



CONSOLIDATED TRANSPORTATION PROGRAM

FY2020 - FY2025



2020 STATE REPORT ON TRANSPORTATION

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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) business units; the Transportation Secretary’s Office (MDOT TSO), the Maryland Aviation Administration (MDOT MAA), Maryland Port Administration (MDOT MPA), Motor Vehicle Administration (MDOT MVA), State Highway Administration (MDOT SHA), Maryland Transit Administration (MDOT MTA) – and related authorities to the MDOT, 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 MDOT’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. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's Final six-year capital investment program for transportation, the Final FY 2020 – FY 2025 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. The MDOT just updated the MTP, a 20-year vision for Maryland's transportation system, in January 2019. The MTP was updated after 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 or review the 2040 MTP, visit the MTP website at: mdot.maryland.gov/MTP. The 2040 MTP goals are:

- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion
- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System

- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

The CTP contains projects and programs across MDOT. 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 MDOT as embodied in the goals outlined in the MTP, our mission (below), and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs.

	<p>MISSION STATEMENT</p> <p>“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.”</p>
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While the existing revenues are addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use our resources strategically and efficiently to ensure that transportation investments address our mission and goals, as well as 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.

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) requires MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under consideration for funding in the Consolidated Transportation Program (CTP). Chapter 30 establishes nine goals and twenty-three measures to evaluate these major projects. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT will utilize in its project selection process. The project evaluation results for this year are shown in the appendix of this Final CTP.

MDOT has created a Chapter 30 scoring model that establishes how the twenty-three measures are defined and measured as well as created a weighting structure to score and prioritize the projects. For more information see the following website:

mdot.maryland.gov/newMDOT/Planning/Chapter_30_Score/Index.html

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. In FY 2019 the MDOT Capital Program supported over 25,000 jobs. It did 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. MDOT is currently advancing its largest construction program in its history reflecting unprecedented growth in transportation investments. Over the past four years, MDOT has completed 1,069 projects worth nearly \$5.9 billion. As of the fall of 2019, there were 718 projects totaling \$7.8 billion underway.

The Hogan 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. This year's Final CTP continues the implementation of key new projects to address long-standing transportation issues across the State. Cost savings and innovative project delivery mechanisms have allowed MDOT to be in the fortunate position to move numerous 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 and minimizing impacts to Marylanders.

The Port of Baltimore helps keep Maryland "Open for Business" by continuing to break cargo records and maintaining its role as one of Maryland's top economic engines. In CY 2018, the Port's public and private marine terminals handled 43.0 million tons of cargo. This broke the prior record of 41.0 million tons in 1974 and ranked the Port as 11th in the nation for international cargo tonnage, and ninth in cargo value, at \$59.7 billion. It is expected that 2019 will be the fourth consecutive year the State-owned terminals handled more than 10 million tons of general cargo. The Port of Baltimore also set a record in 2018 by handling 807,194 cars and light trucks. The trend for 2019 continues to be higher than previous years. Also, in 2018, 27.1 million passengers came through BWI Marshall Airport. This is a new record, making BWI the busiest airport in the region and producing an annual economic impact of \$9.3 billion, while supporting 106,000 jobs.



Freight

Freight activity in Maryland and throughout the East Coast is expected to increase significantly in the coming decades. In 2018, the Port handled a record 850,147 cars and light trucks, the eighth consecutive year it finished first among all U.S. ports for cars. It also finished first for heavy roll on/roll off machinery. 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, state and federal 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 of transportation. MDOT partnered with not only local and federal partners but the private sector to obtain for Maryland two Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants. Cecil County has been awarded \$20 million in partnership with the Maryland Transportation Authority (MDTA) to build a new interchange at I-95 and Belvidere Road creating a direct connection to existing and planned distribution, warehousing, manufacturing and retail business in the Cecil County Principio Enterprise Zone. MDOT Maryland Port Administration (MDOT MPA) was awarded \$6.55 million to add a second berth capable of serving 50-foot draft ultra large container vessels and help modernize the Port. Maryland will also receive \$125 million in other federal discretionary grant funding for the Howard Street Tunnel expansion in partnership with CSX.

To meet other freight needs, MDOT is taking an aggressive approach to implement other multimodal freight solutions in Maryland. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP for a listing of all of MDOT's freight projects. In addition to capital projects, MDOT is involved in several freight planning efforts, including a Statewide Truck Parking Study and updated the Strategic Goods Movement Plan in 2017. Additional information on MDOT's freight activities can be found on MDOT's website at: mdot.maryland.gov/freight.

Real ID

Under Governor Hogan's leadership, the Maryland Department of Transportation Motor Vehicle Administration (MDOT MVA) aims to provide premier customer service to all Maryland citizens while working to meet the federal deadline for REAL ID. In August 2019, the U.S. Department of Homeland Security (DHS) gave Maryland its stamp of approval for compliance with federal REAL ID requirements by recertifying MDOT MVA's REAL ID process, making Maryland the first state to achieve this designation. With more than five million licensed drivers and identification card holders in Maryland, and over 2.6 million of those driver's and card holders already REAL ID compliant, MDOT MVA is using education, outreach, and operational ingenuity to make Maryland REAL ID Ready by the October 1, 2020 federal deadline.

To give customers that premier experience that is simple and convenient, and to meet the Real ID deadline, MDOT MVA extended hours on Tuesdays and Saturdays at 15 of its busiest locations, serving more than 10,000 citizens

during extended hours over four months. MDOT MVA also permanently extended hours on Thursdays until 6:30 p.m. at all branch locations and opened two new temporary spaces in Parkville and Columbia to provide extra room for additional customer transactions. With extended hours and new space for more customer transactions, MDOT MVA has been able to provide more than 4,100 appointment options statewide, daily for its customers. In addition to more appointment choices there is a commitment to any customer that makes an appointment to turn in their documents for REAL ID that they will be seen by a customer service agent within 15 minutes.

If you are unsure about your identification status MDOT MVA's REAL ID Lookup Tool (mva.maryland.gov/realid/realidlookup.htm) provides 24/7 access to check REAL ID status by entering a driver's license or ID card number on the secure website. In addition, an Online Document Guide (license.mva.maryland.gov) provides a checklist of documents and allows customers to schedule an appointment at any MDOT MVA branch.



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. MDOT 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.

MDOT Safety Pledge

Safety continues to be the number one priority for MDOT. MDOT continues to urge Marylanders to demonstrate safe behavior by focusing on some simple, common rules of the road.

- Have a safe and sober ride... a designated driver, cab, ride share, or public transportation.
- Park the phone before you drive. Distractions lead to more than 28,000 injuries per year in Maryland.
- Always buckle up! It's the single most important way to save your life in a crash.
- Adapt your driving. Leave a little early. You won't feel the need to speed or drive aggressively.
- Look twice for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.
- Use crosswalks and bike lanes. Be visible on the road.
- Move over when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

For more information, see the safety pledge at: surveymonkey.com/r/MDOTsafetypledge.

Traffic fatalities in Maryland declined from 558 in 2017 to 513 in 2018. While this is a decline no life lost is acceptable. MDOT continues to strive to do what it can to reduce traffic fatalities. At this summer's MACo conference, MDOT MVA debuted a pilot program to test the driver Alcohol Detection System for Safety, making Maryland the first state in the nation to test this technology. This sensor system automatically analyzes the alcohol in a driver's breath as they exhale and if the driver is impaired with a breath alcohol concentration above the legal limit, the vehicle will not move.

Strategic Highway Safety Plan

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by the MDOT State Highway Administration (MDOT SHA) and MDOT MVA Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, State, local, and private sector safety stakeholders, the plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities have

HAVE A SAFE AND SOBER RIDE
a designated driver, cab, ride share, or public transportation.

PARK THE PHONE BEFORE YOU DRIVE
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ALWAYS BUCKLE UP!
it's the single most important way to save your life in a crash.

ADAPT YOUR DRIVING
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LOOK TWICE
for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.

USE CROSSWALKS AND BIKE LANES
be visible on the road.

MOVE OVER
when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

BE IN THE NOW
look twice and be alert of your surroundings at all times when walking and cycling.

developed, or are in the process of developing, local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has designated this program as a proven countermeasure because it tailors solutions to local issues and needs.

Recent investments completed 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).

In the summer of 2019, MDOT SHA completed the MD 500 urban reconstruction improvements between MD 208 and MD 410. These included the construction of a landscaped median, new sidewalks, new crosswalks, bicycle lanes, and various traffic calming improvements to improve pedestrian and bicyclist safety. This \$12 million investment is one example of how MDOT SHA is working toward the safety and accommodation of all users of our roads.

In March, MDOT SHA reduced speed limits along several urban arterial routes, including MD 190, MD 187 and MD 97 (Georgia Avenue) in Montgomery County. The next improvements will be made to MD 410 and MD 188 in Montgomery County and MD 210 and US 1 in Prince George's County.

Airport Safety Projects

To promote compatible land use and protect navigable airspace near BWI Marshall and Martin State airports from hazardous structures and activities, MDOT Maryland Aviation Administration (MDOT MAA) continued collaboration with Anne Arundel, Howard and Baltimore counties to review proposed development and issued Airport Zoning Permits for over 400 community infrastructure development projects. Additional recent MDOT MAA investments to enhance public safety and security include:

- Replacement and modernization of the exit-lane technology systems at Concourses A and B to maintain egress and airside security of the BWI Marshall terminal.
- Installation of 65 Bleeding Control Kits throughout the BWI Marshall terminal and support properties. These kits provide lifesaving bleeding control equipment such as tourniquets, pressure dressings and gauze bandages and puts them into the hands of the public to initiate life saving measures until the arrival of paramedics. This program supports the 2005 White House “Stop the Bleed” campaign – a National initiative to provide bystanders with the tools and knowledge to stop life threatening bleeding.
- Installation of LED high-mast lighting on the Concourse A apron to improve safety and efficiency of airline and baggage ground handling operations at night
- Remarking of walkways in front of the BWI Marshall terminal to enhance pedestrian safety along the busy passenger drop-off/pick-up curbside.

Provide an Efficient, Well-Connected Transportation Experience

The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan Administration continues to direct 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.

Maryland has the second-longest commuting times in the country, and the Washington metropolitan region is the most congested region in the nation based on annual delay and congestion cost per auto-commuter data. In June 2019, the Board of Public Works voted to advance the I-495 and I-270 Public-Private Partnership (P3) Program, allowing Governor Hogan's administration to further explore the feasibility of relieving the traffic congestion in the National Capital Region. The I-495 and I-270 P3 Program is an historic effort to dramatically reduce congestion for millions of travelers in the National Capital Region. Improvements will transform these overloaded interstates, allow people to reach their destinations faster, provide more reliable trips, enhance existing and planned multimodal mobility and connectivity, and enhance the economic viability of the region. The Hogan Administration's proposed Baltimore area Traffic Relief Plan will extend the Express Toll Lanes (ETLs) on I-95 and provide innovative congestion relief on I-695 (Baltimore Beltway). The third element of the Traffic Relief Plan is the deployment of cutting-edge smart traffic signals to improve traffic operation and ease congestion on 14 major corridors across the State. The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving. As a result of the June 2019 Board of Public Works Meeting, MDOT is also conducting an I-270 Monorail Feasibility Study, the results of which are expected in Spring 2020. More information on the Traffic Relief Plan is available on the MDOT SHA website at: roads.maryland.gov and the MDOT P3 website at: 495-270-p3.com/.



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. MDOT SHA continues to make significant progress in reducing the number of poor rated 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. There were 69 bridges identified as poor rated when Governor Hogan took office in 2015. All 69 of those bridges have either been addressed or are currently under construction. Each year, additional bridges are identified as poor rated.

In addition, MDOT SHA spent more than \$210 million on improving roads in Fiscal Year 2019. MDOT SHA has improved or treated more than 60% of our pavement network since 2015. This milestone marks the improvement of nearly 10,500 lane miles, calculated by miles of highway multiplied by the number of lanes, improving safety and enhancing the customer experience for millions of drivers across the State.

Deliver Transportation Solutions and Services of Great Value

MDOT will continue to 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.

Regional Transit Plan for Central Maryland

MDOT MTA is leading the development of a new Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel, Baltimore, Harford and Howard counties as well as Baltimore City. The Regional Transit Plan will reflect our rapidly changing world and changes in the ways we travel. For example, the sharing economy provides new alternatives including sharing services for bikes, cars, scooters, and rides. Additionally, mobility apps provide multimodal and real-time information about

transportation options, empowering us to make choices that work for us. MDOT MTA is collaborating with a broad range of partners including a newly-formed Central Maryland Regional Transit Plan commission, local governments, other transit providers, and the public to develop this plan. The plan will focus on seven topics to provide a better understanding of what transit resources exist while also exploring opportunities to improve mobility. Those topics include: State of Good Repair, Funding, New Mobility, Customer Experience, Service Quality and Integration, Access, and Corridors. To learn more about the Regional Transit Plan, visit rtp.mta.maryland.gov.



Purple Line

Construction is underway along the entire 16-mile Purple Line light rail corridor. Since the project broke ground in August 2017, utility relocation, earthwork, bridge reconstruction, construction of the Glenridge Operations and Maintenance Facility, and tunnel excavation have been ongoing. Light rail vehicle production is also underway. Meetings with the eight Community Advisory Teams along the Purple Line are continuing throughout construction.

MDOT officials signed the \$5.6 billion public- private partnership contract in April 2016 with the Purple Line Transit Partners to design, build, finance, operate, and maintain the light rail system. With a first phase opening in 2022, the Purple Line will run east-west inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. For more information, visit: purplelinemd.com.

Practical Design

To benefit the entire Maryland transportation network, MDOT has been 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. MDOT's Practical Design Policy provides a process for all planning, preliminary engineering, and design activities. The policy ensures that safety is never compromised, design solutions are reached collaboratively, and the project's needs are met.

MDOT uses the Practical Design process to define the needs of each project at the outset and ensures that design solutions meet these needs for the least cost. This process has been refined to increasingly focus on context in identifying project specific outcome performance that address the needs of our diverse users. This data driven approach ensures that our customers receive projects of great value, while also leaving additional resources to provide for a better overall system.

Maintain a High Standard and Modernize Maryland's Multimodal Transportation System

Reliable, On-Time Service

The launch of BaltimoreLink in June 2017 provided more people with faster and more reliable access to transit, jobs, and services in the region. Since the launch of BaltimoreLink, on-time performance (OTP) has dramatically improved to a high of 71.4% in March 2019. This compares to last year's 68.9% and the pre-BaltimoreLink OTP rate of 59.5%. To achieve improved OTP, MDOT MTA has implemented new programs and innovations to make riding easier and more efficient than ever. Over five miles of dedicated bus lanes are producing an average travel time savings of nine percent, with up to 31 percent travel time savings in some corridors. In addition, Transit Signal Priority is reducing travel time by up to 22 percent during peak periods.

MDOT MTA has also introduced two new mobile apps for smart phones. The CharmPass Mobile Ticketing app, introduced in September 2018, allows riders to pay for MDOT MTA services from a smart phone. In August of 2019 MDOT MTA surpassed one million trips purchased. Additionally, MDOT MTA launched a partnership with Transit app in June 2018, which provides real-time transit information, trip planning and step-by-step navigation. Real-time

Global Positioning System (GPS) data is one of the tools MDOT MTA uses to manage and monitor service. This past winter, for the first time ever, MDOT MTA utilized real-time data to refine bus schedules. MDOT MTA also uses real-time data daily to resolve identified service issues along specific routes. In May 2019, MDOT MTA launched a new online performance dashboard that offers searchable performance data for all CityLink, LocalLink and Express BusLink routes including on-time, early and late arrival percentages. To learn more about the performance improvements, visit: mta.maryland.gov/performance-improvement.



Transit Fleet Improvements

MDOT MTA's revenue vehicles are being replaced and overhauled to improve the customer experience with more comfortable, reliable vehicles. MDOT MTA recently purchased 140 clean diesel buses and ensured long-term commitment through a five-year replacement contract. Replacement Metro SubwayLink railcars are in production and Light RailLink railcars are undergoing a comprehensive overhaul now. MobilityLink paratransit vehicles also continue to be replaced. MARC Train began operating eight new locomotives in 2018 and is overhauling 63 of the passenger cars.

Cashless Tolls

In July 2019, Governor Hogan announced the MDTA toll modernization plan, which will save Marylanders more than \$28 million over five years. The Key Bridge and the Hatem Bridge are now cashless, with motorists paying tolls via E-ZPass or video tolling. The Bay Bridge has been operating under a cashless toll system during certain periods to help improve traffic flow during peak times, with a plan to go full-time cashless tolling in the future. Currently, 74% of Bay Bridge drivers use E-ZPass.

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 are 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.

Maryland, like many parts of the country, is seeing an increased interest in biking and walking as significant transportation mode choices. Each is an integral part of the state's broader transportation approach, and a key element to how the agency seeks to deliver on our mission of providing excellent customer service. Safe infrastructure for cyclists and pedestrians is also essential in how MDOT contributes to the broader statewide goals of reducing greenhouse gas emissions, alleviating congestion, encouraging healthy activities, and supporting activity-based tourism and economic development.



This year's CTP reflects the strength of MDOT's ongoing commitment to improving bicycle and pedestrian safety and access across the State. The \$161.5 million in the Final CTP includes not only continued commitment to our key discretionary programs, such as the Federal Transportation Alternatives Program and the State's Bikeways Program, but significant investment in MDOT projects that support the improved access and safety of cycling and walking throughout Maryland. Moreover, these program investments will be strengthened by the fresh guidance being provided for all MDOT customers in Maryland. Newly targeted strategies and initiatives identified in this document, along with the 2040 Maryland Transportation Plan, ensure that MDOT is responsive to the changing needs and opportunities to improve bike and walk connectivity and safety for all MDOT customers.

Be a Good Steward of our Environment

MDOT is committed to environmental stewardship and continues to be a national leader in implementing innovative and multimodal strategies that protect our natural, cultural, and community resources. The following examples illustrate how MDOT works in coordination with State, local, and national partners, among others, to ensure that we make progress toward our state and local goals related to air and water quality, as well as energy and land conservation.

Through partnerships with the Maryland Department of Environment (MDE) and the State's Metropolitan Planning Organizations (MPOs), MDOT is reducing emissions of criteria pollutants, such as particulate matter, as well as the ozone precursors, volatile organic compounds (VOCs) and nitrogen oxides (NOx). In addition to addressing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, set by the US Environmental Protection Agency (EPA), MDOT is also working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland has goals to reduce GHG emissions statewide by 40 percent in 2030, from 2006 emissions levels. MDOT produces annual reports illustrating the progress made toward reducing transportation sector GHGs and submits those state agency reports to the Maryland Commission on Climate Change and the Maryland General Assembly.

Criteria pollutant and GHG emissions from the transportation sector are greatly reduced through the advancement of vehicles technologies. In particular, the passage of corporate average fuel economy (CAFE) standards, the advent and adoption of electric and hybrid-electric vehicles, and the burgeoning opportunity afforded through connected and automated vehicle technologies. MDOT also invests in a variety of Travel Demand Management (TDM) strategies which provide alternatives to driving alone and limit emissions from the transportation sector. TDM efforts, such as carpooling, car sharing, transit, teleworking, and variable pricing infrastructure, as promoted in the Commuter Choice Maryland program, reduce congestion and lower commuting costs, in addition to providing environmental benefits.

Continuing our commitment to the environment and dedication to using resources wisely, MDOT currently has five photovoltaic (PV) systems installed on its properties, which total approximately 1.8 megawatts (MW). Under the new, MDOT renewable Energy Master Contract, six Master Contractors will compete to install additional PV systems on MDOT property. The program is one of the first of its kind by a state transportation agency, and also allows for Maryland Counties, municipalities, instrumentalities of the State, and other non-State of Maryland governments or government agencies and not for profit

501 (c) (3) organizations within the State of Maryland to purchase the Contractors' services covered by the Master Services Agreement (MSA).



In a program that could serve as a national model of environmental stewardship, MDOT partnered with the Maryland Department of the Environment and the private sector in a public-private partnership benefiting the Chesapeake Bay through advanced stormwater control technology that can help reduce pollutants and curb local flooding. As part of an agreement with Maryland Environmental Service (MES), MDOT will contribute \$4 million to facilitate installation of “smart pond” technology in 2020 at existing stormwater management sites on four Walmart properties and other privately-owned land. The partnership is the first of its kind in the nation involving a state transportation department.

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.

Commuter Choice Maryland

Maryland has the second longest average commute in the Nation where commuters spend an average of 32 minutes sitting in traffic traveling to work – resulting in diminished productivity, extreme frustration and lost time. To mitigate traffic congestion and support both the mobility, health and wealth of its community, environment, and business partners, MDOT has launched Commuter Choice Maryland.

The benefits of Commuter Choice Maryland are significant. Commuter Choice Maryland encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work schedules. All of these options help to reduce commuter stress, reduce congestion and conserve energy. We have also seen that Commuter Benefits helps to attract and retain top employee talent.

Maryland businesses who offer Commuter Benefits can also take advantage of the Maryland Commuter Tax Credit, designed to encourage businesses of all sizes to provide Commuter Benefits to their employees.

To learn more, please visit CommuterChoiceMaryland.com or email: commuterchoice@mdot.maryland.gov or call: 410-865-1100 between 8:30 am and 5:00 pm Monday – Friday.



