



# Consolidated Transportation Program

FY2017 to  
FY2022



*DRAFT*

## 2017 State Report on Transportation

Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

Pete K. Rahn  
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](http://www.ctp.maryland.gov).**

**For more information on Maryland transportation, please visit us on the web at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).**

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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](http://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](http://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 carpools. 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](http://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](http://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.



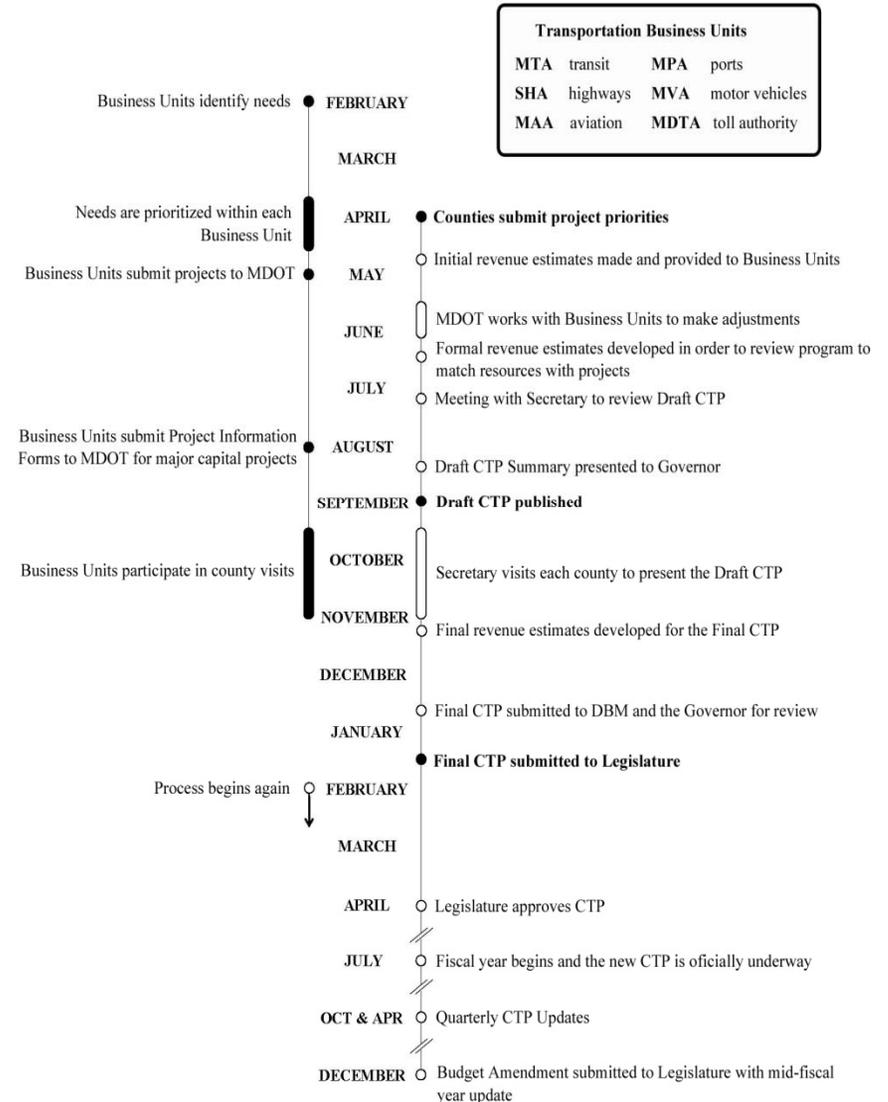
# Process for CTP Development

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:

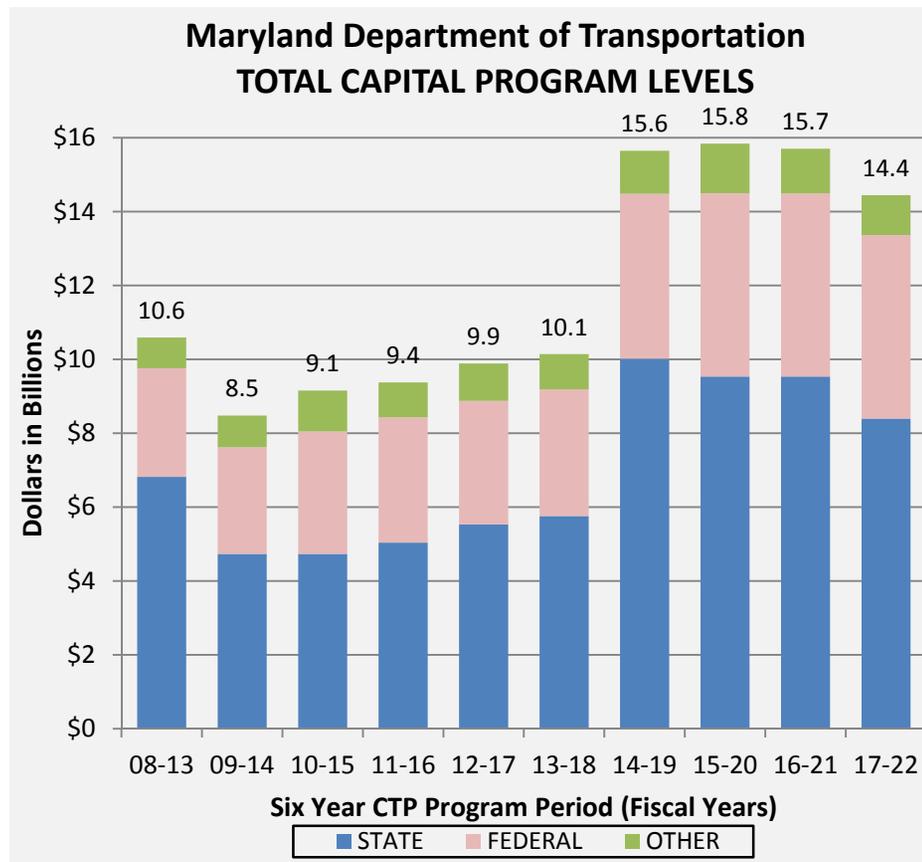
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's program priorities and MTP goals (safety, system preservation, economic 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).

**CTP Development Process**  
Maryland Department of Transportation - January 2016



# FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation 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

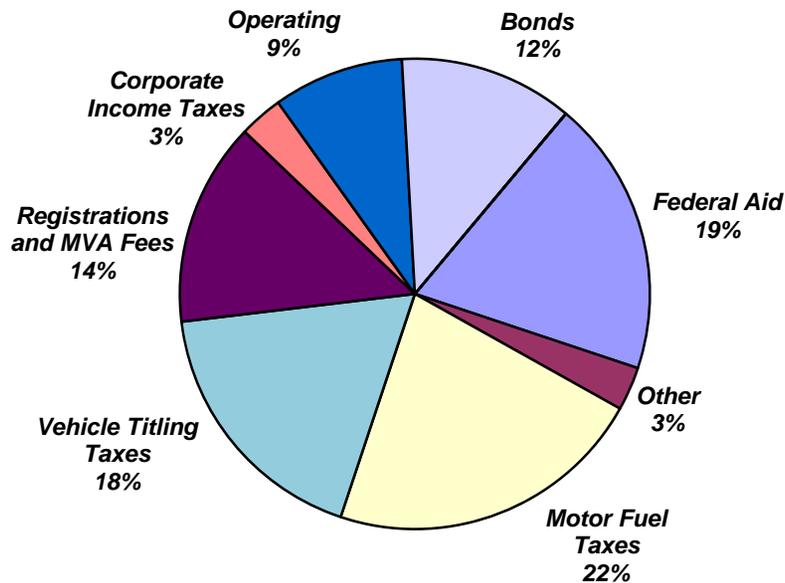
container megaship from Panama would not have been possible without the funding authorized over the last several years and most recently in the Water Resources Reform and Development Act (WRRDA) passed by Congress in May 2014. The bill authorizes U.S. Army Corps of Engineers (COE) projects including 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

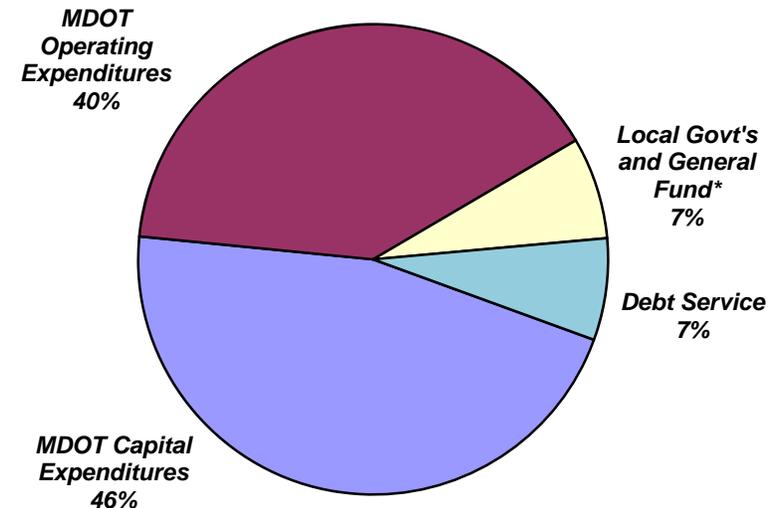


Total projected Trust Fund revenues amount to \$29.1 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue 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:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			FOR PLANNING PURPOSES ONLY					
					2013	2014	.....2015.....	.....2016.....		
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
<b>Total</b>	<b>487,233</b>	<b>346,733</b>	<b>18,400</b>	<b>16,700</b>	<b>25,000</b>	<b>29,100</b>	<b>25,200</b>	<b>26,100</b>	<b>140,500</b>	<b>0</b>
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**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Consolidated Rental Car Facility Shuttle Bus Fleet Replacement	16.0
<b>Maryland Transit Administration</b>	
North Avenue Rising	27.3
<b>State Highway Administration</b>	
Maintenance Facility in Easton; Easton Maintenance Facility (Talbot)	21.9
<b>Maryland Transportation Authority</b>	
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
	_____
<b>Total</b>	<b>219.1</b>

**PROJECTS ADDED TO THE D&E PROGRAM**

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

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

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

**PROJECTS REMOVED FROM THE D&E PROGRAM**

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>State Highway Administration</b>		
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:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>State Highway Administration</b>		
MD 32, Patuxent Freeway; MD 32, Bridge on Triadelphia 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:

<u><b>PROJECT DESCRIPTION</b></u>	<u><b>JUSTIFICATION</b></u>	<u><b>FISCAL YEAR</b></u>
<b>Maryland Aviation Administration</b>		
Homeowner Assistance Program	Federal funding usage awaiting noise map update.	FY 2016 to FY 2017
<b>State Highway Administration</b>		
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 Montgomery 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:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall	148.5
Parking Revenue Control System at BWI Marshall Airport	8.8
<b>Maryland Transit Administration</b>	
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
<b>State Highway Administration</b>	
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 Access 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
<b>Maryland Transportation Authority</b>	
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
<b>Total</b>	<b>404.3</b>

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
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
<b>Total</b>	<hr/> <b>1,071.4</b>

## AWARDS

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

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
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
<b>Total</b>	<b>622.2</b>

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
			2017	2018	2019	2020	
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
<b><u>TOTAL CAPITAL</u></b>	<b><u>3,097.9</u></b>	<b><u>2,900.1</u></b>	<b><u>2,526.6</u></b>	<b><u>2,142.5</u></b>	<b><u>1,912.5</u></b>	<b><u>1,866.3</u></b>	<b><u>14,445.9</u></b>
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:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2017	2018	2019	2020	2021 - 22	
<b><u>Environmental Projects</u></b>						
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
<b><u>Safety and Spot Improvements</u></b>						
National Highway Performance 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
<b><u>Resurfacing and Rehabilitation</u></b>						
National Highway Performance 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
<b><u>Bridge Replacement and Rehabilitation</u></b>						
National Highway Performance 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
<b><u>Urban Reconstruction/Revitalization</u></b>						
National Highway Performance 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
<b><u>Congestion Management</u></b>						
National Highway Performance 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 Quality	2.6	2.6	3.1	2.4	4.5	15.2
<b>TOTALS</b>	<u>244.2</u>	<u>213.4</u>	<u>213.7</u>	<u>206.5</u>	<u>428.5</u>	<u>1,306.3</u>

**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	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>TOTAL</u>
<b><u>The Secretary's Office</u></b>							
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	<u>40.6</u>	<u>7.3</u>	<u>0.3</u>	<u>0.2</u>	<u>0.3</u>	<u>0.2</u>	<u>48.9</u>
TOTAL	68.9	26.1	13.0	11.5	6.8	6.6	132.9
<b><u>Motor Vehicle Administration</u></b>							
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	<u>0.1</u>	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.2</u>
TOTAL	20.8	20.7	12.6	11.4	11.4	12.0	88.9
<b><u>Maryland Aviation Administration</u></b>							
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	BUDGET	Planning Years				<u>SIX-YEAR</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>TOTAL</u>
<b><u>Maryland Aviation Administration</u></b>							
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	<u>14.4</u>	<u>5.8</u>	<u>1.8</u>	<u>1.8</u>	<u>1.8</u>	<u>1.8</u>	<u>27.4</u>
TOTAL	48.8	38.5	22.6	23.7	22.1	23.7	179.4
<b><u>Maryland Port Administration</u></b>							
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	<u>1.5</u>	<u>1.5</u>	<u>1.9</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>8.5</u>
TOTAL	37.2	20.4	58.7	37.6	36.8	17.7	208.4
<b><u>Maryland Transit Administration</u></b>							
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	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>					
<b><u>Maryland Transit Administration</u></b>							
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
<b><u>State Highway Administration</u></b>							
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
<b>CTP SYSTEM</b>							
<b>PRESERVATION PROJECTS</b>	<b>1,243.8</b>	<b>1,101.5</b>	<b>895.8</b>	<b>819.9</b>	<b>829.8</b>	<b>866.1</b>	<b>5,756.9</b>

## **MAJOR BRIDGE PROJECTS**

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

<u><b>PIF LINE#</b></u>	<u><b>PROGRAM/PROJECT</b></u>	<u><b>DESCRIPTION</b></u>
<u><b>Allegheny County</b></u>		
<u><b>Construction Program</b></u>		
1.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
2.	MD 47, Barrelville Road -- Secondary	MD 47, Bridge over North Branch
<u><b>Baltimore County</b></u>		
<u><b>Construction Program</b></u>		
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
<u><b>Calvert County</b></u>		
<u><b>Construction Program</b></u>		
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek
<u><b>Caroline County</b></u>		
<u><b>Construction Program</b></u>		
3.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Carroll County</u></b>		
<b><u>Construction Program</u></b>		
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
<b><u>Cecil County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 222, N. Main Street -- Secondary	MD 222, Aiken Avenue
2.	MD 272, Mauldin Ave -- Secondary	MD 272, Replace Bridge over Amtrak
<b><u>Charles County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
<b><u>Frederick County</u></b>		
<b><u>Construction Program</u></b>		
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
<b><u>Garrett County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Montgomery County</u></b>		
<b><u>Construction Program</u></b>		
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
<b><u>Prince George's County</u></b>		
<b><u>Construction Program</u></b>		
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
<b><u>Somerset County</u></b>		
<b><u>Construction Program</u></b>		
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
<b><u>St. Mary's County</u></b>		
<b><u>Construction Program</u></b>		
3.	MD 5, Point Lookout Road -- Secondary	MD 5, Replace Bridge over Eastern Branch
<b><u>Talbot County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
<b><u>Washington County</u></b>		
<b><u>Construction Program</u></b>		
1.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
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**Wicomico County**

**Construction Program**

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

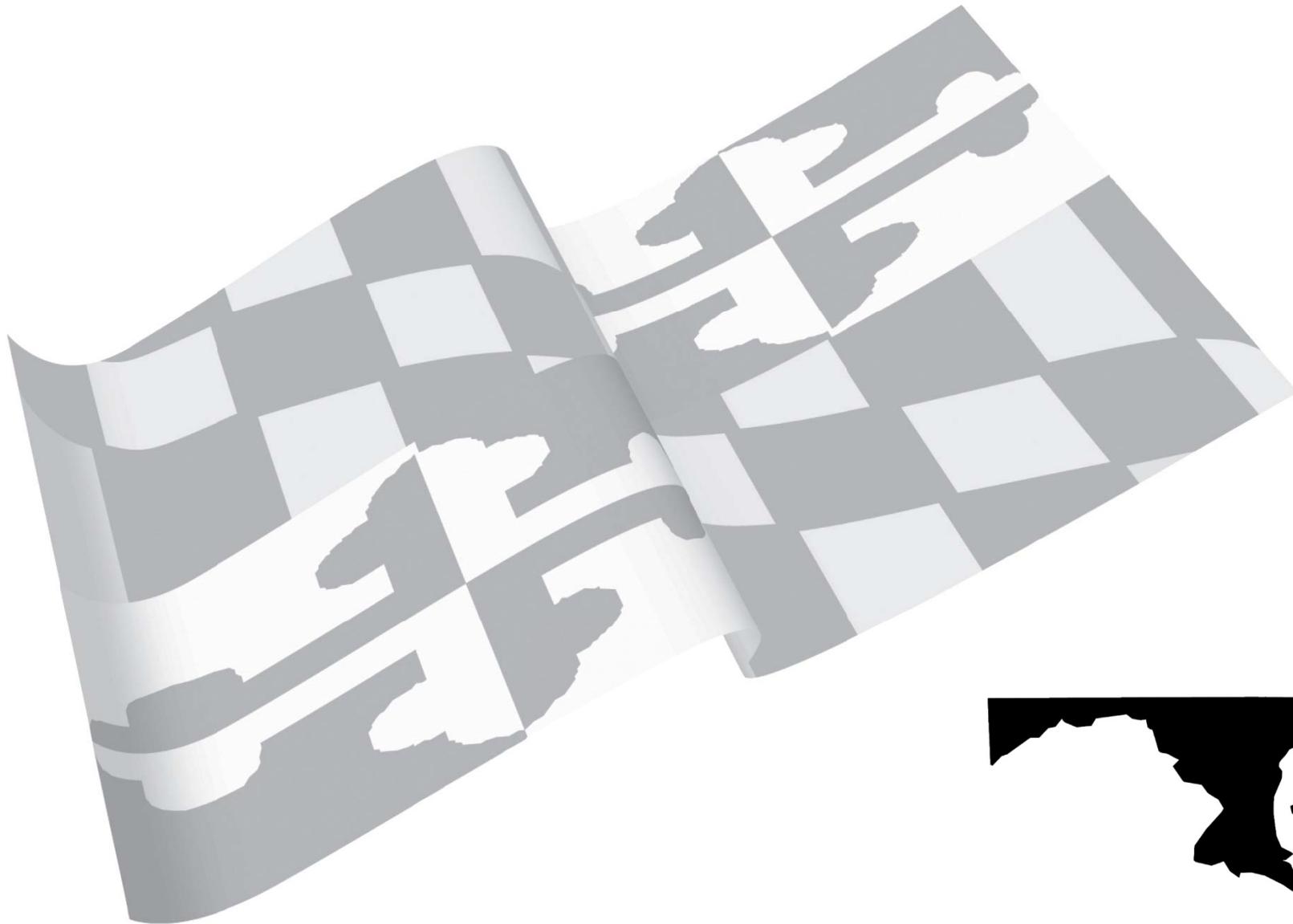
**Construction Program**

1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
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**Development and Evaluation Program**

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



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

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

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

<sup>^</sup>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

<sup>^^</sup> This program was consolidated into Transportation Alternatives under the federal transportation bill, MAP-21

<sup>^^^</sup> 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 Baldrige 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**

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

**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

<u>Allegany County</u>			
MD 36 - Bridge over Jennings Run	shoulders	0.1 miles	15,000
MD 47 - Bridge over North Branch	shoulders	0.1 miles	15,000
 <u>Anne Arundel County</u>			
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
 <u>Baltimore County</u>			
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
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Frederick County

US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000
US 40 ALT - Old National Pike	sidewalks	2.1 miles	288,288

Garrett County

MD 39 - Bridge over Youghiogheny River	shoulders	0.1 miles	15,000
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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
<u>Prince George's County</u>			
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
<u>Queen Anne's County</u>			
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**

<u>Allegany County</u>	
Amtrak Station Entryway Improvement	243,000

<u>Area Wide</u>	
Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000,000

<u>Anne Arundel County</u>	
Broadneck Peninsula Trail II	1,808,868

<u>Baltimore City</u>	
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

<u>Calvert County</u>	
Solomons Island Road Sidewalks	904,440

<u>Caroline County</u>	
Gerardi Boulevard Sidewalk	40,000

<u>Carroll County</u>	
Eldersburg Elementary School	255,565
Town of Sykesville Sidewalks	53,048

<u>Cecil County</u>	
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
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### 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
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### 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
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### St. Mary's County

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

Dutchman's Lane Sidewalk	600,000
Easton Rail Spur Line 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
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<b>TOTAL</b>	<b>33,872,414</b>
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**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

<b>TOTAL ONGOING AWARDS</b>	<b>3,943,000</b>
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**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

