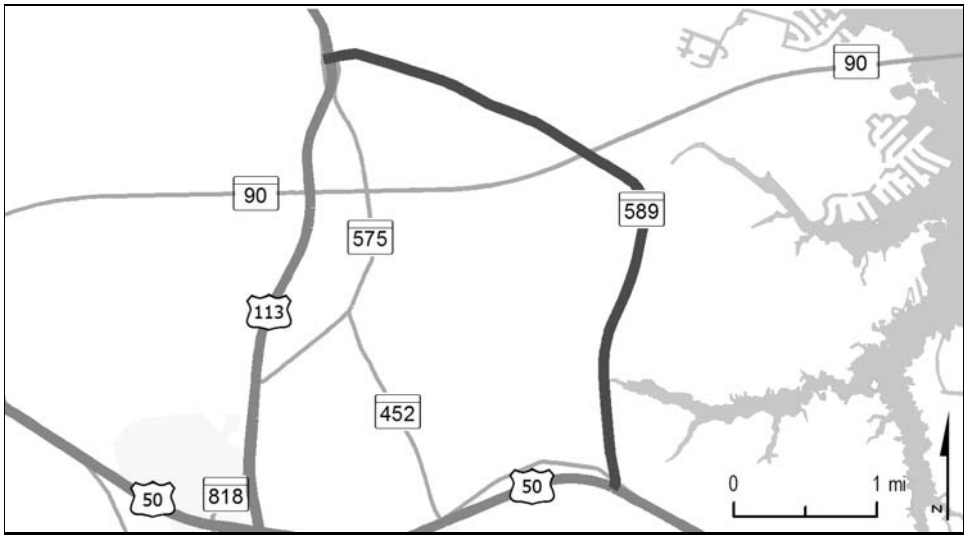
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 17,900
51,400 (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
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,417	1,417	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	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	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 (2016) - 21,900
28,800 (Summer)

PROJECTED (2035) - 28,800
48,950 (Summer)

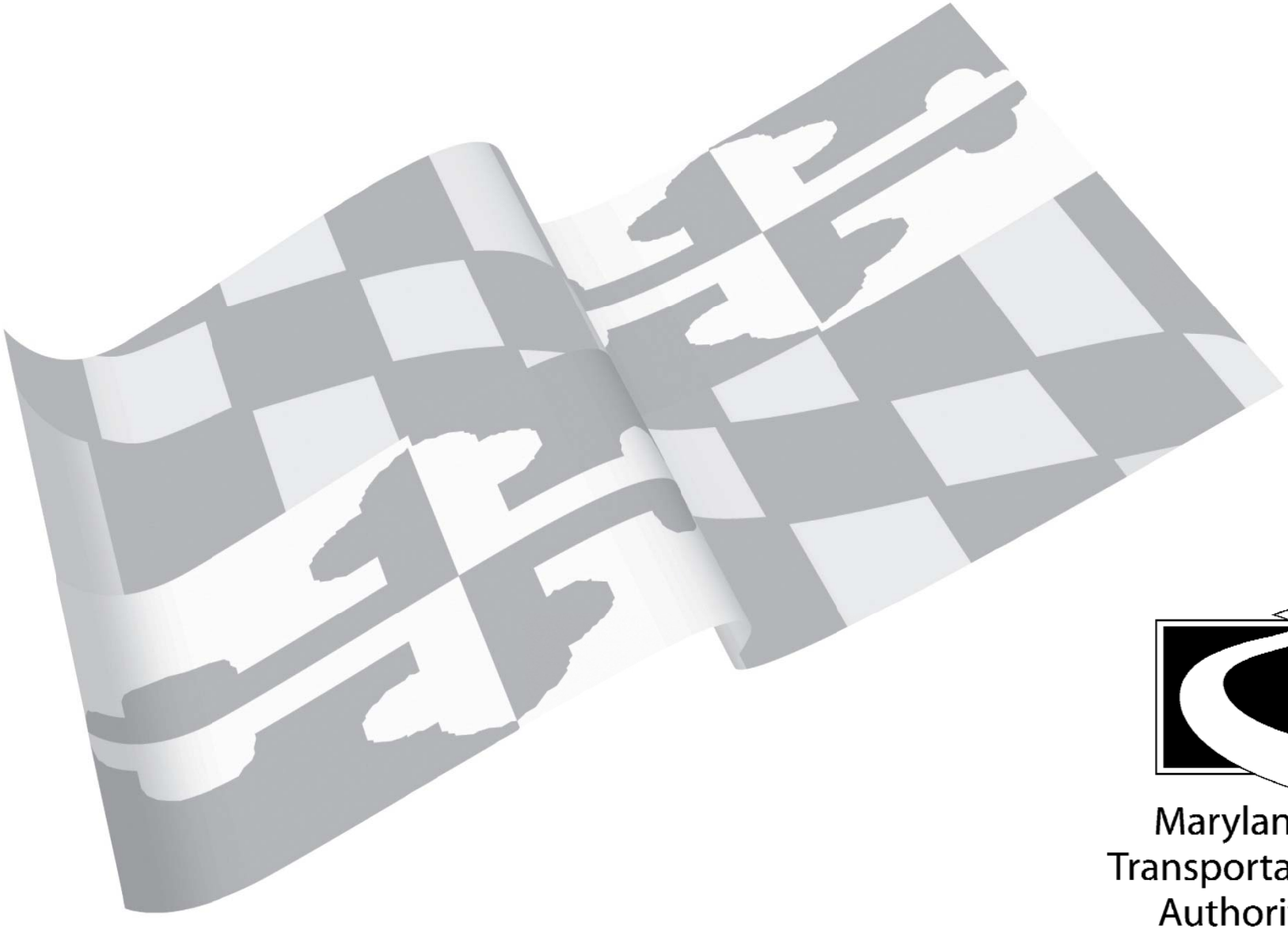
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		At various locations in Worcester county; resurface	8,233	Completed
2		Various locations in Worcester County; resurface	4,623	Completed
3	MD 528	Coastal Highway; Delaware state line to 62nd Street; resurface	3,886	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
4		At various locations in Worcester County; mill and resurface	11,798	FY 2017
5	US 113	Worcester Highway; North of US 13 to south of US 113 Business; resurface	3,300	FY 2017
		Bridge Replacement/Rehabilitation		
6	MD 90	Ocean City Expressway; Bridge 2302000 over St. Martins River and Bridge 2302100 over Assawoman Bay; bridge rehabilitation	2,391	FY 2017
		Safety/Spot Improvement		
7	US 13 BUS	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	186	FY 2017
		Urban Reconstruction		
8	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; urban reconstruction	5,949	FY 2017

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		C.H.A.R.T. Projects		
9		US 50 and MD 90 - CHART DMS deployment; miscellaneous	957	FY 2017

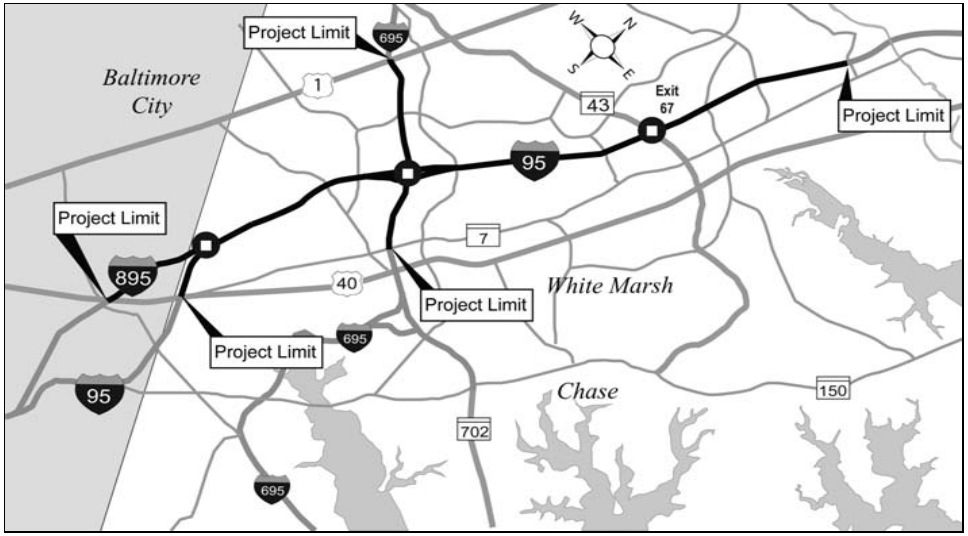


Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	SIX-YEAR TOTAL
Construction Program							
Major Projects	225.4	223.4	201.2	158.6	59.2	1.8	869.6
System Preservation Minor Projects	91.9	163.6	240.2	156.0	184.0	241.5	1,077.2
Development & Evaluation Program	13.6	9.3	9.3	9.6	7.3	-	49.2
TOTAL	331.0	396.3	450.7	324.2	250.5	243.3	1,996.0



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
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS: None.