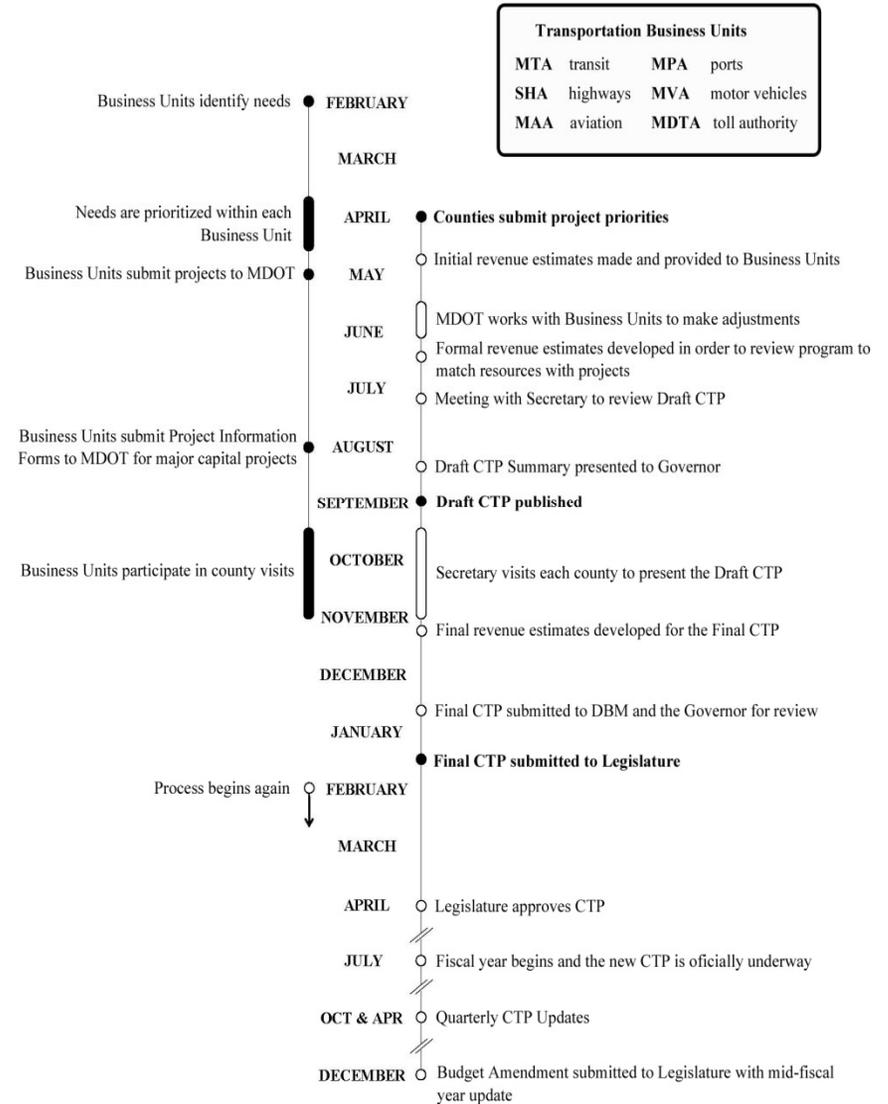
Process for CTP Development

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:

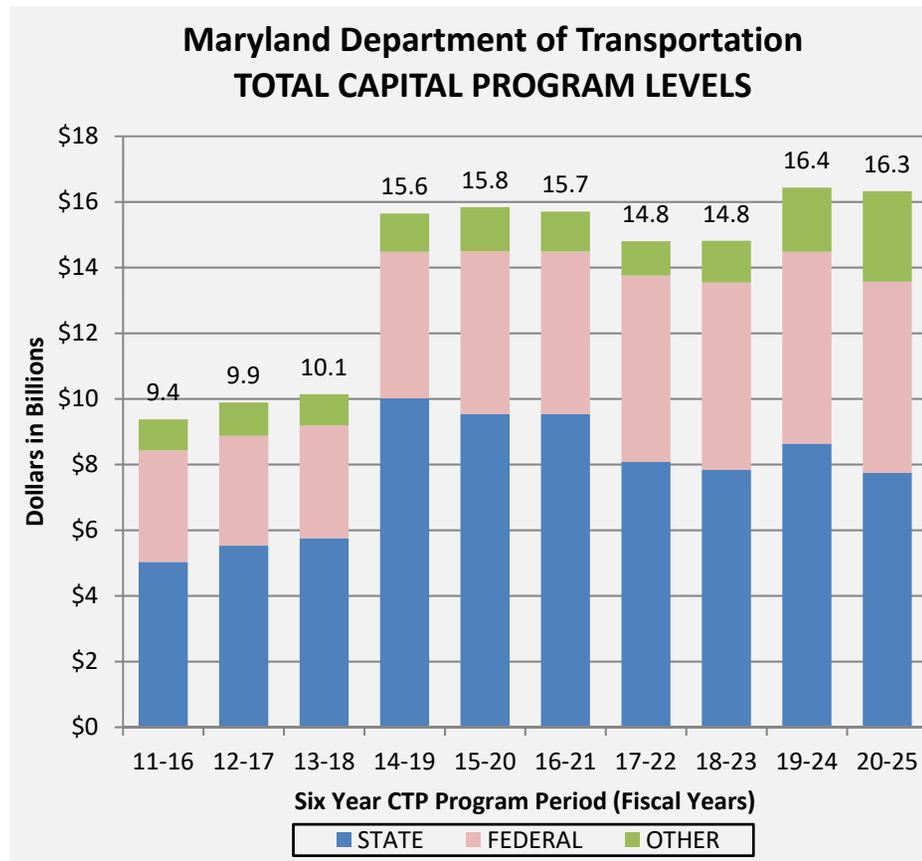
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports the 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 Trust Fund utilizes a variety of revenue sources, which provides 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 \$31.1 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.

Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 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 \$7.3 billion over the six-year period. As of July 1, 2019, the motor fuel tax rates were 36.7 cents per gallon gasoline and 37.45 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.2 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2019 is 10.7 cents per gallon. The rate is estimated to average 10.9 cents per gallon over the program period.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.9 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. 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 \$4.0 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 \$1.3 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$6.5 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; only \$638 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 \$3.1 billion, with \$1.1 billion from MDOT MTA, \$347 million from MDOT MPA, and \$1.7 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Infrastructure Investment Act of 2013. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$2.3 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 \$764 million. These sources include General Fund revenues, county contributions to MDOT projects, 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 included some policy changes, a new focus on freight and provided funding certainty for five full years through September 2020 including built-in inflation from existing funding levels. Congress must develop a new authorization Act for federal funding to continue or extend the existing act by the end of this federal fiscal year.

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 20, this CTP includes the Congressional appropriation of FAST Act authorized amounts for FFY 2020 and continues this funding through FFY 2025.

Federal aid, representing 21 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2020 - FY 2025 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 \$665 million in highway formula funding and \$199 million in transit formula funding in FFY 2020 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2018 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$445 million in appropriations from the combined FFY 2016 - FFY 2020 Appropriations bills.

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 Obligation 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 2019 was 90.1 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 2020 through FFY 2025.

Washington Metropolitan Area Transit Authority — WMATA

Under the Fixing America's Surface Transportation (FAST) Act, in FY 2020, the Washington Metropolitan Area Transit Authority (WMATA) anticipates receiving \$348.5 million in FTA formula grants and \$3.6 million in other federal grants (Congestion Mitigation and Air Quality) for bus and rail preservation activities. Additionally, FFY 2020 funding of \$148.5 million is provided through the Passenger Rail Investment and Improvement Act (PRIIA). In total, WMATA expects to receive \$500.6 million in federal capital funding in FY 2020.

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. Even with the recent creation of dedicated funding

in all three jurisdictions, federal funding is still WMATA's largest single source of capital funding. Overall, WMATA's six-year capital budget is \$9.3 billion; with \$2.9 billion from federal sources, \$5.9 billion in state/local funding, and \$408 million from other sources.

MDOT's top priority is to restore the safety and reliability of the WMATA system. This is demonstrated through investments in safety and state of good repair. This CTP includes a total of \$300 million (\$50 million each year in FY 2020 through 2025) 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 FY 2010 through FY 2019.



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 MDOT 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 2018 extended FAA authority to 2023. The MDOT MAA has received entitlement AIP funding in FFY 2019 of \$4.9 million toward the reconstruction of Taxiway Z. In addition, the MDOT MAA received \$5.0 million of discretionary AIP funding in FFY 2019 toward the reconstruction of Taxiway Z. In December 2019, \$3.4 million of Supplemental AIP funding was received toward Taxiway F lighting and relocation to meet EB75 standards.

Martin State Airport continues to receive its annual AIP entitlement funding of \$150,000 which is applied to eligible projects. Several development projects at Martin are expected to become eligible for AIP discretionary funding pending a favorable finding on the ongoing programmatic Environmental Assessment (as required by the National Environmental Policy Act) which is anticipated to be complete in early 2020.

In FY 2019, MDOT MAA administered \$4.46 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$21 million in matching FAA funds and \$2.2 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next over the next six years.

Port of Baltimore

The MDOT MPA received approximately \$300 thousand in other environmental related grants to support its efforts in being a good steward of our environment. The MDOT MPA expects to receive approximately \$4.0 million in dredging and environmental grants in FY 20.

The MDOT MPA was awarded a BUILD Grant of \$6.6M in December of 2018 through the U.S. Department of Transportation to support Ports America Chesapeake, MDOT MPA's tenant, with the Seagirt Marine Terminal Berth 3 modernization project. This project will increase capacity for ultra-large containerships and improve the nation's economic competitiveness by making the Port of Baltimore more efficient. The project includes adding a second 50-foot deep berth, landside improvements at the new berth, and dredging to widen and deepen the turning basin.

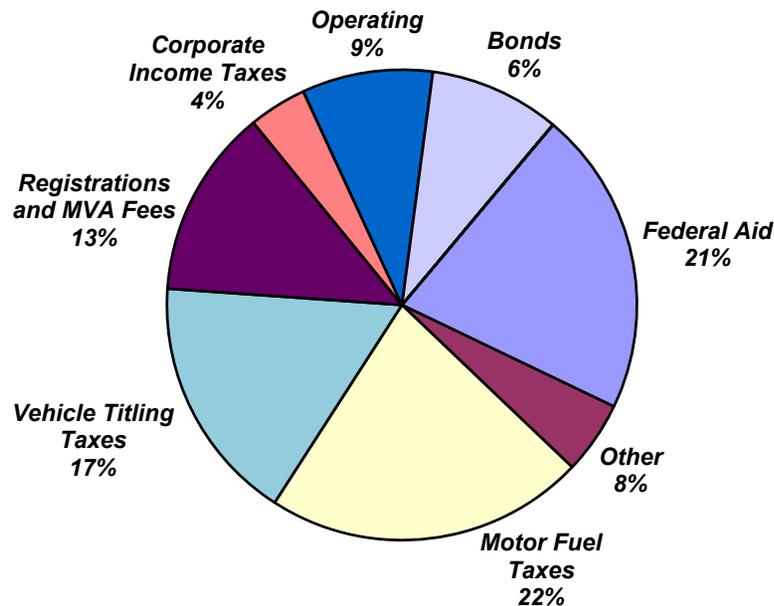
Terminal security efforts are enhanced with federal assistance through the Port Security Grant Program. The MDOT MPA anticipates federal assistance of approximately \$900 thousand to facilitate several projects to improve security at its terminals.

Announced by USDOT in July 2019, Maryland will receive \$125 million as part of the federal Infrastructure For Rebuilding America (INFRA) Grant Program. The funding will allow the state in partnership with CSX to increase clearance of the Howard Street Tunnel and bridges over the rail to allow for double-stack shipping containers. This will increase the number of containers handled by the Port of Baltimore and generate a significant amount of new jobs.

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, known as the FAST Act, in December 2015, which provides investment in transportation infrastructure only through FFY 2020.

Where The Money Comes From

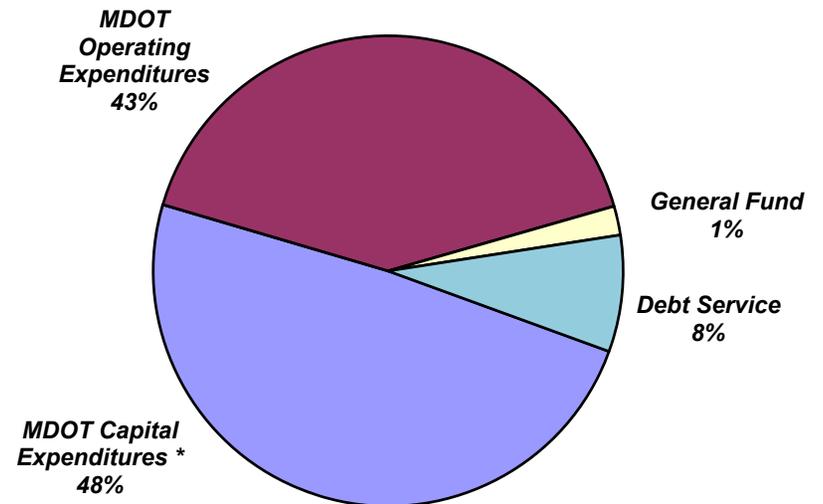


Total projected Trust Fund revenues amount to \$31.1 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and Public-Private Partnerships.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. Funding is also provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all State transportation projects. This Final FY 2020 – FY 2025 CTP totals \$16.3 billion, \$13.6 billion of which comes through the Trust Fund and \$2.7 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



* Includes local transportation grants

Planned Capital Expenditures

FY 2020-2025 FINAL CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
MDOT TSO	130.6	13.3	2.7	146.6	0.9
MDOT MVA	147.0	0.0	0.0	147.0	0.9
MDOT MAA **	260.3	67.2	706.5	1,034.0	6.3
MDOT MPA	678.9	146.1	334.8	1,159.8	7.1
MDOT MTA	882.9	1,940.4	183.7	3,007.0	18.4
WMATA	1,203.1	599.3	903.0	2,705.4	16.6
MDOT SHA	4,444.5	3,655.2	26.4	8,126.1	49.8
TOTAL	7,747.3	5,822.0	2,756.4	16,325.7	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.

MDOT TSO – Transportation Secretary’s Office

MDOT MVA – Motor Vehicle Administration

MDOT MAA – Maryland Aviation Administration

MDOT MPA – Maryland Port Administration

MDOT MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

MDOT 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 do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP;
- Establish performance indicators that quantify achievement of these objectives; and
- 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 updated last year, in the spring of 2018, with the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show 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.

Through coordination with MPOs and adjacent state DOTs, MDOT developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures:

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on 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.
- Reliability of truck travel time on the Interstate System.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements now that the final regulations and guidance have been issued to ensure we demonstrate the effectiveness of MDOT’s programs.

Finally, MDOT is internally assessing its performance in meeting our customers’ needs through our quarterly MDOT Excellerator program. This performance measurement system uses data to target structural and process improvement efforts to make MDOT better. This is achieved through ten teams representing all of the TBUs. The teams develop and implement new and improved initiatives across the organization. For more information, visit: mdot.maryland.gov/MDOTExcellerator.

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.

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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					...2015...	...2016...	...2017...	...2018...		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	77,892	55,392	6,500	6,300	3,200	2,700	1,900	1,900	22,500	0
Right-of-way	20,565	13,365	900	800	2,800	700	1,000	1,000	7,200	0
Construction	388,776	277,976	11,000	9,600	19,000	25,700	22,300	23,200	110,800	0
Total	487,233	346,733	18,400	16,700	25,000	29,100	25,200	26,100	140,500	0
Federal-Aid	129,621	73,221	13,500	1,600	5,400	13,200	10,900	11,800	56,400	0

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2019-2024 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, \$675.7 million worth of projects have been added to the CTP. Of that amount seventeen projects at a cost of \$652.8 million were added to the Construction Program. Ten projects at a cost of \$22.9 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$465.5 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Concourse A/B Enabling - Central Utility Plant Upgrades at BWI Marshall Airport	10.8
Maryland Port Administration	
Howard Street Tunnel Project (INFRA GRANT)	466.0
Maryland Transit Administration	
Metro Station Rehabilitation and Lighting Program	5.2
Communications System Upgrade and Replacement	5.0
State Highway Administration	
MD 51, Old Town Road; MD 51, Bridge over Town Creek (Allegany)	12.4
I-695, Baltimore Beltway; I-695, Bridge over I-695 (Baltimore)	12.5
MD 225, Hawthorne Road; MD 225, Bridge over Mattawoman Creek (Charles)	3.2
MD 75, Green Valley Road; MD 75, Bridge over I-70 (Frederick)	11.9
US 219, Garrett Highway; US 219, Bridge over Youghiogheny River (Garrett)	8.2
MD 212A, Powder Mill Road; MD212A, from Pine Street to US 1 intersection (Prince George's)	25.0
MD 4, Pennsylvania Avenue; MD 4, Bridges over MD 717. (Prince George's)	21.8
MU 277, Riverdale Road; MU 227, Bridge over Northeast Branch Anacostia River. (Prince George's)	9.2

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 382, Croom Road; MD 382, Bridge over Charles Branch (Prince George's)	5.8
US 13 Business, Salisbury Boulevard; US 13 BU, Bridge over East Branch Wicomico River (Wicomico)	10.2
Maryland Transportation Authority	
MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling	23.6
I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier	11.5
US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling	10.5
	<hr/>
Total	652.8

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration		
Taxiway F Relocation Design		2.6
Maryland Transit Administration		
Environmental Planning Initiatives		2.9
Agency Innovation and Alternative Vehicles		1.3
Patapsco Ave Pedestrian/Bicycle Bridge		1.0
Downtown Transfer Center		1.0
Shared Mobility and Micro-Transit Work Plan		0.1
Regional Transit Plan		5.0
Transit Oriented Development Initiatives		4.1
Eastern Bus Facility		0.3
LOTS Transit Development Plan (TDP)		4.6
	Total	22.9

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

Concourse A/B Connector & Baggage Handling System Replacement at BWI Marshall Airport

465.3

Maryland Transportation Authority

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

0.2

Total **465.5**

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Midfield Cargo Area Improvements at BWI Marshall Airport	CO	Deicing System Expansion project using other alternatives.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2019-2024 CTP, for the following two major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
State Highway Administration		
MD 175, Annapolis Road;MD 175, from Brock Ridge to MD 295 Interchange (Anne Arundel)	Construction delayed from FY 19 to FY 21 due to the need for advanced utility relocations.	FY 2019 to FY 2021
MD 185, Connecticut Avenue;MD 185, at Jones Bridge (Phase 3) (Montgomery)	Construction delayed from FY 19 to FY 21 due to the need for advanced utility relocations.	FY 2020 to FY 2021

COST & SCOPE CHANGES

In total, one-hundred and fifty-eight major construction projects experienced significant changes in project cost or scope, for a net increase of \$1.23 billion. One-hundred And Four projects increased in cost by a total of \$1.02 billion, while thirty-eight projects experienced decreases totaling \$296.9 million. The scope of thirteen projects changed, which caused a net increase totalling \$524.0 million, while two projects experienced a reduction in scope totalling \$21.2 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 2019 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-three major projects in FY 2019, at a total cost of \$1.77 billion. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
International Concourse Extension at BWI Marshall Airport	114.1
Concourse B Apron Pavement Reconstruction at BWI Marshall Airport	10.4
State Highway Administration	
MD 137, Mount Carmel Road; MD 137, Bridge over I-83 (Baltimore)	9.0
I-695, Baltimore Beltway; I-695, Bridge over Benson Ave./Leeds Ave./US 1/Amtrak (Baltimore)	49.2
MD 496, Bachmans Valley Road; MD 496, Bridge over Big Pipe Creek (Carroll)	5.9
US 15, Catoclin Mountain Highway; US 15, Bridge over MD 26 (Frederick)	8.2
US 40 Alternate, Old National Pike; US 40, Old National Pike, Ivy Hill Drive to Middletown Parkway (Frederick)	18.1
MD 140, Main Street; MD 140, Bridge over Flat Run (Frederick)	6.7
US 15, Catoclin Mountain Highway; US 15, Interchange at Monocacy Boulevard (Frederick)	74.6
US 40, Pulaski Highway; US 40, at MD 7/159 (Phase 2) (Harford)	24.9
MD 22, Aberdeen Thruway; MD 22, at Beards Hill Road (Harford)	16.9
MD 32, Sykesville Road; MD 32, from MD 108 to Linden Church Road (Howard)	44.4
MD 97, Georgia Avenue; MD 97, Interchange at Randolph Road (Montgomery)	85.0
MD 381, Brandywine Road; MD 381, Bridge over Timothy Branch (Prince George's)	3.5
MD 500, Queens Chapel Road; MD 500, MD 208 to MD 410 (Prince George's)	15.0
MD 337, Allentown Road; MD 337, at MD 218 and I-495 NB off Ramp (Prince George's)	10.4
MD 364; MD 364, Bridge over Dividing Creek (Somerset)	3.7
Maryland Transportation Authority	
MD 695 Francis Scott Key Bridge - Structural, Mechanical, and Electrical Rehabilitation of the Curtis Creek Bridges	24.8

FY 2019 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)	1,097.6
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges	32.8
I-95 John F. Kennedy Memorial Highway - Repair Substructure and Superstructure	16.1
I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel	17.7
I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements	76.4
Total	1,765.4

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Rehabilitation and resurfacing of forty-five (45) segments of highway	237.9
Rehabilitation or replacement of twenty-two (22) bridges	121.7
Safety and geomteric improvements at twenty-eight (28) locations	64.3
Fifty (50) projects including environmental preservation, enhancements, sidewalks, total maximum daily load, traffic management, noise abatement, intersection capacity and CHART	96.4
Forty-two (42) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities, and the Secretary's Office	194.1
	<hr/>
Total	714.4

AWARDS

Highlights of projects awarded by the Department during FY 2019 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA Midfield Taxi Lane Rehabilitation	13.0
MAA Taxiway B Reconstruction	11.6
MPA Agencywide Building Repairs	10.2
MPA Substructure repairs at all marine terminals and facilities	10.0
MTA Improvement of North Avenue Bus Stop Corridor	9.8
MTA Reconstruction of Johns Hopkins Double Crossover	3.1
SHA Bridge over CSX and Canal Parkway	12.2
SHA Bridge over Gunpowder Road	4.1
SHA Bridge over Norfolk Southern Railroad	3.6
SHA Bridges on Baltimore Beltway and Northwest Expressway	3.0
	Total 80.6

**DEPARTMENT OF TRANSPORTATION
FY 2021 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	452.3	Facilities and Capital Equipment	J01A0103	38.1
System Preservation Minor Projects	24.9	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	7.5	WMATA Capital Grants	J01A0105	0
<u>Capital Salaries, Wages and Other Support Costs</u>	2.0	WMATA Capital Costs	J01A0105	219.2
		Major IT Development	J01A0108	3.0
		Other Funds	Other	226.4
TSO TOTAL	486.7			486.7