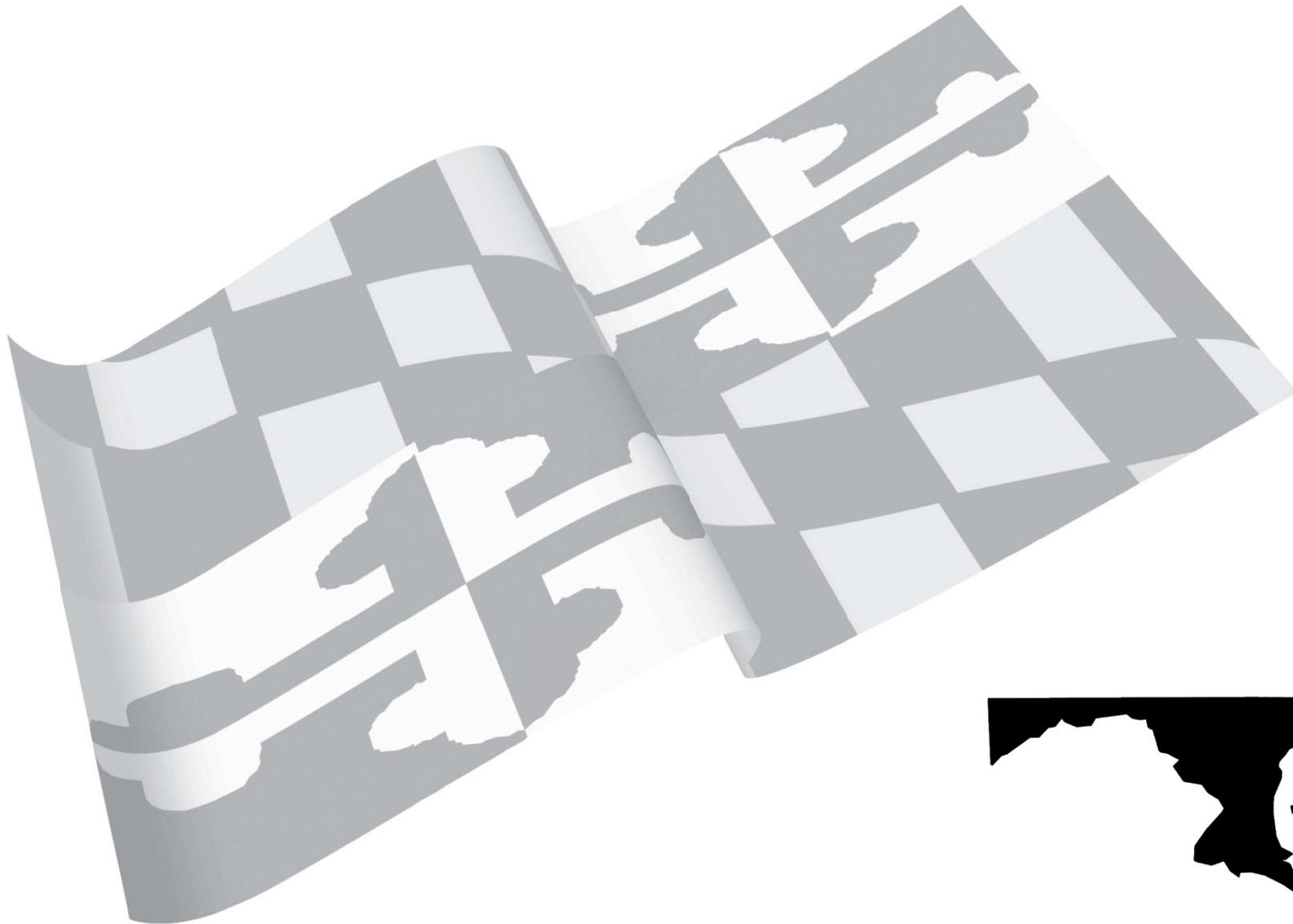
<b>TOTAL ONGOING AWARDS</b>	<b>3,834,338</b>
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**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Federal Earmark Projects**

<u>Allegany County</u> Allegany Highlands Trail	4,600,000
<u>Anne Arundel County</u> South Shore Trail	1,600,000
<u>Baltimore City</u> 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
<u>Hagerstown</u> Eastern Boulevard Widening and Grade Separation	380,000
<u>Montgomery County</u> 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
<b>TOTAL ONGOING AWARDS</b>	<b>33,727,200</b>





**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**

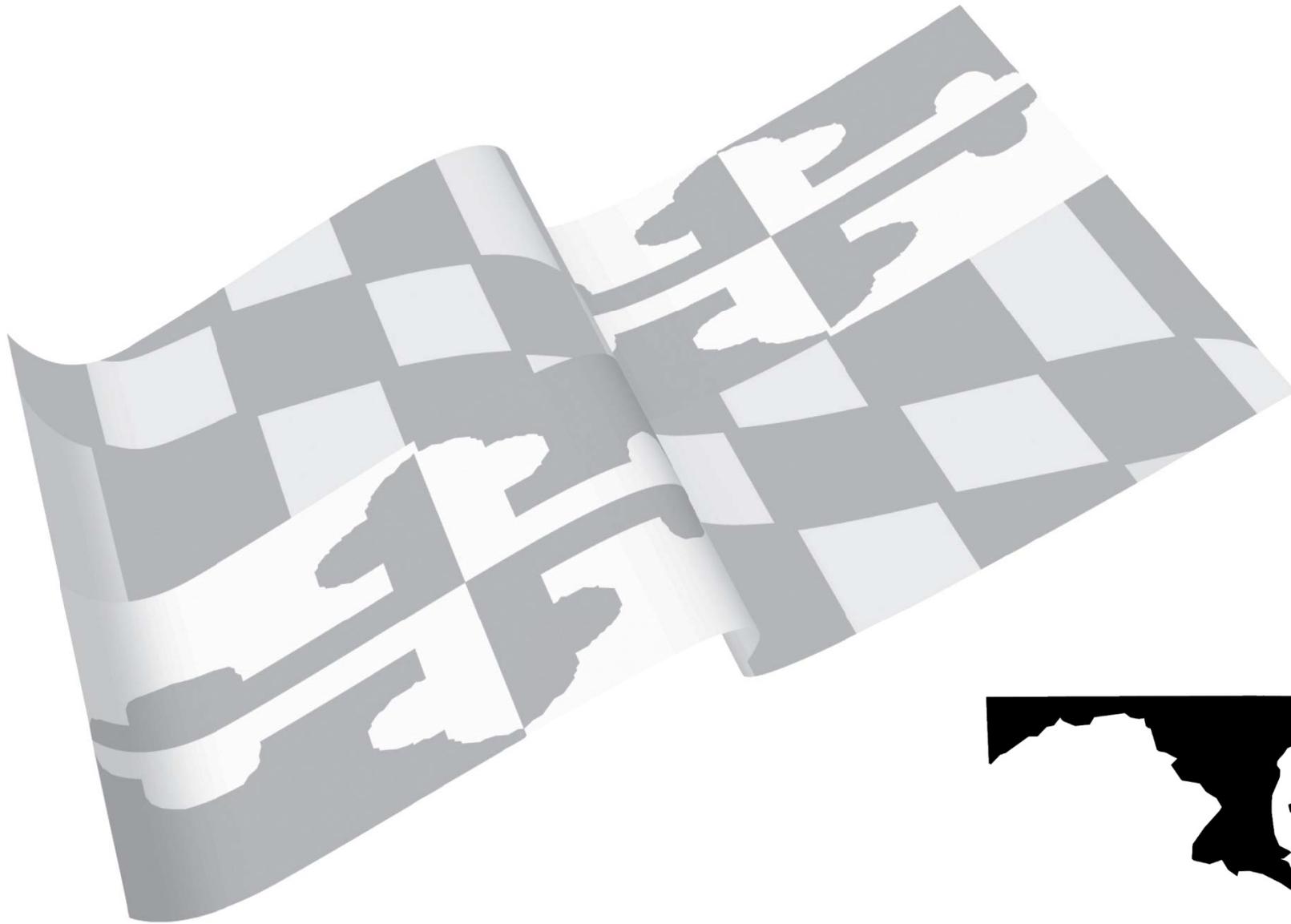
<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b><u>Total</u></b>
		<b><u>Federal</u></b>	<b><u>State</u></b>	<b><u>Local/Owner</u></b>	
Allegany	Greater Cumberland Regional	628	260	110	998
Anne Arundel	Tipton Airport	1,237	69	69	1,375
Baltimore	Essex Skypark	0	90	10	100
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**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (\$000's)</u>			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
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	<u>153</u>	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.

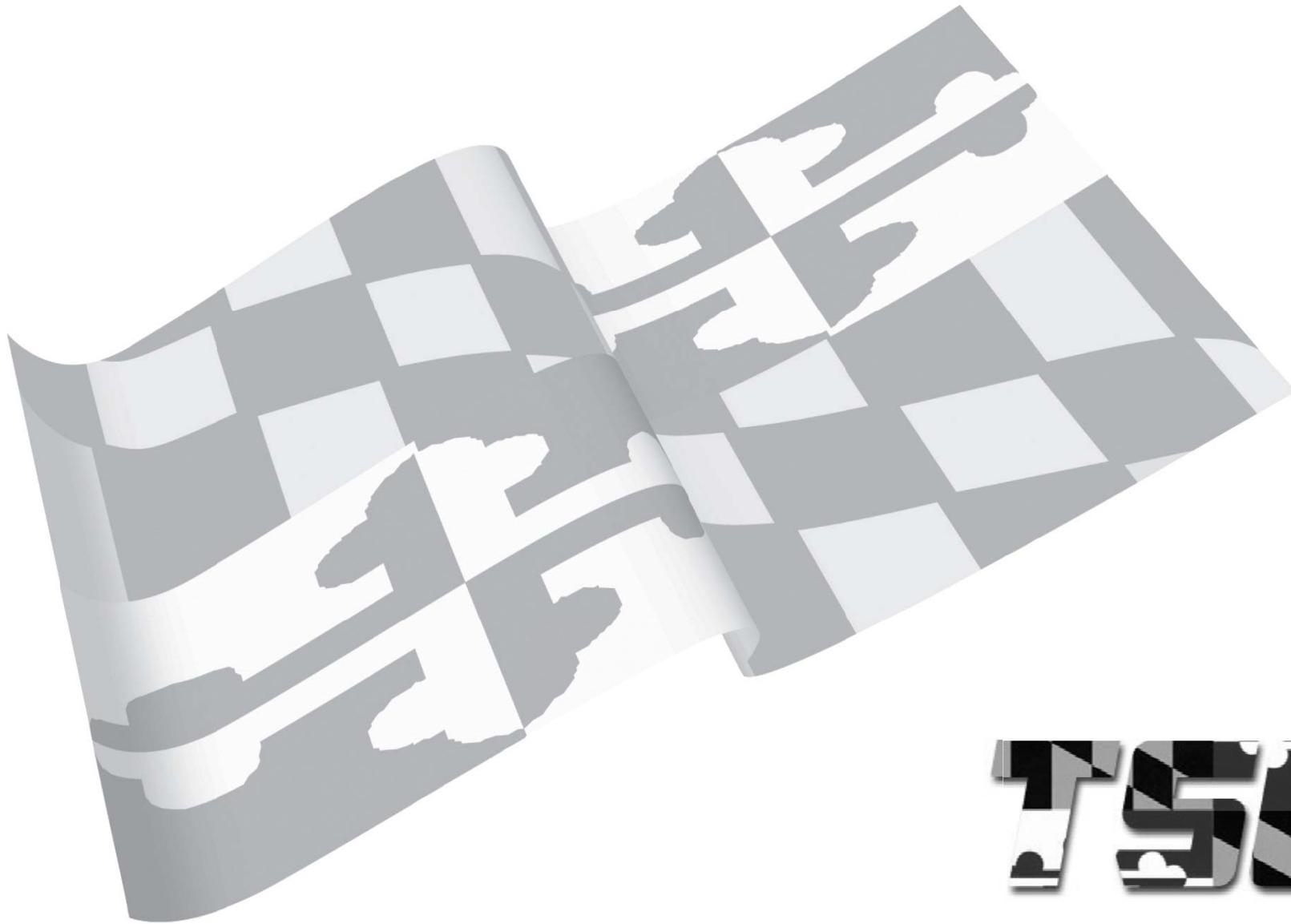
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$3.1 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

<b>PROJECT</b>	<b>ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)</b>
<b><u>THE SECRETARY'S OFFICE</u></b>	
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
<b><u>MOTOR VEHICLE ADMINISTRATION</u></b>	
Performance Registration Information Systems Management (PRISM)	803
<b><u>MARYLAND PORT ADMINISTRATION</u></b>	
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
<b>TERMINAL-WIDE SYSTEM PRESERVATION</b>	<b>208,767</b>

<b><u>MARYLAND TRANSPORTATION AUTHORITY</u></b>	
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
<b><u>STATE HIGHWAY ADMINISTRATION</u></b>	
<b>STATEWIDE</b>	17,300
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	37,700
<b>ALLEGANY</b>	3,599
US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	
<b>ANNE ARUNDEL</b>	23,843
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)	
<b>BALTIMORE COUNTY</b>	134,589
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	
<b>CALVERT</b>	32,267
MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	

<b>CAROLINE</b> MD 404 upgrade to 4 lane divided highway (capacity improvements) MD 331 replace bridge over Choptank River (bridge replacement)	182,823
<b>CHARLES</b> US 301 Project Planning Study (capacity improvements study)	3,721
<b>FREDERICK</b> US 15 / US 40 improvement study (operational and safety improvements) MD 180 Jefferson Pike	32,419
<b>GARRETT</b> US 219 North I-68 to Pennsylvania State Line (capacity improvements)	89,398
<b>HARFORD</b> MD 22, intersection improvements (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	37,888
<b>HOWARD</b> US 29 improvements (operational, safety and capacity improvements) MD 32 improvements study (safety and capacity improvements)	160,446
<b>MONTGOMERY</b> 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
<b>PRINCE GEORGES</b> 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
<b>QUEEN ANNE'S</b> US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	179,733

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



**TSP**



**THE SECRETARY'S OFFICE**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>	<u>51.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>51.1</u>
<b>SUBTOTAL</b>	127.4	33.4	31.1	17.9	12.1	11.7	233.6
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>	<u>2.2</u>	<u>12.8</u>
<b>TOTAL</b>	129.4	35.5	33.2	20.1	14.3	14.0	246.4
<b>Special Funds</b>	75.9	34.8	33.2	20.1	14.3	14.0	192.1
<b>Federal Funds</b>	52.8	0.4	-	-	-	-	53.3
<b>Other Funds</b>	0.7	0.3	-	-	-	-	1.0

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**PROJECT:** Transportation Alternatives Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** Enhancement activities must be directly related to transportation.

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Underway.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

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

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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

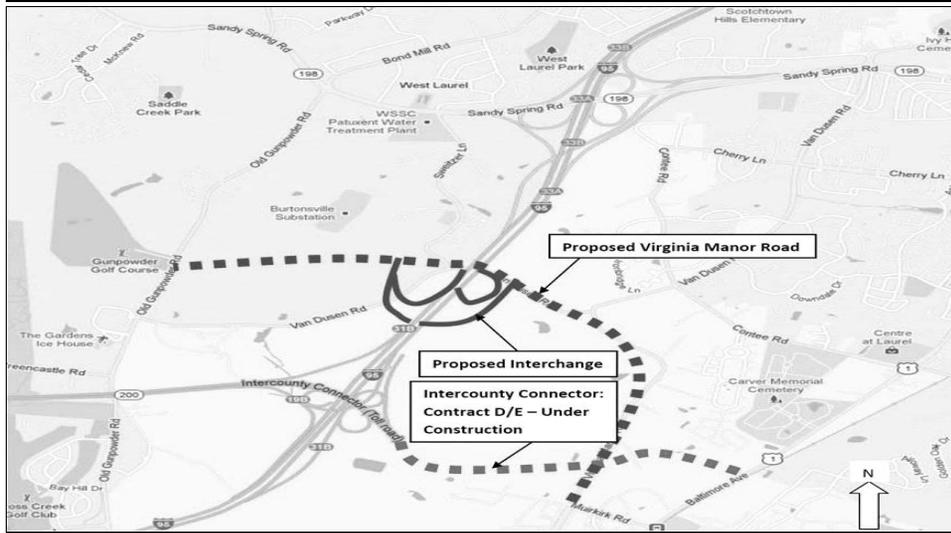
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

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

**STATUS:** A total of 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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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



**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.

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

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

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

**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 200, InterCounty Connector (MdTA Line - 22)

**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:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	27,000	16,149	200	0	10,651	0	0	0	10,851	0	0
<b>Total</b>	<b>30,000</b>	<b>19,149</b>	<b>200</b>	<b>0</b>	<b>10,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,851</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**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:**  Project Not Location Specific  Not Subject to PFA Law

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

**ASSOCIATED IMPROVEMENTS:** Freight Bridge Rehabilitation (MTA Line 8)

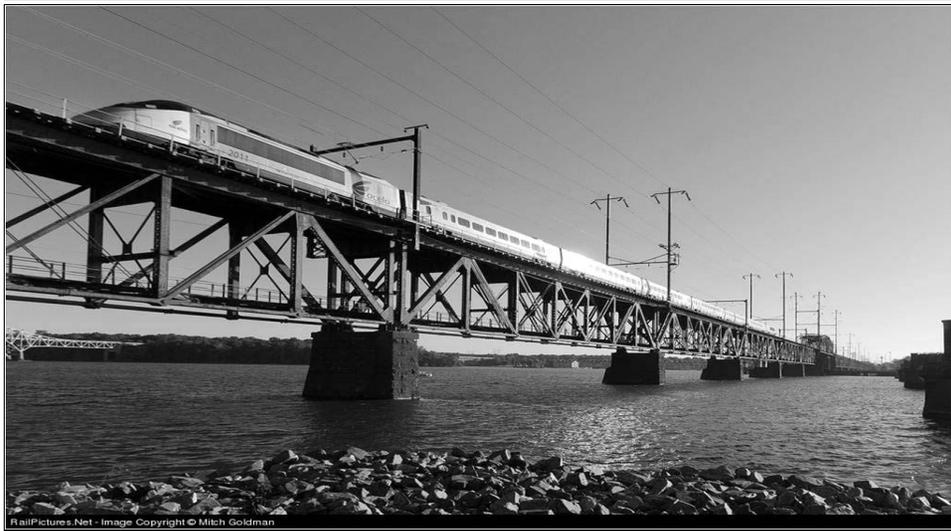
**STATUS:** Engineering and construction efforts are ongoing.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

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

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

MTA Project #s 0212, 0213 and 0590



**PROJECT:** Amtrak's Susquehanna River Bridge

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	9,654	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



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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 8**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Information Technology Project</u></b>			
1	CAD/RMS - DVED & ASED (0176)	1,100	Complete
2	Data Loss Prevention (0212)	1,554	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
<b><u>The Secretary's Office</u></b>			
7	MBE 2009 Disparity Study (0146)	3,014	Complete
8	P3 Stipend Payments (1214)	7,500	Complete
<b><u>Grants</u></b>			
9	Grants to Local Governments (0193)	41,000	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

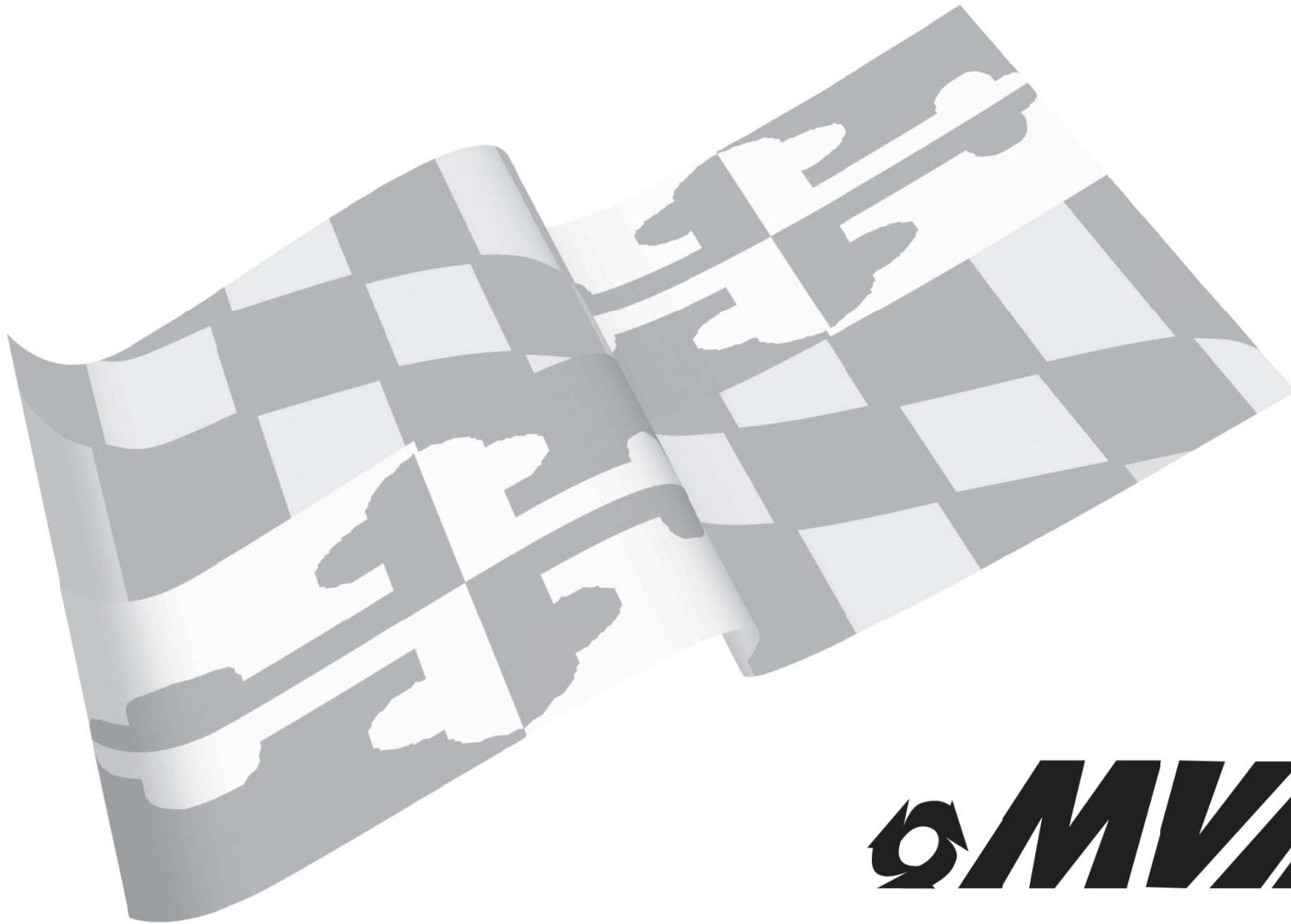
**THE SECRETARY'S OFFICE - LINE 8 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Information Technology Project</u></b>			
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
<b><u>The Secretary's Office</u></b>			
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

**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
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>The Secretary's Office (cont'd)</u></b>			
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
<b><u>Grants</u></b>			
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)**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>							
	-	-	-	-	-	-	-
SUBTOTAL	25.0	27.1	22.8	15.6	13.2	13.7	117.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>							
	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.