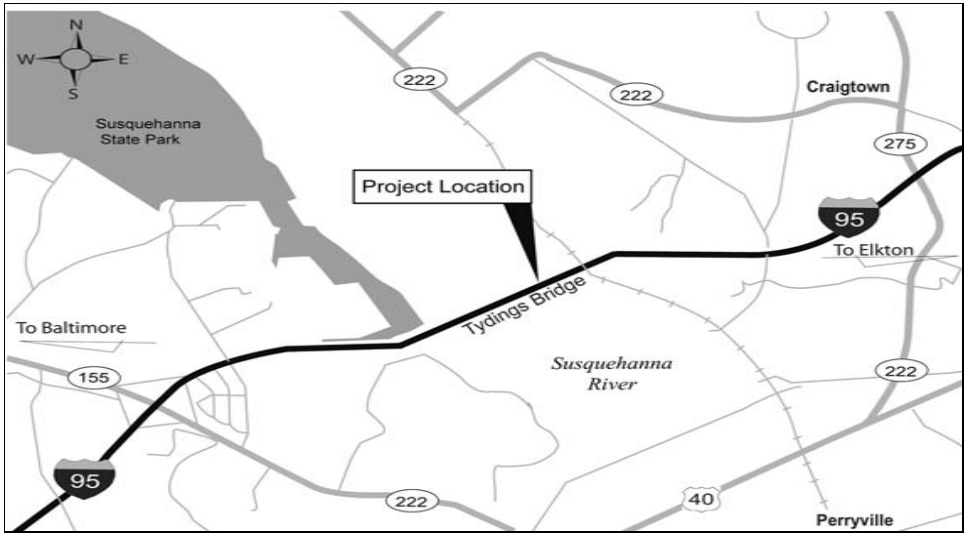
STATUS: The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	119,732	119,732	0	0	0	0	0	0	0	0
Right-of-way	47,507	47,361	146	0	0	0	0	0	146	0
Construction	924,448	875,204	49,244	0	0	0	0	0	49,244	0
Total	1,097,719	1,048,329	49,390	0	0	0	0	0	49,390	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116, 2343



PROJECT: I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

DESCRIPTION: Clean and paint rusted seams and crevices and paint the flat surfaces of the Tydings Bridge where the paint is showing wear. Also, perform necessary structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the bridge is showing wear. This project will address existing wear and prevent further wear.

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

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

EXPLANATION: This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

ASSOCIATED IMPROVEMENTS:
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

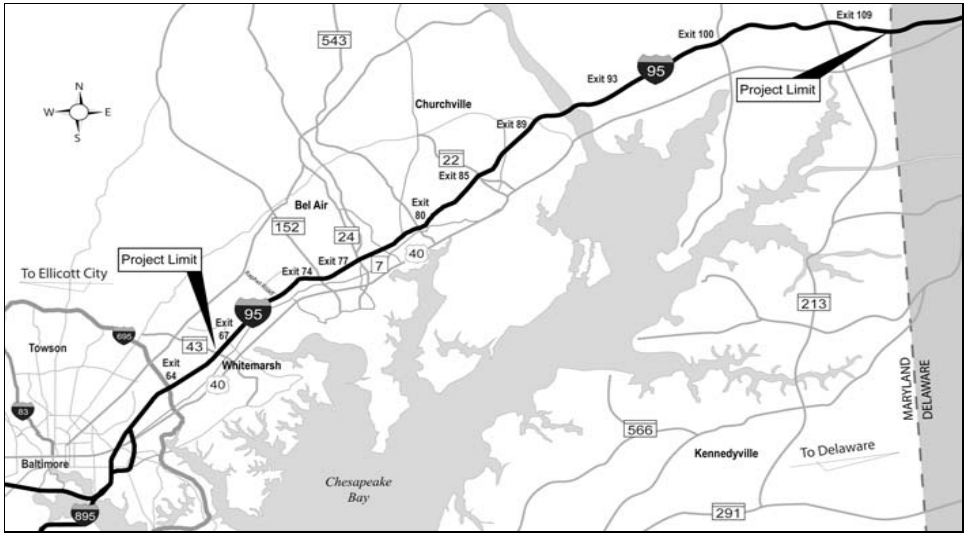
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	199	199	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,383	9,129	1,254	0	0	0	0	0	1,254	0
Total	10,582	9,328	1,254	0	0	0	0	0	1,254	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2313



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. Only Phases I and II are funded for construction at this time. Phase III is funded for engineering only.

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

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

ASSOCIATED IMPROVEMENTS:
I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge - Construction Program (Line 2)

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

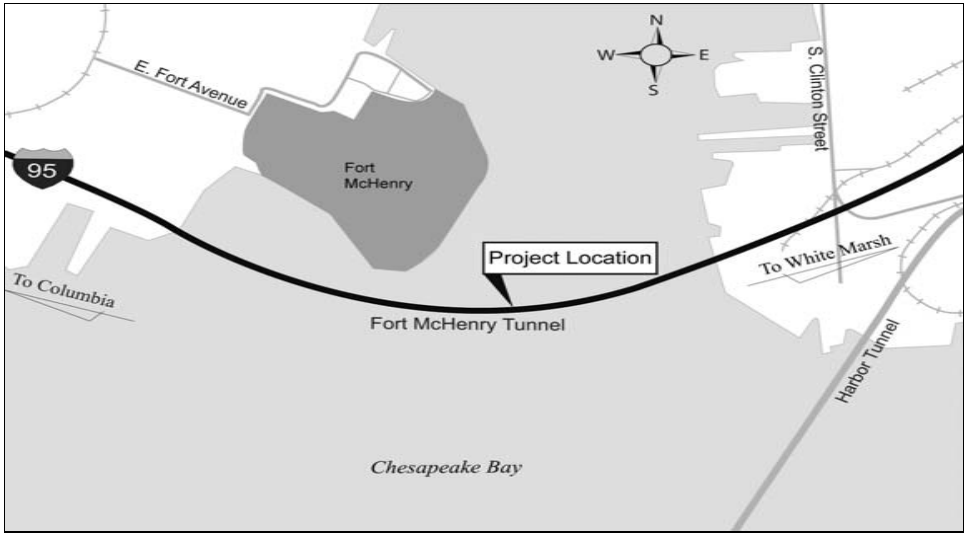
STATUS: Construction of Phase I is complete. Engineering is complete and construction is underway for Phase II. Engineering for Phase III is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	378	378	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,186	30,020	1,166	0	0	0	0	0	1,166	0
Total	31,564	30,398	1,166	0	0	0	0	0	1,166	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312, 2393, 2394



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

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

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

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend 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 5)
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 7)
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans - Construction Program (Line 8)

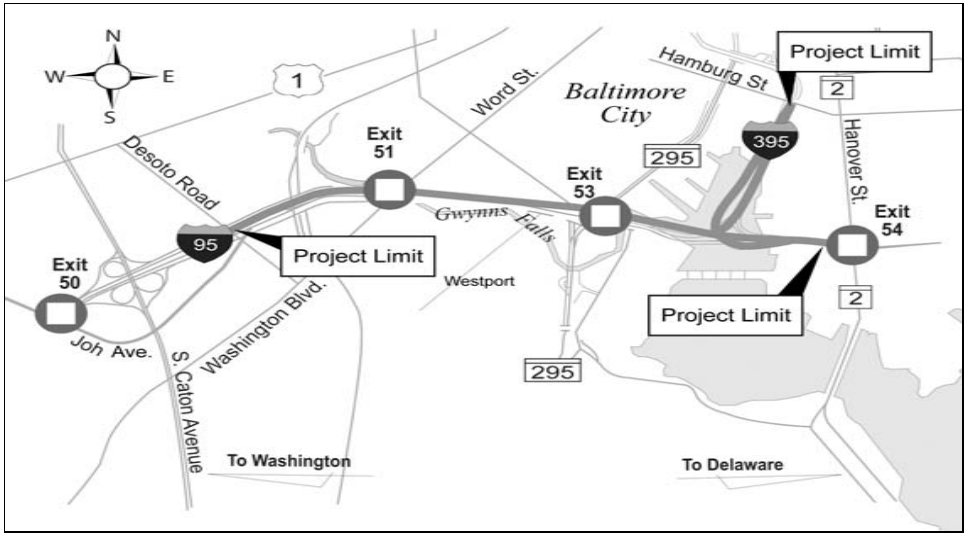
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	778	778	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,660	32,224	3,436	0	0	0	0	0	3,436	0
Total	36,438	33,002	3,436	0	0	0	0	0	3,436	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2045, 2226, 2305