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	343.4	State System Construction and Equipment	J02B0101	1,237.9
System Preservation Minor Projects	1,193.2	County and Municipality Capital Program	J02B0103	71.8
<u>Development and Evaluation Program</u>	43.4	County and Municipality HUR	J02B0105	264.4
		Major IT Development	J02B0108	5.9
		Other Funds	Other	0
SHA TOTAL	1,580.0			1,580.0

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	25.4
Major Projects	16.6	Major IT Development	J04E0008	16.7
System Preservation Minor Projects	24.1			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.4</u>			
MVA TOTAL	42.1			42.1

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	597.5
Major Projects	543.9	Major IT Development	J05H0108	10.2
System Preservation Minor Projects	82.5	Other Funds	Other	33.2
Development and Evaluation Program	2.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>12.5</u>			
MTA TOTAL	640.9			640.9

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	142.7
Major Projects	164.7	Major IT Development	J03D0008	0
System Preservation Minor Projects	25.2	Other	Other	63.7
Development and Evaluation Program	11.1			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.4</u>			
MPA TOTAL	206.4			206.4

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	60.2
Major Projects	278.8	Major IT Projects	J06I0008	0
System Preservation Minor Projects	25.9	Other Funds	Other	251.0
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.5</u>			
MAA TOTAL	311.2			311.2

DEPARTMENT TOTAL

Construction Program				
Major Projects	1,799.7			
System Preservation Minor Projects	1,375.8			
Development and Evaluation Program	64.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>27.8</u>			
GRAND TOTAL	3,267.3			3,267.3

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2021 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office ((J01A01))</u>						
The Secretary's Office	34.4	-	-	-	-	34.4
Operating Grants-in Aid	20.6	-	-	-	-	20.6
Facilities and Capital Equipment	-	38.1	1.5	-	-	39.6
WMATA Operating Grants	444.3	-	-	-	-	444.3
WMATA Capital Costs	-	219.2	224.9	-	-	444.1
<u>Information Technology Services</u>	51.4	3.0	-	-	-	54.4
Subtotal	550.7	260.3	226.4	-	-	1,037.4
<u>Debt Service Requirements ((J01A04))</u>						
Debt Service Requirements	-	-	-	-	415.9	415.9
<u>State Highway Administration ((J02B01))</u>						
State System Construction and Equipment	-	1,238.6	-	-	-	1,238.6
State System Maintenance	299.6	-	-	-	-	299.6
County and Municipality Capital Program	-	5.9	-	65.9	-	71.8
Highway Safety Operating Program	15.5	-	-	-	-	15.5
County and Municipality Program	-	-	-	264.4	-	264.4
<u>Major IT Development</u>	-	4.9	-	-	-	4.9
Subtotal	315.1	1,249.4	-	330.3	-	1,894.8

Maryland Port Administration ((J03D00))

Port Operations	51.9	-	-	-	-	51.9
<u>Port Facilities and Capital Equipment</u>	-	142.6	63.7	-	-	206.3
Subtotal	51.9	142.6	63.7	-	-	258.2

Motor Vehicle Administration ((J04E00))

Motor Vehicle Operations	196.0	-	-	-	-	196.0
Facilities and Capital Equipment	-	25.4	-	-	-	25.4
Motor Vehicle Highway Safety Program	15.9	-	-	-	-	15.9
<u>Major IT Development</u>	-	16.7	-	-	-	16.7
Subtotal	211.9	42.1	-	-	-	254.0

Maryland Transit Administration ((J05H00))

Transit Administration	103.0	-	-	-	-	103.0
Bus Operations	492.4	-	-	-	-	492.4
Rail Operations (Includes MARC)	256.6	-	-	-	-	256.6
Capital Equipment (Includes MARC)	-	597.5	33.2	-	-	630.7
Statewide Programs Operations	90.8	-	-	-	-	90.8
<u>Major IT Development</u>	-	10.2	-	-	-	10.2
Subtotal	942.8	607.7	33.2	-	-	1,583.7

Maryland Aviation Administration ((J06I00))

Airport Operations	219.4	-	-	-	-	219.4
Facilities and Capital Equipment	-	60.2	251.0	-	-	311.2
<u>Major IT Development</u>	-	-	-	-	-	-
Subtotal	219.4	60.2	251.0	-	-	530.6

DEPARTMENT TOTAL	2,291.8	2,362.3	574.3	330.3	415.9	5,974.6
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2020</u>	BUDGET YEAR <u>2021</u>	Planning Years				SIX - YEAR TOTAL
			<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^E	48.1	42.7	19.2	13.6	11.6	11.3	146.5
Motor Vehicle Administration	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Maryland Aviation Administration ^E	323.0	311.2	245.8	90.3	39.7	24.1	1,034.0
Maryland Port Administration ^E	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Maryland Transit Administration ^E	624.9	640.8	655.4	381.6	325.8	378.5	3,007.0
Washington Metropolitan Area Transit ^{BE}	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
State Highway Administration ^A	1,764.9	1,579.9	1,324.5	1,262.6	1,164.2	1,029.9	8,126.0
TOTAL CAPITAL	3,383.6	3,267.1	3,005.6	2,444.2	2,224.8	2,000.4	16,325.7
Special Funds	1,695.2	1,467.1	1,335.0	1,154.1	1,095.8	1,000.0	7,747.3
Federal Funds	1,186.5	1,225.8	1,022.0	875.0	779.9	732.7	5,822.0
Other Funds ^F	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office	101.8	106.4	109.0	112.0	115.0	119.0	663.2
Motor Vehicle Administration	210.2	211.8	218.0	224.0	231.0	238.0	1,333.0
Maryland Aviation Administration	206.2	219.4	226.0	233.0	240.0	247.0	1,371.6
Maryland Port Administration	51.2	51.9	54.0	56.0	57.0	58.0	328.1
Maryland Transit Administration	888.1	942.8	971.0	1,118.0	1,183.0	1,211.0	6,313.9
Washington Metropolitan Area Transit	392.9	444.3	457.0	471.0	485.0	500.0	2,750.2
State Highway Administration	310.1	315.1	324.0	333.0	343.0	354.0	1,979.2
TOTAL OPERATING	2,160.5	2,291.7	2,359.0	2,547.0	2,654.0	2,727.0	14,739.2
Special Funds	2,052.4	2,185.5	2,253.0	2,441.0	2,548.0	2,621.0	14,100.9
Federal Funds	108.1	106.3	106.0	106.0	106.0	106.0	638.4
Other Funds ^F	-	-	-	-	-	-	-

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2022	2023	2024	2025	
	<u>2020</u>	<u>2021</u>					
<u>AID TO LOCAL GOVERNMENTS</u>							
County and Municipal Program ^C	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
County and Municipal Capital ^D	71.8	71.8	71.8	71.8	77.8	77.8	442.8
TOTAL AID TO LOCAL GOVERNMENTS	330.8	336.2	341.5	346.1	353.5	275.9	1,984.0
Special Funds	265.0	270.3	275.6	280.2	281.0	203.6	1,575.7
Federal Funds	65.9	65.9	65.9	65.9	72.5	72.3	408.4
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
Special Funds	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
<u>DEPARTMENT TOTAL</u>	<u>5,898.9</u>	<u>5,974.7</u>	<u>5,826.6</u>	<u>5,491.2</u>	<u>5,352.8</u>	<u>5,217.4</u>	<u>33,761.6</u>
Special Funds	4,102.4	4,068.5	4,050.0	4,095.1	4,117.8	4,111.0	24,544.9
Federal Funds	1,294.6	1,332.1	1,128.0	981.0	885.9	838.7	6,460.4
Other Funds	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4

^A - Includes county and municipal transfer funds from federal and state government, as well as highway user revenues.

^B - Capital Program WMATA grants line includes federal funds received by WMATA directly.

^C - County and municipal transfer funds from federal and state government are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

^D - County and municipal capital (highway user revenues) are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

^E - "Other" funds are included in the totals for TSO, MPA, MTA, MAA and WMATA.

^F - Debt service for County Bonds is not included in FY 2022-2025

^G - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MDTA) funds, Certificates of Participation (COPs), General funds, CSX funds, county participation, and federal funds received by WMATA directly.

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2020-FY 2025 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024 - 25</u>	
National Highway Performance Program (NHPP)	311.5	321.2	366.4	361.5	506.8	1,867.4
Surface Transportation Program (STP)	213.2	199.0	177.9	114.3	269.4	973.8
Congestion Mitigation /Air Quality (CMAQ)	63.6	57.1	54.5	51.8	97.6	324.6
Highway Safety Improvement Program (HSIP)	64.5	58.3	35.2	31.0	24.0	213.0
Statewide Planning & Research (SPR)	8.2	8.1	8.1	8.0	16.4	48.8
Transportation Alternative Program (TAP)	31.7	13.5	12.3	13.5	16.6	87.6
Special Federal Appropriations	38.3	43.6	14.0	-	-	95.9
NHHP Exempt	39.9	9.7	9.9	10.1	20.8	90.4
New Starts, Fixed Guideway, Modernization & Bus	297.9	301.5	276.1	188.8	389.1	1,453.4
Elderly and Persons with Disabilities	3.7	3.8	3.9	3.9	8.1	23.4
Rural Area Formula	<u>7.1</u>	<u>7.3</u>	<u>7.4</u>	<u>7.5</u>	<u>15.5</u>	<u>44.8</u>
TOTALS	1,079.6	1,023.1	965.7	790.4	1,364.3	5,223.1

**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 2020 - FY 2025 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2020	2021	2022	2023	2024 - 25	
<u>Environmental Projects</u>						
National Highway Performance Program	12.2	9.3	5.4	6.4	14.9	48.2
Surface Transportation Program	26.9	17.9	10.8	11.5	30.1	97.2
Transportation Alternative Program	13.7	12.4	15.2	15.5	23.9	80.7
Highway Safety	1.0	1.1	0.8	1.1	2.3	6.3
<u>Safety and Spot Improvements</u>						
National Highway Performance	17.6	17.6	15.8	16.4	35.0	102.4
Surface Transportation Program	54.6	54.8	53.1	54.8	117.1	334.4
Congestion Mitigation/Air Quality	1.7	1.3	1.2	1.2	2.7	8.1
Highway Safety	13.8	14.7	12.6	13.5	28.2	82.8
<u>Resurfacing and Rehabilitation</u>						
National Performance Program	47.8	54.5	51.8	54.0	112.6	320.7
Surface Transportation Program	62.2	71.0	67.4	70.4	146.6	417.6
Highway Safety	1.1	1.3	1.2	1.3	2.6	7.5
<u>Bridge Replacement and Rehabilitation</u>						
National Highway Performance Program	121.2	112.5	110.5	114.5	247.8	706.5
Surface Transportation Program	7.7	7.2	7.1	7.3	15.8	45.1
<u>Urban Reconstruction/Revitalization</u>						
National Highway Performance Program	-	-	-	-	-	-
Surface Transportation Program	13.1	16.3	7.4	1.7	-	38.5
<u>Congestion Management</u>						
National Highway Performance Program	2.3	2.6	2.3	2.1	4.1	13.4
Surface Transportation	5.4	6.2	4.9	4.3	9.1	29.9
Congestion Mitigation/Air Quality	4.5	5.2	5.1	4.6	8.7	28.1
TOTALS	<u>406.8</u>	<u>405.9</u>	<u>372.6</u>	<u>380.6</u>	<u>801.5</u>	<u>2,367.4</u>

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

The following listing estimates system preservation program levels for FY 2020 through FY 2025. Anticipated projects for FY 2020 and FY 2021 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR TOTAL</u>
	YEAR	YEAR	2022	2023	2024	2025	
	<u>2020</u>	<u>2021</u>					
<u>The Secretary's Office</u>							
Information Technology	12.1	5.9	3.5	3.5	2.1	2.1	29.1
Program 8 Major IT Projects	3.8	3.0	1.4	0.4	0.4	0.2	9.3
Grants	4.1	2.6	0.7	0.7	0.7	0.7	9.3
The Secretary's Office	<u>14.1</u>	<u>13.4</u>	<u>3.0</u>	<u>1.8</u>	<u>1.5</u>	<u>1.2</u>	<u>35.0</u>
TOTAL	34.1	24.9	8.6	6.3	4.7	4.2	82.7
<u>Motor Vehicle Administration</u>							
Building Improvements	7.3	13.0	5.9	4.6	3.9	3.0	37.7
Information Technology	9.0	9.2	7.4	7.6	7.5	6.3	47.0
Information Technology Project	-	1.8	-	-	-	-	1.8
Safety	-	<u>0.1</u>	-	-	-	-	<u>0.1</u>
TOTAL	16.3	24.1	13.3	12.2	11.4	9.3	86.6
<u>Maryland Aviation Administration</u>							
Airside Development	17.6	0.6	-	1.6	-	-	19.7
Annual	1.9	1.8	1.6	0.2	1.5	-	7.0
Baltimore/Washington	6.2	9.8	13.0	5.1	20.8	10.5	65.4
Consol Rental Car Facility	1.6	2.1	-	-	-	-	3.7
Critical Airport Systems	2.8	2.0	1.2	1.2	1.2	1.2	9.6
Environmental Compliance	1.3	1.3	1.3	0.2	1.3	-	5.2

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT	BUDGET	Planning Years				SIX-YEAR
	YEAR	YEAR	2022	2023	2024	2025	TOTAL
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<u>Maryland Aviation Administration</u>							
Equipment	5.9	4.0	2.0	2.1	2.1	2.1	18.1
Information Tech CTIPP	0.2	-	-	-	-	-	0.2
International Infrastructure	2.9	-	-	-	-	-	2.9
Landside Development	4.6	-	-	-	-	-	4.6
Martin State	4.3	0.3	0.9	1.0	0.9	0.9	8.3
Security	1.3	0.6	0.6	-	0.6	-	3.1
Terminal Development	7.1	0.8	0.8	0.8	0.8	0.6	10.9
Concourse A/B Improvements	7.1	1.5	3.7	-	-	-	12.3
Sound Mitigation	<u>1.2</u>	<u>1.2</u>	<u>0.1</u>	<u>-</u>	<u>0.1</u>	<u>-</u>	<u>2.6</u>
TOTAL	66.2	25.9	25.1	12.0	29.2	15.3	173.6
<u>Maryland Port Administration</u>							
All Terminals	11.6	8.8	16.7	8.9	5.4	11.8	63.2
Dundalk Marine Terminal	0.4	2.0	6.0	2.0	-	-	10.4
Facilities and Equipment	1.1	0.9	0.8	0.9	1.4	0.3	5.4
Masonville Auto Terminal	-	-	3.2	3.0	-	-	6.2
North Locust Point	-	0.6	1.2	-	-	-	1.8
Open-Ended Consulting	8.4	8.1	7.3	5.0	5.0	5.0	38.8
Port Wide	2.6	1.0	0.5	0.5	0.7	0.3	5.6
Safety, Environment and Risk	1.0	1.7	3.4	1.2	1.1	0.6	9.0
Security Projects	2.0	1.6	-	-	-	-	3.7
South Locust Point	4.3	0.3	-	-	-	-	4.6
World Trade Center	<u>0.7</u>	<u>0.2</u>	<u>2.5</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>6.5</u>
TOTAL	32.2	25.2	41.7	22.4	14.7	19.0	155.1
<u>Maryland Transit Administration</u>							
Agency Wide	39.4	21.9	27.8	19.5	32.3	33.7	174.7

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>							
Bus	18.6	21.7	12.2	3.6	5.8	8.2	70.1
Information Technology	2.2	0.1	-	-	1.6	1.2	5.0
Light Rail	20.3	19.9	21.8	18.0	13.0	45.5	138.5
LOTS	0.1	0.1	0.1	0.1	0.1	0.1	0.4
MARC	6.4	4.6	5.9	4.3	3.9	11.2	36.3
Metro	15.4	13.4	12.1	10.6	13.8	23.9	89.2
Mobility	<u>6.0</u>	<u>0.9</u>	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>10.4</u>
TOTAL	108.4	82.5	80.7	57.0	71.4	124.6	524.5
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	708.6	666.3	633.2	624.1	612.7	606.4	3,851.3
TMDL Compliance	90.0	69.1	15.0	15.0	24.1	23.1	236.3
Noise Barriers	1.8	1.5	1.2	0.6	0.6	1.5	7.2
Enhancements	17.2	15.5	19.0	19.4	18.1	11.7	100.9
Facilities	16.5	14.9	17.5	9.9	9.8	26.2	94.8
Communications	6.1	7.4	5.7	5.9	6.3	5.0	36.4
Equipment	26.4	15.5	16.0	16.0	15.9	15.0	104.8
Environmental Compliance	9.5	5.9	6.0	4.9	5.1	5.0	36.4
Truck Weight	<u>7.8</u>	<u>14.8</u>	<u>6.1</u>	<u>2.8</u>	<u>3.1</u>	<u>4.3</u>	<u>38.9</u>
TOTAL	883.9	810.9	719.7	698.6	695.7	698.2	4,507.0
CTP SYSTEM							
PRESERVATION PROJECTS	1,141.0	993.6	889.0	808.5	827.0	870.5	5,529.6

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>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegheny County</u>		
<u>Construction Program</u>		
1.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
2.	MD 51, Industrial Boulevard -- Secondary	MD 51, Bridge over CSX and Canal Parkway
3.	MD 51, Old Town Road -- Secondary	MD 51, Bridge over Town Creek
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridges over Padonia Road
2.	I-695, Cromwell Bridge Road -- Interstate	I-695, at Cromwell Bridge Road
3.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge over I-695
4.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
9.	MD 151/MD 151B, Sparrows Point Boulevard -- Secondary	MD 151/151B, Bridges over Wharf Rd.
10.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
11.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls
<u>Calvert County</u>		
<u>Construction Program</u>		
2.	MD 261, Bayside Road -- Secondary	MD 261, Bridge over Fishing Creek
<u>Carroll County</u>		
<u>Construction Program</u>		
2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Cecil County

Construction Program

- | | | |
|----|-----------------------------------|-----------------------------------|
| 1. | MD 272, Mauldin Ave -- Secondary | MD 272, Bridge over Amtrak |
| 2. | MD 273, Telegraph Rd -- Secondary | MD 273, Bridge over Big Elk Creek |

Charles County

Construction Program

- | | | |
|----|---------------------------------------|--------------------------------------|
| 1. | MD 225, Hawthorne Road -- Secondary | MD 225, Bridge over Mattawoman Creek |
| 2. | MD 254, Cobb Island Road -- Secondary | MD 254, Bridge over Neale Sound |

Frederick County

Construction Program

- | | | |
|-----|--|---|
| 5. | MD 75, Green Valley Road -- Secondary | MD 75, Bridge over I-70 |
| 9. | MD 355, Urbana Pike -- Secondary | MD 355, Bridge over Bennett Creek |
| 10. | MD 355, Urbana Pike -- Secondary | MD 355, Bridge over CSX |
| 11. | MD 464, Point of Rocks Road -- Secondary | MD 464, Bridge over Little Catoctin Creek |
| 12. | MD 478, Knoxville Road -- Secondary | MD 478, Bridge over a branch of the Potomac River |

Garrett County

Construction Program

- | | | |
|----|--------------------------------------|--|
| 1. | MD 39, Hutton Road -- Secondary | MD 39, Bridge over Youghiogheny River |
| 4. | US 219, Garrett Highway -- Secondary | US 219, Bridge over Youghiogheny River |

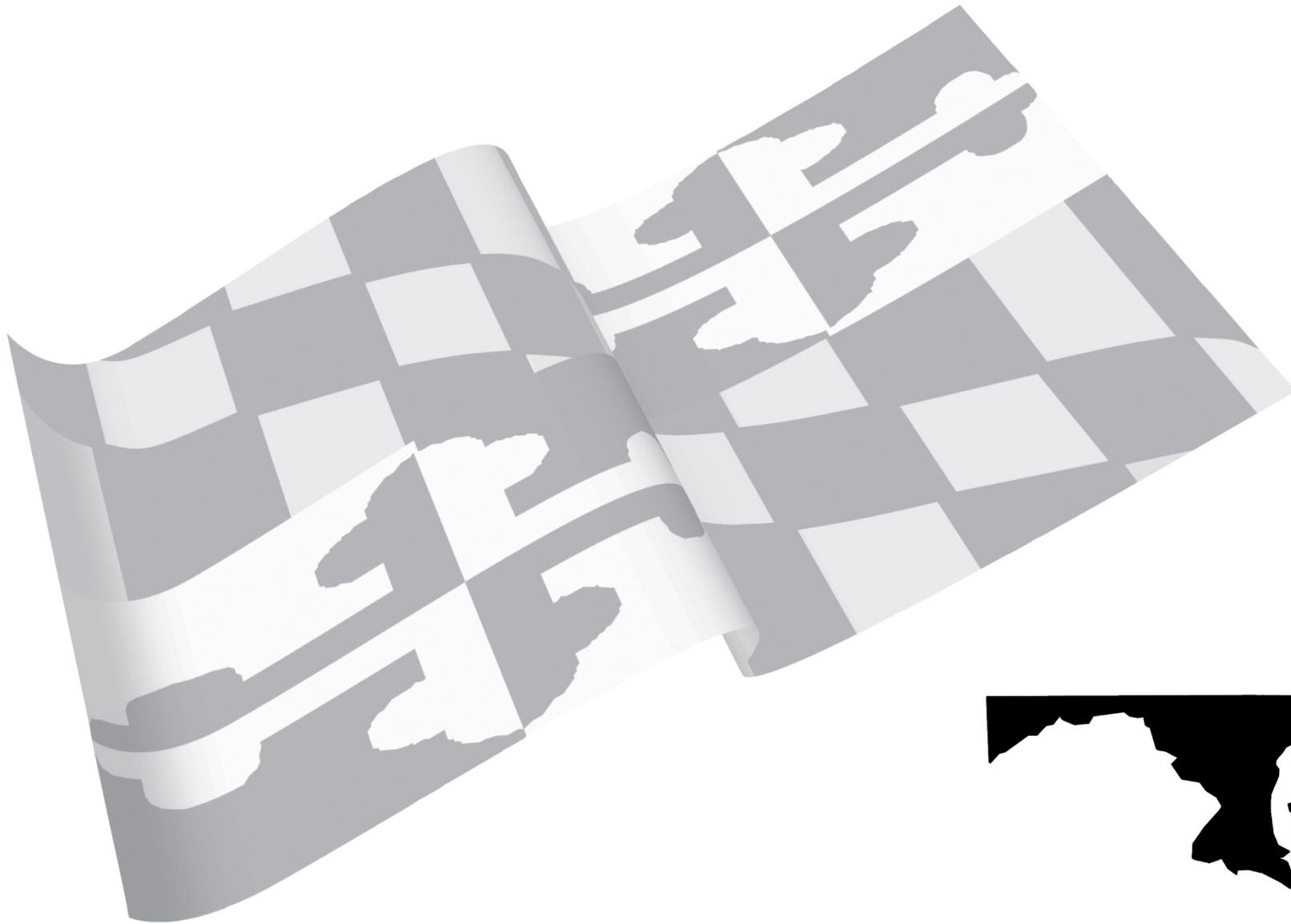
Montgomery County

Construction Program

- | | | |
|----|-------------------------------------|--|
| 5. | MD 355, Frederick Road -- Secondary | MD 355, Bridge over Little Bennett Creek |
|----|-------------------------------------|--|

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Prince George's County</u>		
<u>Construction Program</u>		
1.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
2.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
3.	I-95, Capital Beltway -- Primary	I-95, Bridge over MD 214
5.	MD 4, Pennsylvania Avenue -- Primary	MD 4, Bridges over MD 717.
9.	MU 277, Riverdale Road -- Secondary	MU 227, Bridge over Northeast Branch Anacostia River.
11.	MD 382, Croom Road -- Secondary	MD 382, Bridge over Charles Branch
<u>Somerset County</u>		
<u>Construction Program</u>		
1.	MD 364 -- Secondary	MD 364, Bridge over Dividing Creek
<u>Washington County</u>		
<u>Construction Program</u>		
1.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Bridge over Potomac River
2.	I-70, Eisenhower Memorial Highway -- Interstate	I-70, Bridges over MD 65 and CSX Hagerstown Branch
<u>Wicomico County</u>		
<u>Construction Program</u>		
1.	US 13 Business, Salisbury Boulevard -- Primary	US 13 BU, Bridge over East Branch Wicomico River
<u>Worcester County</u>		
<u>Development and Evaluation Program</u>		
2.	US 50, Ocean Gateway -- Primary	US 50, Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Projects currently funded for construction as of Dec 2019	FY20-25 Ped/Bike Programmed Funding [^]
MTA	--	1,385,000
MVA - Maryland Highway Safety Office - Bicycle Programs	--	129,000
Retrofit Sidewalk Program	3,959,000	33,500,000
Retrofit Bicycle Program	6,685,000	17,500,000
ADA Program	14,000,000	43,900,000
Urban Reconstruction	1,597,000	5,313,000*
Primary/Secondary Program	4,395,168	4,395,168**
Bikeways Program	--	9,512,000
Transportation Alternatives/Transportation Enhancements/Safe Routes to School	--	40,350,000***
Recreational Trails	--	5,610,000***
Federal Earmark Projects	--	0^{^^^}
Total	30,636,168	161,594,168

[^]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; see typical awards on pages below.