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

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

**EXPLANATION:** 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.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

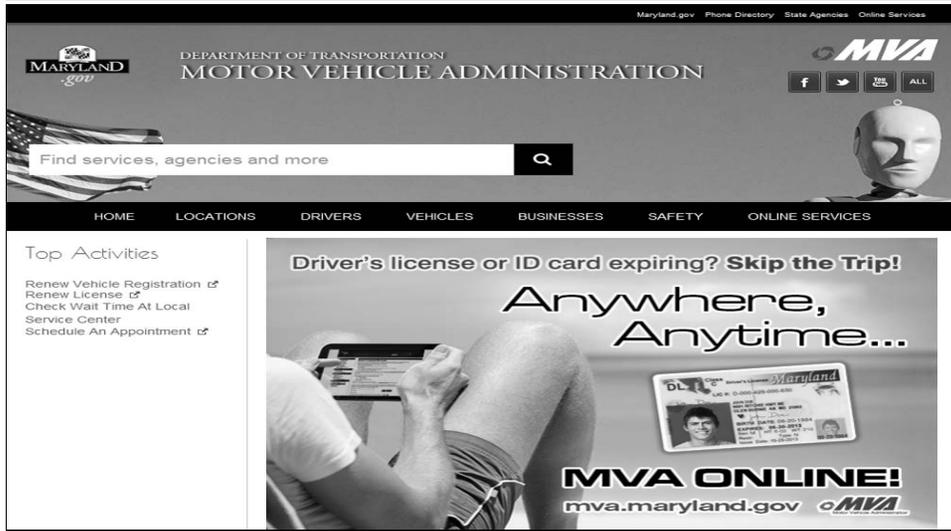
**ASSOCIATED IMPROVEMENTS:**

Security System Preservation & Improvement (Line 4)  
DLS/POS Migration (Line 4)

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	



**PROJECT:** Alternative Service Delivery Systems

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

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

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

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

**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.

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

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

**ASSOCIATED IMPROVEMENTS:** Project Core (MVA Line - 3)

**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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
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	



**PROJECT:** Project Core (Enterprise Management System)

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Alternative Service Delivery Systems (MVA Line - 2)

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

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

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

**STATUS:** The planning phase of the project is near completion. A scope of work including requirements for implementation was developed and reviewed. 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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MOTOR VEHICLE ADMINISTRATION - LINE 4**

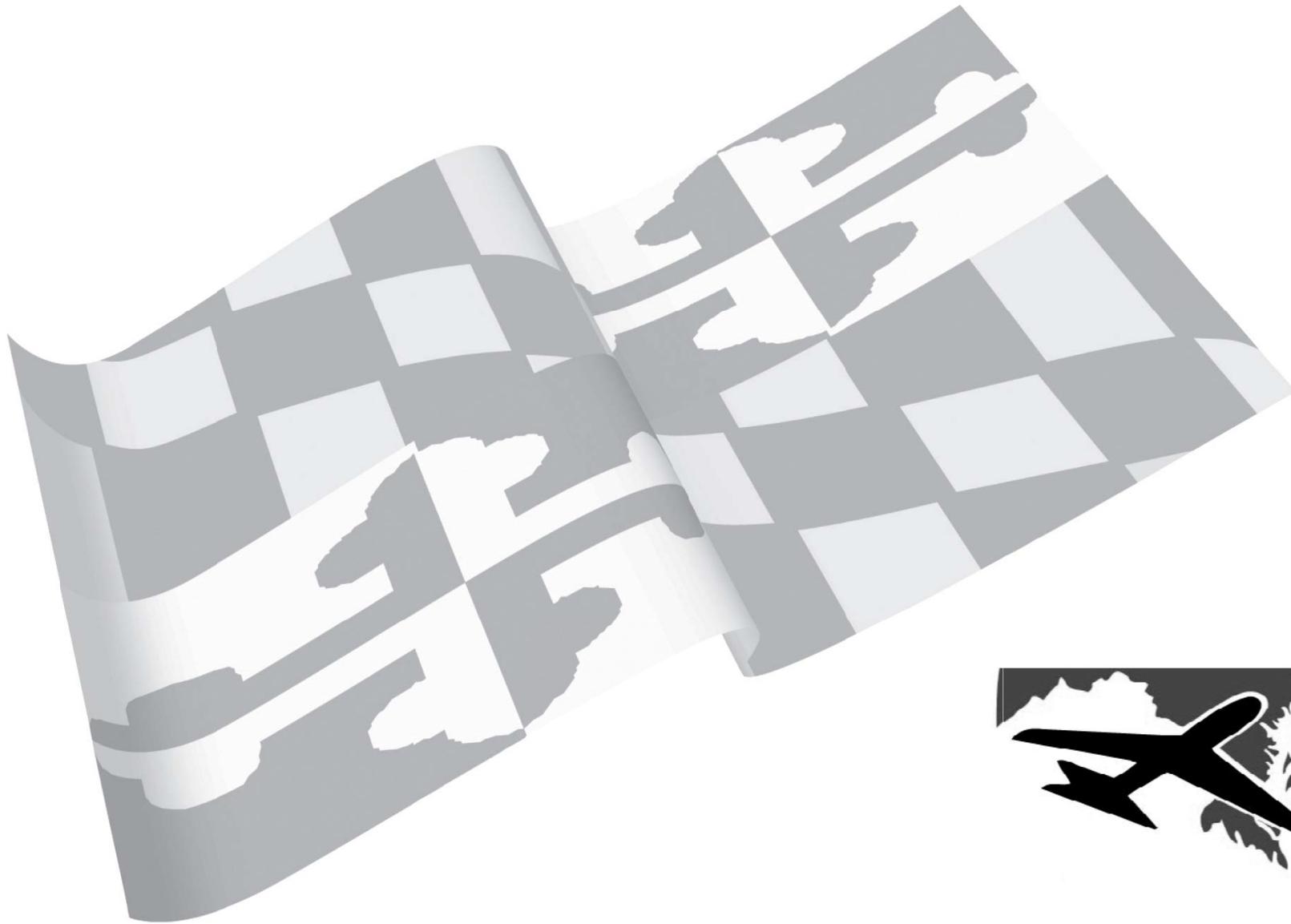
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Building Improvements</u></b>			
1	Essex Branch Office Expansion (0675)	561	Complete
2	Salisbury Branch Renovation (0693)	2,901	Complete
<b><u>Information Technology</u></b>			
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
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Building Improvements</u></b>			
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
<b><u>Information Technology</u></b>			
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
<b><u>Safety</u></b>			
25	Maryland Highway Safety Office Bicycle Programs (0777)	130	Ongoing

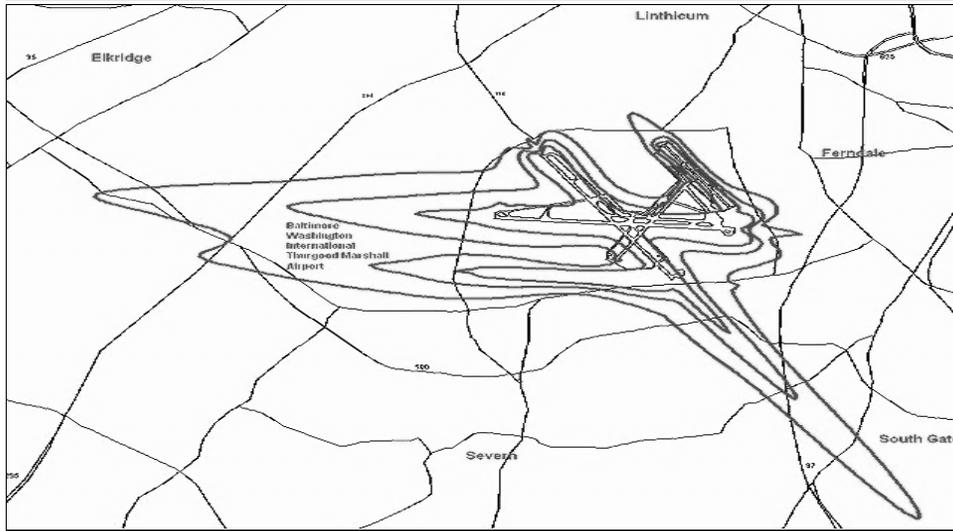




**MARYLAND AVIATION ADMINISTRATION**

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

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



**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 aviation 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.

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** This program enhances the environment of neighboring communities by providing homeowner 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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	
<b>Total</b>	<b>28,574</b>	<b>22,938</b>	<b>940</b>	<b>940</b>	<b>939</b>	<b>939</b>	<b>939</b>	<b>939</b>	<b>5,636</b>	<b>0</b>	
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0	

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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Runway Safety Area, Standards and Pavement Improvements Phase 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:

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

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

**STATUS:** 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 passenger growth.

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

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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

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

**ASSOCIATED IMPROVEMENTS:**

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

**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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

**STATUS:** 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:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019....	.....2020....	.....2021....		
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

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

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

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

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

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

**STATUS:** 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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
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.

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

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

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

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

**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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
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	



**PROJECT:** Loading Bridge Replacement Program at BWI Marshall Airport

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

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

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

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

**EXPLANATION:** 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.

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Multi-year construction program began Fall 2014.

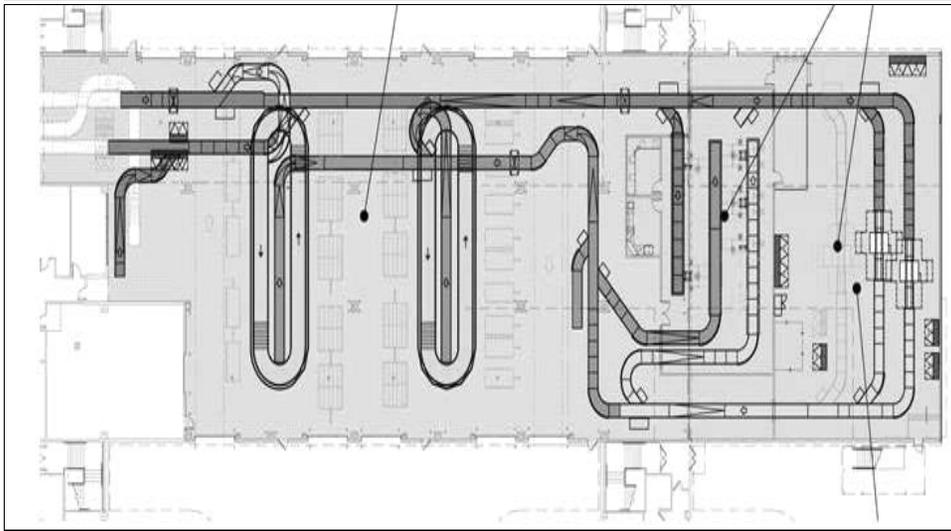
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>13,748</b>	<b>7,445</b>	<b>6,303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,303</b>	<b>0</b>
Federal-Aid	2,149	334	1,815	0	0	0	0	0	1,815	0

**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.

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



**PROJECT:** International Checked Baggage Inspection System at BWI Marshall Airport

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** International Building Expansion - System Preservation Minor Projects Program

**STATUS:** 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:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	512	343	169	0	0	0	0	0	0	169	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	21,574	9,163	12,411	0	0	0	0	0	0	12,411	0
Total	22,086	9,506	12,580	0	0	0	0	0	0	12,580	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** International Concourse Extension at BWI Marshall Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

D/E Connector at BWI Marshall Airport -- 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:** 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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
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 with larger articulated buses will ensure sufficient capacity to handle customer growth, maintain service levels, and ensure passenger delays are not due to equipment.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

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

**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.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR 2017	YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	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



**PROJECT:** Environmental Assessment at Martin State Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Environmental assessment 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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					....2019....	....2020....	....2021....	....2022....		
Planning	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

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

**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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR 2017	YEAR 2018	FOR PLANNING PURPOSES ONLY	.....2019.....			.....2020.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	623	1,377	0	0	0	0	2,000	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	623	1,377	0	0	0	0	2,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Airport Technology</u></b>			
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
<b><u>Airside Development</u></b>			
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
<b><u>Annual</u></b>			
7	Roadway Sign & Retaining Wall Structure Inspection (1906)	233	Complete
8	Wildlife Mitigation (2006)	13	Complete
<b><u>Baltimore/Washington</u></b>			
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
<b><u>Consol Rental Car Facility</u></b>			
16	CRCF - New Tenant Access Road and Walkway (1978)	928	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Consol Rental Car Facility (cont'd)</u></b>			
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
<b><u>Environmental Compliance</u></b>			
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
<b><u>Equipment</u></b>			
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
<b><u>Information Tech CTIPP</u></b>			
35	Airport Road Electronic Signage Repl - Design Only (2044)	200	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Information Tech CTIPP (cont'd)</u></b>			
36	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	935	Complete
<b><u>Intl Infrastructure</u></b>			
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
<b><u>Landside Development</u></b>			
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
<b><u>Martin State</u></b>			
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
<b><u>PMP Airfield Improvement</u></b>			
49	ARFF Airfield Access Road (7775)	116	Complete
50	Emergency Taxiway Repairs (7774)	4,016	Complete
51	Taxiway A Pavement Rehabilitation (7738)	5	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>PMP Airfield Improvement (cont'd)</u></b>			
52	Taxiway R Repairs (7763)	459	Complete
<b><u>Security</u></b>			
53	TSA Baggage Screening Improvements Ph 2 (8999)	1,918	Complete
54	TSA Piers A/B Bag Screening Equip Replacement (8998)	5,049	Complete
<b><u>Terminal Development</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2017 and 2018</u></b>		
	<b><u>Airport Technology</u></b>		
69	IT Equipment (1456)	2,400	Ongoing
70	Airport Project Administration System (AirPass) (2040)	883	Underway
	<b><u>Airside Development</u></b>		
71	Comp Pavement Markings FY15 (1909)	200	Fall, 2016
72	Comprehensive Paving FY 2016 (2108)	7,350	Ongoing
	<b><u>Annual</u></b>		
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
	<b><u>Baltimore/Washington</u></b>		
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Baltimore/Washington (cont'd)</u></b>			
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 Professional 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
<b><u>Consol Rental Car Facility</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>		
	<b><u>Consol Rental Car Facility (cont'd)</u></b>		
113	CRCF Used Articulated Buses FY16 (2092)	310	Underway
	<b><u>Environmental Compliance</u></b>		
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
	<b><u>Equipment</u></b>		
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

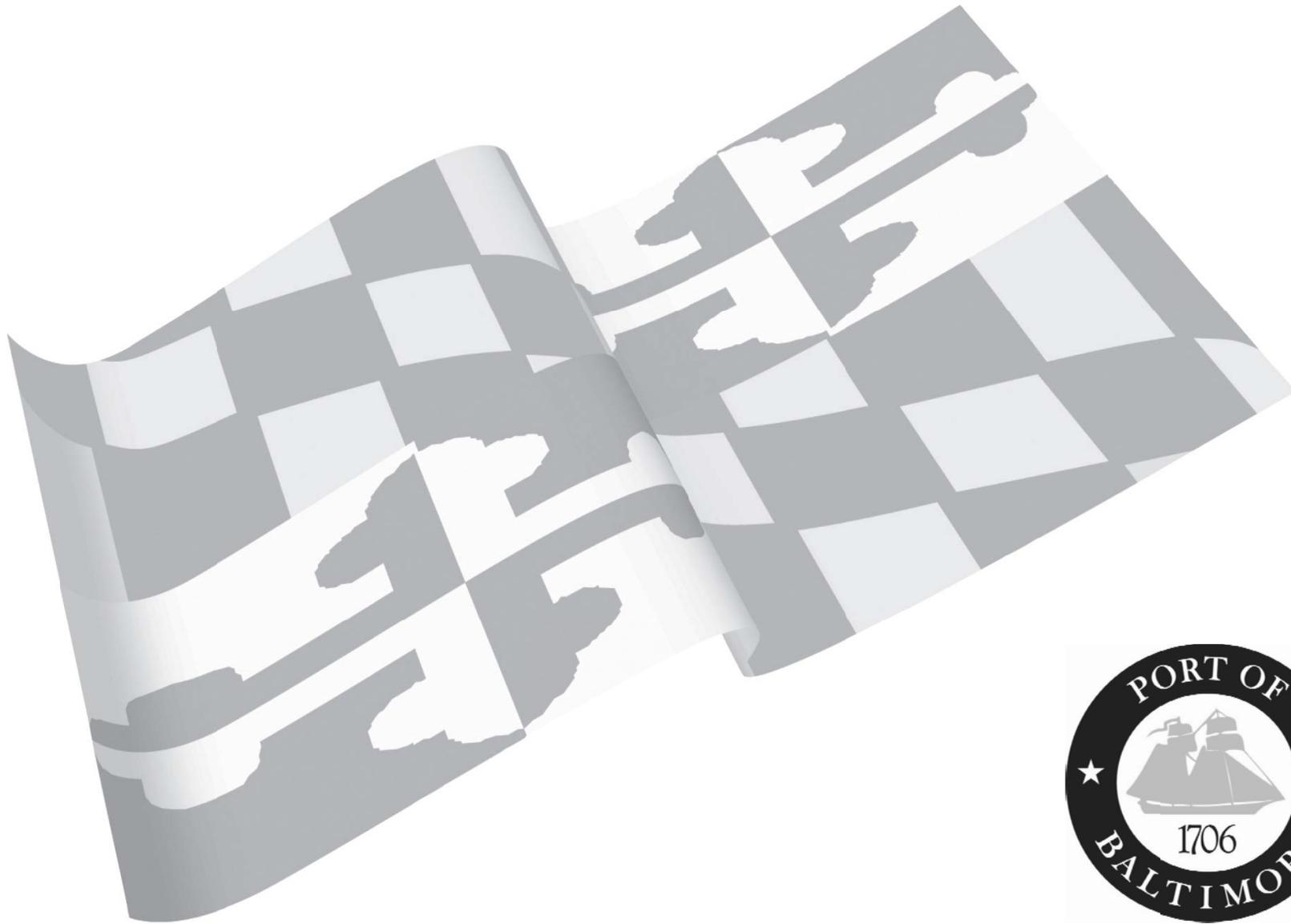
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Equipment (cont'd)</u></b>			
135	Portable Snowmelters (New) (9402)	5,000	Underway
136	Snow Equip Repl - De-Icing Truck #9952 (2073)	187	Underway
137	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
<b><u>Information Tech CTIPP</u></b>			
145	Permanent Noise Monitoring System Replacement (7405)	2,000	Underway
<b><u>Intl Infrastructure</u></b>			
146	Conc Infrastructure Improvements (9695)	3,371	Underway
<b><u>Landside Development</u></b>			
147	Daily Garage Inspection Repairs (1921)	509	Underway
148	Protective Land Acquisition (1137)	300	Underway
<b><u>Martin State</u></b>			
149	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Fall, 2017
150	MTN Air Traffic Control Tower (1121)	950	Fall, 2017

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Martin State (cont'd)</u></b>			
151	MTN Obstruction Removal (9431)	319	Fall, 2017
<b><u>Regional Aviation</u></b>			
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
<b><u>Security</u></b>			
155	Security Initiatives (1298)	1,600	Ongoing
156	Exit Lane Technology (2028)	150	Underway
<b><u>Terminal Development</u></b>			
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)**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>	<u>9.6</u>	<u>10.6</u>	<u>12.8</u>	<u>12.2</u>	<u>11.1</u>	<u>7.5</u>	<u>63.7</u>
SUBTOTAL	119.5	102.5	245.6	171.2	105.3	77.6	821.7
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.8</u>	<u>4.9</u>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>30.4</u>
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  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement Monitoring -- Line 2  
 Dredged Material Program -- Line 10

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The program was increased \$1 million due to a revised cost estimate and adding funding for FY22.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
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:**  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

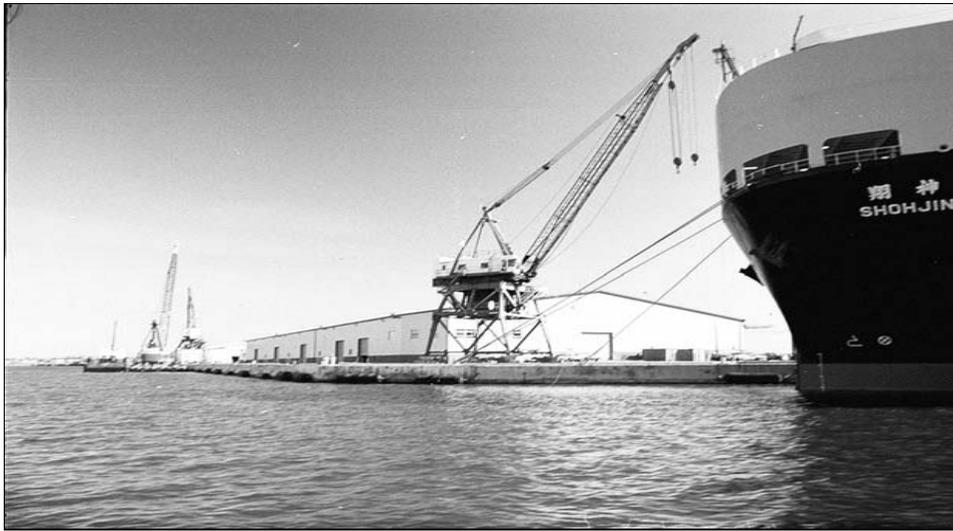
**ASSOCIATED IMPROVEMENTS:**  
 Hart-Miller Island Related Projects -- Line 1  
 Dredge Material Program -- Line 10

**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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019....	.....2020....	.....2021....		
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.

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

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

**EXPLANATION:** Funding of this project allows vessels with deeper drafts to make 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.

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** 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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2019....	....2020....	....2021....	....2022....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

**USAGE:** Increase in larger, deeper vessel calls.



**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

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

**ASSOCIATED IMPROVEMENTS:** None.

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

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

**EXPLANATION:** These 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:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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.

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

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

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

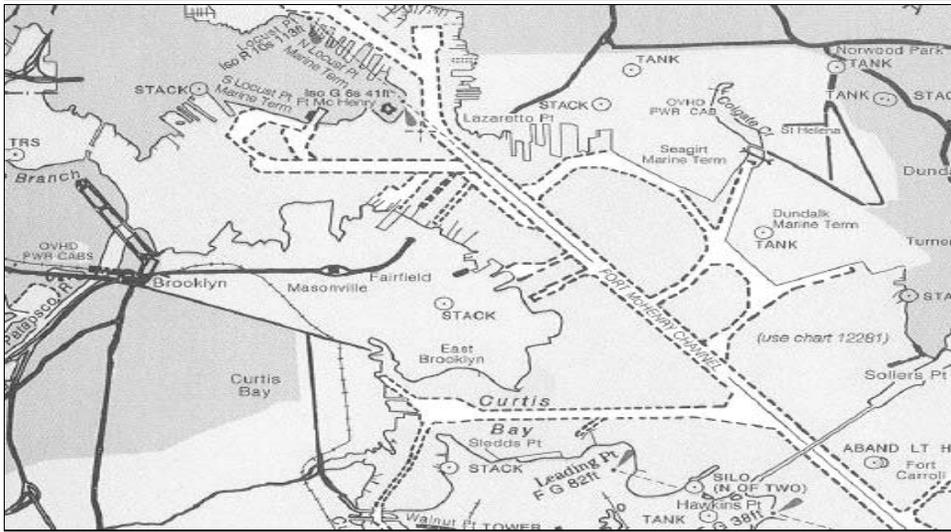
**ASSOCIATED IMPROVEMENTS:** None

**STATUS:** 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.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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 existing terminals and will be used to store autos and RoRo equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** In FY 16, MPA acquired the ICTF which is adjacent to Seagirt Marine Terminal.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	
<b>Total</b>	<b>30,043</b>	<b>28,608</b>	<b>0</b>	<b>0</b>	<b>1,435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,435</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**EXPLANATION:** 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:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
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 (Beverly Slip) and South Locust Point terminals (Fruit Slip). Additionally the derelict Pier 5 at Fairfield terminal will be demolished.