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



PROJECT: I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

DESCRIPTION: Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges north and south of the Fort McHenry Tunnel.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

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

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

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

ASSOCIATED IMPROVEMENTS:
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 4)
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 7)
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans - Construction Program (Line 8)

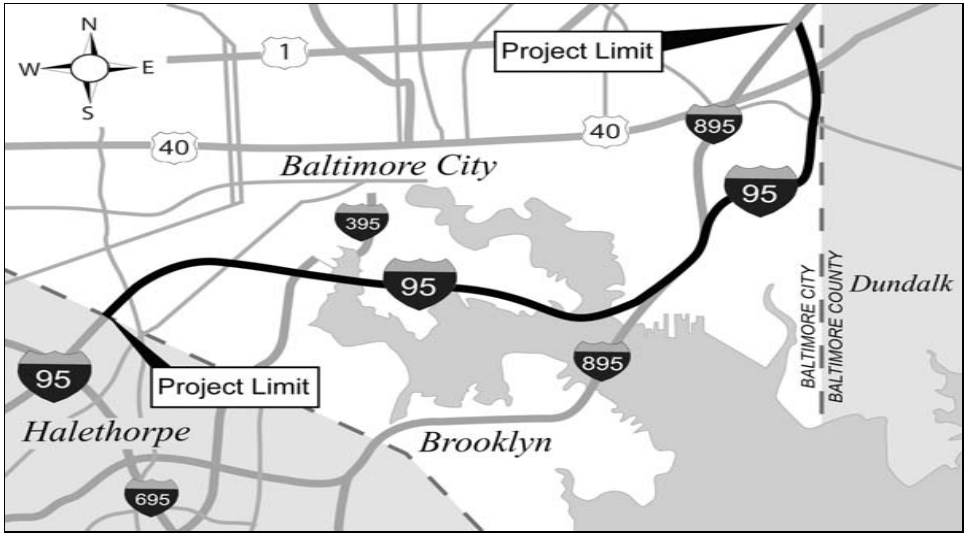
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,038	8,038	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,617	88,111	1,506	0	0	0	0	0	1,506	0
Total	97,655	96,149	1,506	0	0	0	0	0	1,506	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2205, 2207, 2262, 2354

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by $3.7 million for additional construction management inspection (CMI), completion incentive, and red line revisions to address priority defects found during recent structural inspections.



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:**

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

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.

ASSOCIATED IMPROVEMENTS: None.

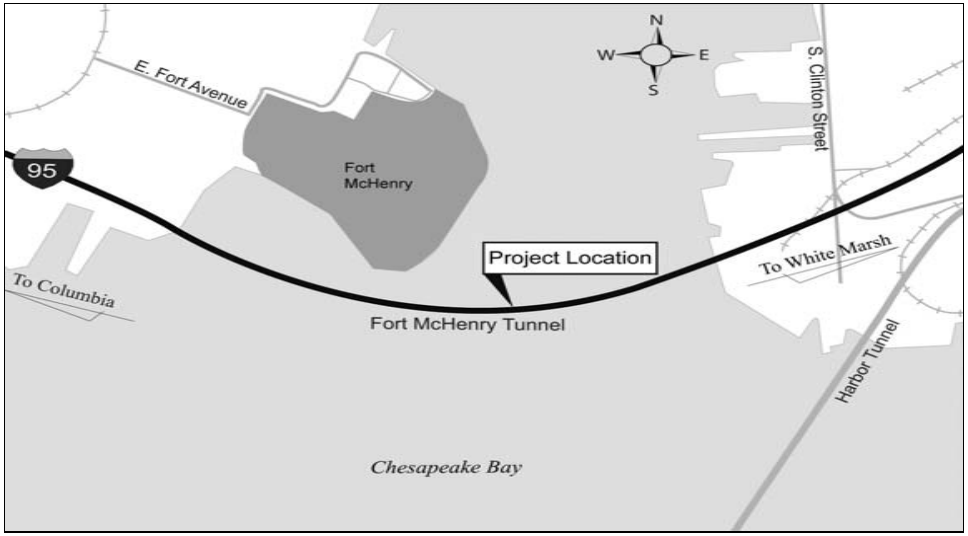
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,086	1,086	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,175	7,019	9,156	0	0	0	0	0	9,156	0
Total	17,261	8,105	9,156	0	0	0	0	0	9,156	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2206



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting system.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel system. The lighting system, which is approaching the end of its useful life, needs to be replaced.

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

- [X] Safety & Security
- [X] 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 4)
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 5)
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans - Construction Program (Line 8)

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,634	1,634	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,441	30	20,000	18,411	0	0	0	0	38,411	0
Total	40,075	1,664	20,000	18,411	0	0	0	0	38,411	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2269

Maryland Transportation Authority

PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the the existing fans and extend the service life of the ventilation system in the tunnel.

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

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

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

ASSOCIATED IMPROVEMENTS:
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 4)
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 5)
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 7)

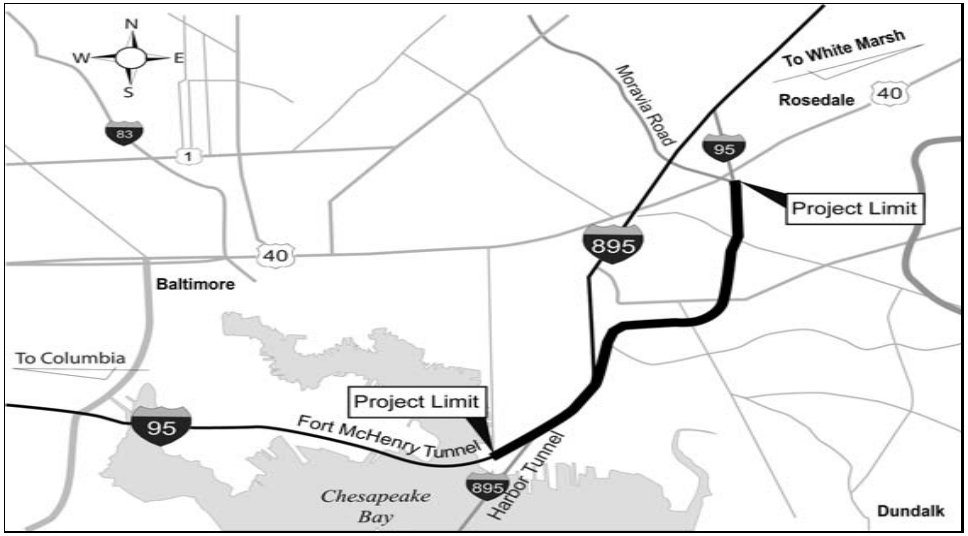
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,149	744	936	281	188	0	0	0	1,405	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,245	0	17,358	8,708	8,179	0	0	0	34,245	0
Total	36,394	744	18,294	8,989	8,367	0	0	0	35,650	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2251

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.



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 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
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 4)
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)

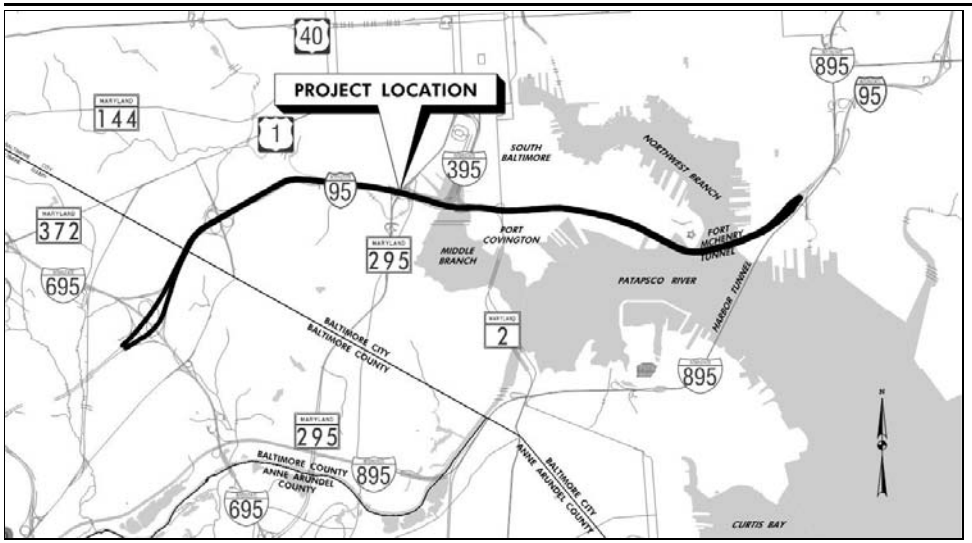
STATUS: Phase 1 southbound is open to service. Planning is complete and engineering is underway for Phase 1 northbound and Phase 2 northbound and southbound. Construction is to begin in early 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	4,755	2,893	1,625	237	0	0	0	0	1,862	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,874	13,022	2,041	27,214	18,597	0	0	0	47,852	0
Total	66,184	16,470	3,666	27,451	18,597	0	0	0	49,714	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1300, 2414



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access

DESCRIPTION: This project includes a comprehensive evaluation of potential improvements along I-95 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 mainline and ramps between the I-695 interchange and Fort McHenry Toll Plaza.

