

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	7.3	7.2	10.4	6.3	5.9	4.4	41.5
System Preservation Minor Projects	78.1	18.3	13.8	6.8	6.9	3.9	127.8
<u>Development & Evaluation Program</u>	<u>18.2</u>	<u>16.7</u>	<u>0.7</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>35.5</u>
SUBTOTAL	103.5	42.2	25.0	13.1	12.8	8.3	204.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>2.1</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>	<u>2.2</u>	<u>2.3</u>	<u>13.0</u>
TOTAL	105.5	44.3	27.1	15.3	15.1	10.6	217.9
Special Funds	84.9	27.9	25.2	13.6	15.1	10.6	177.3
Federal Funds	15.6	13.5	1.7	0.9	-	-	31.7
Other Funds	5.1	2.8	0.1	0.8	-	-	8.9



PROJECT: Transportation Enhancement Program

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		
Planning	1,600	400	150	300	300	150	150	150	1,200	0
Engineering	4,900	700	650	800	800	650	650	650	4,200	0
Right-of-way	1,200	0	300	0	0	300	300	300	1,200	0
Construction	102,300	9,900	14,500	16,000	15,700	15,400	15,400	15,400	92,400	0
Total	110,000	11,000	15,600	17,100	16,800	16,500	16,500	16,500	99,000	0
Federal-Aid	43,410	3,630	5,967	5,985	6,048	6,930	7,425	7,425	39,780	0

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

JUSTIFICATION: The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. Worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life for Maryland citizens. This program will help address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis for the Department's transportation plans and programs and to help reduce Greenhouse Gas emissions.

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	82,680	57,222	3,960	4,222	4,128	4,222	4,507	4,419	25,458	0
Total	82,680	57,222	3,960	4,222	4,128	4,222	4,507	4,419	25,458	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Maryland Bikeways Program

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

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation strategy. The program helps implement MDOT's Bicycle and Pedestrian Master Plan and Strategic Trails Plan by filling priority missing links in the statewide bicycling network, connecting and extending on-road and off-road bicycle facilities and improving connections to destinations. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.

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

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

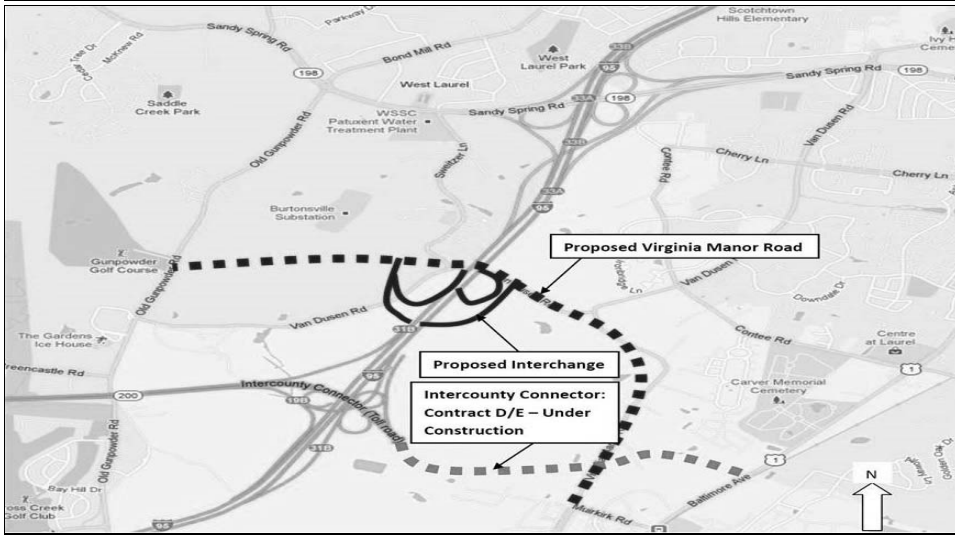
ASSOCIATED IMPROVEMENTS:

Transportation Enhancements Program - TSO Line - 1
 Sidewalk Program - SHA Line SW- 2

STATUS: A total of 130 bikeways projects have been awarded in six grant cycles. Approximately 72 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,195	11,105	3,300	3,000	2,300	2,090	1,400	0	12,090	0
Total	23,195	11,105	3,300	3,000	2,300	2,090	1,400	0	12,090	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0



PROJECT: Virginia Manor Road Relocated (Konterra Drive), Old Gunpowder Road to Ritz Road

DESCRIPTION: A Secretary's grant to Prince George's County for construction/reconstruction of Virginia Manor Road Relocated between the InterCounty Connector and Old GunPowder Road (Approximately 3.2 miles). Connections will be made to both the InterCounty Connector and the new I-95/Contee Road Interchange. Bicycle and Pedestrian access will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will enable Prince George's County to construct a critical roadway connection to the InterCounty Connector and I-95/Contee Road Interchange. This will enhance the supporting roadway network east and west of I-95 in the area that is planned for significant growth and development.