**PURPOSE & NEED SUMMARY STATEMENT:** The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it 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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

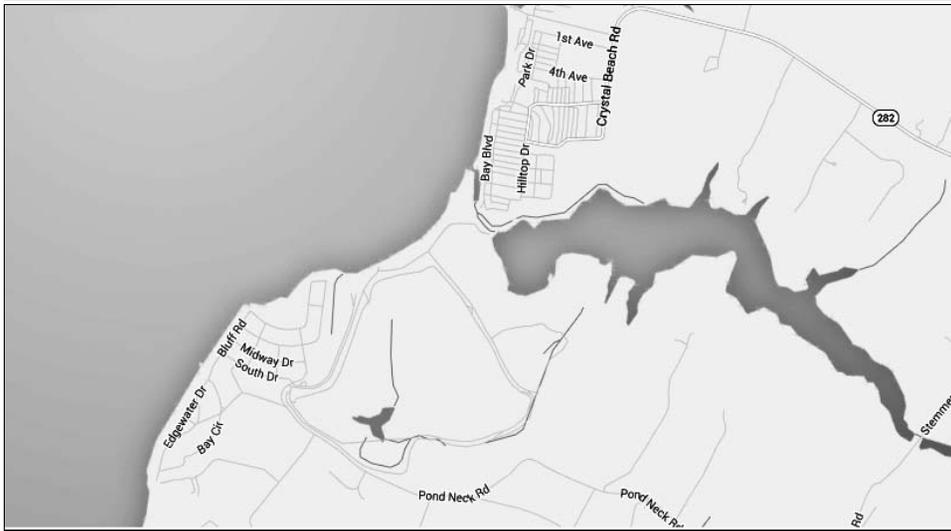
**EXPLANATION:** The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	43,357	15,288	13,270	5,935	7,914	950	0	0	28,069	0	0
Total	43,357	15,288	13,270	5,935	7,914	950	0	0	28,069	0	0
Federal-Aid	10,000	0	6,336	2,664	1,000	0	0	0	10,000	0	0

2711, 2712, 5239



**PROJECT:** Pearce Creek Waterline Project

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

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

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

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

**EXPLANATION:** This project plays an integral role in the reactivation of the Pearce Creek DMCF. 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 transportation cost to alternative placement locations such as Poplar Island.

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

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

**ASSOCIATED IMPROVEMENTS:** Dredge Material Management Program - Line 10

**STATUS:** This project is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,184	2,300	8,884	3,000	0	0	0	0	11,884	0	0
Total	14,184	2,300	8,884	3,000	0	0	0	0	11,884	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

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



**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:**  Project Not Location Specific  Not Subject to PFA Law

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Feasibility studies are underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	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	
<b>Total</b>	<b>158,044</b>	<b>94,303</b>	<b>9,551</b>	<b>10,552</b>	<b>12,839</b>	<b>12,211</b>	<b>11,088</b>	<b>7,500</b>	<b>63,741</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

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
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>All Terminals</u></b>			
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
<b><u>Dundalk Marine Terminal</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Facilities and Equipment</u></b>			
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
<b><u>Masonville Auto Terminal</u></b>			
36	Berth 4 Approach Slab Reconstruction (1747)	2,556	Complete
37	Kurt Iron Environmental Phase I - Clean-up (1210)	1,664	Complete
<b><u>Open-Ended Consulting</u></b>			
38	Comprehensive Facility Inspection Diving (1725)	629	Complete
39	Engineering Survey Consultants (1241)	59	Complete
40	Portwide Egeeneering & Design FY 11 - STV (1259)	1,499	Complete
41	Portwide Egeeneering & 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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Port - Wide</u></b>			
44	Fiber Cable Installation from DMT to FSK/MdTA (3213)	125	Complete
45	Open Ended Studies - Planning (3112)	554	Complete
46	Telecommunications Network & Voicemail System Upgrade (3211)	330	Complete
<b><u>South Locust Point</u></b>			
47	Shed 11C Roll-up Door Repair (1642)	46	Complete
48	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete
<b><u>World Trade Center</u></b>			
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	Rehabilitation 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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>All Terminals</u></b>			
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
<b><u>Dundalk Marine Terminal</u></b>			
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
<b><u>Facilities and Equipment</u></b>			
78	Equipment and Infrastructure Preservation (3029)	339	Ongoing
79	Sprinkler Repairs (3038)	200	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

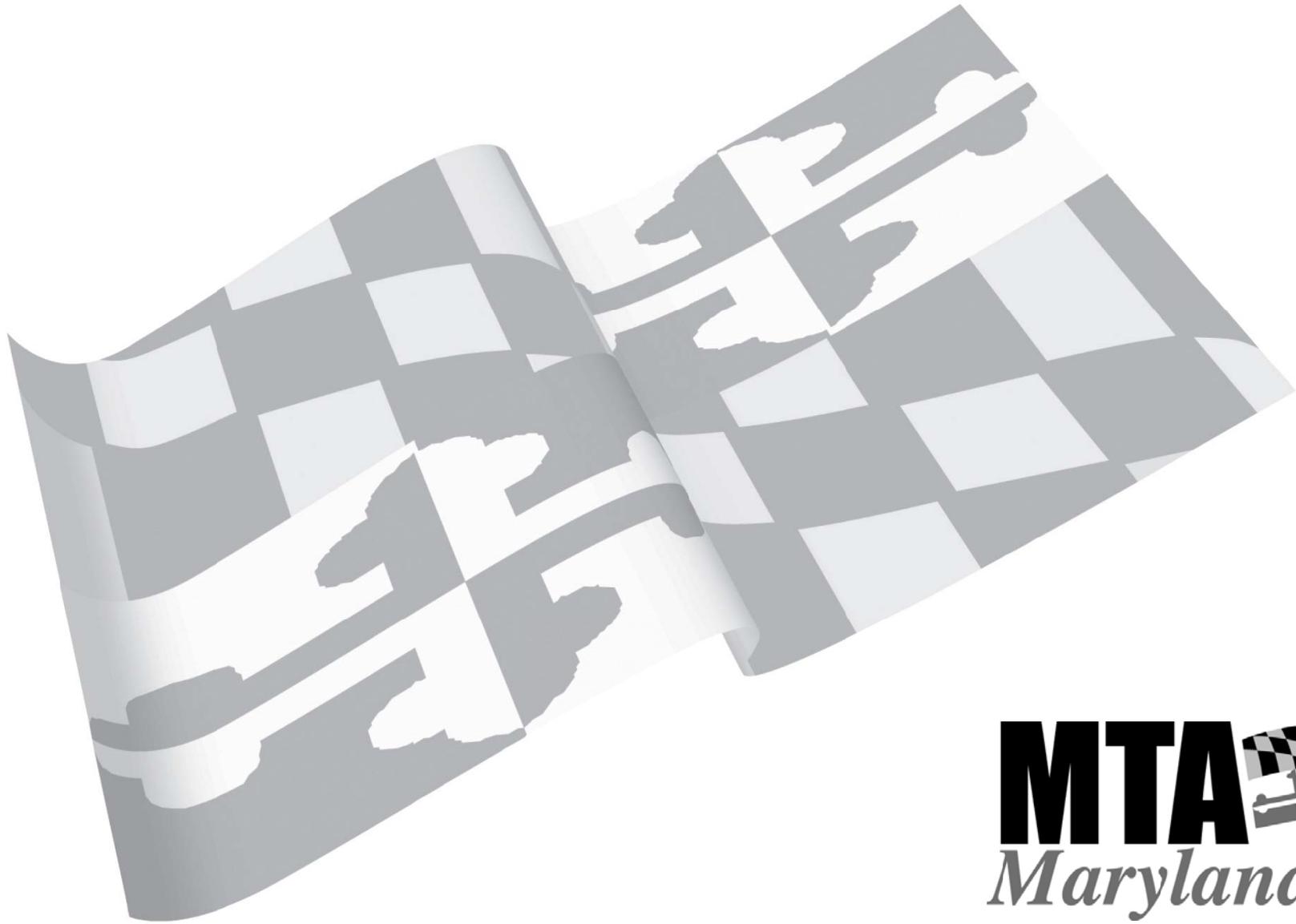
**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Facilities and Equipment (cont'd)</u></b>			
80	Facility Capital Equipment (3233)	600	Underway
81	Railroad Crane Inspection and Construction (3106)	847	Underway
<b><u>North Locust Point</u></b>			
82	Firestone Building Demolition (1815)	100	Spring, 2017
<b><u>Open-Ended Consulting</u></b>			
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
<b><u>Port - Wide</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>World Trade Center</u></b>			
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



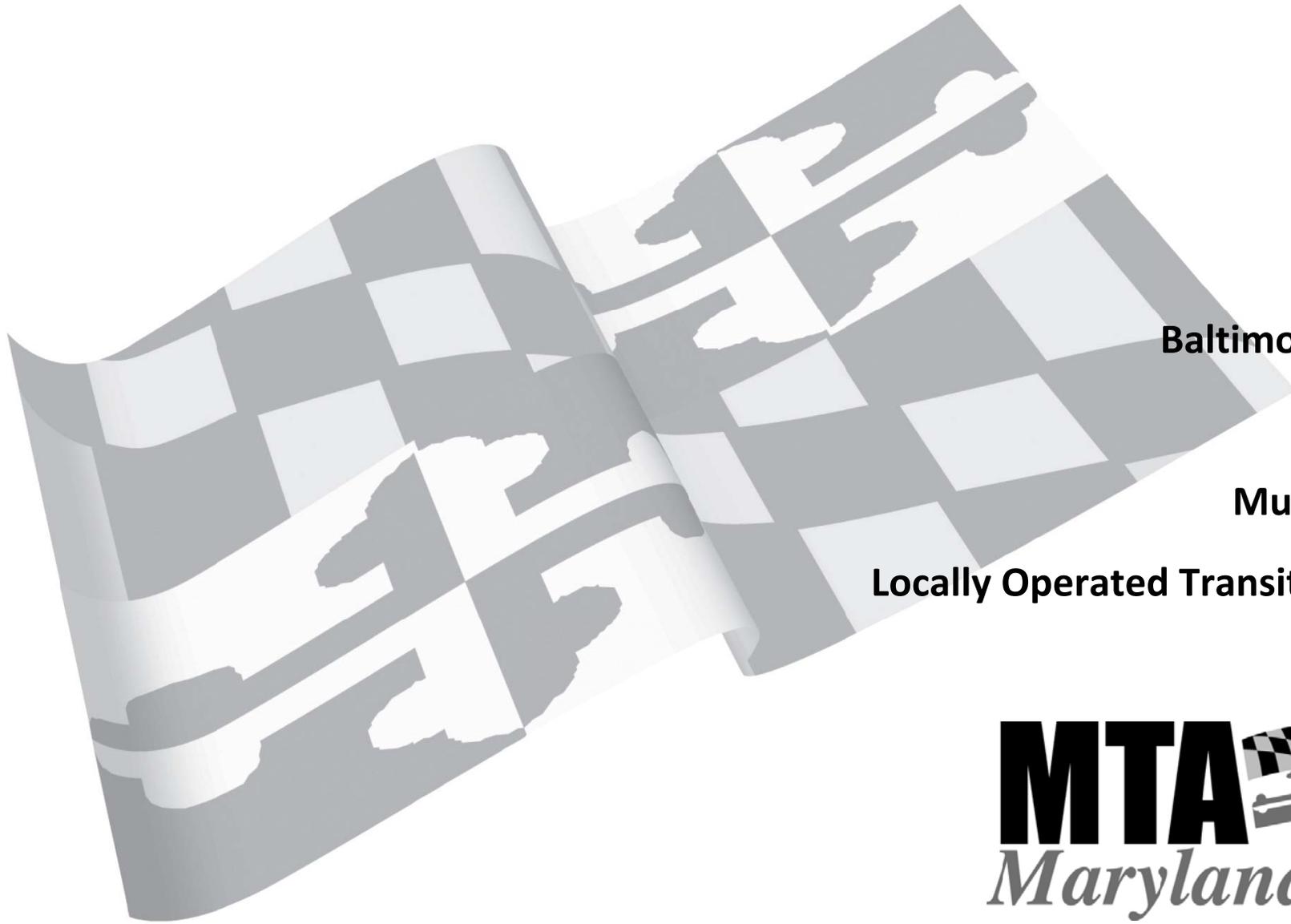
**MTA**   
*Maryland*



**MARYLAND TRANSIT ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>	<u>0.3</u>	<u>3.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.5</u>
<b>SUBTOTAL</b>	842.0	791.8	600.7	413.7	338.2	553.4	3,539.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>12.5</u>	<u>13.0</u>	<u>13.0</u>	<u>14.0</u>	<u>14.0</u>	<u>14.0</u>	<u>80.5</u>
<b>TOTAL</b>	854.5	804.8	613.7	427.7	352.2	567.4	3,620.3
<b>Special Funds</b>	366.3	330.6	219.0	88.4	54.1	153.0	1,211.3
<b>Federal Funds</b>	438.8	423.3	337.8	280.8	281.5	321.5	2,083.8
<b>Other Funding</b>	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 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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

**EXPLANATION:** Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms.

**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:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
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



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

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

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

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

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Program - Line 36

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
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.

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

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,649	649	0	0	0	1,000	0	0	1,000	0	0
Right-of-way	0	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	0
Total	224,424	170,593	7,725	14,006	11,000	7,300	6,000	7,800	53,831	0	0
Federal-Aid	170,439	127,831	6,180	11,204	8,800	5,840	4,344	6,240	42,608	0	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.

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

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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.

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

None.

**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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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.

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

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

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

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Program - Line 36

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	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	



**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:**  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:

- 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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
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:**  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-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 inspections and repairs.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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
<b>Total</b>	<b>26,663</b>	<b>17,290</b>	<b>773</b>	<b>1,407</b>	<b>2,115</b>	<b>1,656</b>	<b>1,722</b>	<b>1,700</b>	<b>9,373</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Light Rail Vehicle Overhaul

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

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

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

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	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

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



**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.

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

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

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
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:**  Project Not Location Specific  Not Subject to PFA Law

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**EXPLANATION:** 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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.

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

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

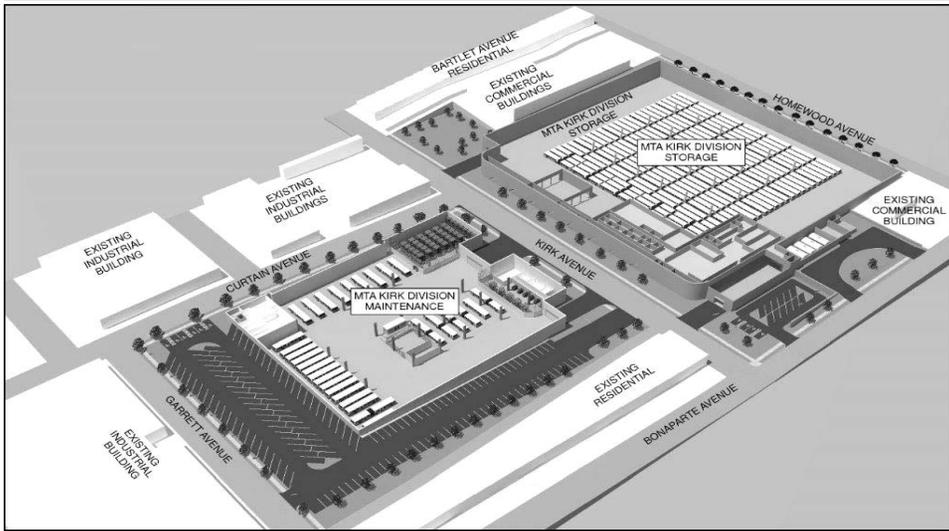
None.

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
Planning	0	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	0
Right-of-way	0	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	0
Total	67,601	14,420	16,036	2,530	2,405	4,300	8,034	19,876	53,181	0	0
Federal-Aid	14,221	7,193	7,028	0	0	0	0	0	7,028	0	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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Construction of Phase I is underway to be completed in FY 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	3,337	3,337	0	0	0	0	0	0	0	0	0
Engineering	13,225	12,305	920	0	0	0	0	0	0	920	0
Right-of-way	3,867	3,091	408	368	0	0	0	0	0	776	0
Construction	132,014	47,194	23,041	25,144	36,635	0	0	0	0	84,820	0
Total	152,443	65,927	24,369	25,512	36,635	0	0	0	0	86,516	0
Federal-Aid	87,685	44,106	19,495	17,915	6,169	0	0	0	0	43,579	0



**PROJECT:** Bus Procurement

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Bus Network Improvements - Line 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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Bus Network Improvements - Line 17

**STATUS:** Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

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



**PROJECT:** Bus New Main Shop

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

- Safety & Security
- System Preservation
- 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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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



**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.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

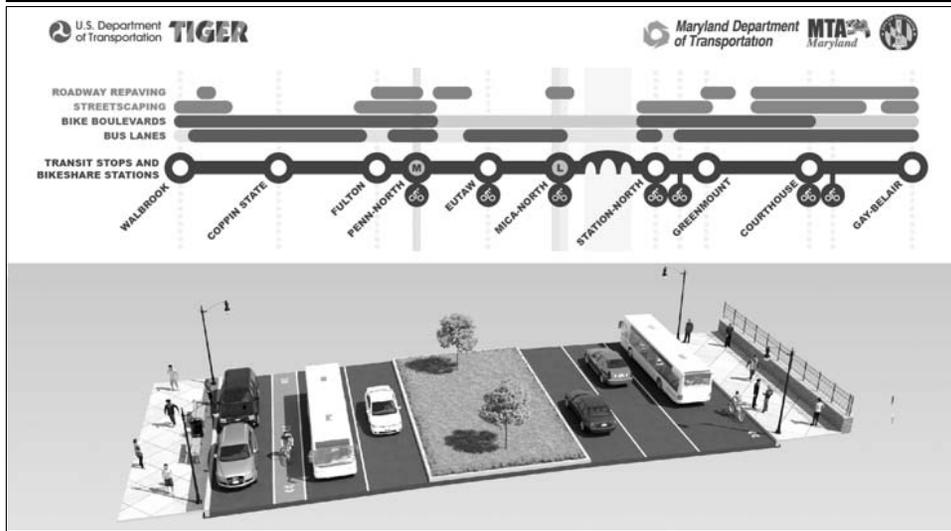
- Bus Procurement - Line 14
- Bus Communications Systems Upgrade - Line 15
- North Avenue Rising - Line 18

**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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	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

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

**ASSOCIATED IMPROVEMENTS:**  
 Bus Network Improvements - Line 17

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

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

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

**STATUS:** This project was awarded \$10 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
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.



**PROJECT:** Mobility Vehicle Procurement

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

**JUSTIFICATION:** Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	EXPEND COST (\$000)	THRU YEAR 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	109,956	56,150	2,633	10,744	6,600	9,677	11,401	12,751	53,806	0	0
Total	109,956	56,150	2,633	10,744	6,600	9,677	11,401	12,751	53,806	0	0
Federal-Aid	57,044	19,160	2,106	8,064	5,280	7,741	4,493	10,200	37,884	0	0



**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.

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

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

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

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

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA   | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** The renovations were completed in FY 2016.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
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

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



**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.

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

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

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**

Homeland Security - Line 7

**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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,266	28,266	0	0	0	0	0	0	0	0	0
Total	28,296	28,296	0	0	0	0	0	0	0	0	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0	0



**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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**EXPLANATION:** This 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	597	597	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0	0
Right-of-way	2,068	2,068	0	0	0	0	0	0	0	0	0
Construction	6,583	6,481	102	0	0	0	0	0	102	0	0
Total	10,507	10,405	102	0	0	0	0	0	102	0	0
Federal-Aid	8,310	8,310	0	0	0	0	0	0	0	0	0

**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:**  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:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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:**  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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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



**PROJECT:** Montgomery County Local Bus Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23  
 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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	....2019....	....2020....	....2021....	....2022....		
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:**  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:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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



**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.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- Montgomery County Local Bus Program - Line 25
- Prince George's County Local Bus Program - Line 26
- 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
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.



**PROJECT:** Fare Collection System Enhancements and Equipment Preservation

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

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

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

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

**EXPLANATION:** This project updates and preserves the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input type="checkbox"/> Grandfathered              |
| <input type="checkbox"/> Project Outside PFA             | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted          |

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
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	
<b>Total</b>	<b>61,439</b>	<b>5,057</b>	<b>4,494</b>	<b>2,882</b>	<b>3,987</b>	<b>1,392</b>	<b>1,500</b>	<b>2,500</b>	<b>16,755</b>	<b>39,627</b>	
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:**  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:** 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: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

**DESCRIPTION:** Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators up to full compliance with modern ADA requirements.

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

- Safety & Security
- System Preservation
- 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.

**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:** Condition assessment will begin in FY 2017.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
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



**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.

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

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

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

**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:**

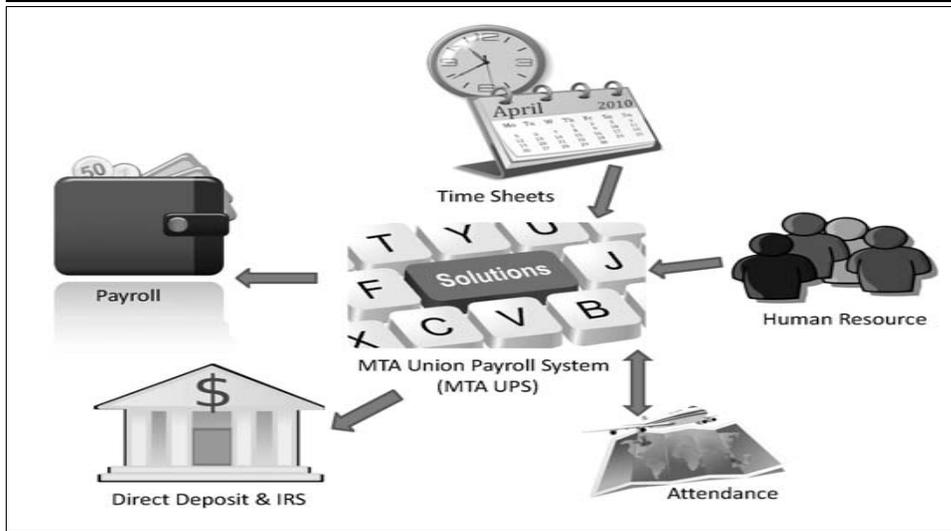
None.