PURPOSE & NEED SUMMARY STATEMENT: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase. Planning and Engineering are being funded by private developer. Construction funding shown is MDTA's match for the FASTLANE Grant application and is contingent upon the award of the grant. The initial grant application was unsuccessful and MDTA plans to reapply in the next round.

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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.

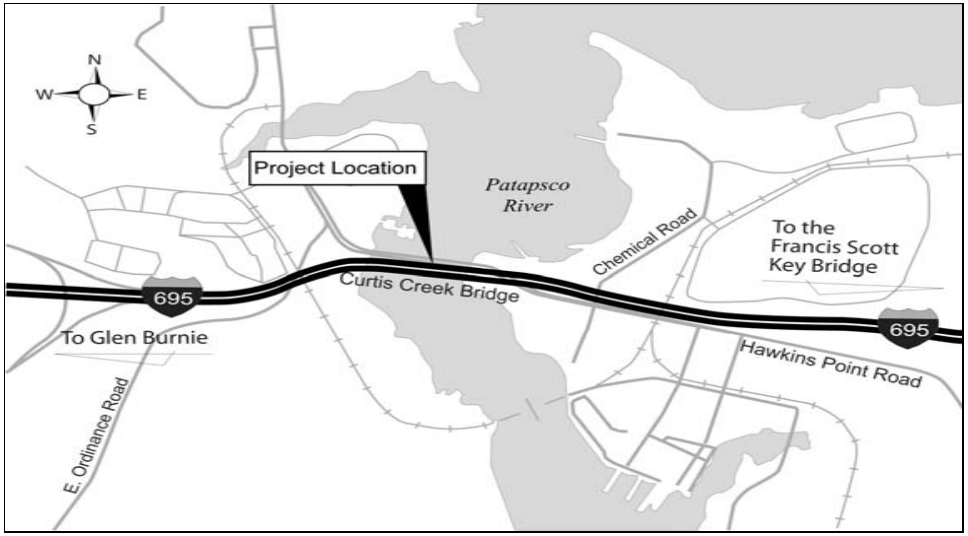
STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase. Planning and Engineering are being funded by private developer. Construction funding shown is MDTA's match for FASTLANE Grant application and is contingent upon the award of the grant. The initial grant application was unsuccessful and MDTA plans to reapply in the next round.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	400	0	400	0	0	0	0	0	400	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	11,000	11,000	11,000	0	0	33,000	0
Total	33,400	0	400	11,000	11,000	11,000	0	0	33,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2442



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

DESCRIPTION: Clean and paint 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 is deteriorating. These bridges have not been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

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

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

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges - Construction Program (Line 12)

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	256	256	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,174	4,326	848	0	0	0	0	0	848	0
Total	5,430	4,582	848	0	0	0	0	0	848	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2331

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:**

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

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 11)

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.

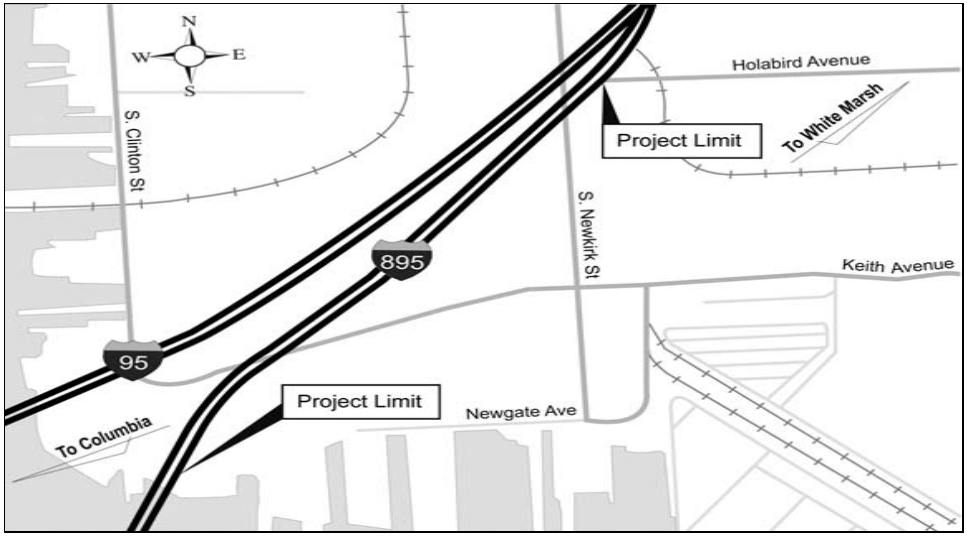
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	725	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,141	0	1,000	8,000	8,141	0	0	0	17,141	0
Total	17,891	725	1,025	8,000	8,141	0	0	0	17,166	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.

2374



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.

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.

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

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

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear.

ASSOCIATED IMPROVEMENTS:
I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 9)
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 14)
I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 17)

STATUS: Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,107	15,077	1,125	1,325	860	860	860	0	5,030	0
Right-of-way	10,920	5,460	5,460	0	0	0	0	0	5,460	0
Construction	242,070	1,070	0	24,100	74,710	101,220	40,970	0	241,000	0
Total	273,097	21,607	6,585	25,425	75,570	102,080	41,830	0	251,490	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280

Maryland Transportation Authority

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:**

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

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)
I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 16)
I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 17)

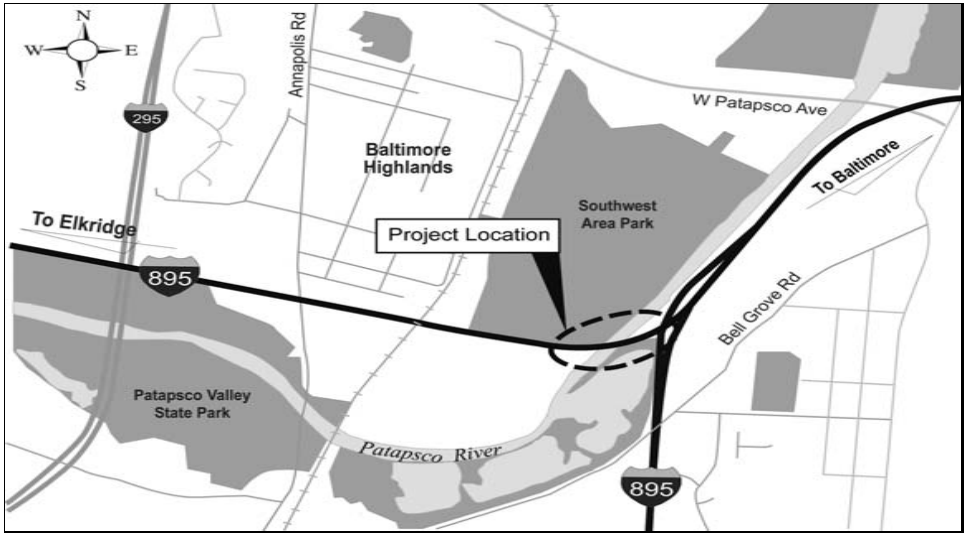
STATUS: Design is complete. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	2,846	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,800	0	14,757	20,239	20,239	5,565	0	0	60,800	0
Total	63,646	2,846	14,757	20,239	20,239	5,565	0	0	60,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2263



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:**

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

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 14)
I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 16)
I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 17)

STATUS: Design is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,165	2,165	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,515	35	17,000	21,506	21,506	6,468	0	0	66,480	0
Total	68,680	2,200	17,000	21,506	21,506	6,468	0	0	66,480	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2292

Maryland Transportation Authority

PROJECT: I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems

DESCRIPTION: The project is the rehabilitation of mechanical, electrical, and plumbing systems required to provide a code compliant standpipe system for fire protection in the tunnel. The existing sump pumps and supporting drain pipe network will be upgraded.

PURPOSE & NEED SUMMARY STATEMENT: The mechanical, electrical, and plumbing systems are reaching the end of their useful life and are in need of rehabilitation.