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

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

ASSOCIATED IMPROVEMENTS:

MD 200, InterCounty Connector - MdTA Line - 26

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

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

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

STATUS: Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The \$10.8M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		2022.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	27,000	16,022	0	0	3,978	0	0	0	3,978	7,000	
Total	30,000	19,022	0	0	3,978	0	0	0	3,978	7,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

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

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

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

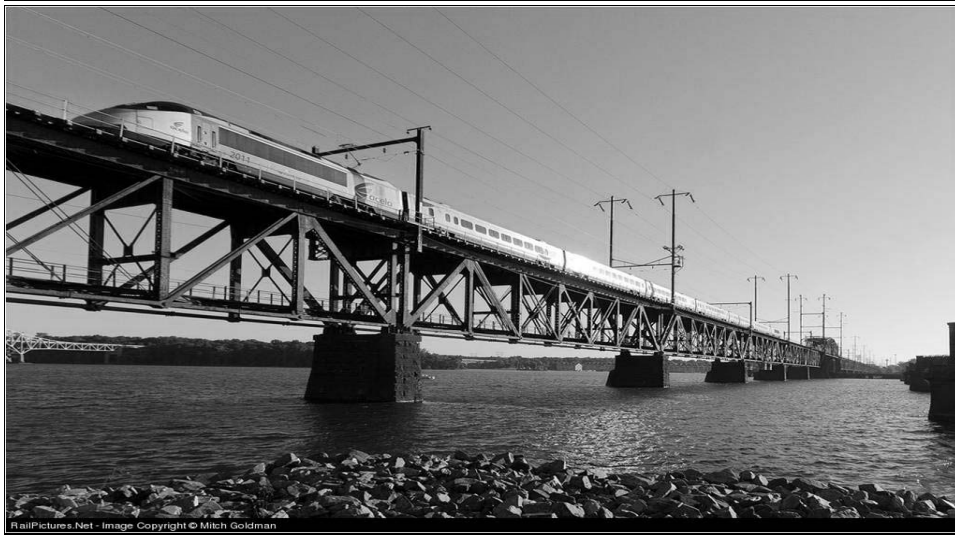
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MARC Growth and Investment Program- MTA- Line 33

STATUS: The environmental planning is complete. Preliminary Engineering has completed 30% Design, Preliminary Engineering will be an ongoing effort.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2017			FOR PLANNING PURPOSES ONLY						
			2018	20192020.....2021.....2022.....2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	43,328	43,128	200	0	0	0	0	0	200	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	43,328	43,128	200	0	0	0	0	0	200	0	
Federal-Aid	43,328	43,128	200	0	0	0	0	0	200	0	



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 Program - MTA - Line 33

STATUS: The environmental planning is complete. Preliminary Engineering has completed 30% Design, Preliminary Engineering will be an ongoing effort.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,538	14,438	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,538	14,438	100	0	0	0	0	0	100	0
Federal-Aid	14,538	14,438	100	0	0	0	0	0	100	0



PROJECT: Howard Street Tunnel Expansion

DESCRIPTION: The project consists of reconstructing the Howard Street Tunnel and modifying nine overhead bridges to create a double-stack rail network to the Port of Baltimore and along the entire I-95 rail corridor.

JUSTIFICATION: The current lack of double-stack rail access through Baltimore puts the Port of Baltimore at a competitive disadvantage compared to other East Coast ports. The purpose of this project is to address freight capacity issues in Maryland by modifying existing rail infrastructure to accommodate double-stack rail trains.