**STATUS:** Coordination with DoIT and MD FiRST is underway.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

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

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



**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:**  Project Not Location Specific  Not Subject to PFA Law

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

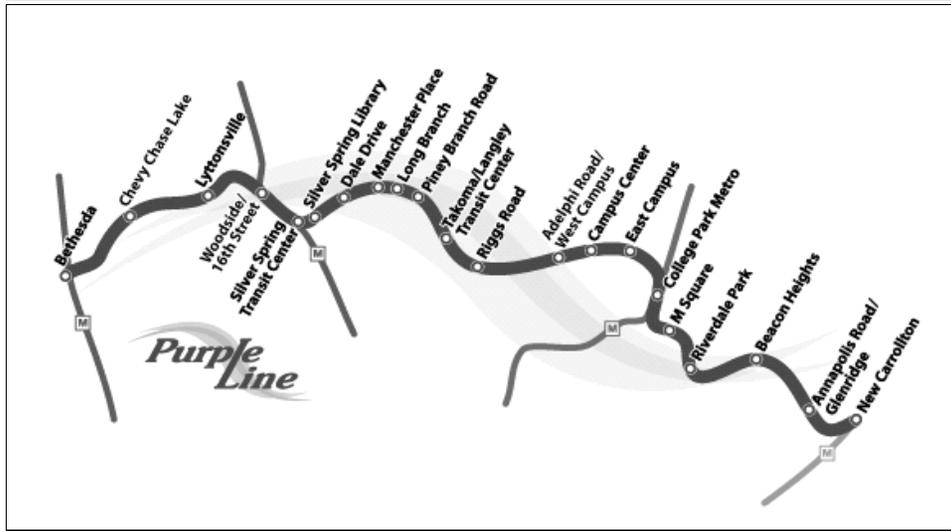
**EXPLANATION:** The current Union Payroll system has reached the end of its useful life. A modern system will allow MTA to achieve efficiencies between the human resources and payroll systems.

**STATUS:** Specification development underway.

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

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

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



**PROJECT:** Purple Line

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

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

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

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

**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
- Quality of Service
- Environmental Stewardship
- Community Vitality
- 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.

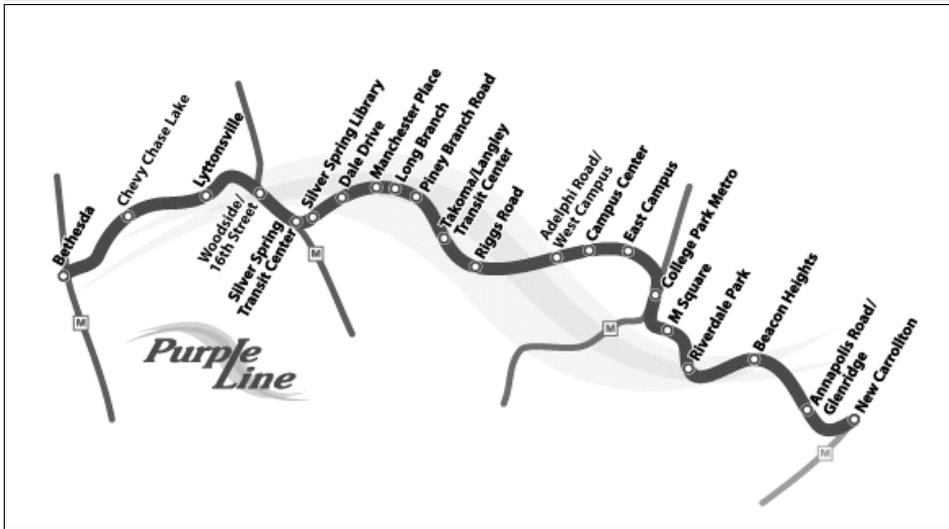
**STATUS:** Selected Purple Line Transit Partners as the concessionaire reaching financial close April 2016. Anticipate the Full Funding Grant Agreement with the Federal Transit Administration in FY 2017.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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
<b>Total</b>	<b>1,480,284</b>	<b>348,202</b>	<b>447,845</b>	<b>339,984</b>	<b>182,368</b>	<b>42,139</b>	<b>11,040</b>	<b>78,685</b>	<b>1,102,061</b>	<b>30,021</b>
Federal-Aid	960,432	81,541	247,314	164,577	130,000	125,000	120,000	92,000	878,891	0

**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.

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



**PROJECT:** Purple Line: Third-Party Funded Projects

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

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

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

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

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced.

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

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

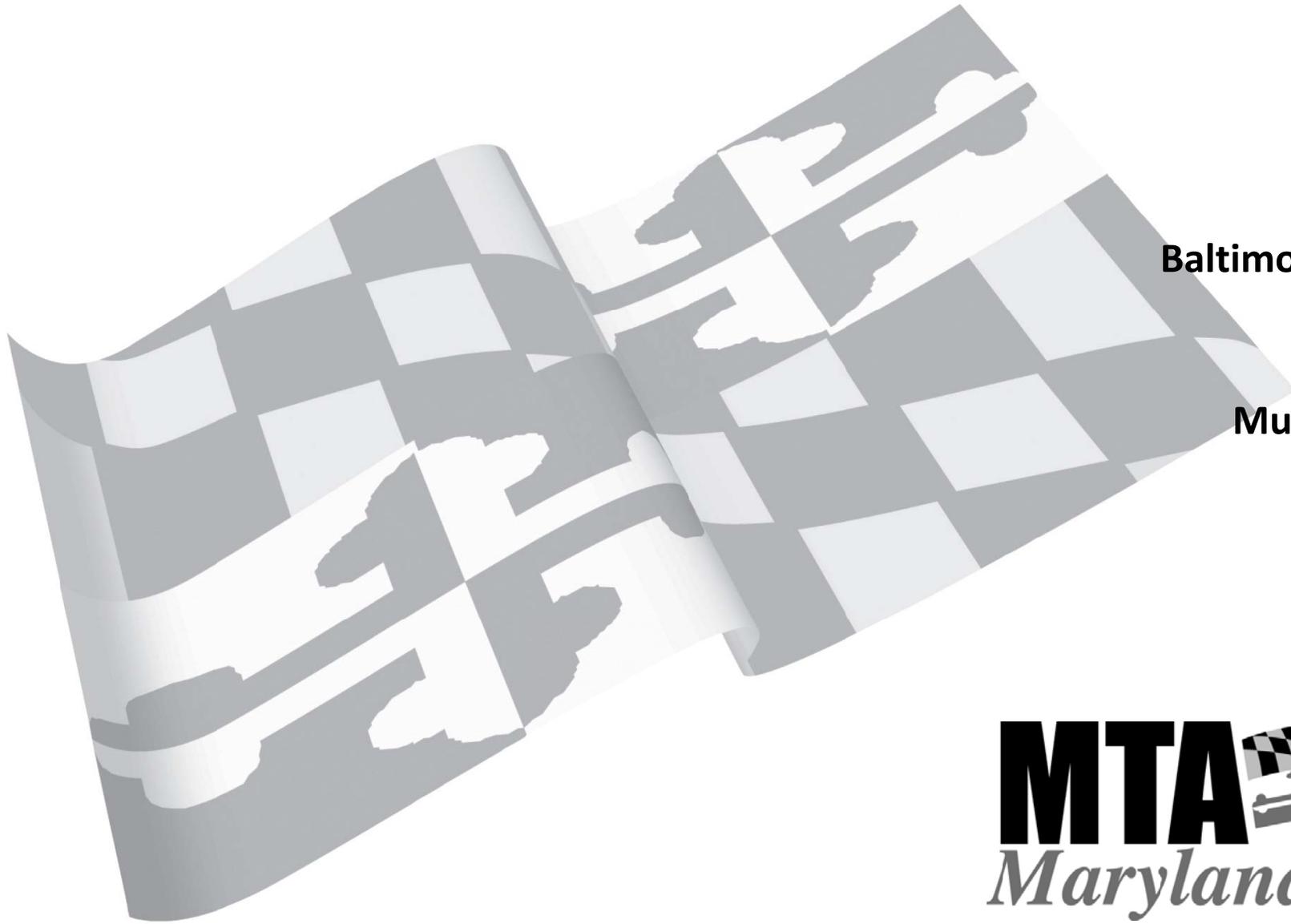
**ASSOCIATED IMPROVEMENTS:**

- Takoma/Langley Park Transit Center - Line 27
- Purple Line - Line 33

**STATUS:** Planning and design activities underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	156,410	0	28,748	28,828	34,435	36,853	15,548	11,856	156,268	142	
<b>Total</b>	<b>156,410</b>	<b>0</b>	<b>28,748</b>	<b>28,828</b>	<b>34,435</b>	<b>36,853</b>	<b>15,548</b>	<b>11,856</b>	<b>156,268</b>	<b>142</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**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**

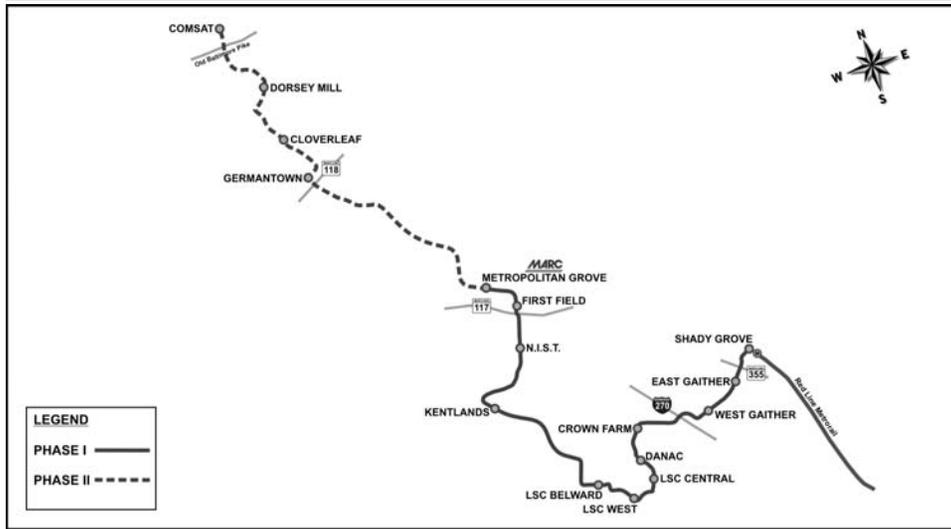
**Bus**

**Multi-Modal**



**MTA DEVELOPMENT & EVALUATION PROGRAM**





**PROJECT:** Corridor Cities Transitway (CCT)

**DESCRIPTION:** The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

**JUSTIFICATION:** The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

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

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

**ASSOCIATED IMPROVEMENTS:**

- Montgomery County Local Bus Program - Line 25
- SHA-M-1 - I-270/Watkins Mill Road Extended
- SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
- SHA-F-9 - MD 85 (D&E)

**STATUS:** Completion of 30% design of Phase 1 occurred November 2015. Coordination with stakeholders and corridor preservation continues for Phase 2. Project funding will be deferred to FY 2023.

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		.....2022.....	YEAR
Planning	37,408	37,408	0	0	0	0	0	0	0	0	0
Engineering	40,000	0	0	0	0	0	0	0	0	0	40,000
Right-of-way	38,403	0	0	0	0	0	0	0	0	0	38,403
Construction	145,000	0	0	0	0	0	0	0	0	0	145,000
<b>Total</b>	<b>260,811</b>	<b>37,408</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>223,403</b>
Federal-Aid	4,390	1,501	0	0	0	0	0	0	0	0	2,889



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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2016			2017	2018	....2019....	....2020....		
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

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



**PROJECT:** MARC Northeast Maintenance Facility

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

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

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

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

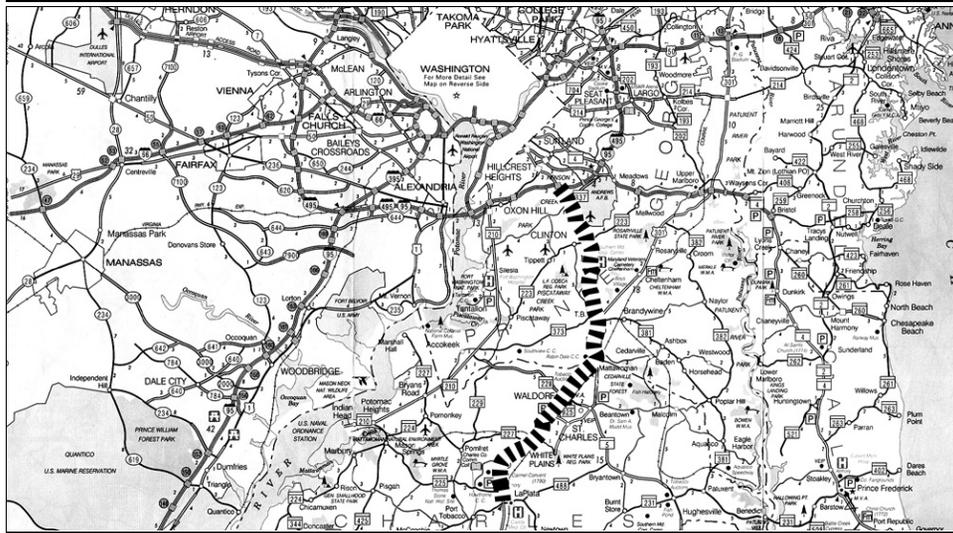
**ASSOCIATED IMPROVEMENTS:**

MARC Maintenance, Layover & Storage Facilities - Line 1  
 MARC Growth and Investment Program - Line 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
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	
<b>Total</b>	<b>12,245</b>	<b>4,591</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,654</b>	
Federal-Aid	9,264	3,141	0	0	0	0	0	0	0	6,123	



**PROJECT:** Southern Maryland Rapid Transit Study

**DESCRIPTION:** Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains in Charles County to the Branch Avenue Metrorail Station in Prince George's County.

**JUSTIFICATION:** Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high-capacity transit service in the corridor.

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

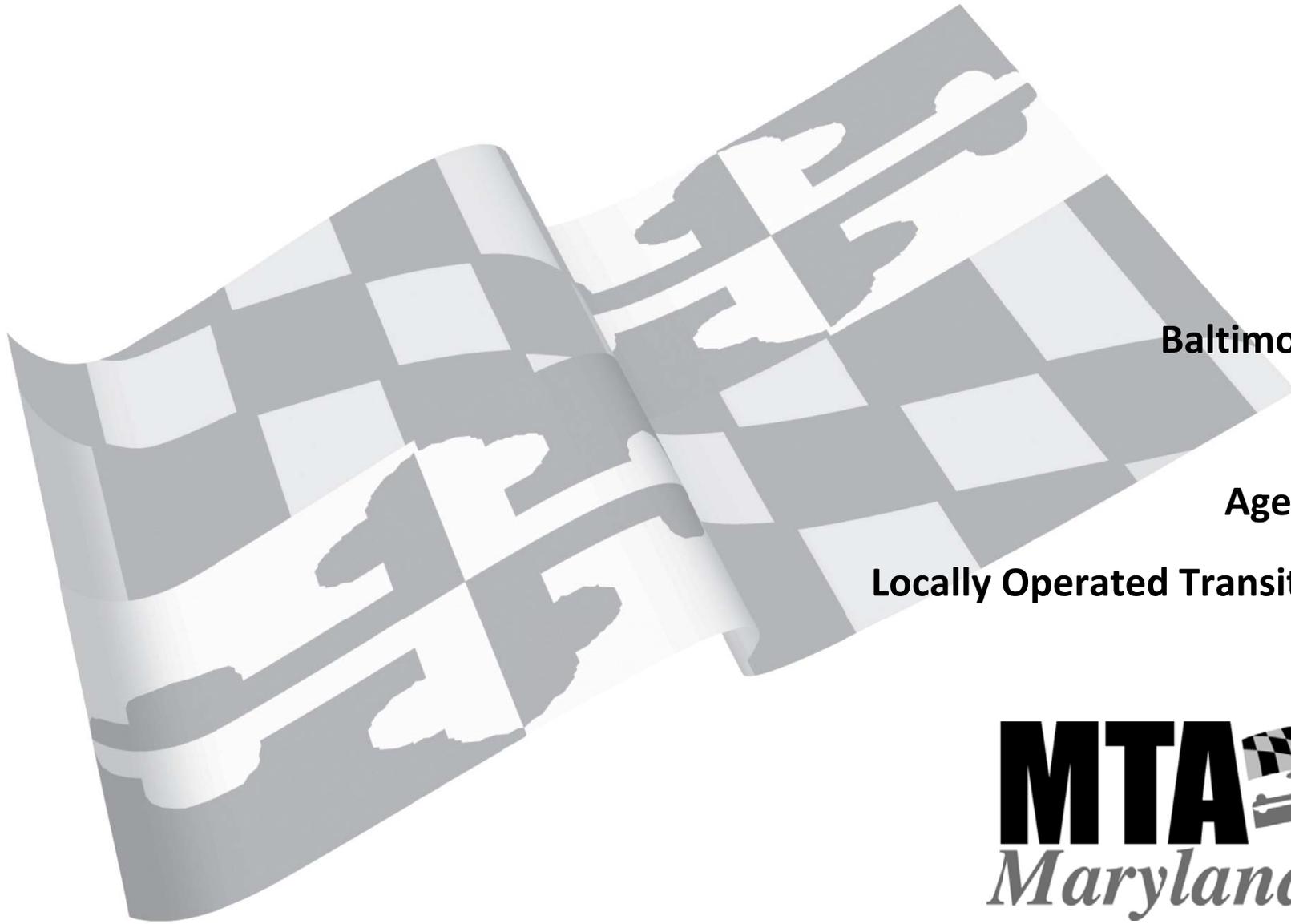
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** This project has been deferred to FY 2023.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	6,236	3,964	272	0	0	0	0	0	272	2,000	
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	
<b>Total</b>	<b>6,236</b>	<b>3,964</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>272</b>	<b>2,000</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**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
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b>			
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
	<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2017 AND 2018</u></b>		
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
37	<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b>		
	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
	<p><b><u>BUS SYSTEM IMPROVEMENTS -- FY 2017 AND 2018</u></b></p>		
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
44	<b><u>FREIGHT IMPROVEMENTS -- FY 2017 AND 2018</u></b> 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
46	<u><b>LIGHT RAIL IMPROVEMENTS -- FY 2016 COMPLETIONS</b></u> 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
<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2017 AND 2018</u></b>			
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
<b><u>MARC IMPROVEMENTS -- FY 2017 AND 2018</u></b>			
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
63	<b><u>METRO IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b> PA/LED Signs (1295)	1,805	Complete
64	Rail Fastener and Bolt Replacement (0455)	9,345	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 44 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>METRO IMPROVEMENTS -- FY 2017 AND 2018</u></b>			
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	Flre 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
74	<b><u>MOBILITY IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b> Traveling Trainer Program (JARC) (1427)	338	Complete
75	Traveling Trainer Program (New Freedom) (1428)	394	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
76	<p><b><u>MOBILITY IMPROVEMENTS -- FY 2017 AND 2018</u></b>                      Miscellaneous Improvements Fund (1166)</p>	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
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS</u></b>			
<b><u>ALLEGANY COUNTY FY 2016 COMPLETIONS</u></b>			
1	2 Small Buses	130	Complete
2	Preventative Maintenance	321	Complete
<b><u>ANNAPOLIS FY 2016 COMPLETIONS</u></b>			
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
<b><u>ANNE ARUNDEL COUNTY FY 2016 COMPLETIONS</u></b>			
1	Ridesharing	193	Complete
<b><u>BALTIMORE COUNTY FY 2016 COMPLETIONS</u></b>			
1	BMC Ridesharing	170	Complete
<b><u>CALVERT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	34	Complete
2	Preventive Maintenance	127	Complete
3	Ridesharing	9	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CARROLL COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	200	Complete
2	Preventive Maintenance	200	Complete
<b><u>CECIL COUNTY FY 2016 COMPLETIONS</u></b>			
1	1 Security Door	6	Complete
2	Preventive Maintenance	104	Complete
<b><u>DORCHESTER COUNTY FY 2016 COMPLETIONS</u></b>			
1	3.5 Ton Jack	1	Complete
2	Preventive Maintenance	60	Complete
3	Smoke Machine	3	Complete
<b><u>FREDERICK COUNTY FY 2016 COMPLETIONS</u></b>			
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
<b><u>GARRETT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	202	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ST MARY'S COUNTY FY 2016 COMPLETIONS</u></b>			
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
<b><u>TALBOT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	69	Complete
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2016 COMPLETIONS</u></b>			
1	Maintenance Shop Equipment	15	Complete
2	Mobility Management	143	Complete
3	Server and Data Storage	15	Complete
<b><u>WASHINGTON COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	250	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ALLEGANY COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>ANNAPOLIS FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CALVERT COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>CAROLINE COUNTY FY 2017 AND 2018</u></b>			
1	Denton Parking Bus Shelter	9	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CARROLL COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>CECIL COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CENTRAL MD NON-PROFIT FY 2017 AND 2018</u></b>			
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
<b><u>CHARLES COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>DORCHESTER COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>EASTERN SHORE NON-PROFITS FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>FREDERICK COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>GARRETT COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HARFORD COUNTY FY 2017 AND 2018</u></b>			
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 Renovation	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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HOWARD COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>MONTGOMERY COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>OCEAN CITY FY 2017 AND 2018</u></b>			
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
<b><u>PRINCE GEORGE'S COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>QUEEN ANNE'S COUNTY FY 2017 AND 2018</u></b>			
1	Bus Cameras	40	FY 2017
2	Bus Canopy	20	FY 2017
3	Preventive Maintenance	65	FY 2017

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>SOUTHERN MD NON-PROFITS FY 2017 AND 2018</u></b>			
1	Job Access and Reverse Commute (JARC) Program	100	Ongoing
2	New Freedom Program	400	Ongoing
<b><u>ST MARY'S COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>TALBOT COUNTY FY 2017 AND 2018</u></b>			
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

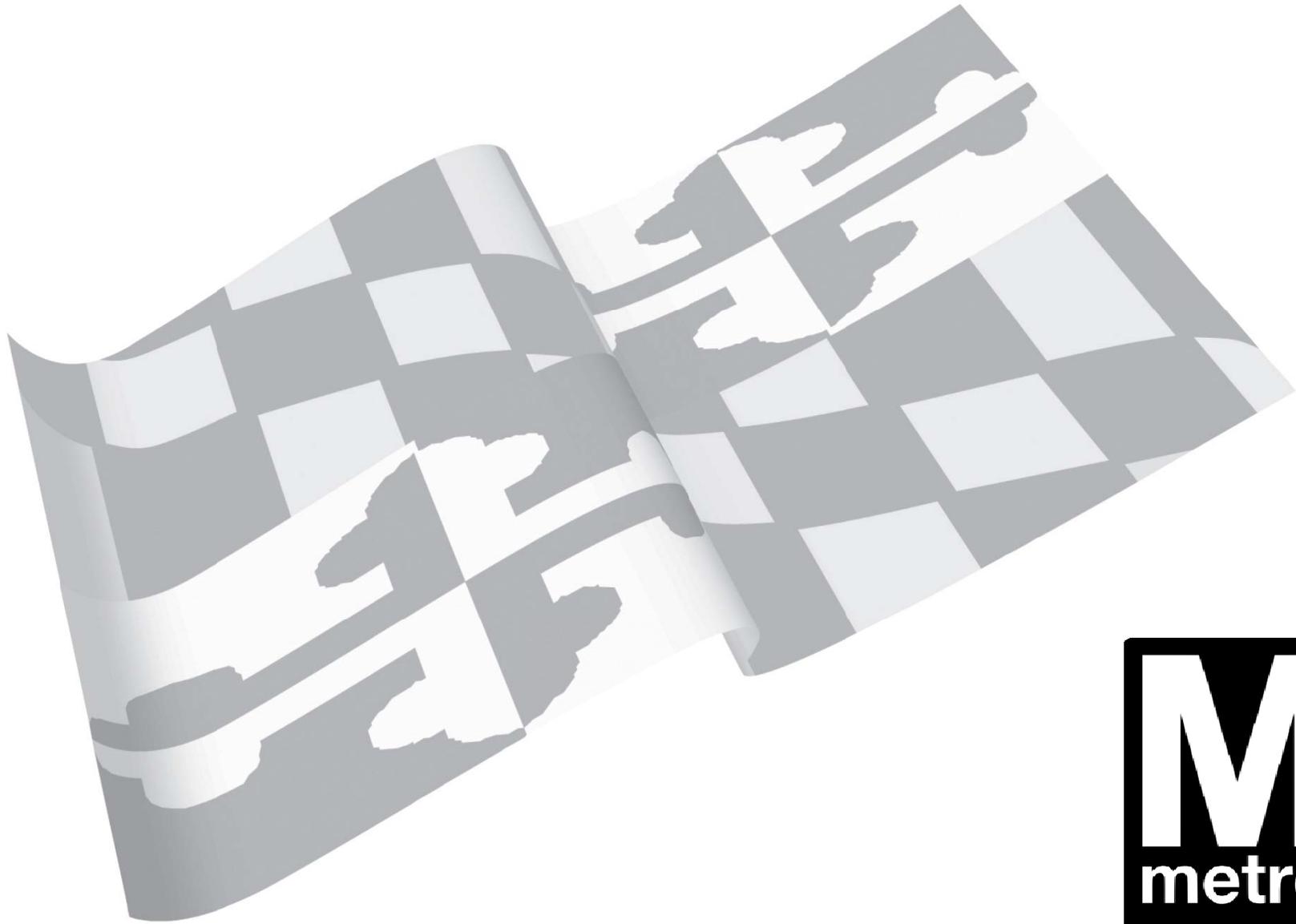
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2017 AND 2018</u></b>			
1	2 Medium Replacement Buses	300	FY 2017
2	2 Support Vehicles	90	FY 2017
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

**LOCALLY OPERATED TRANSIT SYSTEMS**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>WASHINGTON COUNTY FY 2017 AND 2018</u></b>			
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
<b><u>WESTERN MD NON-PROFITS FY 2017 AND 2018</u></b>			
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**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	225.3	255.8	265.3	273.4	284.1	279.9	1,583.7
<b>Special Funds</b>	125.4	155.9	165.4	173.5	184.2	180.0	984.5
<b>Federal Funds - WMATA *</b>	99.9	99.9	99.9	99.9	99.9	99.9	599.2

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\* 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:**  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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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:**  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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	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



**PROJECT:** Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

**DESCRIPTION:** The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to federal funds.

**JUSTIFICATION:** Funding is used for capital improvements to improve safety and state of good repair of the rail system, including the replacement of all 1000 series railcars and other investments called for in recommendations made by the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB).