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

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

EXPLANATION: A standpipe is a vertical pipe to which fire hoses can be connected. The project addresses aging mechanical, electrical, and plumbing systems required to provide a code compliant system of standpipes.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 14)
I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 17)

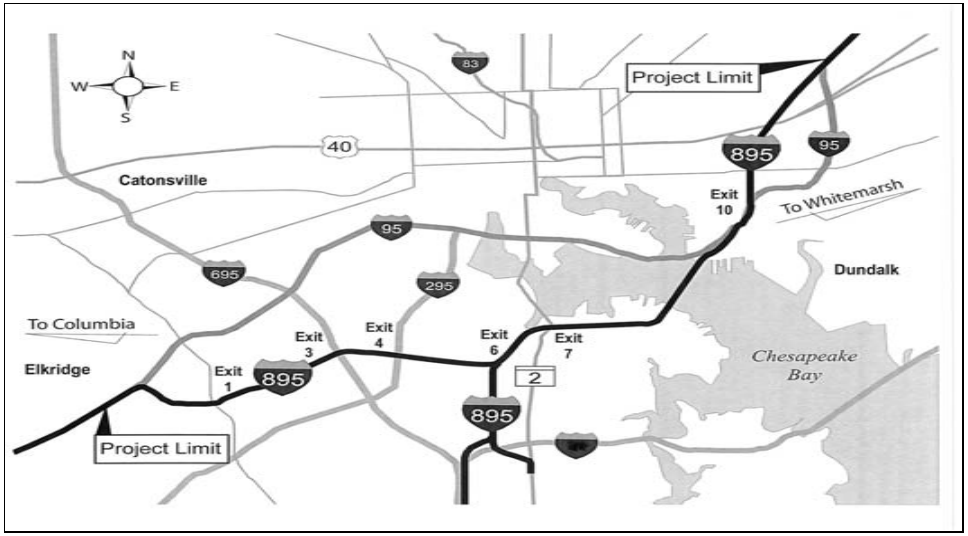
STATUS: Engineering is complete. Construction is scheduled to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	320	320	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,738	0	0	0	0	8,407	4,331	0	12,738	0
Total	13,058	320	0	0	0	8,407	4,331	0	12,738	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2363



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 substructures and superstructures 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:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 13)
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 14)
I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 16)

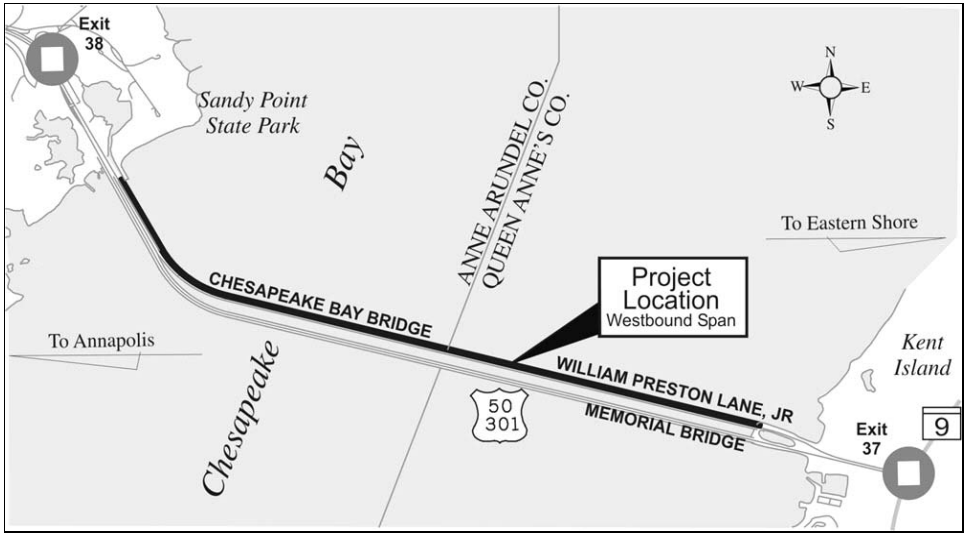
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,355	3,355	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,544	0	12,200	19,630	8,714	0	0	0	40,544	0
Total	43,899	3,355	12,200	19,630	8,714	0	0	0	40,544	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2370, 2371, 2372



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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 19)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 20)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 21)

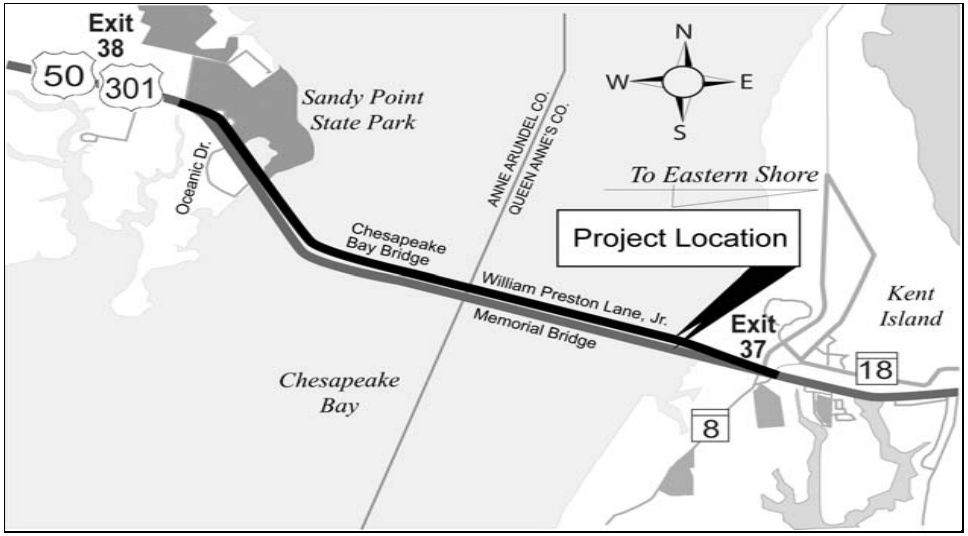
STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	815	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,637	76,607	15,602	11,428	0	0	0	0	27,030	0
Total	104,452	77,422	15,602	11,428	0	0	0	0	27,030	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 - Constr. Program (Line 18)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 20)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 21)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 30)

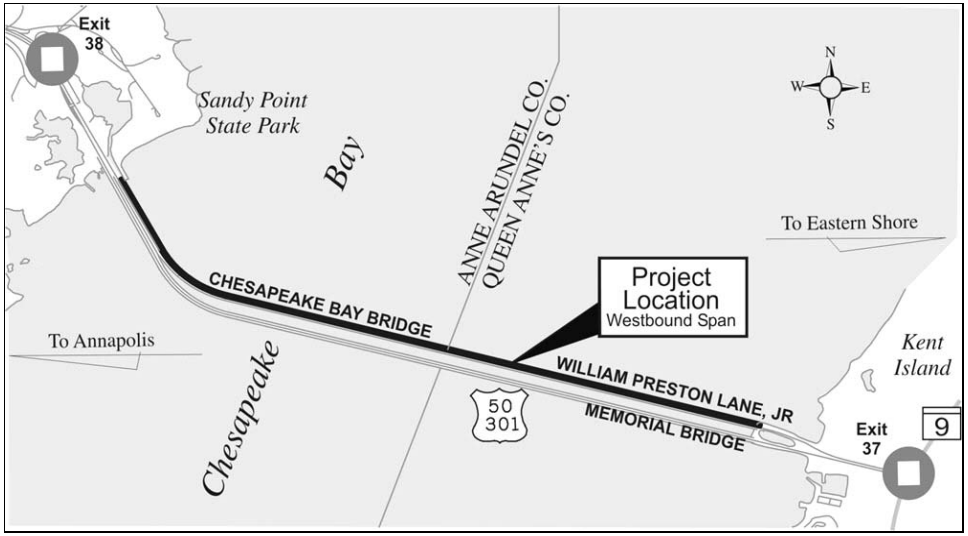
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,230	3,230	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,213	56,398	815	0	0	0	0	0	815	0
Total	60,443	59,628	815	0	0	0	0	0	815	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228



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:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] 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 - Constr. Program (Line 18)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 21)