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

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

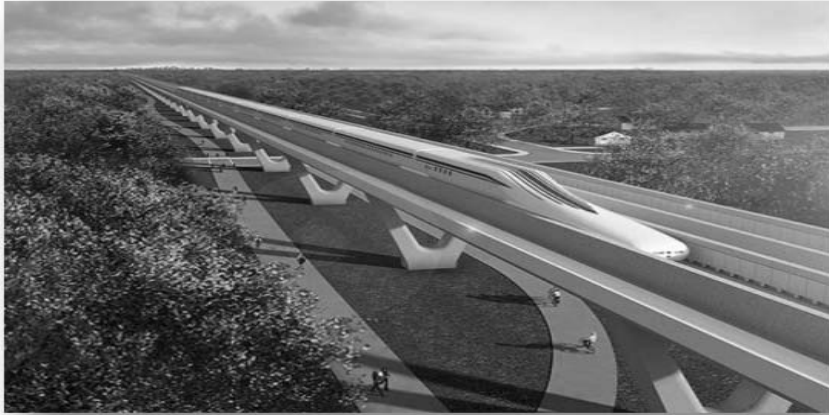
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning Activities are currently underway

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Added to D&E Program

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2018	20192020.....2021.....		
Planning	1,000	0	1,000	0	0	0	0	0	1,000	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	1,000	0	1,000	0	0	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

DESCRIPTION: Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system. This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR.

JUSTIFICATION: Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR's proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning activities are underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2017			2018	20192020....2021....		
Planning	34,749	500	16,857	16,657	735	0	0	0	34,249	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,749	500	16,857	16,657	735	0	0	0	34,249	0
Federal-Aid	27,800	400	13,486	13,326	588	0	0	0	27,400	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 9

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2018 and 2019</u>		
	<u>Grants</u>		
7	Airport Citizens Committee (0078)	547	Ongoing
8	Buisness & Capital Support at BWI Marshall Airport (0130)	5,900	Ongoing
9	MD Department of Planning Grant (0154)	142	Ongoing
10	Grant to Dorchester County (0226)	200	Summer, 2018
11	Grants to State Jurisdictions (0215)	38,391	Underway
12	I-95/Forestville Road Improvement Grant (0167)	1,795	Underway
13	Maryland Bike Share Program (0172)	881	Underway
14	MCCBL Grant to City of Cambridge (0225)	2,300	Underway
15	Odenton TOD Grant (0221)	5,000	Underway
16	Rosedale Grade Crossing Improvement Grant (0219)	777	Underway
17	UMBC MOU - Electronic Vehicle Education Program (0223)	95	Underway
18	Washington County Grant (0194)	246	Underway
	<u>Information Technology Project</u>		
19	Capital Program Management System Maintenance II (0087)	200	Ongoing
20	Data Center Shared Services (0101)	550	Ongoing
21	Fiber Optic Installations (0203)	585	Ongoing
22	Network Hardware/Software Replacement Costs (0020)	3,301	Ongoing
23	TSO OA Enhancements OBJ 11 (0100)	100	Ongoing
24	TSO OA Replacements OBJ 10 (0099)	200	Ongoing
25	Department IT Improvement Projects (1213)	8,038	Underway
26	Mobile Device Management (0189)	150	Underway
	<u>Program 8 - Major IT Projects</u>		
27	Capital Management and Programming System (CMAPS) (0211)	7,586	Underway
28	DoIT Oversight Costs on MDOT Projects (0216)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY18 + FY19 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2018 and 2019 (cont'd)</u>		
	<u>Program 8 - Major IT Projects (cont'd)</u>		
29	State Personnel System (Benefits) (0178)	201	Underway
	<u>The Secretary's Office</u>		
30	Environmental Compliance Oversight (0126)	1,285	Ongoing
31	MDOT Headquarters Building (0081)	2,890	Ongoing
32	OPCP - 12 Consultant Contract (0169)	200	Ongoing
33	Port of Baltimore Incentive Pilot Program (0206)	4,795	Ongoing
34	Program Management (0019)	100	Ongoing
35	Rail Safety Oversight (0032)	1,000	Ongoing
36	Real Estate Services (0005)	250	Ongoing
37	Security/Emergency Management (0082)	100	Ongoing
38	Special Real Estate Counsel Contract (0133)	470	Ongoing
39	TOD Implementation Projects (0143)	400	Ongoing
40	Baltimore Rail Study (0121)	475	Underway
41	Department P3 Projects (0224)	100	Underway
42	MBE 2015 Disparity Study (0168)	150	Underway
43	MDOT Project Prioritization Tool (0202)	121	Underway
44	OPCP 17 - Consultant Contract (0218)	4,834	Underway
45	Transportation Facilitation Consultant Services (0217)	1,600	Underway
46	UMD - NCSG Agreement (0148)	300	Underway