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

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

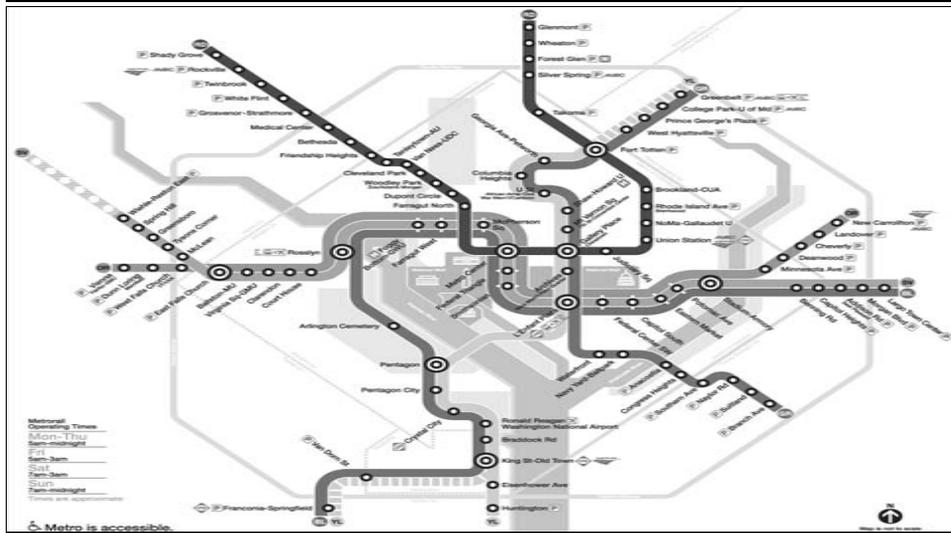
**ASSOCIATED IMPROVEMENTS:**

WMATA Capital Improvements Program -- Line 1

**STATUS:** The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
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	



**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:**  Project Not Location Specific  Not Subject to PFA Law

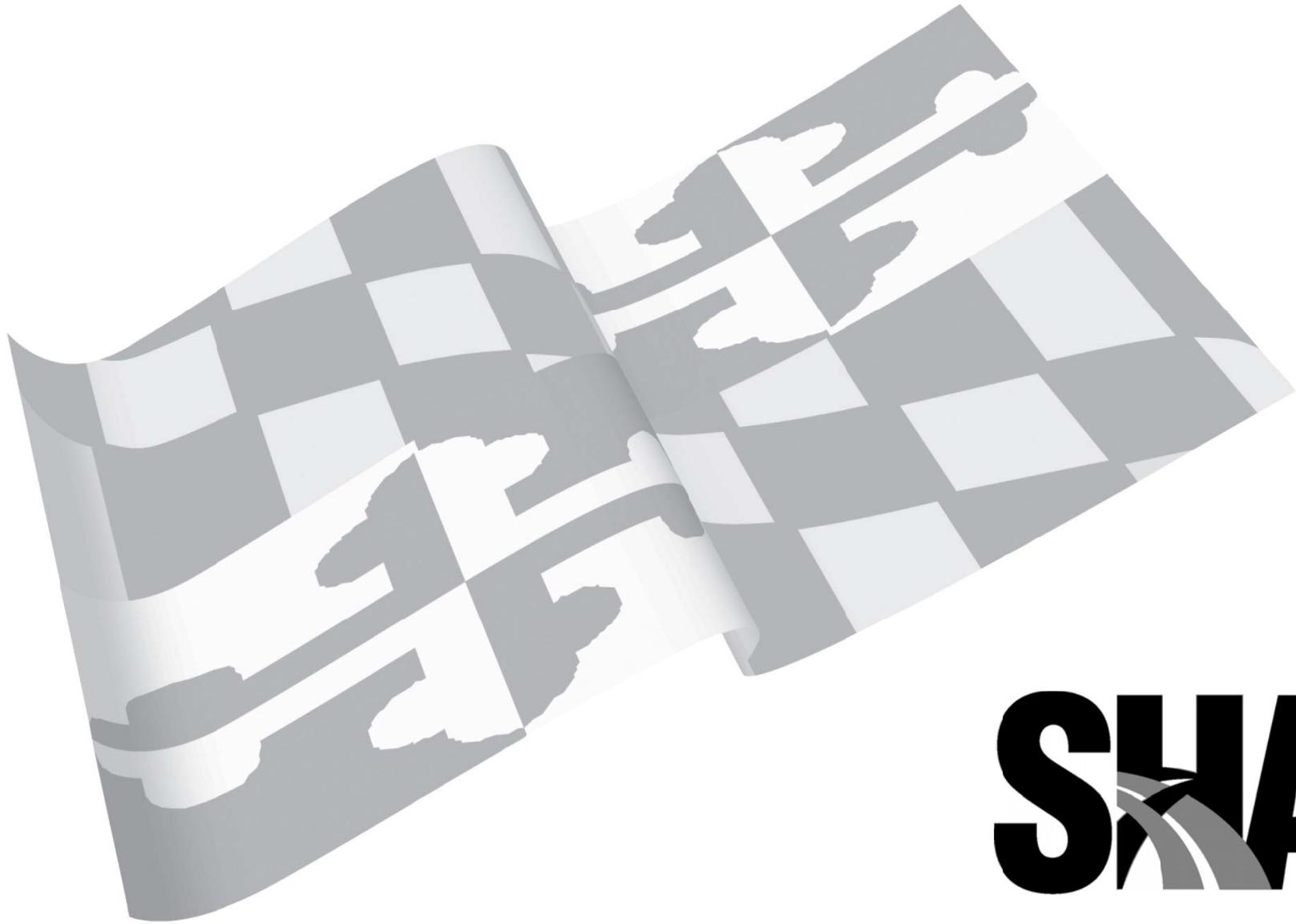
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Maryland's share of the annual contributions to the Metro Matters program is approximately \$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:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	



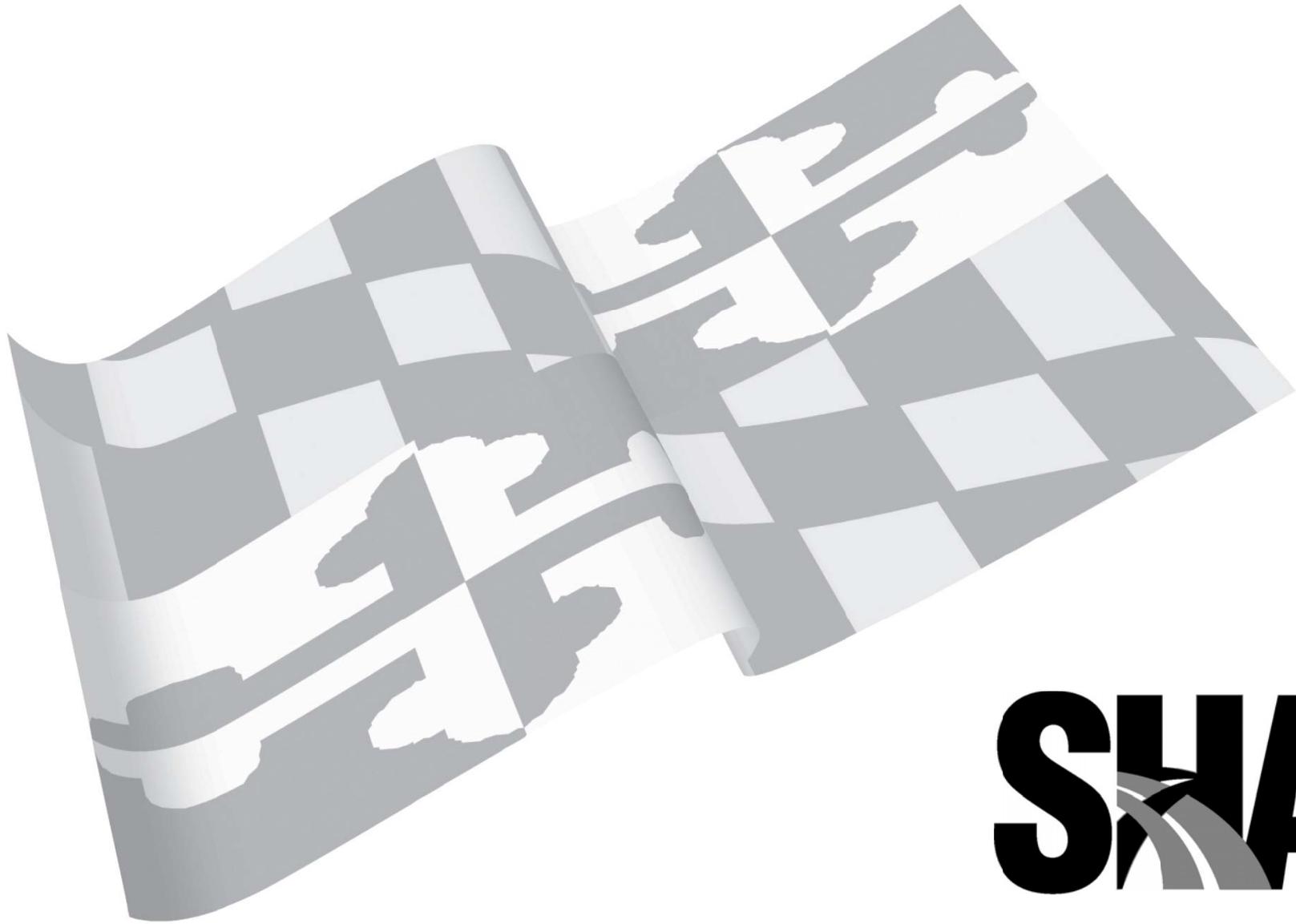
**SHA**



**STATE HIGHWAY ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>	<u>39.2</u>	<u>21.1</u>	<u>20.0</u>	<u>12.4</u>	<u>8.6</u>	<u>1.4</u>	<u>102.7</u>
<b>TOTAL</b>	1,565.0	1,549.4	1,309.9	1,197.4	1,107.9	876.5	7,606.1
<b>Special Funds</b>	991.8	1,008.4	796.9	712.9	664.7	549.0	4,723.7
<b>Federal Funds</b>	547.9	516.4	485.9	470.6	443.0	327.5	2,791.5
<b>Other Funds</b>	25.3	24.5	27.0	13.8	-	-	90.6



**SHA**



**SHA STATEWIDE**





**PROJECT:** Coordinated Highway Action Response Team (CHART)

**DESCRIPTION:** Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

**PURPOSE & NEED SUMMARY STATEMENT:** Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added funding in FY22. Cost change due to the removal of cumulative expenditures from previous years.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added funding in FY22. Cost change due to the removal of cumulative expenditures from previous years.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				YEAR 2022			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
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  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

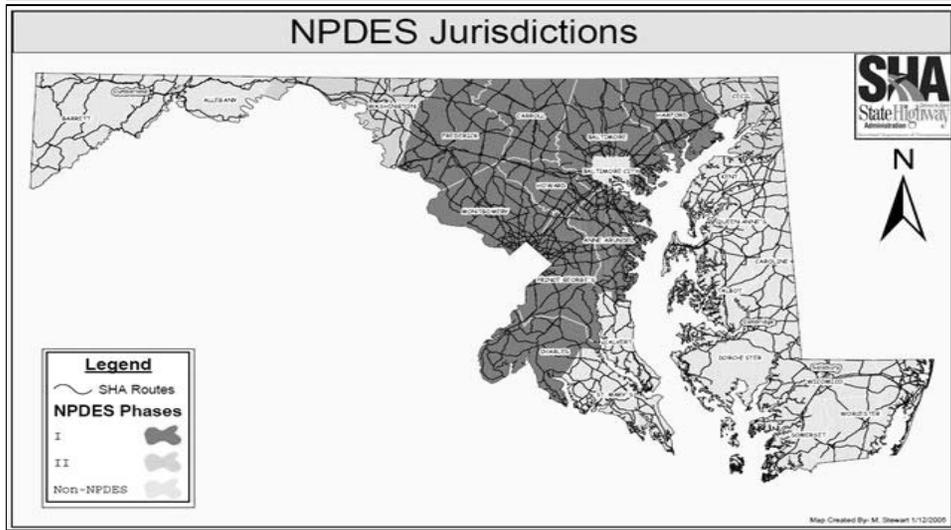
FEDERAL - N/A

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				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

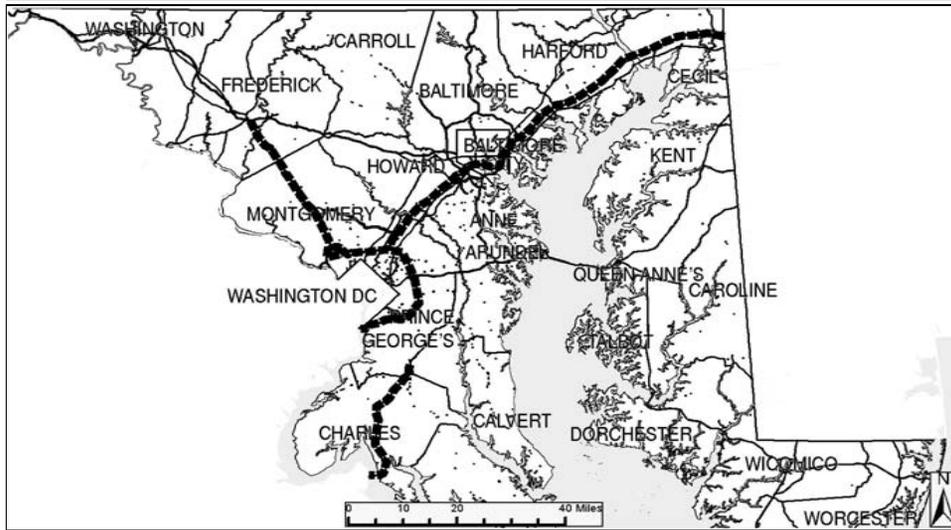
FEDERAL - N/A

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
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
<b><u>Bridge Replacement/Rehabilitation</u></b>				
13		Bridges 1400600 and 2001800 in Kent and Talbot counties; clean/paint bridges	1,386	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
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
<b><u>Environmental Preservation</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
39		Various locations in District 3; sidewalks	3,661	Completed
<b><u>TMDL Compliance</u></b>				
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
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
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; thermoplastic 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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
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
<b><u>Safety/Spot Improvement</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
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
<b><u>Noise Barriers</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
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
<u>C.H.A.R.T. Projects</u>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects (cont'd)</u></b>				
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
<b><u>Environmental Preservation</u></b>				
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

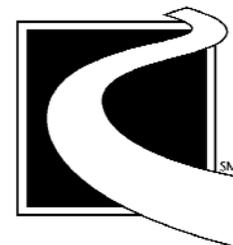
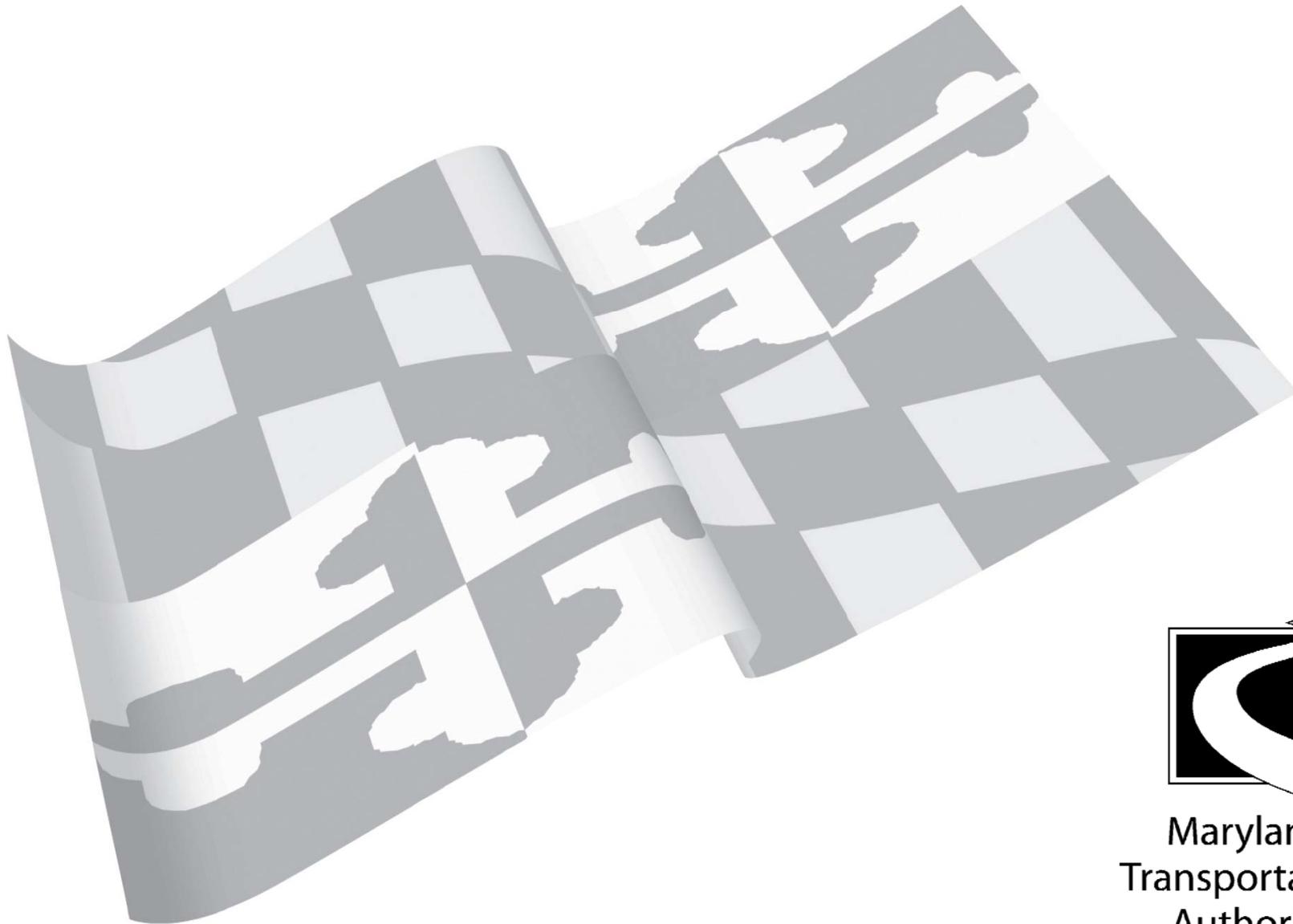
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
		<u>Fiscal Years 2017 and 2018 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
209	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	573	Under construction
		<u>Sidewalks</u>		
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
		<u>TMDL Compliance</u>		
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

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**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
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>TMDL Compliance (cont'd)</u></b>				
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
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>				
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
<b><u>Congressional Earmarks</u></b>				
229		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	0	





Maryland  
Transportation  
Authority



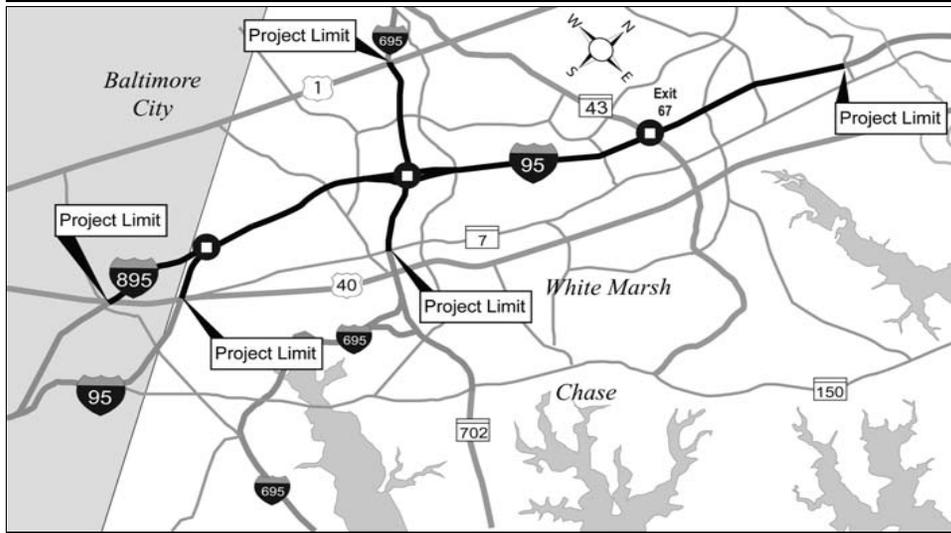
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	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
<b><u>Development &amp; Evaluation Program</u></b>	<u>13.6</u>	<u>9.3</u>	<u>9.3</u>	<u>9.6</u>	<u>7.3</u>	<u>-</u>	<u>49.2</u>
<b>TOTAL</b>	331.0	396.3	450.7	324.2	250.5	243.3	1,996.0

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**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:

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

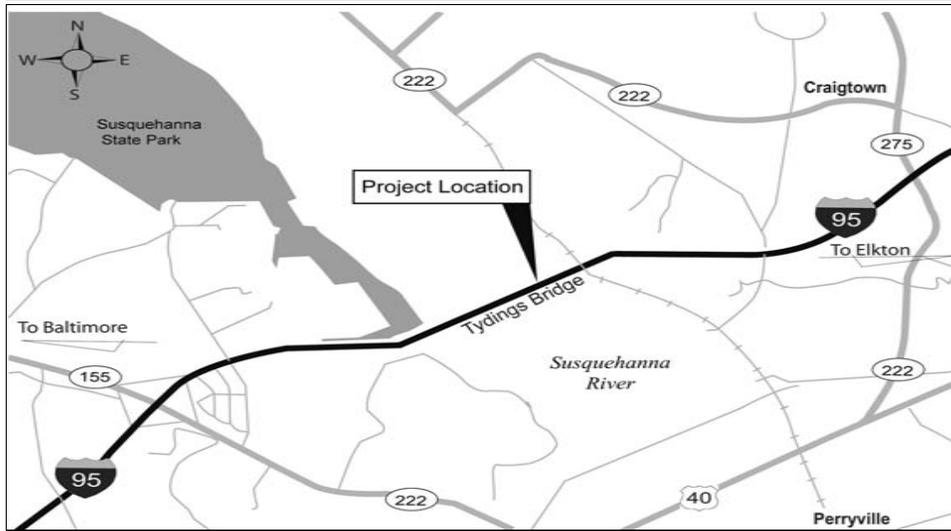
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The reconstruction of three interchanges and the addition of the Express Toll Lanes have helped reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split.