^^^ No additional earmark projects are expected at this time. Ongoing earmark projects are listed below.

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF December 2019

The following projects, funded for construction as of December 2019, are typical of projects that will be developed through the bicycle and pedestrian programs.

MARYLAND TRANSIT ADMINISTRATION

<u>Baltimore City</u> North Avenue Rising (TIGER Grant)	678,000
<u>Statewide</u> Bicycle Initiatives	707,000
TOTAL	1,385,000

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 20-21)

<u>Anne Arundel County</u> MD 424 - Duke of Kent Drive to MD 450	2,803,000
<u>Cecil County</u> MD 267 - Market St to MD 7C	1,156,000
TOTAL	3,959,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Bicycle Program (Fiscal years 20-21)

Carroll County

MD 27 - Baltimore Boulevard to Hollow Rock Avenue 2,900,000

Montgomery County

MD 124 - Dosh Drive to MD 117 1,732,000

Worcester County

US 50 - MD 611 to bridge over Sinepuxent Bay 2,053,000

TOTAL 6,685,000

ADA Program (Fiscal years 20-21)

TOTAL 14,000,000

Urban Reconstruction (Fiscal years 20-21)

Calvert County

MD 261 - 9th Street to Anne Arundel County line 287,100
(\$3,782,000 total construction cost, estimated \$287,100 for ped/bike elements)

Frederick County

MD 140 - East of North Avenue to Timbermill Run 211,500
(\$2,786,000 total construction cost, estimated \$211,500 for ped/bike elements)

MD 180 - MD 383 to Old Holter Road 446,000
(\$5,876,000 total construction cost, estimated \$446,000 for ped/bike elements)

Kent County

MD 291 - School Street to Crane Street 199,400
(\$2,627,000 total construction cost, estimated \$199,400 for ped/bike elements)

Queen Anne's County

MD 303 - MD 309 to MD 404 Alt, MD 303 to Caroline County line 62,500
(\$823,000 total construction cost, estimated \$62,500 for ped/bike elements)

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Washington County

MD 845 A - South of Keedysville to north of Keedysville 390,500
 (\$5,145,000 total construction cost, estimated \$390,500 for ped/bike elements)

TOTAL 1,597,000

Primary/Secondary Program (Fiscal years 20-25)

The following lists the estimated costs for pedestrian and bicycle elements associated with major projects currently funded for construction.

Allegany County

MD 36 - Bridge over Jennings Run	shoulders	0.1 miles	15,000
MD 47 - Bridge over North Branch	shoulders	0.1 miles	15,000

Anne Arundel County

MD 175 - Disney Road to Reece Road	sidewalks	1.1 miles	151,008
	shoulders	1.1 miles	165,000
MD 175 - Mapes Road to Reece Road	sidewalks	0.6 miles	82,368
	shoulders	0.6 miles	90,000
MD 175 - National Business Parkway to McCarron Court	shoulders	0.6 miles	90,000

Baltimore County

MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

Caroline County

MD 331 - Bridge over Choptank River (Caroline/Talbot County)	shoulders	0.1 miles	15,000
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Carroll County

MD 30 Bus. - Hampstead Urban Reconstruction	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648

Cecil County

MD 272 - Bridge over Amtrak	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000

Frederick County

US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000

Garrett County

MD 39 - Bridge over Youghiogheny River	shoulders	0.1 miles	15,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Montgomery County

I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	68,640
MD 97 - South of Brookeville to north of Brookeville	shoulders	0.7 miles	105,000
MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640

Prince George's County

I-95/I-495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
US 1 - MD 193 to I-95 (Segments 2 & 3)	sidewalks	1.1 miles	151,008
	wide curb lanes	1.1 miles	165,000
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
MD 212A - Powder Mill Road	sidewalks	1.6 miles	240,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	15,000
	wide curb lanes	0.1 miles	15,000
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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

Wicomico County

MD 349 - Bridge over Windsor Creek	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000

Worcester County

US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000
--	-----------	-----------	---------

wide curb lanes	6.9 miles	sub-total	1,035,000
shoulders	11.0 miles	sub-total	1,650,000
sidewalks	12.3 miles	sub-total	1,710,168
TOTAL			4,395,168

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ONGOING GRANT AWARDS AND EARMARKS

The following bicycle and pedestrian projects have been awarded grant funds or earmark funds. Projects are in various stages of design and construction.

Bikeways Program

Typical projects, awarded FY2020

Anne Arundel County - Broadneck Peninsula Trail (Phase 1B)	800,000
Baltimore City - Design of North Baltimore Segments of Baltimore Greenway Trails	360,000
City of Salisbury - Northwest Salisbury Bikeways, Phase 1	100,000
Charles County - Indian Head Rail Trail Extension Feasibility Study	64,000

TOTAL FY2020 AWARDS* 2,000,000

Recreational Trails Program

Typical projects, awarded FY2020

Allegany County - Great Allegheny Passage Maintenance Equipment	40,680
Elk Neck State Forest - Comprehensive Trail Labor & Materials	64,336
Garrett State Forest - Snaggy Mountain Snowmobile Trail Rehabilitation	95,000
Fort Frederick State Park - Beaver Pond Extension (Loop)	107,530
Patapsco Valley State Park - Grist Mill Trail Temporary Bridges	112,000
Lower Susquehanna Heritage Greenways - Boardwalk and Resurfacing	81,112

TOTAL FY2020 AWARDS* 994,461

* Fiscal Year 2020 Project Awards were announced September, 2019

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Federal Earmark Projects

Anne Arundel County

South Shore Trail 1,600,000

Baltimore City

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

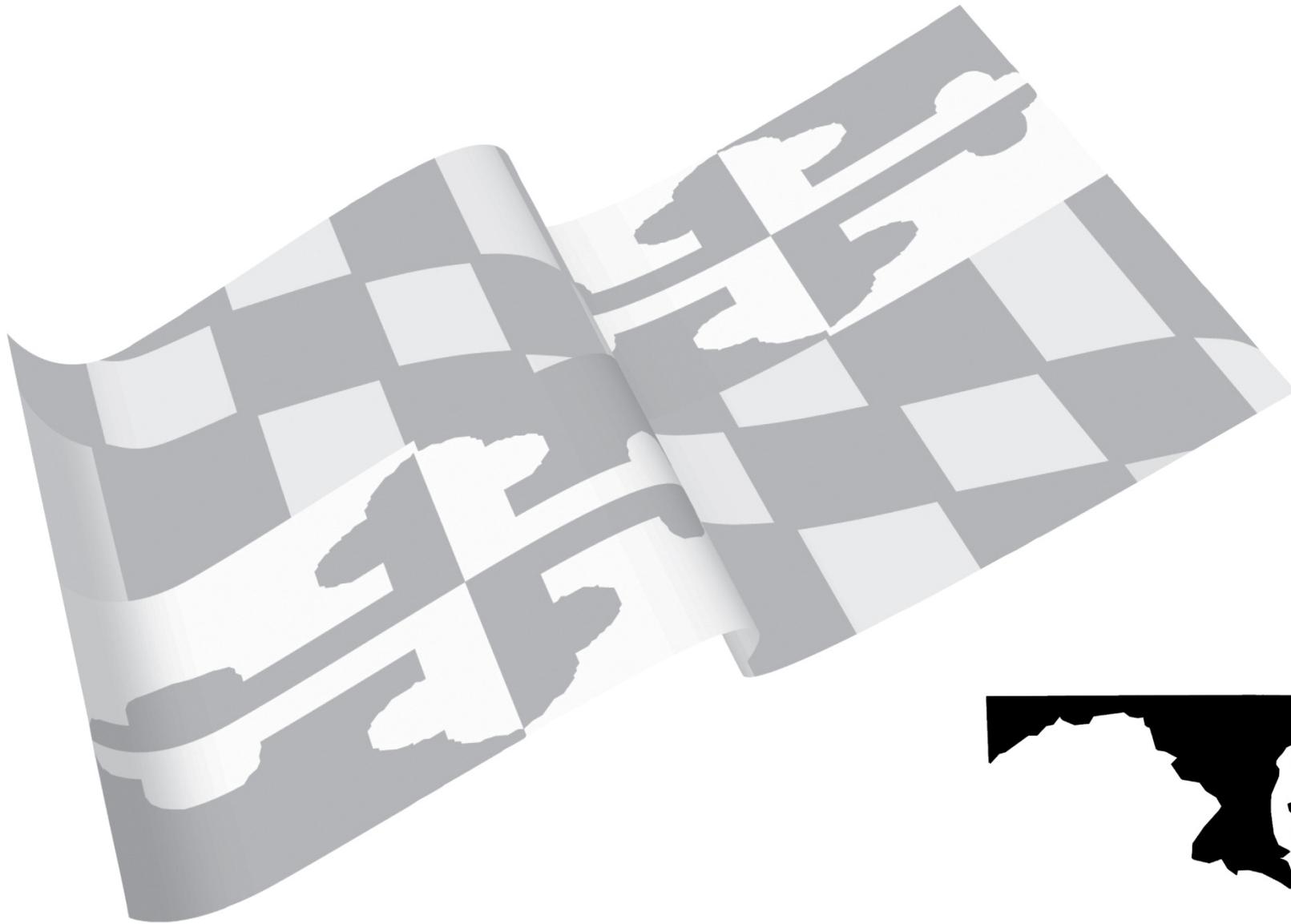
Druid Hill Park Improvements 1,600,000

Coppin State University ADA Improvements 2,640,000

Montgomery County

Rockville Intermodal Access, Maryland Avenue and Market Street 4,000,000

TOTAL ALLOCATIONS 25,315,000



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2020

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

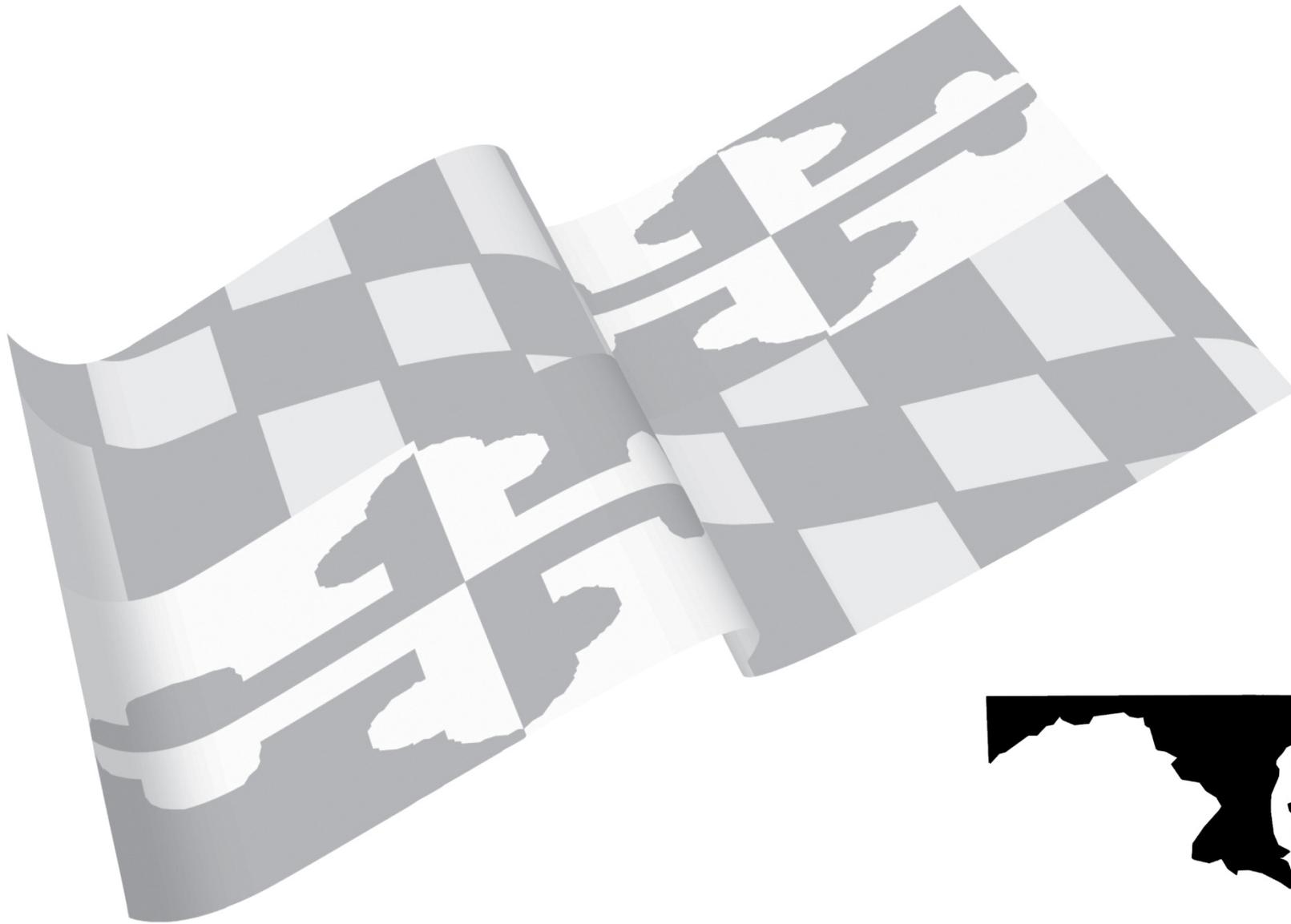
<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Allegany County	Greater Cumberland Regional	5000	277	278	5,555
Carroll	Carroll County Regional	207	11	12	230
Dorchester County	Cambridge-Dorchester Regional	315	154	63	532
Frederick County	Frederick Municipal Airport	4,963	309	309	5,581
Garrett County	Garrett County Airport	0	5	1	6
Montgomery County	Davis Airport	0	29	3	32
Prince George's County	College Park Airport	0	215	205	420
Queen Anne's County	Bay Bridge Airport	108	6	6	120
Somerset County	Crisfield-Somerset County	670	37	37	744
St. Mary's County	St. Mary's County Regional Airport	3,382	155	220	3,757
Talbot County	Easton Airport	5,554	341	341	6,236

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2020

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>	
Washington County	Hagerstown Regional Airport	6,669	370	562	7,601
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	3,059	170	170	3,399
Worcester County	Ocean City Municipal Airport	174	<u>269</u>	96	539
	Total		\$2,348		



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?

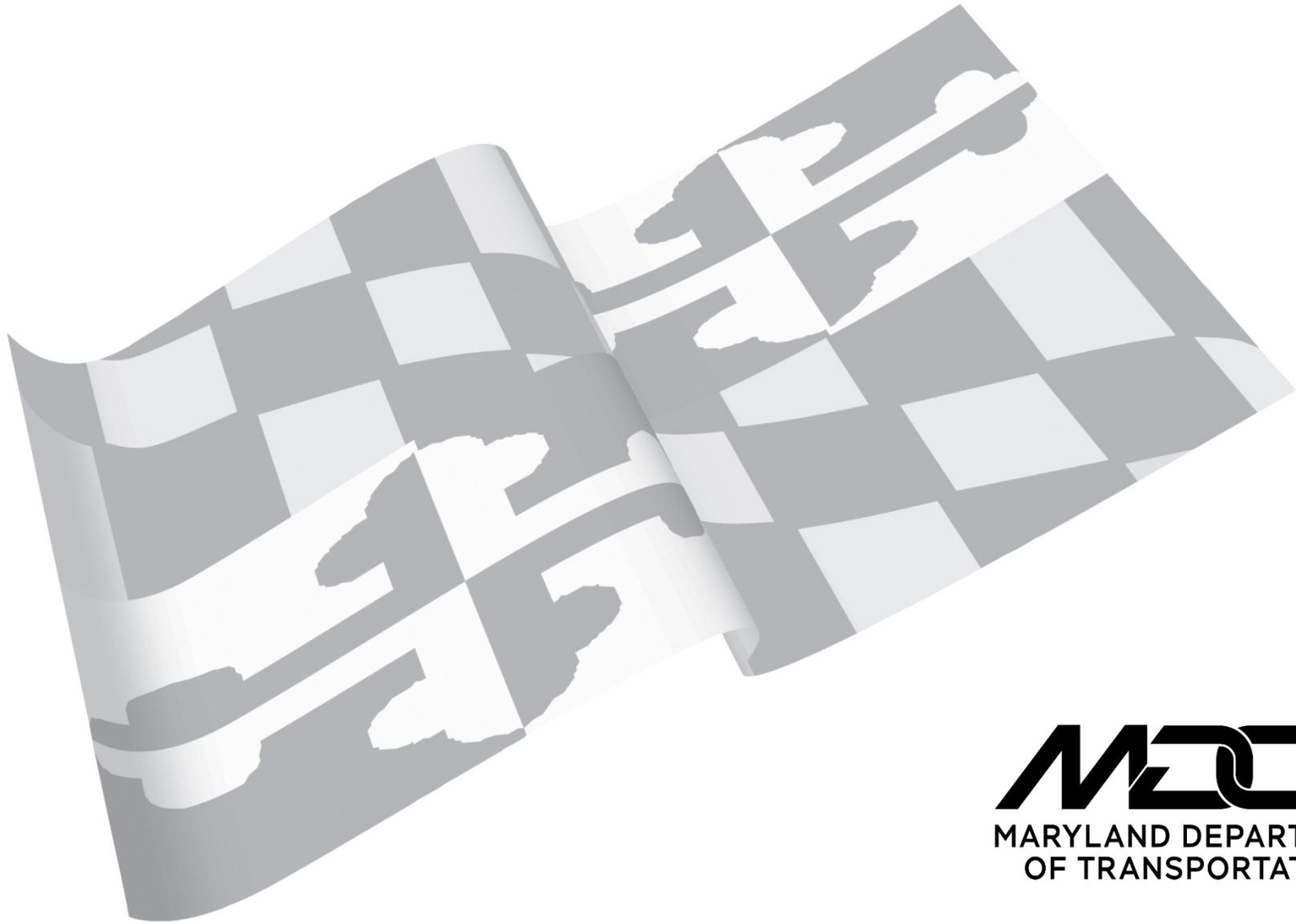
MDOT developed a Strategic Goods Movement Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT partnered with carriers, shippers, and freight network users to develop a strategy that works for 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 \$4.0 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

PROJECT	ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)
<u>THE SECRETARY'S OFFICE</u>	
Intermodal Rail Incentive Program	2,782
Rosedale Grade Crossing Improvement Project	777
<u>MARYLAND PORT ADMINISTRATION</u>	
Hart-Miller Island Related Projects	20,869
Dredge Material Placement and Monitoring	221,542
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	33,000
Seagirt Marine Terminal-Berth Improvements	32,939
Pearce Creek Waterline Project	560
Chrome Ore Processing Residue Remediation	26,951
Marine Terminal Property Acquisition	5,000
Port of Baltimore Export Expansion Project	1,968
Dredge Material Management Program	42,294
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	145,827
Howard Street Tunnel Project (INFRA GRANT)	441,000
Terminal-Wide System Preservation	155,133
<u>MARYLAND TRANSPORTATION AUTHORITY</u>	
Nice/Middleton Bridge Replacement Project	601,120
Deck Rehabilitation – I-95 Bridge over Little Northeast Creek	1,860
Deck Rehabilitation – Various bridges on I-95 in Cecil County (PE)	13,446

Port Covington Access to I-95	16,515
I-95 JFK Memorial Highway – I-95/Belvidere Road Interchange	47,560
I-95 JFK Memorial Highway – Express Toll Lanes (ETL) Northern Extension	942,414
<u>STATE HIGHWAY ADMINISTRATION</u>	
STATEWIDE	20,900
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	38,500
Traffic Relief Plan-(Phase 2)- Smart Traffic Signals	20,147
Planning Activities in support of Traffic Relief Plan-I-270 and I-495	103,537
ALLEGANY	200
US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	
ANNE ARUNDEL COUNTY	63,029
MD 175, Annapolis Road (capacity improvements)	
BALTIMORE COUNTY	434,547
I-83 safety improvements, resurfacing, bridge replacement	
I-695 upgrades to 8 lanes	
I-695 Baltimore Beltway Congestion Relief and bridge and interchange improvements at I-70	
I-695 bridge replacement, widening, safety improvements	
CALVERT	19,810
MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	
FREDERICK	104,160
US 15 / US 40 improvement study (operational and safety improvements)	
MD 180 Jefferson Pike	
I-270 Eisenhower Highway ICM	
HARFORD	2,638
US 40 intersection improvements (capacity improvements)	
HOWARD	105,701
MD 32 improvements study (safety and capacity improvements)	

<p>MONTGOMERY 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</p>	<p>135,202</p>
<p>PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) MD 4, Suitland Parkway Interchange (capacity improvement) MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements)</p>	<p>164,293</p>
<p>WASHINGTON I-70 interchange improvements study (bridge replacement and capacity improvements) I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (bridge replacement and capacity improvements) I-81, widen and rehabilitate bridge over Potomac River</p>	<p>54,002</p>
<p>WORCESTER US 113, capacity improvements</p>	<p>15,396</p>



MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	6.0	8.3	8.6	5.2	4.8	4.9	37.9
System Preservation Minor Projects	34.1	24.9	8.6	6.3	4.7	4.2	82.7
<u>Development & Evaluation Program</u>	<u>6.1</u>	<u>7.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>13.6</u>
SUBTOTAL	46.2	40.7	17.2	11.6	9.5	9.1	134.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.9</u>	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>2.2</u>	<u>2.2</u>	<u>12.4</u>
TOTAL	48.1	42.7	19.2	13.6	11.6	11.3	146.5
Special Funds	40.9	34.9	18.9	13.4	11.4	11.1	130.6
Federal Funds	5.9	6.3	0.3	0.3	0.2	0.2	13.2
Other Funds	1.2	1.5	-	-	-	-	2.7



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

- | | |
|--|---|
| <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

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

- | | |
|---|---|
| <input type="checkbox"/> Safety & Security | <input checked="" 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: 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 2019 - 24 CTP: Added funding in FY25. .