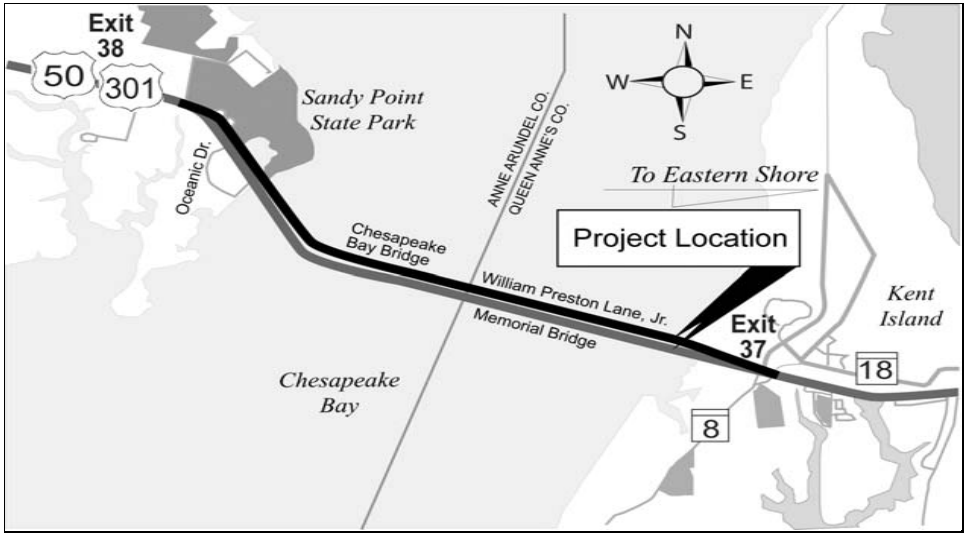
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	2,495	600	105	0	0	0	0	705	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,839	2,057	18,500	14,282	0	0	0	0	32,782	0
Total	38,039	4,552	19,100	14,387	0	0	0	0	33,487	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2342

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decreased by $9.2 million to reflect actual bid price.



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to eastbound and westbound Bay Bridges. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound Bay Bridges 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 components.

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

- [ ] Safety & Security
- [x] 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 - Constr. Program (Line 18)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 20)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 30)

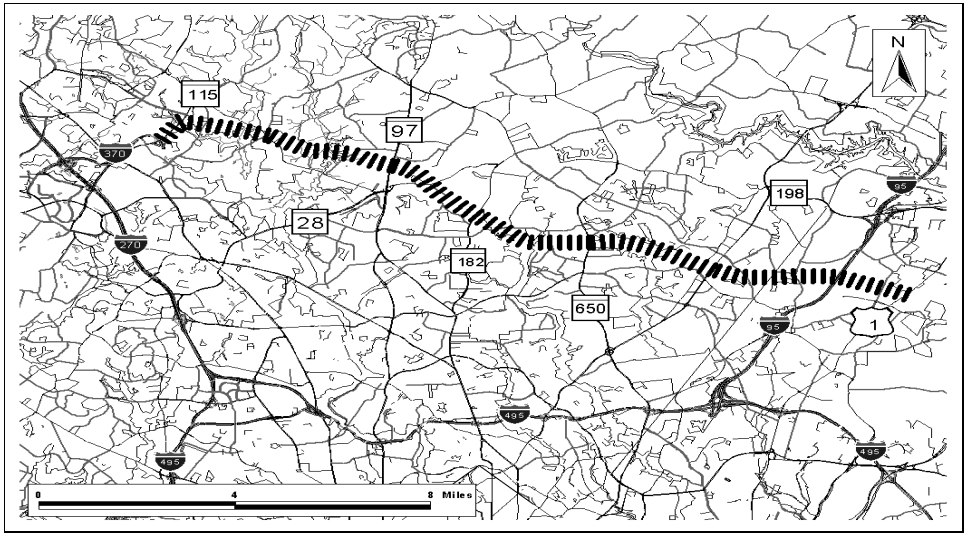
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,800	2,484	316	0	0	0	0	0	316	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	48,036	13,506	5,374	10,705	10,041	8,410	0	0	34,530	0
Total	50,836	15,990	5,690	10,705	10,041	8,410	0	0	34,846	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2349, 2412

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by $33.1 million for increase in scope to address recent inspection findings.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery and Prince George's counties 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:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] 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 10, 11 Montgomery County - SHA)
MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

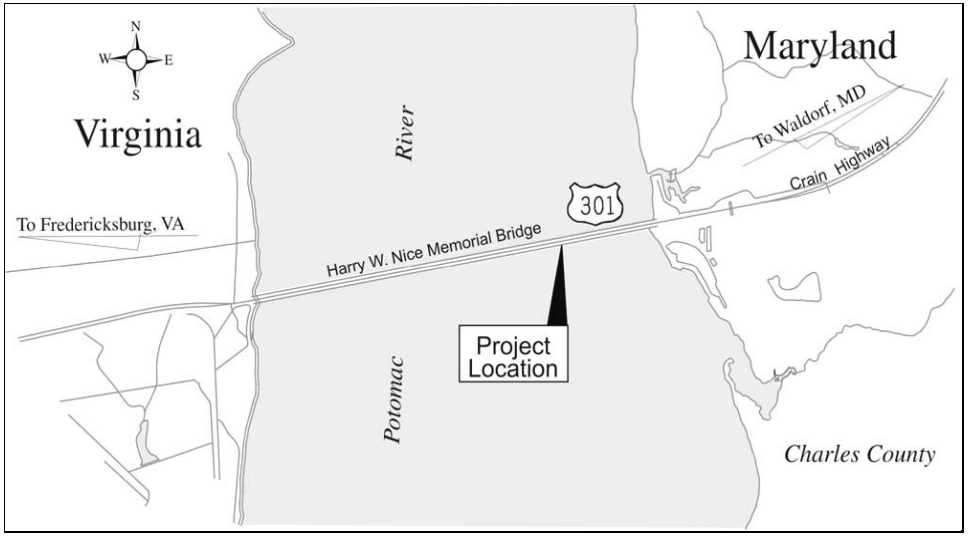
STATUS: The facility is open to service. Final construction elements and environmental mitigation and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	246,000	246,000	0	0	0	0	0	0	0	0
Construction	2,036,518	2,028,683	5,496	900	600	480	359	0	7,835	0
Total	2,386,588	2,378,753	5,496	900	600	480	359	0	7,835	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 - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot painted as required throughout the full length of the bridge and zone painted at locations of roadway joints. Repaired miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge had wear. This improvement extended the useful life of the structural steel.

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

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

EXPLANATION: Paint throughout the bridge had wear. This improvement addressed existing wear and is preventing further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 29)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	800	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	12,386	0	0	0	0	0	0	0	0
Total	13,186	13,186	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160

Maryland Transportation Authority

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:**

- [X] Safety & Security
- [X] System Preservation
- [X] 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 scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	764	764	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,495	0	8,500	1,995	0	0	0	0	10,495	0
Total	11,259	764	8,500	1,995	0	0	0	0	10,495	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2407

PROJECT: Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

DESCRIPTION: Installed electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

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

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

EXPLANATION: Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	616	616	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,379	11,379	0	0	0	0	0	0	0	0
Total	11,995	11,995	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1966

Maryland Transportation Authority

PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

DESCRIPTION: Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: The truck weigh facilities will be 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 will improve the efficiency and effectiveness of commercial vehicle safety programs.

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

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

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The truck weigh facilities will be 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 will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	566	566	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,851	10,105	3,746	0	0	0	0	0	3,746	0
Total	14,417	10,671	3,746	0	0	0	0	0	3,746	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2287

Maryland Transportation Authority

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
- [x] System Preservation
- [x] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,500	3,063	850	850	850	850	580	580	4,560	877
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	70,000	930	0	15,290	15,290	15,290	12,100	1,180	59,150	9,920
Total	78,500	3,993	850	16,140	16,140	16,140	12,680	1,760	63,710	10,797
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2147

Maryland Transportation Authority

PROJECT: Remove, Replace, and Upgrade Sign Structures - Northern Region

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge.

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:**

- [X] Safety & Security
- [X] 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 and the Thomas J. Hatem Memorial Bridge will be updated or replaced.