**STATUS:** The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

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

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	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	



**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:

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

**ASSOCIATED IMPROVEMENTS:**

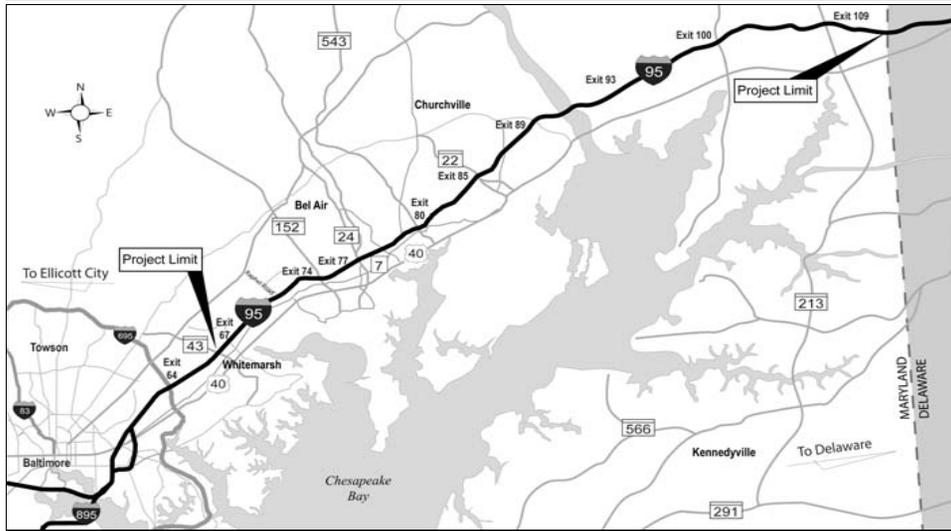
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

**EXPLANATION:** This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

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



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Resurfacing

**DESCRIPTION:** Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**PURPOSE & NEED SUMMARY STATEMENT:** The I-95 roadway north of MD 43 is in need of resurfacing. 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
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

**ASSOCIATED IMPROVEMENTS:**

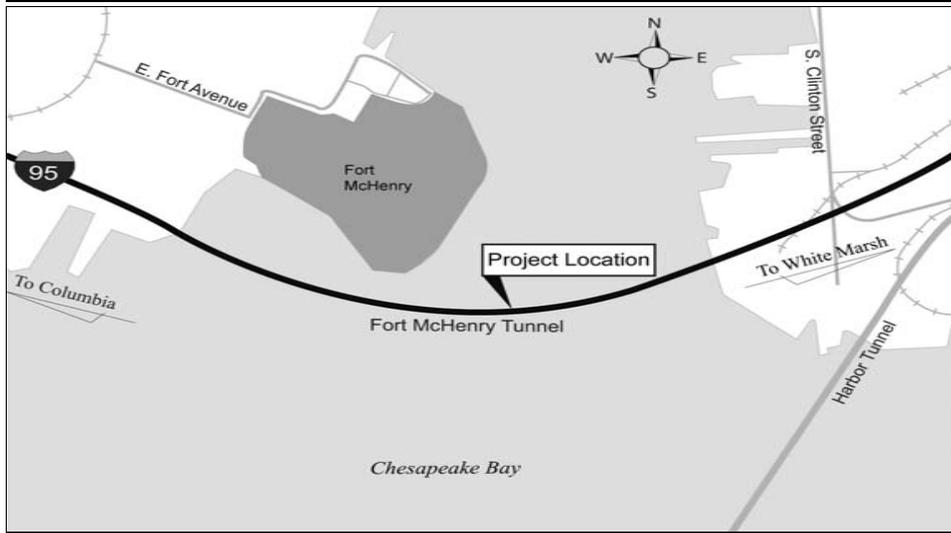
I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge - Construction Program (Line 2)

**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:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	
<b>Total</b>	<b>31,564</b>	<b>30,398</b>	<b>1,166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,166</b>	<b>0</b>	
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:

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

**EXPLANATION:** The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

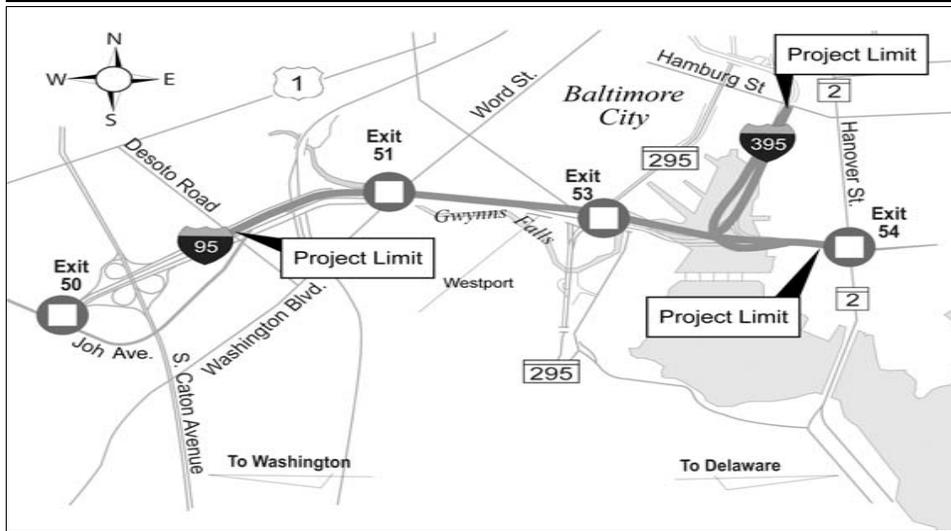
**ASSOCIATED IMPROVEMENTS:**

- 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:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					....2019....	....2020....	....2021....	....2022....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

**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
- 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.

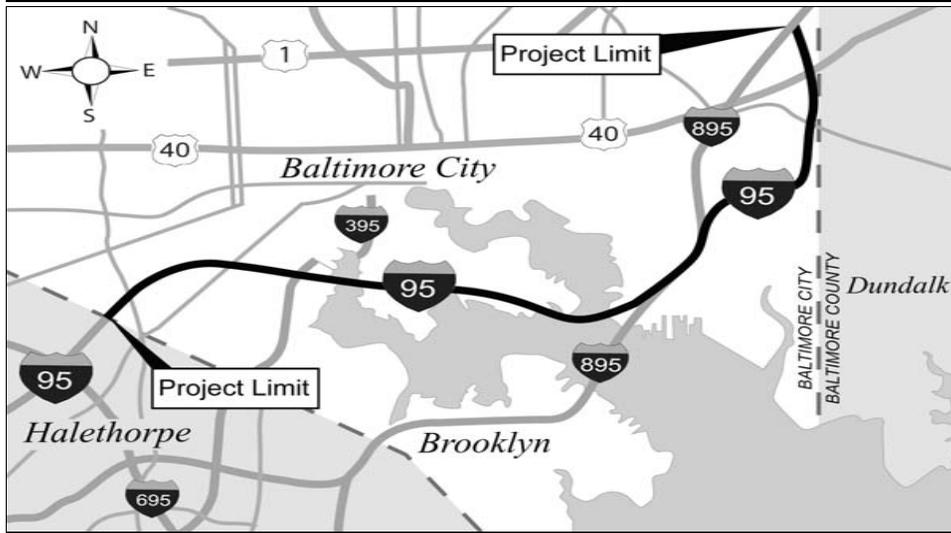
**ASSOCIATED IMPROVEMENTS:**

- 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:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>97,655</b>	<b>96,149</b>	<b>1,506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,506</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**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:

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

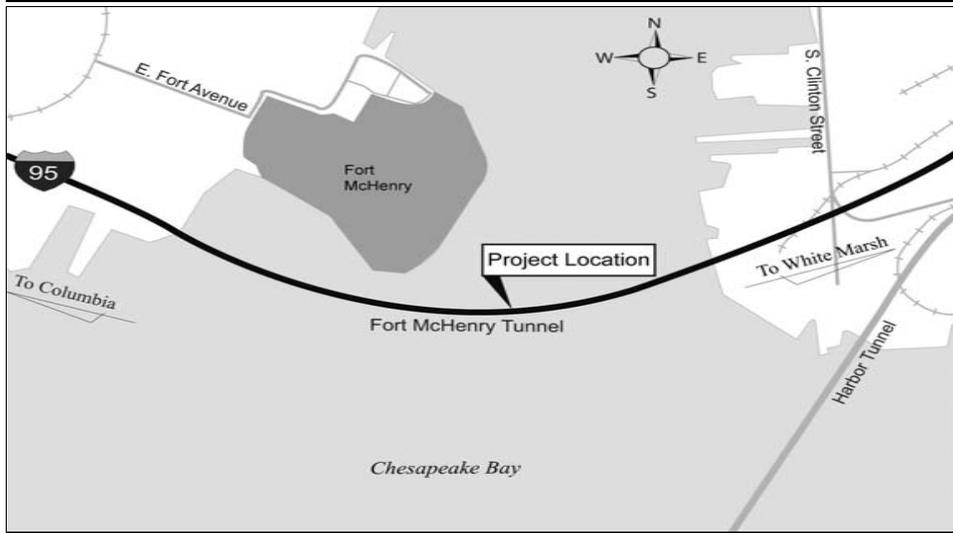
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

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



**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:

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

**EXPLANATION:** Old and/or inadequate lighting will be replaced throughout the Fort McHenry Tunnel, which will enhance safety for both workers and drivers.

**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 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: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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:

- Safety & Security
- 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.

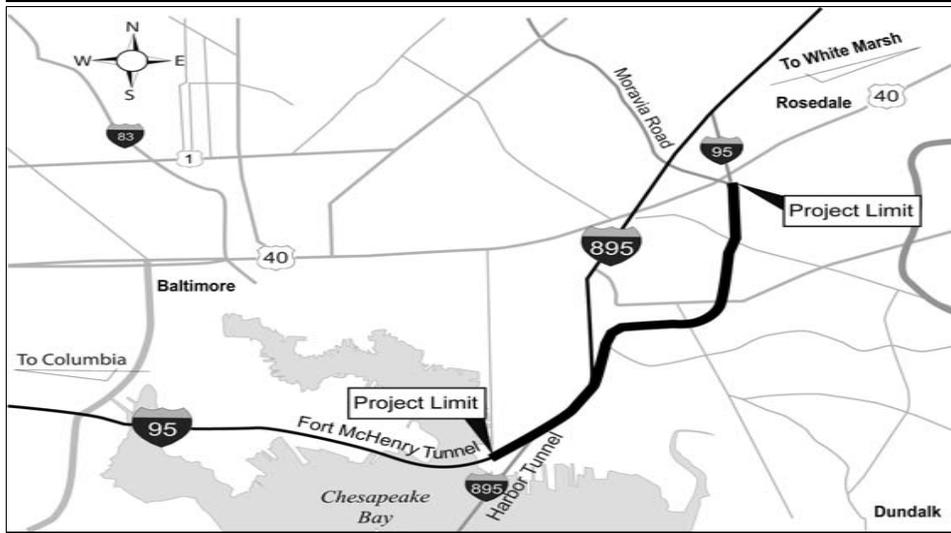
**ASSOCIATED IMPROVEMENTS:**

- 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.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>36,394</b>	<b>744</b>	<b>18,294</b>	<b>8,989</b>	<b>8,367</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35,650</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**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
- 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.

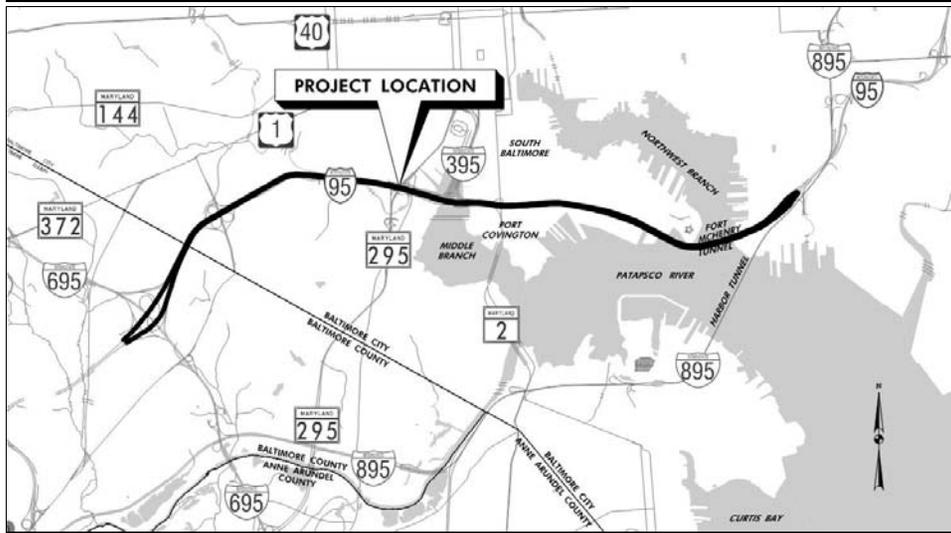
**ASSOCIATED IMPROVEMENTS:**

- 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:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	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	



**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:

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

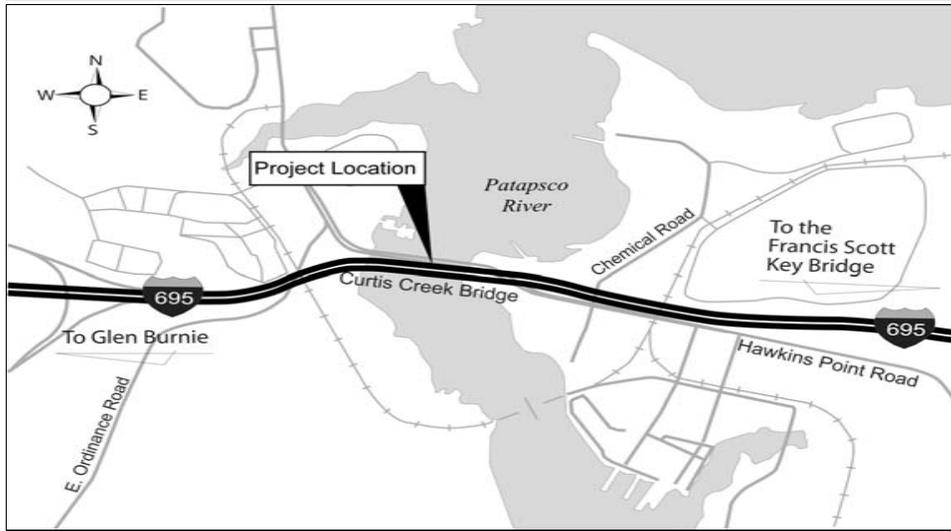
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

**STATUS:** Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase. 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.

<u>POTENTIAL FUNDING SOURCE:</u>		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
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	



**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:

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

**ASSOCIATED IMPROVEMENTS:**

MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges - Construction Program (Line 12)

**EXPLANATION:** Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

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



**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
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:**

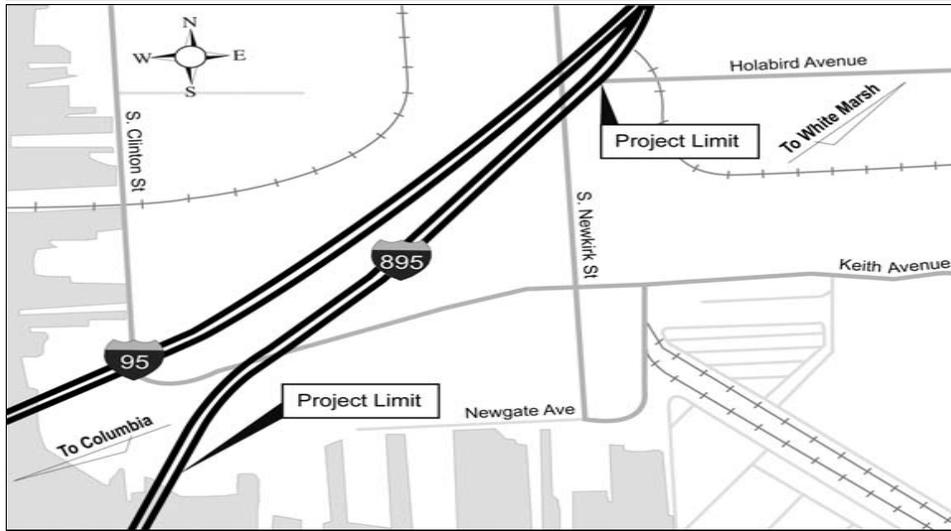
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 11)

**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.

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

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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
<b>Total</b>	<b>17,891</b>	<b>725</b>	<b>1,025</b>	<b>8,000</b>	<b>8,141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,166</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

**DESCRIPTION:** Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

**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:

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

**EXPLANATION:** The 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.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>273,097</b>	<b>21,607</b>	<b>6,585</b>	<b>25,425</b>	<b>75,570</b>	<b>102,080</b>	<b>41,830</b>	<b>0</b>	<b>251,490</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

**DESCRIPTION:** Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

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

**ASSOCIATED IMPROVEMENTS:**

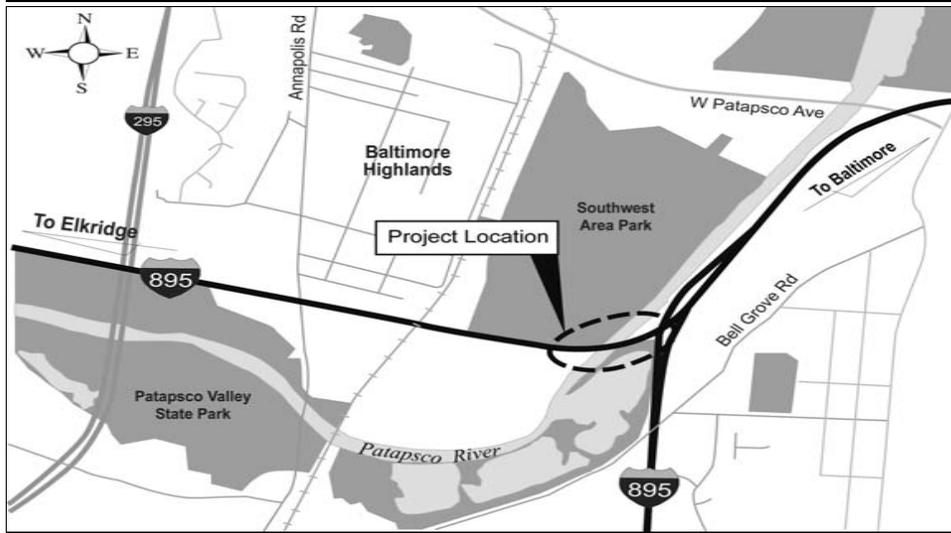
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 16)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 17)

**EXPLANATION:** Replacing the vent fans will extend the life of the existing ventilation system.

**STATUS:** Design is complete. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
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

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



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

**DESCRIPTION:** Replace the deck and superstructure of the bridge over the Patapsco Flats.

**PURPOSE & NEED SUMMARY STATEMENT:** This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

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

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

**EXPLANATION:** Replacing the deck and 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:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	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	
<b>Total</b>	<b>68,680</b>	<b>2,200</b>	<b>17,000</b>	<b>21,506</b>	<b>21,506</b>	<b>6,468</b>	<b>0</b>	<b>0</b>	<b>66,480</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**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:

- Safety & Security
- 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.