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	2,100	300	300	300	300	300	300	300	1,800	0
Engineering	4,550	650	650	650	650	650	650	650	3,900	0
Right-of-way	700	100	100	100	100	100	100	100	600	0
Construction	110,450	15,850	16,150	14,450	17,950	18,350	17,050	10,650	94,600	0
Total	117,800	16,900	17,200	15,500	19,000	19,400	18,100	11,700	100,900	0
Federal-Aid	88,600	7,900	13,700	12,400	15,200	15,500	14,500	9,400	80,700	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:
None

STATUS: Ongoing

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added FY25 funding.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	93,695	65,328	4,615	4,517	4,802	4,714	4,811	4,908	28,367	0	
Total	93,695	65,328	4,615	4,517	4,802	4,714	4,811	4,908	28,367	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Bikeways Network Program

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

JUSTIFICATION: 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 transit, work, schools, shopping and other destinations. By creating a more integrated and safe network of bicycle facilities, the program also helps advance the Maryland Transportation Plan's goals of economic development and environmental stewardship, while strengthening the health and quality of life for local communities.

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

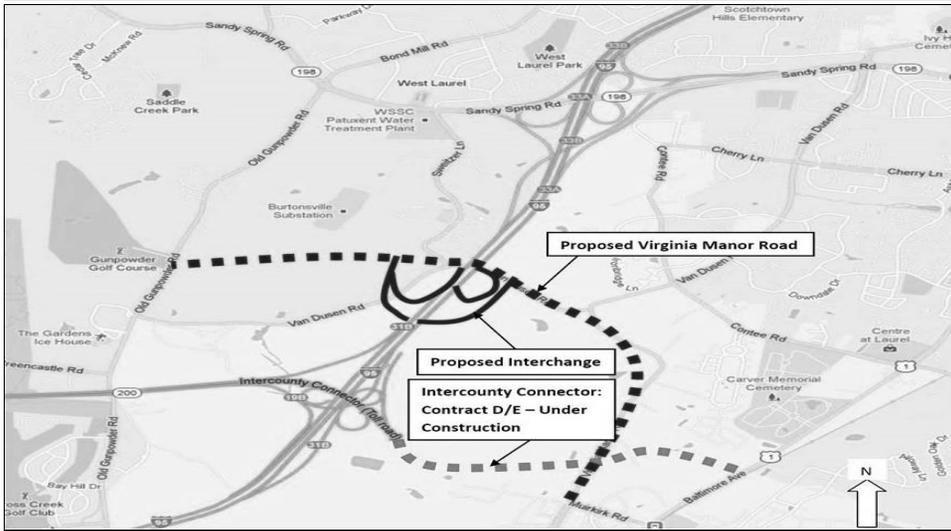
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

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

STATUS: A total of 111 Bikeways projects have been completed in 8 grant cycles. Another 29 Bikeways projects are active including 9 awards from the FY2020 cycle. Additional projects will be solicited through the annual grant cycles. : Governor Hogan has committed to increasing the annual Bikeways budget from \$2 million to \$3.8 million for FY2021 and FY2022. Additional funds will be available for the Bikeways program in subsequent years.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
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	23,053	13,541	1,412	3,800	3,800	500	0	0	9,512	0
Total	23,053	13,541	1,412	3,800	3,800	500	0	0	9,512	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.

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

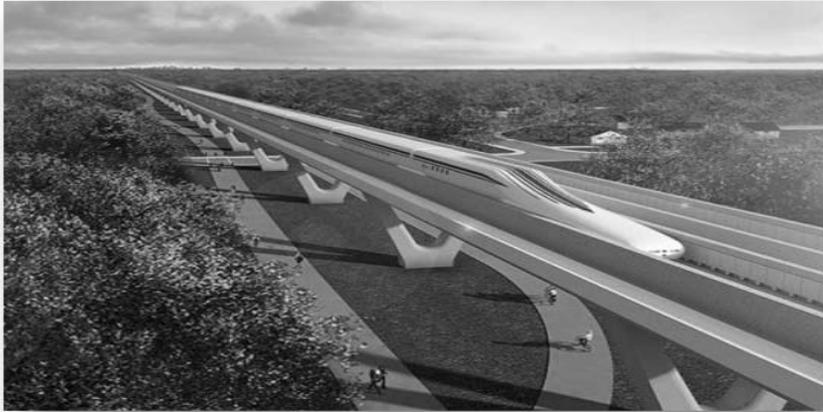
ASSOCIATED IMPROVEMENTS:

MD 200, InterCounty Connector (MdTA Line - 31)

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 2019 - 24 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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	16,001	0	0	0	0	0	0	0	10,999	
Total	30,000	19,001	0	0	0	0	0	0	0	10,999	
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.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	34,749	21,143	6,106	7,500	0	0	0	0	13,606	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	21,143	6,106	7,500	0	0	0	0	13,606	0
Federal-Aid	27,800	16,915	4,885	6,000	0	0	0	0	10,885	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 6

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2019 Completions</u>		
	<u>Grants</u>		
1	Grants to State Jurisdictions	121,322	Complete
	<u>The Secretary's Office</u>		
2	MBE 2015 Disparity Study	3,569	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

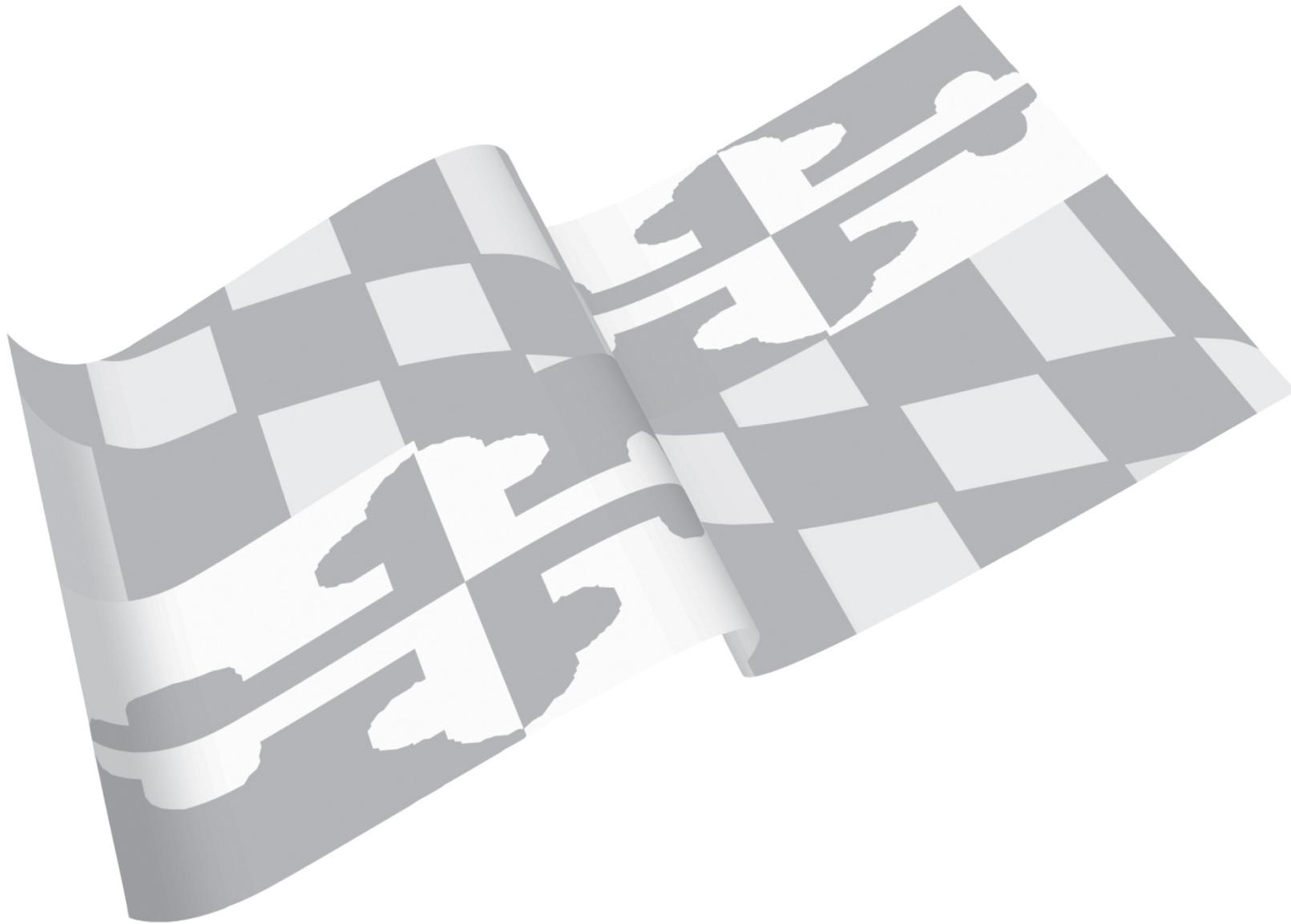
THE SECRETARY'S OFFICE - LINE 6 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>Grants</u>			
3	Airport Citizens Committee (0078)	559	Ongoing
4	MD Department of Planning Grant (0154)	592	Ongoing
5	BMC Grant - Technical Assistance on Central Maryland Regional Transit Plan (0239)	340	Underway
6	Grant to Dorchester County (0226)	200	Underway
7	Grant to Harford County Airport for Airfield Expansion (0236)	2,000	Underway
8	I-95/Forestville Road Improvement Grant (0167)	348	Underway
9	Keep Maryland Beautiful Grant (0228)	100	Underway
10	Rosedale Grade Crossing Improvement Grant (0219)	777	Underway
11	Snow Hill Line Rehabilitation Grant (0238)	1,600	Underway
12	UMBC MOU - Electronic Vehicle Education Program (0223)	50	Underway
13	Washington County Grant (0194)	52	Underway
<u>Information Technology Project</u>			
14	Capital Program Management System Maintenance II (0087)	193	Ongoing
15	Data Center Shared Services (0101)	550	Ongoing
16	Fiber Optic Installations (0203)	200	Ongoing
17	Network Hardware/Software Replacement Costs (0020)	3,555	Ongoing
18	TSO IT Replacements/Enhancements (0099)	350	Ongoing
19	Department IT Improvement Projects (1213)	12,302	Underway
20	Mobile Device Management (0189)	838	Underway
<u>Program 8 - Major IT Projects</u>			
21	Capital Management and Programming System (CMAPS) (0211)	2,488	Underway
22	DoIT Oversight Costs on MDOT Projects (0216)	200	Underway
23	New MDOT Human Resources System (0227)	4,000	Underway
24	State Personnel System (Benefits) (0178)	125	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 6 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>The Secretary's Office</u>			
25	Environmental Compliance Oversight (0126)	439	Ongoing
26	MDOT Headquarters Building (0081)	3,209	Ongoing
27	Port of Baltimore Incentive Pilot Program (0206)	2,782	Ongoing
28	Program Management (0019)	100	Ongoing
29	Rail Safety Oversight (0032)	800	Ongoing
30	Real Estate Services (0005)	100	Ongoing
31	Security/Emergency Management (0082)	20	Ongoing
32	Special Real Estate Counsel Contract (0133)	594	Ongoing
33	TOD Implementation Projects (0143)	400	Ongoing
34	2021 MBE Disparity Study (0234)	1,200	Underway
35	Chapter 30 - Major Transportation Project Scoring System (0202)	75	Underway
36	Commuter Choice Program (0060)	600	Underway
37	Department Asset Management Program (0229)	450	Underway
38	Department P3 Projects (0224)	50	Underway
39	Innovative Stormwater Pond Management Pilot Program (0233)	3,970	Underway
40	OPCP 17 - Consultant Contract (0218)	10,254	Underway
41	Statewide Household Travel Survey (1232)	90	Underway
42	Transportation Facilitation Consultant Services (0217)	800	Underway
43	UMD - NCSG Agreement (0148)	300	Underway
44	USACE Feasibility Study (0237)	1,413	Underway

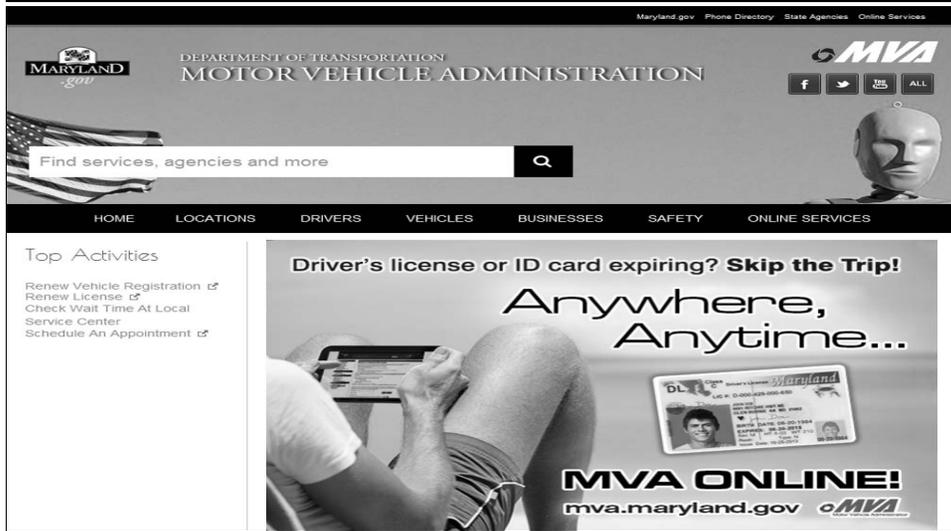


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

**MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	27.6	16.6	2.2	2.3	1.6	1.5	51.9
System Preservation Minor Projects	16.3	24.1	13.3	12.2	11.4	9.3	86.6
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
SUBTOTAL	43.9	40.8	15.5	14.5	13.0	10.8	138.5
<u>Capital Salaries, Wages & Other Costs</u>							
	1.3	1.4	1.4	1.4	1.5	1.5	8.5
TOTAL	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Special Funds	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Federal Funds	-	-	-	-	-	-	-



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.

PROJECT: Alternative Service Delivery Systems

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

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

SMART GROWTH STATUS: 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:
Customer Connect (MVA Line - 2)

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 2019 - 24 CTP: Planned spending in FY 2025 adds \$0.7M to the total estimated cost.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,701	1,234	112	115	118	122	0	0	467	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	32,651	23,124	1,536	1,582	1,629	1,677	1,603	1,500	9,527	0	
Total	34,352	24,358	1,648	1,697	1,747	1,799	1,603	1,500	9,994	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Customer Connect

DESCRIPTION: Customer Connect (formerly 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 - 1)

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 implementation phase of the project is underway.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

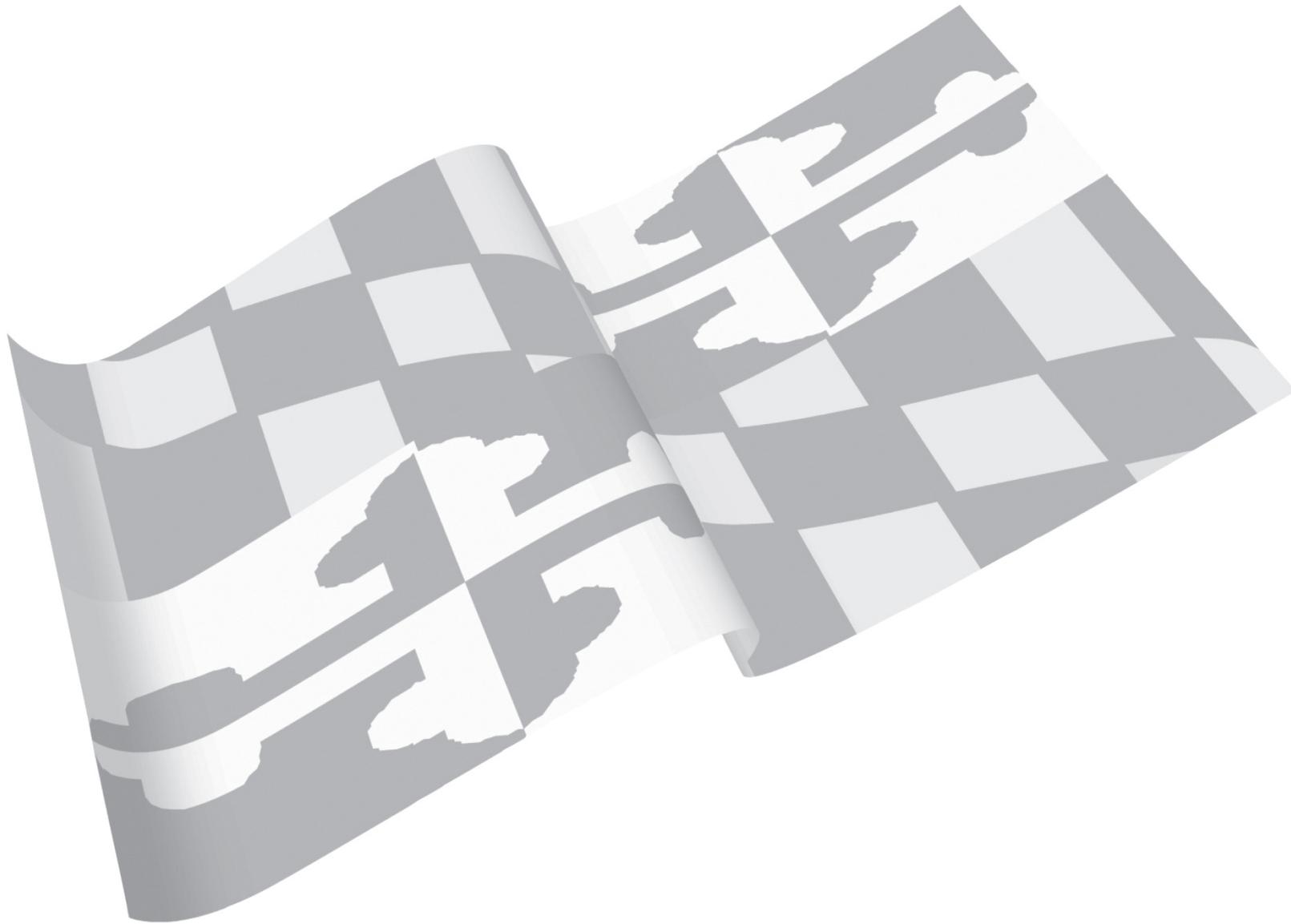
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	17,784	13,336	2,202	2,246	0	0	0	0	4,448	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,579	16,108	23,777	12,698	498	498	0	0	37,471	0
Total	71,363	29,444	25,979	14,944	498	498	0	0	41,919	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: An increase of \$15.0M was added to fund additional phases of the project..