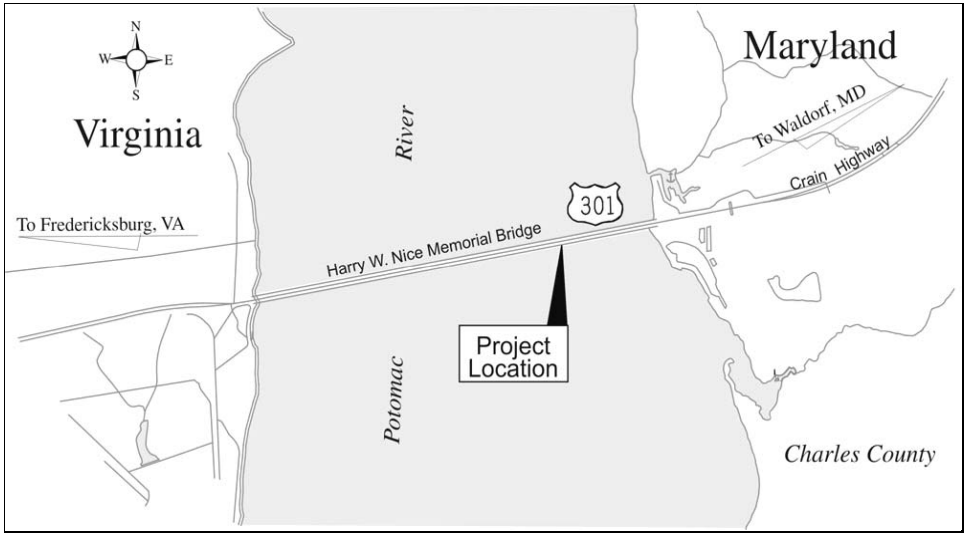
STATUS: Engineering is complete. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decreased by $5.6 million based on refined cost estimate.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	600	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,455	0	4,961	7,206	2,288	0	0	0	14,455	0
Total	15,055	600	4,961	7,206	2,288	0	0	0	14,455	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2289



PROJECT: US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

DESCRIPTION: Preliminary engineering and right-of-way acquisition for the replacement of the current bridge with a new 4-lane bridge.

JUSTIFICATION: 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 during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 23)

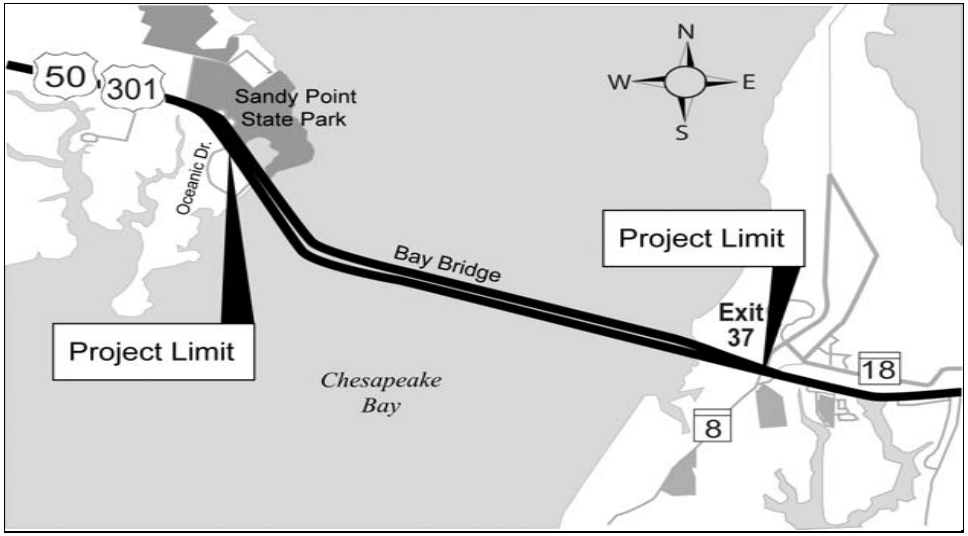
STATUS: Planning is complete. Engineering and right-of-way acquisition are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	44,605	14,850	8,000	3,000	6,000	7,600	5,155	0	29,755	0
Right-of-way	11,700	750	2,100	1,825	2,825	2,025	2,175	0	10,950	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	61,600	20,895	10,100	4,825	8,825	9,625	7,330	0	40,705	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024



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 - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 21)

STATUS: Engineering is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	2,195	3,500	4,505	500	0	0	0	8,505	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	10,700	2,195	3,500	4,505	500	0	0	0	8,505	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2317

Maryland Transportation Authority

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

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Develop cost per mile estimates. Evaluate alternative project delivery approaches and develop preliminary financial plan. Prepare economic and land use study. This study is financed in the MDTA Operating budget.

JUSTIFICATION: This purpose of this study is to evaluate the feasibility of alternative project delivery approaches and to select a preferred alternative. In the course of this study MDTA will solicit input from elected officials, regulatory agencies and multiple stakeholders which will help gain consensus on the approach and allow MDTA to quickly move into Tier II NEPA. It will would include detailed technical analyses for the chosen location and would secure formal agency agreement on the NEPA preview process and on the proposed Purpose and Need.

ASSOCIATED IMPROVEMENTS: None

STATUS: Planning will begin in FY 2017

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,000	0	500	1,000	1,500	1,500	500	0	5,000	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	0	500	1,000	1,500	1,500	500	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2446

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 32

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions		
	F.S.KEY BRIDGE		
1	Replace HVAC at Campus and OEC Building Roof (Engineering only) (2319)	486	Complete
	FORT MCHENRY TUNNEL		
2	Replace Generator at Maintenance Building (2348)	394	Complete
3	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,688	Complete
	HATEM BRIDGE		
4	Replace HVAC at Administration Building and Scale Houses (2303)	991	Complete
	KENNEDY HIGHWAY		
5	Install Travel Time System (2373)	817	Complete
6	Prepare Travel Plaza Redevelopment Specification Design/Construction Prep & Management Documents (2055)	6,227	Complete
7	Rehabilitate Corrugated Pipe Culverts (2359)	968	Complete
8	Zone Paint Various Bridges - Phase III (2281)	3,924	Complete
	MULTI-AREA		
9	Implement Video Citation Process (2294)	5,000	Complete
10	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	9,152	Complete
11	On-Call Facility/Building Repairs (2240)	3,886	Complete
12	On-Call Miscellaneous Electrical Repairs (2236)	2,440	Complete
13	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	6,440	Complete
14	On-Call Structural Repairs and Miscellaneous Modifications (2254)	17,382	Complete
15	On-Call Structural Repairs and Miscellaneous Modifications (2291)	16,914	Complete
16	Replace Generators at JFK, WPL, BHT and FSK (2265)	3,054	Complete

MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 Completions (cont'd)		
	MULTI-AREA (cont'd)		
17	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	5,580	Complete
	NICE BRIDGE		
18	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	667	Complete
	POINT BREEZE		
19	Rehabilitate Parking Lots (2365)	588	Complete
	W. P. LANE BRIDGE		
20	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	1,028	Complete
21	Renovate Conduit Hangers - Westbound Span (2267)	1,209	Complete
22	Repair Toll Plaza Concrete Paving (2318)	4,954	Complete
23	Replace Acoustic Monitoring on Eastbound Span (2341)	1,550	Complete
24	Replace Eastbound Span Trolley System (Engineering only) (2391)	200	Complete
25	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,710	Complete
26	Seal Deck of Westbound Span (Engineering only) (2369)	400	Complete

MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018		
	BALTIMORE HARBOR TUNNEL		
27	Administration Building Roof Replacement and Envelope Rehabilitation (Engineering only) (2439)	500	Underway
28	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	500	Underway
29	Establish Authority Operations Center (AOC) at BHT (2434)	510	Underway
30	Mill and Overlay Bridge Decks for for BCY081, BCY082, HOY013 and HOY014 (Engineering only) (2437)	200	Underway
31	Modify Under-Clearances at MD 295 and I-895 Spur Overpasses (2403)	1,763	Underway
32	Rehabilitate K-Truss Approach Spans (2334)	1,034	Underway
33	Repaint Switchgear Enclosures (2330)	257	Underway
34	Repair Slopes and Drainage (2380)	3,804	Underway
35	Replace Fuel Tank at BHT Administration Facility (Engineering only) (2443)	400	Underway
36	Replacement of Concrete Median Barrier along I-895 (Engineering only) (2423)	300	Underway
37	Slope Stabilization of Various Locations on I-895 BHT Thruway (Engineering only) (2427)	400	Underway
	F.S.KEY BRIDGE		
38	Deck Rehabilitation (Engineering only) (2425)	236	Underway
39	Maintenance & Repair of Curtis Creek Drawbridges (2420)	1,234	Underway
40	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	1,721	Underway
41	Police Headquarters Building Envelope and Interior Renovations (Engineering only) (2438)	600	Underway
42	Rehabilitate Curtis Creek Bridges (2375)	750	Underway
43	Renovate Second Floor of Administration Building 303 (2406)	7,400	Underway
44	Replace Underground Storage Tanks (2202)	1,770	Underway
45	Resurface Approach Roadways (Engineering only) (2277)	350	Underway
	FORT MCHENRY TUNNEL		
46	Deck Sealing & Misc. Rehab to Bridges on I-395 and I-95 north of the FMT (Engineering only) (2431)	300	Underway
47	Deck Sealing & Misc. Rehab to Bridges on I-95 south of the FMT (Engineering only) (2432)	300	Underway
48	Install Fresh Air Duct Lighting (2367)	2,934	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)