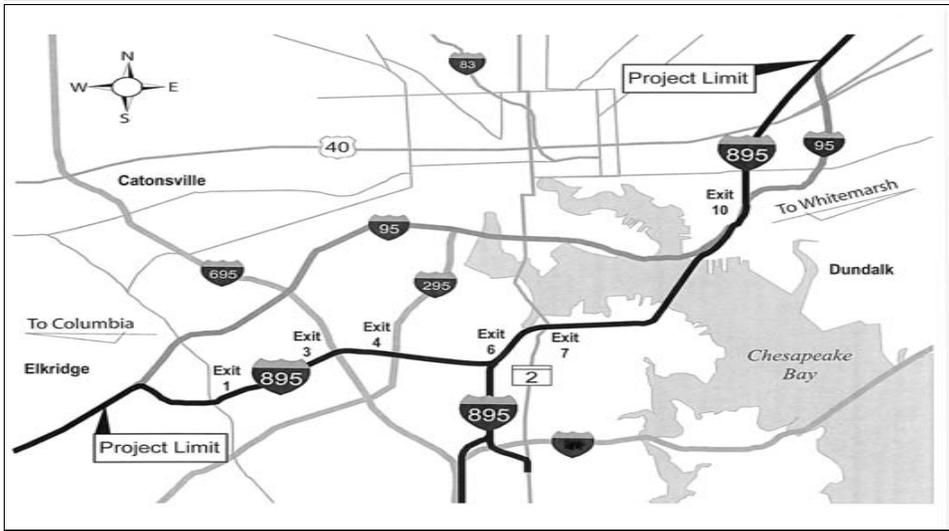
**ASSOCIATED IMPROVEMENTS:**

- 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.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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
- 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:**

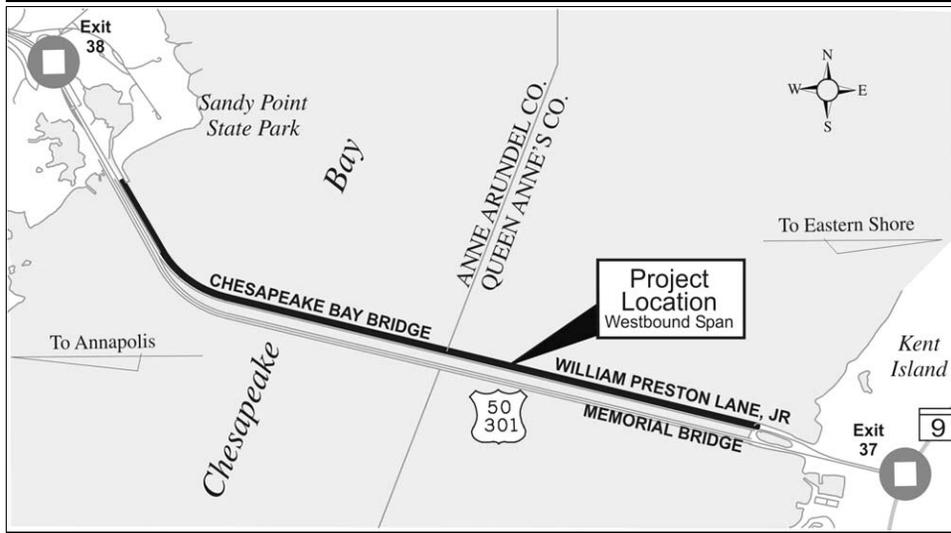
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 13)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 14)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 15)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 16)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>43,899</b>	<b>3,355</b>	<b>12,200</b>	<b>19,630</b>	<b>8,714</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40,544</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

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:

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

**EXPLANATION:** The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

**ASSOCIATED IMPROVEMENTS:**

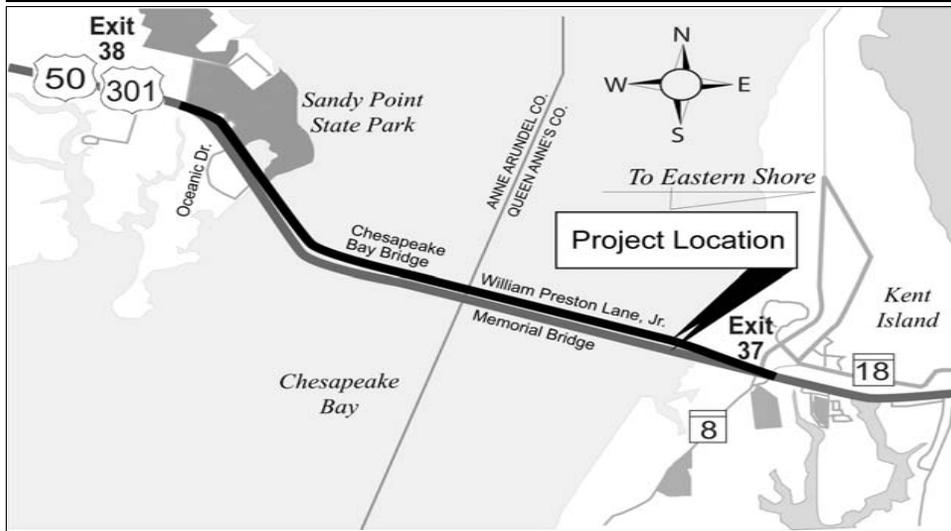
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 19)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 20)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 21)

**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:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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
<b>Total</b>	<b>104,452</b>	<b>77,422</b>	<b>15,602</b>	<b>11,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,030</b>	<b>0</b>
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:

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

**EXPLANATION:** Cable wrapping is nearing the end of its useful life and needs to be replaced.

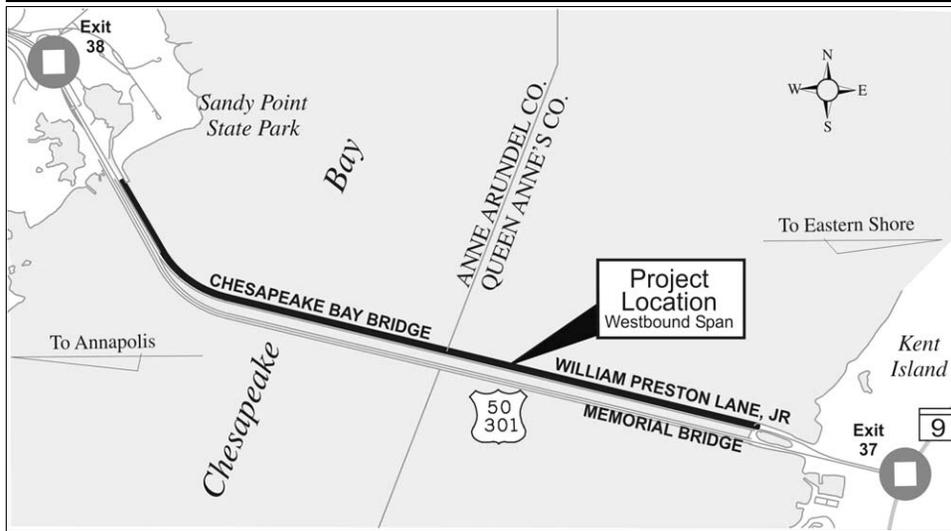
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - 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.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,230	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
<b>Total</b>	<b>60,443</b>	<b>59,628</b>	<b>815</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>815</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

**DESCRIPTION:** Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

**PURPOSE & NEED SUMMARY STATEMENT:** The main suspension cable investigation of the westbound Chesapeake Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

- Safety & Security
- 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.

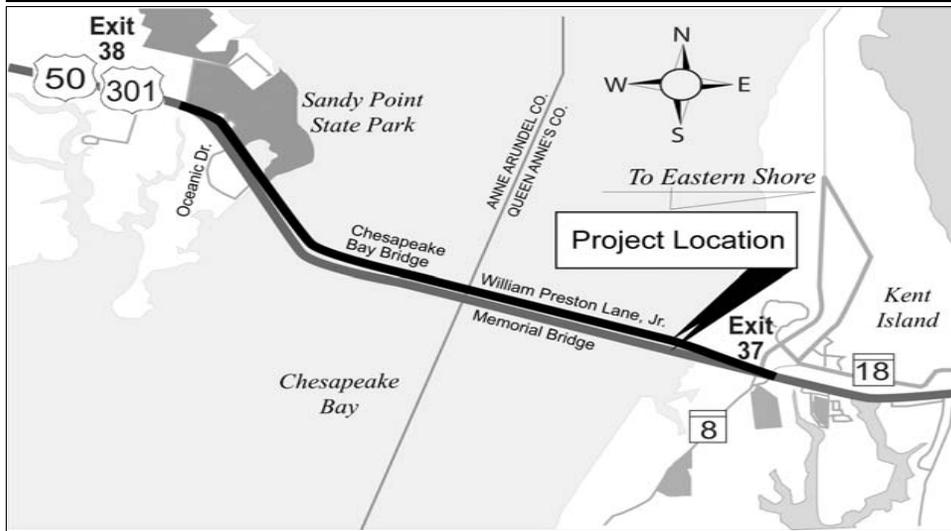
**ASSOCIATED IMPROVEMENTS:**

- 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:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>38,039</b>	<b>4,552</b>	<b>19,100</b>	<b>14,387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,487</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**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:

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

**EXPLANATION:** This project will repair areas of wear and extend the useful life of the components.

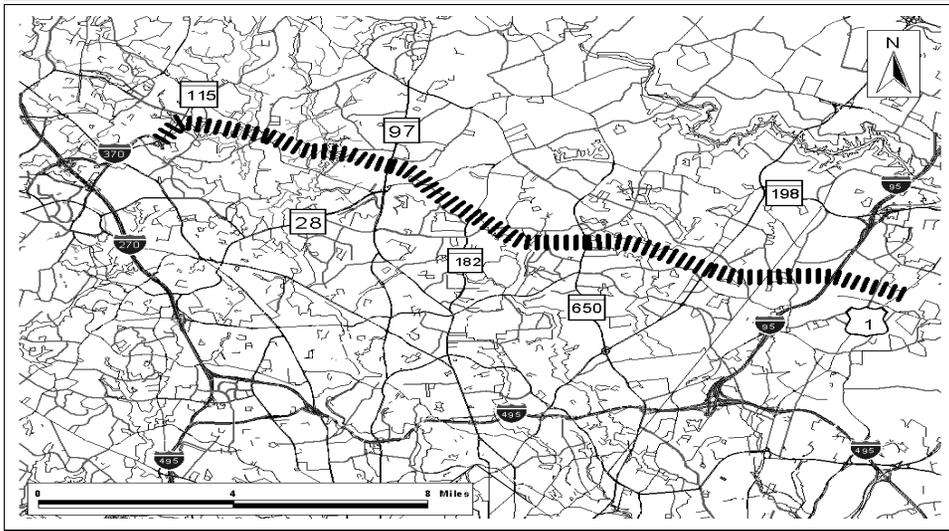
**ASSOCIATED IMPROVEMENTS:**

- 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:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>50,836</b>	<b>15,990</b>	<b>5,690</b>	<b>10,705</b>	<b>10,041</b>	<b>8,410</b>	<b>0</b>	<b>0</b>	<b>34,846</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**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:

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

**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:**

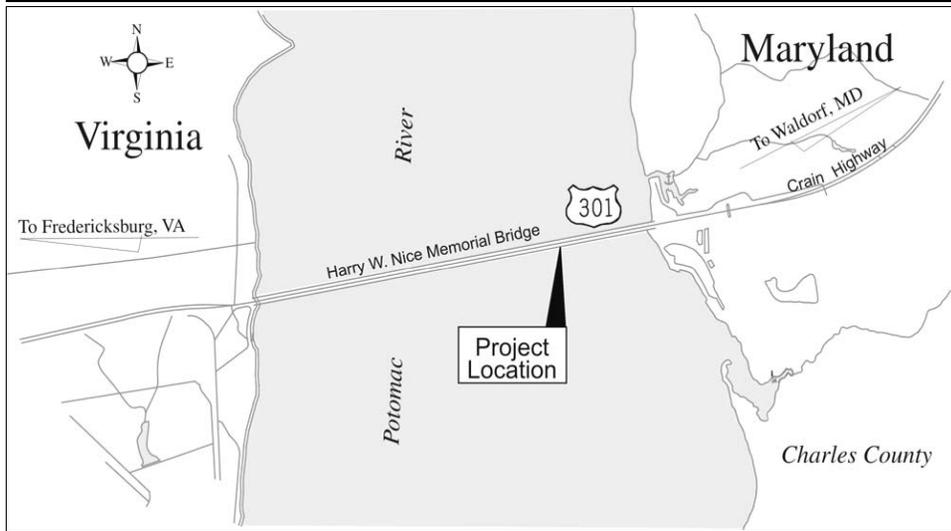
- US 29 Interchanges (Lines 10, 11 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

**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:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
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	
<b>Total</b>	<b>2,386,588</b>	<b>2,378,753</b>	<b>5,496</b>	<b>900</b>	<b>600</b>	<b>480</b>	<b>359</b>	<b>0</b>	<b>7,835</b>	<b>0</b>	
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.



**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:

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

**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 29)

**EXPLANATION:** Paint throughout the bridge had wear. This improvement addressed existing wear and is preventing further wear.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
<b>Total</b>	<b>13,186</b>	<b>13,186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Point Breeze - Renovate Building 2330

**DESCRIPTION:** Renovate Point Breeze Building 2330 to provide office space for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) moving from the 5th floor of the Fort McHenry Tunnel East Vent Building.

**PURPOSE & NEED SUMMARY STATEMENT:** Renovations to the Point Breeze Building 2330 will provide essential operational space in a secured environment required for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions. Integrating the space to provide continuity between AOC and TCO - Dispatch Center will improve communication and efficiency.

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

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

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The Authority Operations Center (AOC) is the primary traffic and systems monitoring center for various MDTA facilities. The Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions works closely with AOC. Providing an integrated work space will allow maximum efficiency.

**STATUS:** Engineering is complete. Construction is scheduled to begin in FY 2017.

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2016			2017	2018	....2019....	....2020....		
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



**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:

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

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

**STATUS:** Open to service.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

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

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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:

- Safety & Security
- System Preservation
- 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.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2016			2017	2018	....2019....	....2020....		
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

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



**PROJECT:** Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

**DESCRIPTION:** The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

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

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2018.

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
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
<b>Total</b>	<b>78,500</b>	<b>3,993</b>	<b>850</b>	<b>16,140</b>	<b>16,140</b>	<b>16,140</b>	<b>12,680</b>	<b>1,760</b>	<b>63,710</b>	<b>10,797</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**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:

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

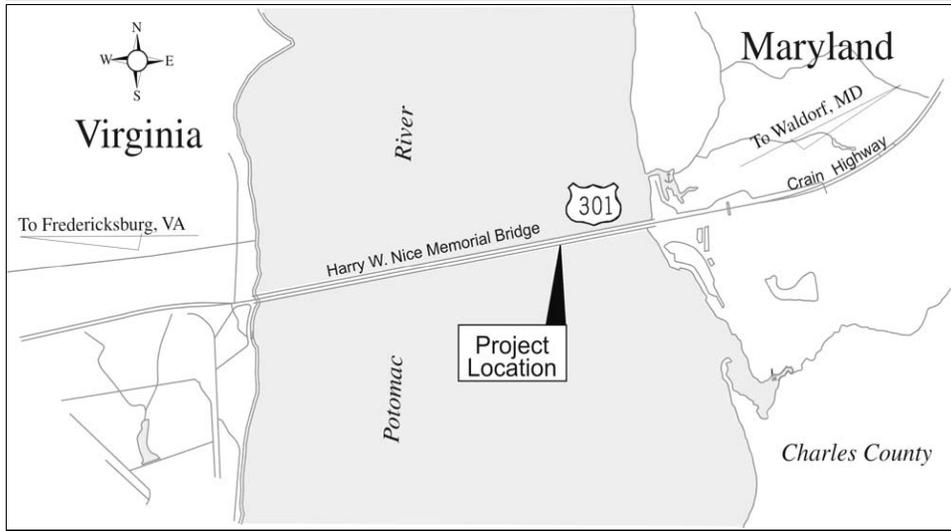
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Aging sign structures along the John F. Kennedy Memorial Highway 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: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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



**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.

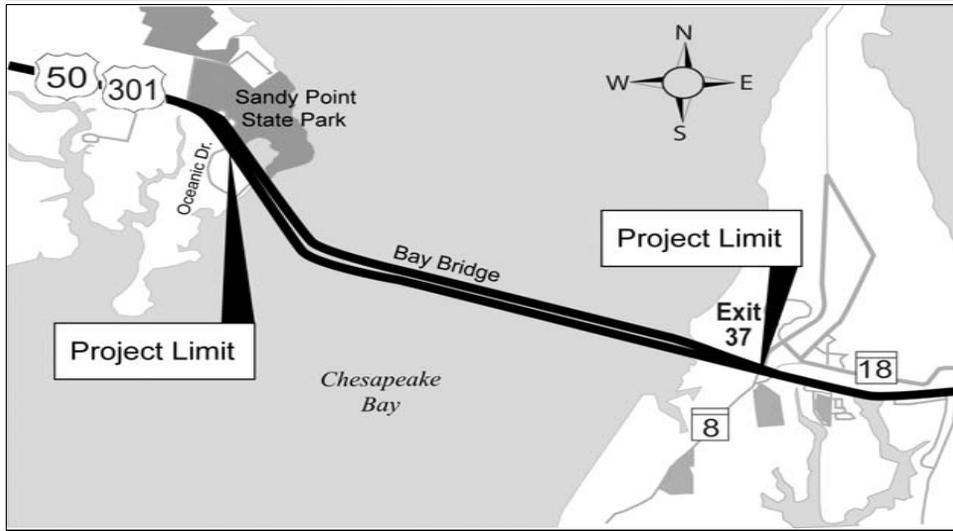
**ASSOCIATED IMPROVEMENTS:**

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: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
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
<b>Total</b>	<b>61,600</b>	<b>20,895</b>	<b>10,100</b>	<b>4,825</b>	<b>8,825</b>	<b>9,625</b>	<b>7,330</b>	<b>0</b>	<b>40,705</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

**DESCRIPTION:** Preliminary engineering for the rehabilitation and/or replacement of the eastbound bridge deck.

**JUSTIFICATION:** The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - 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:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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
<b>Total</b>	<b>10,700</b>	<b>2,195</b>	<b>3,500</b>	<b>4,505</b>	<b>500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,505</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**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 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: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>F.S.KEY BRIDGE</u></b>			
1	Replace HVAC at Campus and OEC Building Roof (Engineering only) (2319)	486	Complete
<b><u>FORT MCHENRY TUNNEL</u></b>			
2	Replace Generator at Maintenance Building (2348)	394	Complete
3	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,688	Complete
<b><u>HATEM BRIDGE</u></b>			
4	Replace HVAC at Administration Building and Scale Houses (2303)	991	Complete
<b><u>KENNEDY HIGHWAY</u></b>			
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
<b><u>MULTI-AREA</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
17	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	5,580	Complete
<b><u>NICE BRIDGE</u></b>			
18	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	667	Complete
<b><u>POINT BREEZE</u></b>			
19	Rehabilitate Parking Lots (2365)	588	Complete
<b><u>W. P. LANE BRIDGE</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>BALTIMORE HARBOR TUNNEL</u></b>			
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
<b><u>F.S.KEY BRIDGE</u></b>			
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
<b><u>FORT MCHENRY TUNNEL</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>FORT MCHENRY TUNNEL (cont'd)</u></b>			
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
<b><u>HATEM BRIDGE</u></b>			
55	Rehabilitate Substructure and Superstructure (2368)	4,716	Underway
<b><u>KENNEDY HIGHWAY</u></b>			
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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)**

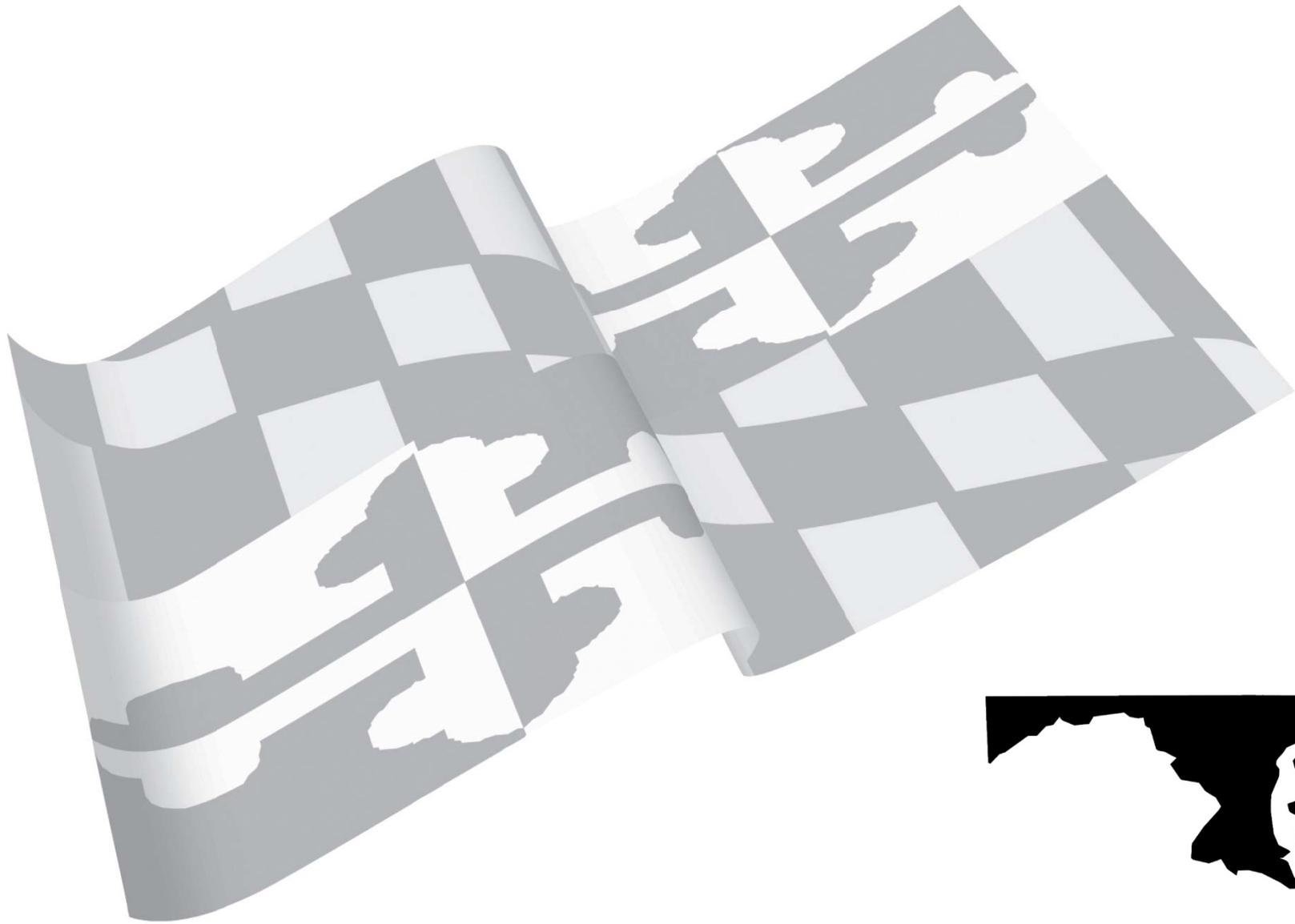
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>MULTI-AREA</u></b>			
68	Allocated Reserve - System Preservation Projects (2325)	93,357	Ongoing
69	Equipment Budget (1702)	17,661	Ongoing
70	On-Call 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

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 32 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
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
<b><u>NICE BRIDGE</u></b>			
101	Install Communications Tower (2424)	1,242	Underway
102	Rehabilitate Substructure and Superstructure (2395)	4,185	Underway
<b><u>POINT BREEZE</u></b>			
103	Demolition of Power Plant Building (Engineering only) (2398)	262	Underway
104	On-Call Facility and Building Repairs (2400)	462	Underway
<b><u>W. P. LANE BRIDGE</u></b>			
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.