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>Building Improvements</u>			
1	Building and Interior Modification (0598)	3,205	Ongoing
2	Comprehensive Planning Services (0536)	1,205	Ongoing
3	Environmental Management System Improvements (0668)	624	Ongoing
4	Glen Burnie Office Systems Preservation (0512)	2,227	Ongoing
5	OIR Office Systems Preservation (0698)	569	Ongoing
6	VEIP Preservation (0686)	2,315	Ongoing
7	Cumberland Office Interior Modifications and Site Work (0742)	4,394	Underway
8	Glen Burnie Reconstruction (0552)	5,738	Underway
<u>Information Technology</u>			
9	Business Process Reengineering (0699)	1,780	Ongoing
10	Central Document Processing System Preservation (0651)	932	Ongoing
11	Computer Equipment System Preservation (0645)	6,677	Ongoing
12	Security System Preservation & Improvement (0518)	1,147	Ongoing
13	System Preservation (0597)	5,549	Ongoing
14	Telecommunication System Preservation & Improvement (0545)	2,115	Ongoing
<u>Information Technology Project (Appr 8)</u>			
15	Mobile Customer Traffic Management System (0721)	1,800	Underway
<u>Safety</u>			
16	Maryland Highway Safety Office Bicycle Programs (0777)	129	Ongoing



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	245.5	278.8	214.2	72.0	3.5	1.8	815.9
System Preservation Minor Projects	66.3	25.9	25.1	11.8	29.2	15.3	173.5
<u>Development & Evaluation Program</u>	<u>4.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4.1</u>
SUBTOTAL	316.0	304.7	239.3	83.8	32.7	17.1	993.5
<u>Capital Salaries, Wages & Other Costs</u>	<u>7.0</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>7.0</u>	<u>7.0</u>	<u>40.5</u>
TOTAL	323.0	311.2	245.8	90.3	39.7	24.1	1,034.0
Special Funds	103.9	52.4	32.2	16.9	34.3	20.6	260.3
Federal Funds	30.4	7.8	11.0	11.0	3.5	3.5	67.2
Other Funding *	188.6	251.0	202.6	62.4	1.9	-	706.5
<u>Other Funding Breakdown*</u>							
CFC	1.6	2.1	-	-	-	-	3.7
COPS	13.5	-	-	-	-	-	13.5
MdTA	25.9	21.9	21.9	12.4	-	-	82.0
Noise AIP	1.2	-	-	-	-	-	1.2
PFC Bond	54.6	25.5	25.5	10.1	-	-	115.7
Revenue Bond	84.5	186.4	153.4	38.1	1.9	-	464.2
VW	-	12.5	-	-	-	-	12.5
PFC	<u>7.4</u>	<u>2.6</u>	<u>1.9</u>	<u>1.9</u>	<u>-</u>	<u>-</u>	<u>13.7</u>
	188.6	251.0	202.6	62.4	1.9	-	706.5



PROJECT: Regional Aviation Assistance Program

DESCRIPTION: The Statewide Aviation Grant Program provides State funding to match federal funding to government or public-owned airports for the repair and upgrade of runways, taxiways, ramps, and lighting systems, as well as, for the removal of trees and other obstacles from runway approaches. If the airport meets the program criteria the Federal Aviation Administration (FAA) will cover 90% of the costs with the State and the airport each contributing 5 percent of the total project cost. Assistance is also provided to private-owned airports, open to the public, for financial grants to improve runways, taxiways, navigation aids, and other safety related projects.

JUSTIFICATION: This program supports the goals of the Maryland Department of Transportation to meet air service needs of Maryland and to promote safety and security, environmental stewardship, and economic development. There are over 130 licensed and registered airports in the State, of which 35 are public use facilities with three offering air carrier service.

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

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

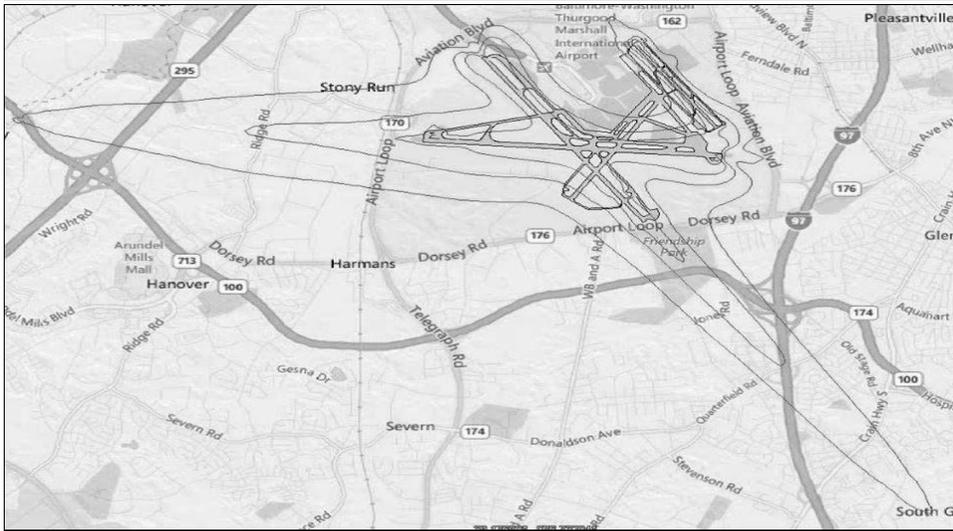
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Federal fiscal year 2020 grant 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
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	70,213	58,763	2,350	2,350	1,650	1,650	1,650	1,800	11,450	0
Total	70,213	58,763	2,350	2,350	1,650	1,650	1,650	1,800	11,450	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased \$1.8M due to the addition of fiscal year 2025.



PROJECT: Residential Sound Insulation Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise for residential properties that currently fall within the 65 DNL Noise Exposure Map (NEM) contours approved by the Federal Aviation Administration. Under this multi-year program, eligible homeowners may elect to have their homes sound insulated to an interior noise level of 45 DNL in accordance with MAA standards. The State will receive an aviation easement for each property participating in the program.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the home environment for residents in communities neighboring BWI Marshall Airport that are located within the NEM contours by providing sound insulation improvements to their homes or if elected property acquisition.

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 enhances the environment of neighboring communities by providing homeowner sound mitigation for people living within designated noise zones near BWI Marshall Airport.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Passenger Facility Charge (PFC) application approved March 2019. Federal funds to be requested from the AIP Noise and Environmental Set Aside.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost decrease of \$10.6 million reflects scope and cost of approved PFC application.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,382	0	616	923	923	920	0	0	3,382	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,998	0	5,637	8,454	8,454	8,453	0	0	30,998	0	
Total	34,380	0	6,253	9,377	9,377	9,373	0	0	34,380	0	
Federal-Aid	27,503	0	5,001	7,501	7,501	7,500	0	0	27,503	0	

Other funding sources are Passenger Facility Charge (PFC) revenue.
2197



PROJECT: Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

DESCRIPTION: This project will purchase a maximum of fifty, 40-foot and 60-foot buses to be powered by clean diesel and electric for shuttle bus services to and from airport operated parking facilities and the Amtrak BWI Rail Station.

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 49 buses was purchased in 2004 and have passed their useful life of 12 years. The timely replacement of the existing 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 airport operated parking facilities, and Amtrak/MARC rail station. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Forty clean diesel buses received. Remaining 10 will be electric buses.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Over 1,000 daily trips with approximately 4 million riders annually.

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

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	37,745	11,661	13,525	12,559	0	0	0	0	0	26,084	0
Total	37,745	11,661	13,525	12,559	0	0	0	0	0	26,084	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

The other funding source is Certificate of Participation (COPS).
2210



PROJECT: Midfield Cargo Area Improvements at BWI Marshall Airport

DESCRIPTION: This project consists of improvements to the Midfield Cargo Complex facilities, expansion of apron and taxilane, aircraft parking positions. Improvements include expansion for new pavement, security enhancements, building modifications, apron pavement rehabilitation, additional aircraft parking positions, overlay and extension of Taxiway Z, and tenant relocation costs.

PURPOSE & NEED SUMMARY STATEMENT: These improvements will provide additional facility and apron space for expanded cargo operations, and preserves the existing airfield pavement to minimize aircraft exposure 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:
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 provides compliance with FAA Part 139 regulations. Pavement and deicing improvements, new aircraft parking positions, taxilane modifications, and FAA standards ensure airfield pavement and safety is maximized. The expansion of BWI Marshall Airport cargo operations supports the movement of people, goods and State economy.

STATUS: Active elements include: Taxilane Z rehabilitation and extension is under construction with Spring 2020 construction completion..

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost decrease of \$10.6 million due to removal of PFC funding for deicing system expansion. Federal grant for \$10.1 million received toward Taxilane Z rehabilitation.

USAGE: Accommodate expanded cargo operations.

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

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	219	219	0	0	0	0	0	0	0	0
Engineering	1,669	1,453	216	0	0	0	0	0	216	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,088	15,208	18,880	0	0	0	0	0	18,880	0
Total	35,976	16,880	19,096	0	0	0	0	0	19,096	0
Federal-Aid	13,496	3,397	10,099	0	0	0	0	0	10,099	0

2195, 2203, 2213, 2223



PROJECT: Concourse B Apron Pavement Reconstruction at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction of approximately 28,000 square yards of Concourse B apron pavement from gates B6 to B15 adjacent to Taxiway T. This work includes existing pavement demolition and removal, erosion and sediment control, new Portland cement concrete pavement, and pavement markings. The work will be accomplished in stages to minimize impacts to airfield operations and maintain appropriate access for terminal gate usage.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. The apron pavement dates to 1999 when the concourse was extended making the pavement almost 20 years old. Increasing aircraft weight has contributed to the deterioration of the pavement.

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 provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage in the apron area. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Open to use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	639	457	182	0	0	0	0	0	182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,813	8,519	1,294	0	0	0	0	0	1,294	0
Total	10,452	8,976	1,476	0	0	0	0	0	1,476	0
Federal-Aid	7,809	6,682	1,127	0	0	0	0	0	1,127	0



PROJECT: Concourse A Improvements Phase 2 at BWI Marshall Airport

DESCRIPTION: This project represents the second phase of improvements envisioned during the original Concourse A/B Expansion. The project adds 5 gates sized for B737-800 aircraft by extending the existing Concourse A approximately 234 feet to the northwest, creating a 55,000 square foot addition. The improvements include gates, restrooms, loading bridges, concessions, electrical, mechanical and storage.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide holdrooms designed to ensure required capacity relative to aircraft seats to be used at the new gates for life safety, provide additional aircraft parking positions and gates to deal with capacity constraints during peak periods and provide the ability to reconfigure the existing apron level for safer, improved circulation for people and goods.

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 travel options is a primary focus of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Construction underway with mid 2020 completion. Passenger Facility Charge (PFC) application approved March 2019.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Budget reduction of \$19.1 million due to favorable project bids.

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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	15	15	0	0	0	0	0	0	0	0	
Engineering	8,199	5,834	2,365	0	0	0	0	0	2,365	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	56,241	4,344	51,897	0	0	0	0	0	51,897	0	
Total	64,455	10,193	54,262	0	0	0	0	0	54,262	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding is Maryland Transportation Authority and revenue bonds supported by Passenger Facility Charge (PFC).



PROJECT: Concourse D HVAC Replacement at BWI Marshall Airport

DESCRIPTION: This project will replace the existing HVAC systems serving Concourse DY and commuter portions of Concourse D. Improvements will include: hydronic unit replacement, new 600 ton chiller, new piping and controls, commuter concourse rooftop expansion unit replacement, and the replacement of ceiling systems through Concourses DX, DY and the commuter portions of the concourse.

PURPOSE & NEED SUMMARY STATEMENT: Existing HVAC systems in the DY and commuter portion of the terminal were installed in 1987 and have reached the end of their service life. Replacement systems will improve operational efficiency, reduce operational costs, and improve overall reliability. Replacement of the ceiling will create a uniform appearance throughout the Concourse.

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: Maintaining the infrastructure to provide passengers with a consistent travel experience throughout the airport is a primary focus at BWI Marshall Airport. These improvements represent an allocation of funding toward system preservation improvements to meet these goals. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Project under design. Passenger Facility Charge (PFC) application approved March 2019.

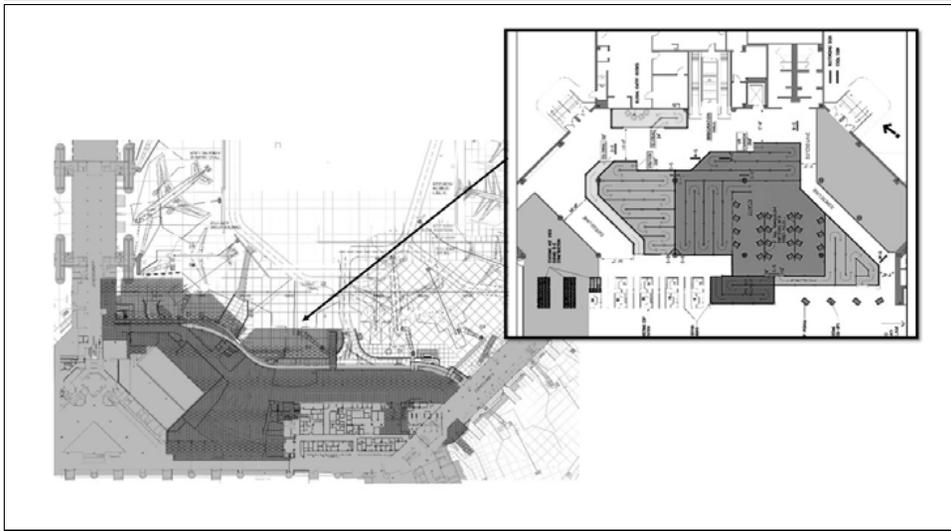
SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,189	329	408	726	726	0	0	0	1,860	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,365	0	5,787	5,788	5,790	0	0	0	17,365	0
Total	19,554	329	6,195	6,514	6,516	0	0	0	19,225	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: FIS Hall Reconfiguration at BWI Marshall Airport

DESCRIPTION: This project will improve passenger flow in the Federal Inspection Service (FIS) area by implementing Customs and Border Protection's (CBP) new biometrics and "Baggage First" processing approach, and reconfiguring the current Immigration and Customs Halls to provide more space for queuing, passport kiosks, and CBP processing areas.

PURPOSE & NEED SUMMARY STATEMENT: To accommodate growing international travel demand, eight new international arrival gates are being added at BWI Marshall Airport. Currently during peak periods, passengers are often required to wait on the aircraft because of lack of processing space in the FIS hall. FIS hall reconfiguration optimizes the facility to support timely processing of existing passengers and accommodate additional international passengers from the new arrival 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:
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 improvements will improve the passenger processing experience through immigrations by optimizing the facility to process current passenger volumes and accommodate additional international passengers from the new arrival gates. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Preliminary planning updating concept to CBP current standards. Passenger Facility Charge (PFC) application approved March 2019.

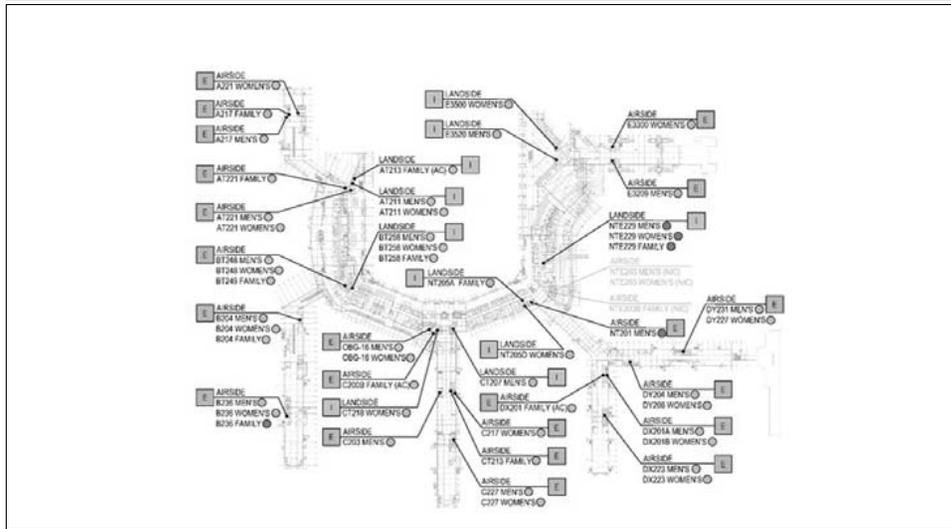
SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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 ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,200	0	1,200	0	0	0	0	0	1,200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,800	0	1,492	3,654	3,654	0	0	0	8,800	0	
Total	10,000	0	2,692	3,654	3,654	0	0	0	10,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Restroom Improvement Program at BWI Marshall Airport

DESCRIPTION: This multi-year program will renovate 64 existing restroom facilities at BWI Marshall Airport. The improvements will vary by restroom depending on the current condition and projected usage. Renovations will range from circulation and cosmetic improvements to full reconstruction. Improvements also include the installation of nursing stations throughout the airport.

PURPOSE & NEED SUMMARY STATEMENT: Restrooms are consistently the top complaint in passenger service feedback. Many of the restrooms throughout the terminal have exceeded their design life as it has been 15-40 years since their last refurbishment. Other restrooms, particularly in Concourses A and B, were designed to handle 30% fewer passengers than the current demand resulting in a significant shortcoming in restroom capacity.

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

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

EXPLANATION: The quality of the passenger experience is a primary focus of the airport and customer satisfaction with restrooms tops the list. These system preservation improvements will improve the condition of old and new facilities plus expand restrooms to address increased passenger traffic. BWI Marshall Airport 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:

None.

STATUS: Design underway. Passenger Facility Charge (PFC) application approved March 2019.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate current and 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 ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,745	446	1,065	1,637	1,637	960	0	0	5,299	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	48,668	80	8,580	15,424	15,424	9,160	0	0	48,588	0	
Total	54,413	526	9,645	17,061	17,061	10,120	0	0	53,887	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding source is Passenger Facility Charge (PFC) revenue bonds.



PROJECT: Taxiway B Pavement Reconstruction at BWI Marshall Airport

DESCRIPTION: This project will reconstruct Taxiway B between Taxiway N1 and Taxiway T. The work includes a mix of full depth reconstruction along with mill and overlay of existing pavement. Shoulders will be added along the entire length of the taxiway between Taxiway N and Taxiway T to comply with FAA standards. The fillet from Taxiway S to Taxiway N will be enlarged to accommodate aircraft turning movements. Additional improvements include associated grading, drainage, lighting, airfield signage and pavement markings.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA. The pavement is rated in fair to poor condition. The addition of a shoulder will enhance safety.

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 provides for compliance with Public Law 109-115 and FAA Part 139 regulations. The improvements enhance safety by reducing the risk of aircraft damage by maintaining taxiway pavement condition. Pavement improvements and FAA standards ensure airfield pavement is free of cracks and minimize FOD that could impact the aircraft. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Open to use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	524	506	18	0	0	0	0	0	18	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,852	2,820	10,032	0	0	0	0	0	10,032	0	
Total	13,376	3,326	10,050	0	0	0	0	0	10,050	0	
Federal-Aid	7,831	2,000	5,831	0	0	0	0	0	5,831	0	

Other funding is Noise Escrow Account.
2219



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

DESCRIPTION: This project provides infrastructure improvements in support of the development of a full-service aircraft maintenance facility at BWI Marshall Airport. The improvements include utility infrastructure and site grading. Landside and airside access routes will be provided to support operations.

PURPOSE & NEED SUMMARY STATEMENT: At BWI Marshall Airport, airlines need to perform periodic or incidental maintenance on their aircraft. There is insufficient space at either the airline gates or within the terminal and adjacent areas for airlines to perform aircraft maintenance functions. The site provides sufficient area for a facility that will support aircraft maintenance needs.

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

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

ASSOCIATED IMPROVEMENTS:
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 provides airlines with a location to locally perform periodic or incidental maintenance on their aircraft fleet. Reliable aircraft ensures airlines maintain schedules and minimize delay impact on passengers. Opening of the facility will increase local employment. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Design underway.

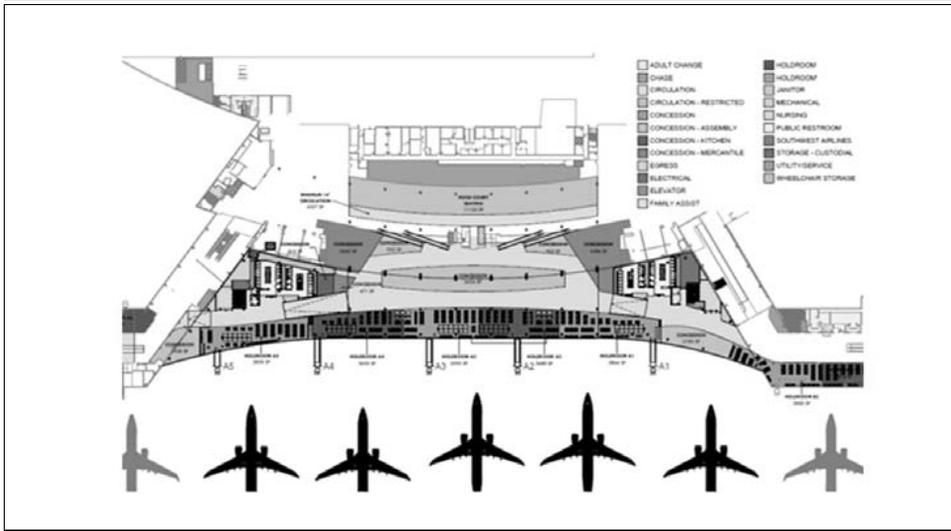
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,028	2,626	448	751	751	452	0	0	2,402	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	64,090	951	7,057	21,865	21,865	12,352	0	0	63,139	0
Total	69,118	3,577	7,505	22,616	22,616	12,804	0	0	65,541	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increase of \$14.1 million represents latest engineering estimate along with enabling projects for site access and underground utilities.

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Operating cost responsibility of airline.

Other funding is Maryland Transportation Authority loan.
9720, 9721, 9722



PROJECT: Concourse A/B Connector & Baggage Handling System Replacement at BWI Marshall Airport

DESCRIPTION: This project will comprise a two-level building addition between Concourses A and B to provide space for a new fully in-line baggage handling system in the lower level and a connector between the concourses on the upper level. The project will also provide expanded holdrooms, new restrooms, and concessions.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules that are using aircraft with larger seating capacity is dependent upon attaining the maximum utilization of bag screening technology. In addition, the project will expand holdrooms to ensure required capacity relative to aircraft seats, improve passenger amenities, and provide a same level connection between the two concourses.