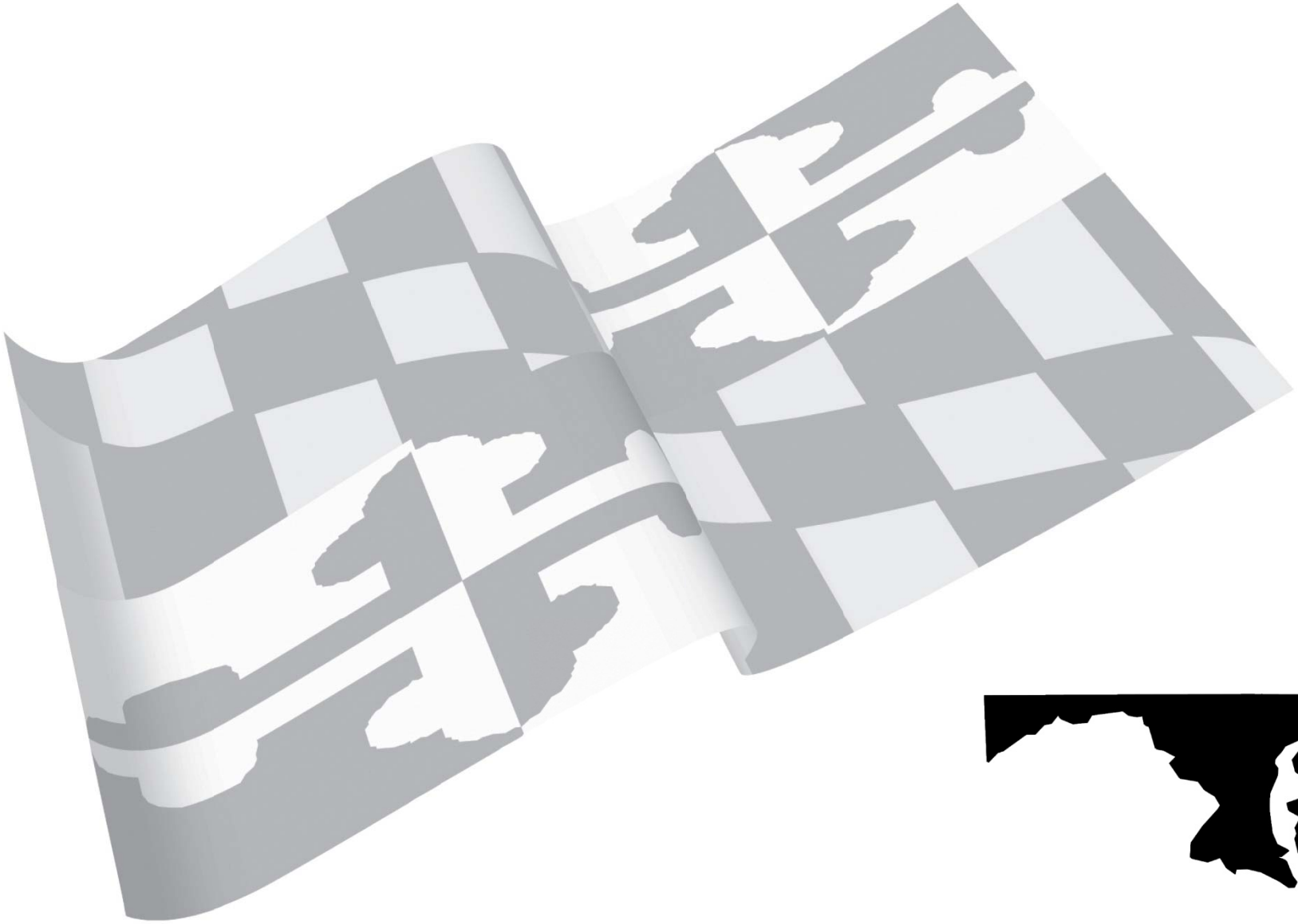
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	FORT MCHENRY TUNNEL (cont'd)		
49	Pavement Rehabilitation along Moravia Road from I-895 to US 40 (Engineering only) (2419)	198	Underway
50	Rehab of Holding Tank and Construction of Flood Wall at FMT West Vent Building (Engineering only) (2435)	475	Underway
51	Rehab Substructure and Superstructure of Various Bridges (Engineering Only) (2397)	450	Underway
52	Renovate 1st and 5th Floors at East Vent Building (2364)	8,606	Underway
53	Replace Underground Storage Tanks at Administration Building (2381)	3,392	Underway
54	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	500	Underway
	HATEM BRIDGE		
55	Rehabilitate Substructure and Superstructure (2368)	4,716	Underway
	KENNEDY HIGHWAY		
56	Deck Rehabilitation to Various Bridges on I-95 in Cecil County (Engineering only) (2429)	400	Underway
57	Deck Replacement of I-95 Bridge over Little Northeast Creek (Engineering only) (2428)	650	Underway
58	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (Engineering only) (2430)	400	Underway
59	JFK Maintenance Facility 2 Building Renovations (Engineering only) (2440)	400	Underway
60	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	714	Underway
61	Rehabilitate Parking Lots and Access Roads at Administration Building (2379)	1,193	Underway
62	Replace Bridge on I-95 over CSXT (Engineering only) (2436)	200	Underway
63	Replace Generator at Police Barracks (2410)	412	Underway
64	Replace Light Poles North of ETL into Cecil County (2323)	1,941	Underway
65	Replace Navigational Lighting on the Tydings Bridge (2332)	504	Underway
66	Structural Rehab to Various Bridges in Baltimore and Harford Counties (2383)	5,025	Underway
67	Structural Rehab to Various Bridges in Cecil County (2382)	5,000	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	MULTI-AREA		
68	Allocated Reserve - System Preservation Projects (2325)	93,357	Ongoing
69	Equipment Budget (1702)	17,661	Ongoing
70	On-Call Signs, Sign Lights and Sign Structures (2426)	3,450	Spring, 2017
71	Update Phone System to NECSV9500 (2433)	1,524	Summer, 2017
72	Bay TMDL Stormwater Retrofits - Phase IV (Engineering only) (2404)	41	Underway
73	Bay TMDL Stormwater Retrofits - Phase VI (Engineering only) (2444)	700	Underway
74	Deck Sealing and Miscellaneous Repairs to Bridges on FMT and FSK Approaches (2326)	2,077	Underway
75	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	625	Underway
76	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	3,993	Underway
77	Facility-Wide Culvert and Pipe Rehabilitation - Phase II (Engineering only) (2441)	150	Underway
78	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Underway
79	Furnish and Install License Plate Recognition Systems (2360)	3,018	Underway
80	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	3,353	Underway
81	Mainline Small Drainage System Preservation (Engineering only) (2421)	600	Underway
82	Modifications to Toll Plaza Signing at All Facilities (2405)	1,523	Underway
83	On-Call Drainage and Stormwater Remediation (2366)	83	Underway
84	On-Call Drainage and Stormwater Remediation (Engineering only) (2422)	116	Underway
85	On-Call Electrical and ITS - #3 (2418)	4,449	Underway
86	On-Call Electrical and ITS (2345)	2,316	Underway
87	On-Call Facility/Building Repairs (2411)	993	Underway
88	On-Call Miscellaneous Paving Repairs (2417)	5,544	Underway
89	On-Call Sign Structures (2298)	324	Underway
90	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	3,840	Underway
91	On-Call Structural Repairs and Miscellaneous Modifications (2387)	4,080	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2388)	3,680	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2415)	6,092	Underway
94	On-Call Structural Repairs and Miscellaneous Modifications (2416)	5,753	Underway
95	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	397	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2017 and 2018 (cont'd)		
	MULTI-AREA (cont'd)		
96	Program Management Services for System Preservation (Engineering only) (2235)	6,000	Underway
97	Replace Uninterruptible Power Supplies (Engineering only) (2413)	19	Underway
98	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	1,344	Underway
99	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	809	Underway
100	Upgrade Fire Alarm and Security Systems (2358)	2,024	Underway
	NICE BRIDGE		
101	Install Communications Tower (2424)	1,242	Underway
102	Rehabilitate Substructure and Superstructure (2395)	4,185	Underway
	POINT BREEZE		
103	Demolition of Power Plant Building (Engineering only) (2398)	262	Underway
104	On-Call Facility and Building Repairs (2400)	462	Underway
	W. P. LANE BRIDGE		
105	Modify Lane Use System (2340)	975	Underway
106	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	590	Underway
107	Replace 5KV Feeder on EB Span and Add Redundant Cable to EB & WB Spans (Engineering only) (2329)	200	Underway
108	Replace HVAC at Campus Buildings (2362)	5,137	Underway
109	Replace Staging Dock (Engineering only) (2392)	175	Underway



GLOSSARY

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.