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 travel options is a primary focus of the airport. These improvements provide travel flexibility and capacity for new or expanding airline service. BWI Marshall Airport supports the movement of people, goods and State economy.

STATUS: Design in progress. First construction package targeted for first quarter 2020.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	53,110	2,076	21,929	13,325	9,461	5,396	923	0	51,034	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	448,132	32	86,361	184,228	143,898	32,679	934	0	448,100	0	
Total	501,242	2,108	108,290	197,553	153,359	38,075	1,857	0	499,134	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project moved from Development & Evaluation Program to Construction Program, with a cost increase of \$465.3M due to added construction costs.

USAGE: Accommodate projected annual passenger growth.

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

Other funding source is MDOT Revenue Bond.
9590, 9591, 9592, 9593, 9594, 9597



PROJECT: Concourse A/B Enabling - Central Utility Plant Upgrades at BWI Marshall Airport

DESCRIPTION: This project will replace and upsize existing Chillers 3 and 4 along with their associated cooling towers. Cooling towers supporting previously upsized Chillers 1 and 2 will be right sized to meet the chilled water needs. In addition, the project will upgrade the condenser water loop and pumps to support the water flow needed for the four chillers.

PURPOSE & NEED SUMMARY STATEMENT: Central Utility Plant upgrades are necessary to keep up with airport expansion in order to provide cooling of the terminal complex.

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: Maintaining the infrastructure to provide passengers with a consistent travel experience throughout the airport is a primary focus at BWI Marshall Airport. These improvements represent an allocation of funding toward system preservation improvements to meet these goals. BWI Marshall Airport 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: Under design.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	900	0	773	127	0	0	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,900	0	2,906	6,994	0	0	0	0	9,900	0
Total	10,800	0	3,679	7,121	0	0	0	0	10,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: New project added to the Construction Program.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Environmental Assessment at Martin State Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the 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 resumed with modified scope and targeted completion in early 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,854	2,186	668	0	0	0	0	0	668	0	
Engineering	3	3	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,857	2,189	668	0	0	0	0	0	668	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 started 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: Environmental assessment began Summer 2016 with targeted completion now mid 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Schedule extending to calendar year 2020 to comply with revised FAA requirements.

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 YEAR			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	3,772	2,765	1,007	0	0	0	0	0	1,007	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	3,772	2,765	1,007	0	0	0	0	0	1,007	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003



PROJECT: Taxiway F Relocation Design

DESCRIPTION: This project will reconstruct, in concrete, the taxiway parallel to Runway 10-28 at a proposed offset of 750 feet. The construction will include clearing, grading, paving, airfield lighting, signage and pavement marking improvements.

JUSTIFICATION: The project will enhance airfield safety and operations through reconstruction of pavement to meet Federal Aviation Administration (FAA) standards. In addition, the proposed alignment will address deficiencies in the current alignment that do not meet current FAA Design Standards. New LED lighting and signage will address system preservation requirement.

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: Under design.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	2,620	169	2,451	0	0	0	0	0	2,451	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,620	169	2,451	0	0	0	0	0	2,451	0
Federal-Aid	1,832	0	1,832	0	0	0	0	0	1,832	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: New project added to the Development & Evaluation Program.

USAGE: Accommodate projected annual passenger growth.

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2019 Completions</u>			
<u>Airside Development</u>			
1	Alternate 15R Deicing Pad (2325)	367	Complete
2	BWI Field Maint Wash Rack Cross Connect Repairs (2201)	296	Complete
3	BWI New Air Traffic Control Tower (1939)	1,885	Complete
4	MAA/ARFF Training Facility (2334)	192	Complete
5	Taxiway S Resurfacing (2324)	3,704	Complete
<u>Baltimore/Washington</u>			
6	Comp Airport Planning Services (1949)	7,298	Complete
7	Comp Airport Planning Services (1951)	6,109	Complete
8	Comp Arch Eng Design Services (1902)	162	Complete
9	Comp Arch Eng Design Services (1955)	1,903	Complete
10	Comp Arch Eng Design Services (1958)	52	Complete
11	Comp Arch Eng Design Services-2 (1912)	1,008	Complete
12	Comp Professional Program Mgmt (1916)	38	Complete
13	Wildlife Management Services (2078)	1,164	Complete
<u>Consol Rental Car Facility</u>			
14	CRCF - BMF Bus Storage Area Pvmt Expansion (2131)	901	Complete
<u>Critical Airport Systems</u>			
15	BWI Radio System Software Upgrade (2111)	1,158	Complete
<u>Equipment</u>			
16	Procurement Storage Trailers (2102)	392	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2019 Completions (cont'd)</u>		
	<u>Equipment (cont'd)</u>		
17	Snow Equip Repl - Rotary Plow #30097 (2096)	701	Complete
	<u>Intl Infrastructure</u>		
18	Conc Infrastructure Improvements (9695)	8,339	Complete
	<u>Landside Development</u>		
19	Hourly Garage - New Parking Products (2127)	42	Complete
20	I-195 Inbound Pavement Rehab (2319)	662	Complete
21	Long Term A Parking Concrete Bus Stop Rehab (2320)	1,143	Complete
	<u>Martin State</u>		
22	MTN Aircraft Washpad Environmental Repairs (2206)	858	Complete
23	MTN Emergency Pavement Repairs (2326)	460	Complete
24	MTN Fire Supp Bldg Fuel Piping & Containment (2207)	513	Complete
25	MTN Strawberry Pt Ramp Patching (2323)	711	Complete
	<u>Terminal Development</u>		
26	Airport Art (2217)	569	Complete
27	ARC Flash Hazards (2109)	1,626	Complete
28	BWI ATCT HVAC Improvements (2209)	698	Complete
29	Lease Agreement Assets (9884)	1,780	Complete
30	Terminal Interior / Exterior Modifications (2214)	6,340	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>Airside Development</u>			
31	BWI Snow Equip Storage Building (2331)	5	Complete
32	RTR Relocation (2211)	928	Complete
33	Taxilane AA Resurfacing F6 to F9 (2322)	47	Complete
34	Taxiway B Patching (2321)	20	Complete
35	10-01 RPZ Property Acquisition (7810)	498	Underway
36	ALSF-2 Shelter Relocation (2220)	2,911	Underway
37	ARFF Road Rehabilitation (2338)	983	Underway
38	BWI Erosion - Movement Area (2227)	1,763	Underway
39	BWI Erosion - Non Movement Area (2226)	936	Underway
40	BWI Taxiway T Pavement Repairs (2339)	377	Underway
41	Comp Pavement Markings FY17 (1909)	868	Underway
42	Comprehensive Paving FY 2016 (2108)	45	Underway
43	Comprehensive Paving FY 2019 (2308)	99	Underway
44	Taxiway T Electrical Replacement (2357)	539	Underway
45	Taxiway T2 Connector (TW F Reloc EB75) (2356)	8,114	Underway
<u>Annual</u>			
46	Facility Management Program (7600)	200	Ongoing
47	Parking Garage Structure Inspection (1463)	161	Ongoing
48	Real Estate Administrative Services (7019)	50	Ongoing
49	Real Estate Property Services (7018)	128	Ongoing
50	Bridge Inspection (SHA Consultant) (1023)	186	Underway
51	Comprehensive Regional Air Passenger Survey (1486)	120	Underway
52	MAA Noise Prop AA Sewer Assessment (1905)	96	Underway
53	MDOT Asset Management (2222)	280	Underway
54	Prof Services GIS, SUE and Eng Data Part I (2085)	873	Underway
55	Prof Services GIS, SUE and Eng Data Part II (2086)	400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Annual (cont'd)</u>			
56	Security and Life Safety Systems CAD Update (2079)	600	Underway
57	Terminal Spaceframe Inspection (7000)	350	Underway
58	Utility Designating (2017)	300	Underway
59	Wildlife Deterrent Unit Inspections (1904)	5	Underway
<u>Baltimore/Washington</u>			
60	Comp Acoustical Services Contract (2118)	4	Complete
61	Comp Arch Eng Design Services (1956)	30	Complete
62	Comp Arch Eng Design Services (1957)	99	Complete
63	Comp Const Mgmt Services - SBR (1952)	110	Complete
64	Building Permits and Inspections (1390)	536	Ongoing
65	Comp Construction Mgmt & Inspection (8016)	755	Ongoing
66	Fire Protection Engineer Services (1173)	488	Ongoing
67	BTC - BWI and MTN Minors (1062)	-898	Underway
68	BWI Aerial Photogrammetry & Airspace Analysis (1959)	150	Underway
69	Capital Audit Services TORFP-DBM (2310)	200	Underway
70	Capital Financial Services (2018)	200	Underway
71	Comp Acoustical Services Contract (2318)	396	Underway
72	Comp Airport Planning Services (2187)	600	Underway
73	Comp Airport Planning Services (2188)	600	Underway
74	Comp Airport Planning Services (2189)	800	Underway
75	Comp Arch Eng Design Services (2184)	669	Underway
76	Comp Arch Eng Design Services (2185)	974	Underway
77	Comp Arch Eng Design Services (2186)	801	Underway
78	Comp Const Mgmt Services (2312)	600	Underway
79	Comp Construction Mgmt & Inspection (1953)	490	Underway
80	Comp Financial Planning & Analysis Serv (2082)	200	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Baltimore/Washington (cont'd)</u>			
81	Comp Professional Program Mgmt (2117)	100	Underway
82	Comp Professional Program Mgmt (2183)	100	Underway
83	Comp Real Estate Services (2119)	200	Underway
84	Comprehensive AIT Services (2115)	575	Underway
85	Comprehensive Partnering Services (2122)	200	Underway
86	MBE Support Services (1950)	200	Underway
87	Pavement Management BWI/MTN (1943)	698	Underway
88	Safety Management Support (2311)	100	Underway
89	Wildlife Management Services (2088)	800	Underway
<u>Conc A/B Improvements</u>			
90	Conc A/B Enabling - Mezzanine Renov (9595)	4,842	Underway
91	Conc AB Enabling - LL Road Improvements (9588)	1,287	Underway
92	Terminal AB 737-800 Modifications (9596)	2,501	Underway
<u>Consol Rental Car Facility</u>			
93	CRCF - Valley Road Power Gate & CSB Entry Gate (2137)	189	Complete
94	CRCF Pavement Rehabilitation FY16 (2093)	3	Complete
95	CRCF - BMF Bus Wash Replacement (2133)	1,201	Underway
96	CRCF - BMF Equipment Replacement (2132)	1,067	Underway
97	CRCF - CSB Front Lane Pvmt Concrete Rebuild (2134)	163	Underway
98	CRCF - Facility Re-evaluation BMF and CSB (2136)	88	Underway
99	CRCF Security Improvements (2130)	1,021	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Critical Airport Systems</u>			
100	BWI Dispatch System Upgrade (2123)	491	Complete
101	Public Address System Replacement (2124)	255	Complete
102	IT Equipment (1456)	2,400	Ongoing
103	Airport Project Administration System (AirPass) (2040)	1,655	Underway
<u>Environmental Compliance</u>			
104	Comp Environmental Compliance (2084)	125	Complete
105	Comp Environmental Compliance (2056)	875	Underway
106	Comp Environmental Planning (1899)	1,000	Underway
107	Environmental Permitting (2190)	12	Underway
108	Stream & Wetland Restoration Mitigation Services (1948)	300	Underway
109	Terminal Environmental Mitigation (8106)	200	Underway
<u>Equipment</u>			
110	Glycol Recovery Vehicles - Replacement (3) (2126)	1,121	Complete
111	New Equip - Stripe Hog Waterblaster (2229)	551	Complete
112	Snow Equip - Snow Grooming Vehicle New (2105)	60	Complete
113	Snow Equip Repl - De-Icing Truck #30166 (2098)	334	Complete
114	AED Defibrulators Replacement (2232)	288	Summer, 2020
115	BWI Equip Replacement FY 2021 (2230)	1,933	Summer, 2020
116	MTN Equipment Replacement FY 2021 (2231)	877	Summer, 2020
117	BWI Equip Replacement FY 2020 (2225)	1,848	Underway
118	BWI Mobile Lounge Refurbishment (2198)	1,690	Underway
119	MTN Equipment Replacement FY 2020 (2224)	654	Underway
120	Operating Vehicles (2053)	300	Underway
121	Snow Equip Repl - Dump Trucks (2) #9937 / #9936 (2002)	65	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Equipment (cont'd)</u>			
122	Snow Equip Repl - Tandum Dump #9834 (2067)	156	Underway
<u>Future Development</u>			
123	Taxiway T Reconstruction (2204)	1	Complete
124	BWI Fuel Storage Tank Additions (2336)	72	Underway
125	C/D Connector Study (2216)	6	Underway
126	Cargo Bldg E Supplemental Electric - Design Only (2346)	29	Underway
127	Cell Phone Charging Power Supply - Design Only (2347)	11	Underway
128	Concourse D/E Ambiance - Design Only (2354)	1	Underway
129	Concourse D/E Transition Ramp - Design Only (2355)	3	Underway
130	Midfield Fuel Farm Improvements - Design Only (2344)	28	Underway
131	MTN AOA Fence Upgrade - Design Only (2345)	29	Underway
132	Red Column Tile Repair - Design Only (2349)	1	Underway
<u>Information Tech CTIPP</u>			
133	Permanent Noise Monitoring System Replacement (7405)	152	Complete
<u>Intl Infrastructure</u>			
134	Concourse E Existing Gate Transition Buildings (2335)	2,922	Underway
<u>Landside Development</u>			
135	LL Roadway Curbside & Column Marking (2330)	425	Complete
136	Terminal Road Crosswalk Restriping (2327)	41	Complete
137	Airport Road Electronic Signage Repl (2044)	2,477	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

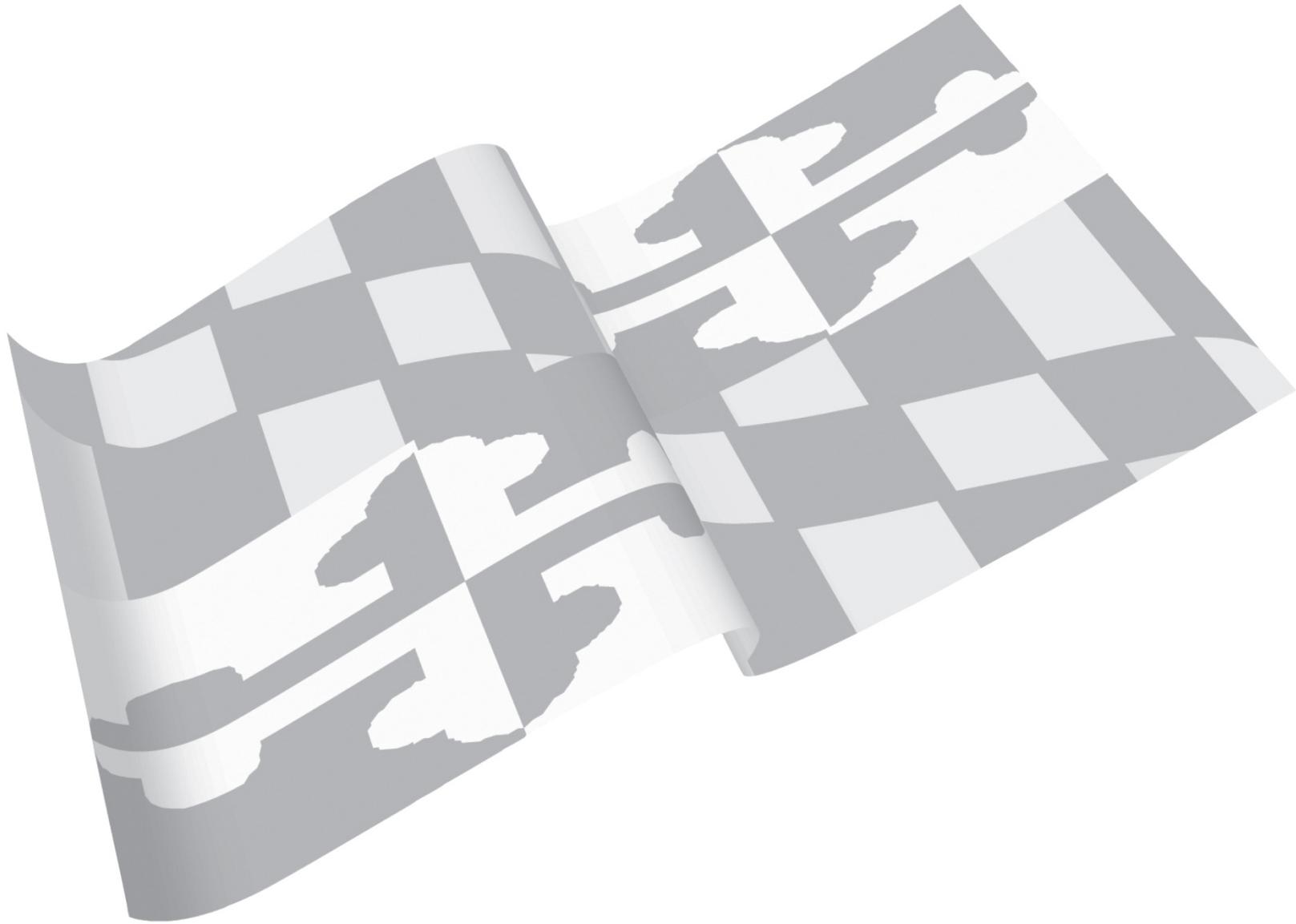
MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Landside Development (cont'd)</u>			
138	Hourly Garage Storm Water Pump Station Repl (2333)	1,934	Underway
139	Hrly Garage Level 6 Ped Ramp Repair (2342)	140	Underway
140	Hrly Garage Parking Guidance System Upgrade (1931)	2,788	Underway
141	Long Term Parking Lot A Culvert Rplmt (2353)	1,320	Underway
142	Protective Land Acquisition (1137)	780	Underway
<u>Martin State</u>			
143	MTN Corporate Hangar Stormwater System Impv (2208)	909	Complete
144	MTN Obstruction Removal (9431)	319	Summer, 2020
145	MTN Air Traffic Control Tower (1121)	862	Underway
146	MTN Snow Equip Storage Building (2332)	2,142	Underway
147	MTN Strawberry Point Ramp Road Rehab (2340)	430	Underway
<u>Security</u>			
148	Concourse A/B Anti-Backflow Improvements (2028)	741	Underway
149	Security Initiatives (2218)	1,200	Underway
<u>Sound Mitigation</u>			
150	BWI Community Roundtable (2309)	49	Complete
151	BWI Part 150 / Airport Noise Zone Update (2307)	1,950	Underway
152	MTN Airport Noise Zone (2306)	173	Underway
153	Real Estate Consulting Support SV 19-003 (Fed) (2317)	200	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Terminal Development</u>			
154	Common Use Domestic Facilities (7503)	400	Complete
155	Terminal Interior / Exterior Modifications - SBR (2215)	140	Complete
156	Terminal Interior / Exterior Modifications (2114)	465	Complete
157	USO Lounge Renovation (2228)	170	Complete
158	County Sewer and Water Capital Improvements (1028)	2,151	Ongoing
159	Terminal Leasehold Modifications (7500)	400	Ongoing
160	D/E Concourse Patio & Storage Room Impv (2329)	695	Underway
161	FAA ATCT Elevator Replacement (2351)	857	Underway
162	PBB Electrical Improvements (2337)	411	Underway
163	Terminal Electronic Wayfinding Signage Ph 1-3 (2199)	2,147	Underway
164	Terminal Interior / Exterior Modifications (2314)	69	Underway



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	90.7	164.7	239.4	193.8	188.9	53.9	931.4
System Preservation Minor Projects	32.2	25.2	41.7	22.4	14.7	19.0	155.1
<u>Development & Evaluation Program</u>	<u>9.3</u>	<u>11.1</u>	<u>9.0</u>	<u>6.0</u>	<u>2.9</u>	<u>4.0</u>	<u>42.3</u>
SUBTOTAL	132.2	200.9	290.1	222.2	206.5	76.9	1,128.9
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.3</u>	<u>5.4</u>	<u>5.2</u>	<u>5.0</u>	<u>5.0</u>	<u>5.0</u>	<u>30.9</u>
TOTAL	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Special Funds	112.5	106.4	173.7	107.7	96.5	81.9	678.9
Federal Funds	3.9	36.2	36.0	34.5	35.5	-	146.1
Other Funds	21.0	63.7	85.7	85.0	79.5	-	334.8



PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart Miller Island is a 1,140-acre island located in Baltimore County that was formerly used for placement of dredged material from the shipping channels for the Port of Baltimore. The site operated from 1984 and ceased accepting dredged material in 2009. The southern portion of the site is open for passive recreation, and MDOT MPA is coordinating with the Department of Natural Resources on the development of the northern portion for wildlife habitat.

PURPOSE & NEED SUMMARY STATEMENT: During its operational life, Hart Miller Island was necessary to enable dredging of the shipping channels for the Port of Baltimore. The current work is necessary to complete the redevelopment of the site for public and ecological benefit.

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

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

ASSOCIATED IMPROVEMENTS:

Dredge Material Placement Monitoring -- Line 2
Dredged Material Program -- Line 12

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 2019 - 24 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	7,606	7,550	56	0	0	0	0	0	56	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,698	79,885	3,631	3,480	3,400	3,400	3,482	3,420	20,813	0
Total	108,304	87,435	3,687	3,480	3,400	3,400	3,482	3,420	20,869	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004



PROJECT: Dredged Material Placement and Monitoring

DESCRIPTION: This program supports the placement, monitoring and management of material dredged from the shipping channels for the Port of Baltimore. Costs associated with this program enable design and construction of containment sites, monitoring during and after placement, site operations at dredged material facilities, and innovative and beneficial reuse of dredged material.

JUSTIFICATION: The Governor's Strategic Plan for Dredged Material Management identifies either specific sites and projects, or types of sites and projects for future dredged material placement. This program funds the development, construction and monitoring of selected dredged material management sites and projects to maintain the navigation channels that help the Port 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:

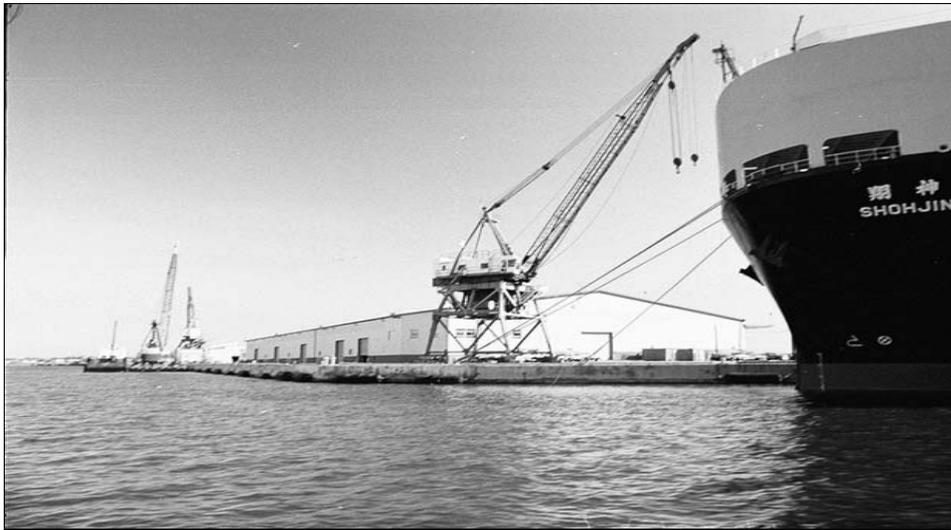
Hart-Miller Island Related Projects -- Line 1
Dredged Material Program -- Line 12

STATUS: MDOT MPA continues to evaluate alternative dredged material placement sites and options. The Masonville and Cox Creek Dredged Material Containment Facilities and the Poplar Island Ecosystem Restoration project are accepting dredged material.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: There was a \$2.0M increase due to increased dredging costs.

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 2019			FOR PLANNING PURPOSES ONLY	2022	2023	2024			2025
Planning	25,791	11,836	2,952	2,763	4,644	2,026	870	700	13,955	0
Engineering	3,210	0	1,541	1,622	47	0	0	0	3,210	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	621,284	416,907	23,967	29,020	48,502	31,231	43,157	28,500	204,377	0
Total	650,285	428,743	28,460	33,405	53,193	33,257	44,027	29,200	221,542	0
Federal-Aid	14,808	5,898	2,000	3,960	2,950	0	0	0	8,910	0

5005, 5007, 5101, 5103, 5105, 5206, 5208, 5221, 5231, 5232, 5235, 5237, 5241, 5245, 5246, 5260, 5418



PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal - 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.

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are too distant from the warehouses and automobile lots.

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

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:

- | | |
|---|---|
| <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 calls at the Dundalk Marine Terminal. Future vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

STATUS: Construction for Phase I was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs. Phase II construction was completed in November 2016. Work on Phase III should start in FY 21.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Total project costs increased by \$2.3M due to changes in scope to enhance resiliency.

USAGE: Increase in larger, deeper vessel calls.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	
Total	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements

DESCRIPTION: Phase One will improve Seagirt Marine Terminal Berth 3 which will provide a second 50-foot deep berth at the Seagirt Marine Terminal (SMT). Phase Two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

PURPOSE & NEED SUMMARY STATEMENT: This project is necessary to remain competitive with other East Coast ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT is required to remain competitive. As the world's fleet evolved to larger ships. This project also leverages third party funds of approximately \$18.4M

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:

Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements (Line 13)

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

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

EXPLANATION: Having a second deep water berth at Seagirt will allow more frequent calls from the large container ships. It is estimated that the impact of the increased terminal capacity could contribute to approximately 1950 direct, induced and indirect jobs resulting in an increase of \$195 million in Total Economic activity.

STATUS: MDOT MPA is partnering with Ports America Chesapeake in a Public Private Partnership that has received a \$6.6M grant BUILD grant through USDOT - MARAD.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	32,939	0	11,031	14,433	7,475	0	0	0	32,939	0
Total	32,939	0	11,031	14,433	7,475	0	0	0	32,939	0
Federal-Aid	6,555	0	0	6,555	0	0	0	0	6,555	0

This includes funding from Ports America Chesapeake in the amount of \$18.4M.



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 94 departures are scheduled for the 2019 cruise season. Recent 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; expanded Customs and Border Protection inspection area and erecting a 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 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	8,297	7,513	784	0	0	0	0	0	784	0
Total	8,297	7,513	784	0	0	0	0	0	784	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1615, 1616, 1635, 1638, 1640, 1641, 1644, 1645, 1655



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 2019 - 24 CTP: Total project costs have increased by approximately \$4.0M for the addition of FY 25 costs.

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 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY
Planning	823	569	50	54	50	50	50	0	254	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	72,888	46,191	4,541	4,320	4,636	4,750	4,450	4,000	26,697	0	
Total	73,711	46,760	4,591	4,374	4,686	4,800	4,500	4,000	26,951	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	

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



PROJECT: Cox Creek Dredged Material Containment Facility Expansion and Related Projects

DESCRIPTION: The Cox Creek Dredged Material Containment Facility (DMCF) is an existing 144-acre dredged material placement site located in Anne Arundel County. The footprint of the DMCF is being expanded into the adjacent 93-acre upland area owned by MDOT MPA. The expansion will increase the capacity for the placement of dredged material from the shipping channels for the Port of Baltimore as part of the State's 20-Year Dredged Material Management Plan (DMMP). The dikes at the existing DMCF are also being raised as part of the expansion.

PURPOSE & NEED SUMMARY STATEMENT: Placement capacity for dredged material from Baltimore Harbor is currently provided by the existing Cox Creek and Masonville DMCFs. The capacity that is currently available is not adequate to accommodate necessary dredging of the shipping channels for the Port of Baltimore over the 20-year planning period of the State's DMMP. Expansion and raising of the existing dikes at Cox Creek are necessary to create capacity to ensure safe and efficient passage of shipping vessels calling at the Port of Baltimore.

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 placement of this material at Cox Creek allows vessels to transport cargo to and from the Port of Baltimore.

STATUS: Construction of the foundation for the dike raising will commence this year and engineering designs for the dike raising are currently being completed. Dredged material placement is planned to continue during the construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Overall project costs have decreased approximately \$25M due to mandated increased operating and capital spending and lowered fuel tax revenue.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	765	765	0	0	0	0	0	0	0	0	0
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	0
Construction	232,812	85,985	29,631	21,788	34,053	21,560	22,475	17,320	146,827	0	0
Total	241,438	94,611	29,631	21,788	34,053	21,560	22,475	17,320	146,827	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

5305, 5308, 5309, 5311



PROJECT: Port of Baltimore Export Expansion Project (TIGER GRANT)

DESCRIPTION: MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage. The scope of the contract has increased to accomplish similar additional work at the Fairfield (Beverley Slip) and South Locust Point terminals (Fruit Slip). Additionally the derelict Pier 5 at Fairfield terminal was 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 was 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.

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 type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> 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 and provide additional land for cargo operations.

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:

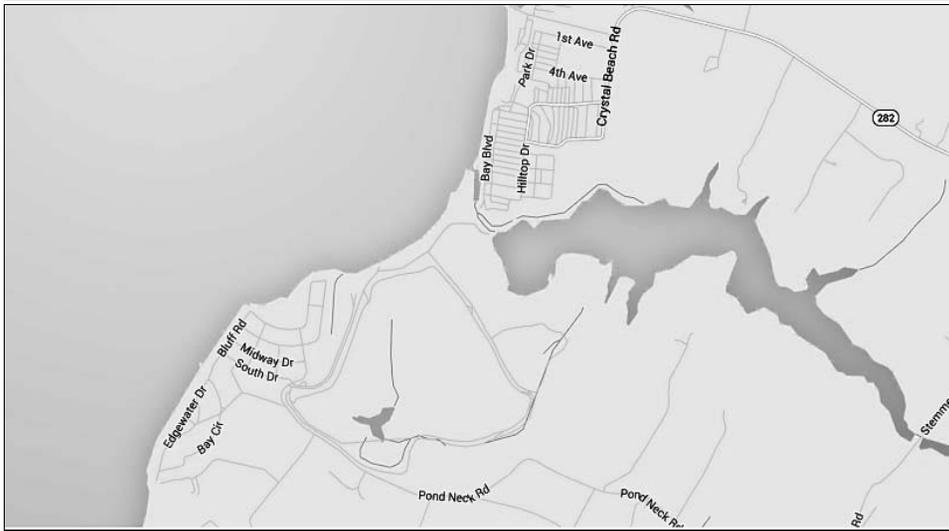
None

STATUS: Open for Service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	48,890	46,922	1,968	0	0	0	0	0	1,968	0	0
Total	48,890	46,922	1,968	0	0	0	0	0	1,968	0	0
Federal-Aid	10,000	9,171	829	0	0	0	0	0	829	0	0

2711, 2712, 5239



PROJECT: Pearce Creek Waterline Project

DESCRIPTION: The project will construct a waterline from the Town of 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 has been funded and construction has been completed 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. Dredged material collected from the C&D Canal approach channels 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: Open For Service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	14,011	13,451	560	0	0	0	0	0	560	0	0
Total	14,011	13,451	560	0	0	0	0	0	560	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

DESCRIPTION: The project consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 22 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast. The project was added to the CTP following the September 2019 INFRA award from the US Department of Transportation

PURPOSE & NEED SUMMARY STATEMENT: The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for 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:

- | | |
|---|---|
| <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 checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: The project will create double-stack rail access to and from the Port of Baltimore which will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. Not only will the project address a long-standing bottleneck in the national rail network, but the improvements will be undertaken in a cost-effective manner with minimal impact to the public and the environment.

STATUS: MDOT MPA is working with CSX and the Federal Railroad Administration to complete pre-construction activities such as NEPA approval, engineering and permitting in 2020. Construction is expected to begin in 2021.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,500	2,500	2,000	0	0	0	0	0	2,000	0	
Engineering	8,000	0	8,000	0	0	0	0	0	8,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	453,500	22,500	0	80,300	117,300	118,950	114,450	0	431,000	0	
Total	466,000	25,000	10,000	80,300	117,300	118,950	114,450	0	441,000	0	
Federal-Aid	128,000	0	0	25,000	33,000	34,500	35,500	0	128,000	0	



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 restoration.

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.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY					
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	42,571	33,798	2,371	1,372	700	2,164	1,216	950	8,773	0
Engineering	64,981	31,460	6,935	9,680	8,338	3,868	1,700	3,000	33,521	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	107,552	65,258	9,306	11,052	9,038	6,032	2,916	3,950	42,294	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: This program increased by \$3.7M due to additional funding in FY25.

5217, 5220,
5224,5252,5401,5402,5419,5420,5421,5422,5423,5425,
5426,5427



PROJECT: Seagirt Marine Terminal Modernization - Phase 2 Loop Channel Improvements

DESCRIPTION: This is phase two of the Seagirt Modernization project. Phase two widens and deepens the loop channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast ports. Phase one consisted of deepening a second berth and landside improvements at Seagirt Marine Terminal Berth 3.

JUSTIFICATION: This project is necessary to remain competitive with other East coast ports by improving access to Seagirt Marine Terminal. This will also improve safety for ships entering and exiting the Seagirt Marine Terminal.

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:

Seagirt Marine Terminal Modernization - Phase 1 - Berth Improvements-(Line 4)

STATUS: Studies are underway to widen and deepen the channel to Seagirt Marine Terminal.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased \$31.9M due to estimates added to balance to complete.

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 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	TO COMPLETE	TO COMPLETE
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	32,305	0	0	0	0	0	0	0	0	32,305	0
Total	32,305	0	0	0	0	0	0	0	0	32,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2019 Completions</u>			
<u>Dundalk Marine Terminal</u>			
1	Crane 10 and Water Tower Demolition (3168)	1,005	Complete
2	DMT C Street Drainage Improvements (1150)	9,698	Complete
3	DMT Variable Message Sign Replacement (3164)	284	Complete
<u>Open-Ended Consulting</u>			
4	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,845	Complete
<u>Port - Wide</u>			
5	Fiber Cable Installation from DMT to FSK/MdTA (3213)	452	Complete
6	Network Infrastructure Wifi Access Expansion (3210)	48	Complete
<u>World Trade Center</u>			
7	Chiller Replacement & Cooling Tower - WTC (3430)	2,077	Complete
8	Transformer Replacment - WTC Tenants (3480)	222	Complete
9	World Trade Center Columnar Lights (3440)	350	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>All Terminals</u>			
10	Open Ended Building Renovation Contract (1832)	363	Complete
11	Stormwater Construction and Retrofit Program (1411)	868	Complete
12	Concrete Deck Repair (1843)	100	FY 2021
13	Agency Wide Berth Substructure Repairs VI (1839)	378	Underway
14	Agency Wide Building Repairs II (1854)	5,566	Underway
15	Agency Wide Substructure Repair V (1865)	4,492	Underway
16	Concrete Deck Repair IV (1838)	138	Underway
17	EPC Capital Projects (1829)	1,414	Underway
18	Paving Repairs (1842)	5,128	Underway
19	Utility Installation Program (1837)	2,000	Underway
<u>Dundalk Marine Terminal</u>			
20	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	2,000	Underway
21	Dunmar South HVAC Upgrades (3166)	407	Underway
<u>Facilities and Equipment</u>			
22	Sprinkler Repairs (3038)	213	Ongoing
23	Facility Capital Equipment (3233)	569	Underway
24	Railroad Crane Inspection and Construction (3106)	1,168	Underway
<u>Masonville Auto Terminal</u>			
25	Kurt Iron Slip Stormwater management (2714)	1	Summer, 2020

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

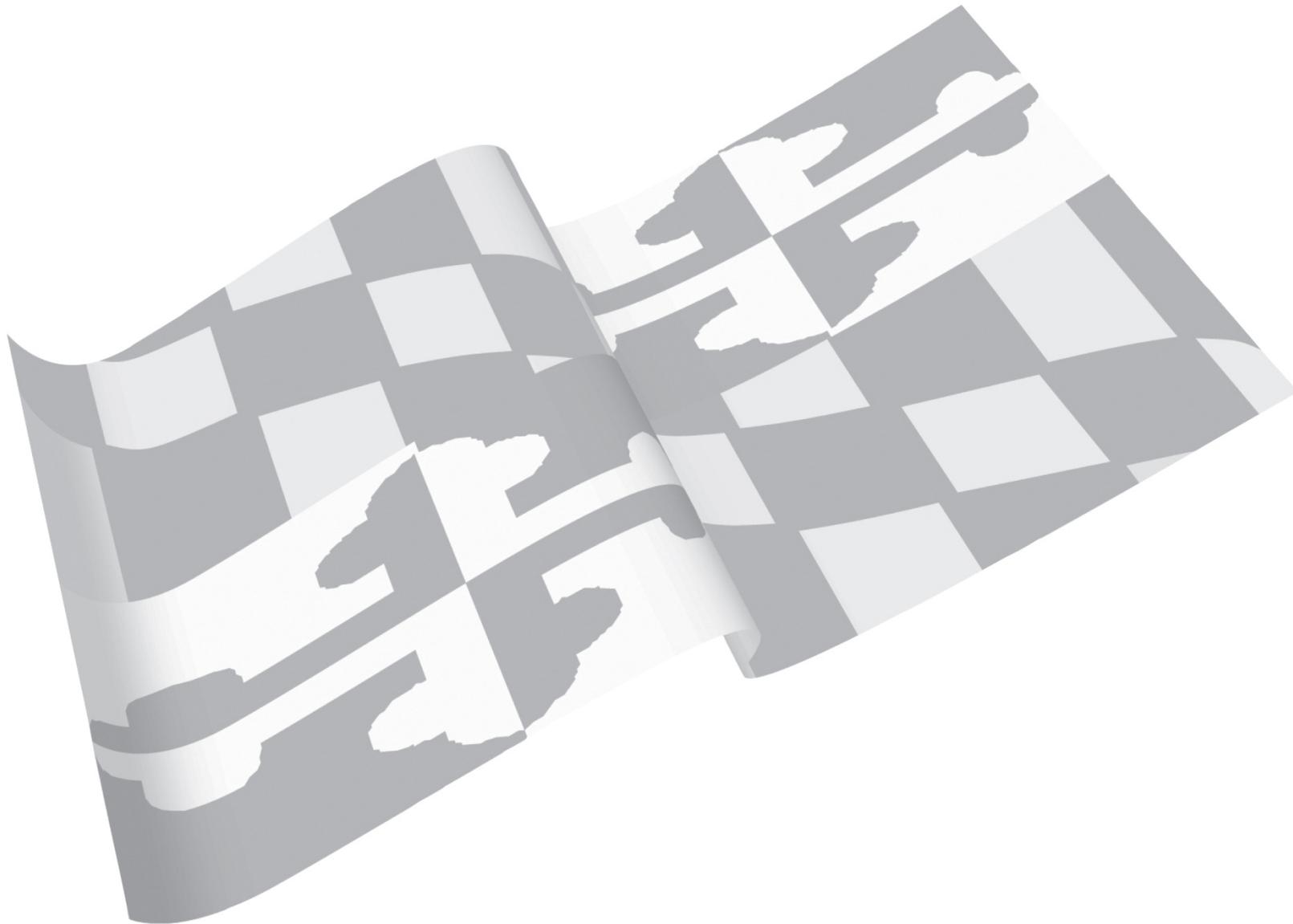
MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>North Locust Point</u>			
26	Pier 10 Stabilization (1659)	600	Underway
<u>Open-Ended Consulting</u>			
27	CMI FY 18 - FY 23 (1281)	3,000	Underway
28	Construction Management and Inspection FY 15-17 O&L (1273)	369	Underway
29	Construction Management Insp. FY 15 -17 (1271)	61	Underway
30	Construction Management Inspection FY 15-17 WRA (1272)	199	Underway
31	Facility Inspection Diver (1841)	194	Underway
32	GIS CATS - II (1852)	358	Underway
33	GIS Deployment (1851)	621	Underway
34	Inspection Surveys (1827)	325	Underway
35	Open Ended Engineering IT Services (1853)	290	Underway
36	Portwide Engineering & Design FY 16 STV (1278)	1,214	Underway
37	Portwide Engineering and Design Contracts (1286)	2,808	Underway
38	Portwide engineering and Design FY 16 WBCM (1277)	2,592	Underway
39	Portwide Engineering and Design FY 16 WRA (1279)	474	Underway
40	Portwide Engineering and Design JMT (1276)	1,769	Underway
41	Portwide Engineering and Design M&N (1275)	2,244	Underway
<u>Port - Wide</u>			
42	Dundalk Fiber Upgrade and Expansion (3216)	300	Summer, 2020
43	World Trade Center Fiber Upgrade and Expansion (3217)	400	Summer, 2020
44	Broening Highway Project Support (3212)	1,729	Underway
45	CTIPP Equipment (3124)	615	Underway
46	IT Database Infrastructure Implementation Support (3215)	190	Underway
47	Open Ended Planning Studies JM (3501)	133	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>Port - Wide (cont'd)</u>			
48	Telecommunications Network & Voicemail System Upgrade (3211)	197	Underway
<u>Safety, Environment and Risk Management</u>			
49	Environmental Remediation (1400)	253	Ongoing
50	Hawkins Point O&M (1707)	1,032	Ongoing
51	Mercedes Pond Rehabilitation -TMDL (1951)	101	Spring, 2021
52	Algae Bio Gas Demonstration Project (1870)	310	Underway
53	Low Emission Vehicles Upgrade (VW Settlement) (1961)	1,000	Underway
<u>Security Projects</u>			
54	Wave Camera System Replacement (1941)	150	Complete
55	CCTV Camera EOL Replacement (1779)	700	FY 2021
56	Port Security Grant Program (1791)	939	FY 2021
57	Cyber Vulnerability Assessment II (1933)	378	Underway
58	DMT POV Gate Upgrade (1912)	1,157	Underway
59	Port Security Grant Project 2018 (1942)	338	Underway
<u>South Locust Point</u>			
60	Paving the Fruit Slip (1648)	4,634	Spring, 2020
<u>World Trade Center</u>			
61	Tenant Renovation - Meridian WTC (3107)	923	Underway



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	501.2	543.9	561.4	311.0	239.9	237.2	2,394.6
System Preservation Minor Projects	108.4	82.5	80.7	57.0	71.4	124.6	524.5
<u>Development & Evaluation Program</u>	<u>6.6</u>	<u>2.0</u>	<u>0.9</u>	<u>0.5</u>	<u>0.4</u>	<u>2.8</u>	<u>13.1</u>
SUBTOTAL	616.2	628.3	642.9	368.6	311.8	364.5	2,932.3
<u>Capital Salaries, Wages & Other Costs</u>	<u>8.7</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>14.0</u>	<u>14.0</u>	<u>74.7</u>
TOTAL	624.9	640.8	655.4	381.6	325.8	378.5	3,007.0
Special Funds	152.1	119.6	197.0	146.2	137.8	130.3	882.9
Federal Funds	418.1	488.1	365.0	234.6	187.1	247.5	1,940.4
Other Funding	54.7	33.2	93.3	0.8	0.8	0.8	183.7



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, and Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition, and construction of maintenance, layover, and storage facilities. Includes design and construction funding for storage tracks at the MARC Martin State Airport facility, the acquisition and construction of a heavy maintenance building at the Riverside, and the purchase of the Brunswick 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.

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 and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

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: Design of Martin State Airport storage tracks complete. Acquisition of the Riverside Maintenance Facility was completed in FY 20. Design is underway for the construction of a new heavy maintenance building at the Riverside location.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding totaling \$53.0M was added for purchase of the MARC Brunswick Maintenance and Layover Facility and construction of the Riverside Heavy Maintenance Facility.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	978	894	84	0	0	0	0	0	84	0	
Engineering	8,371	2,351	1,874	3,146	0	0	0	1,000	6,020	0	
Right-of-way	27,760	369	20,700	4,691	2,000	0	0	0	27,391	0	
Construction	59,795	6	272	11,925	46,288	1,304	0	0	59,789	0	
Total	96,904	3,620	22,930	19,762	48,288	1,304	0	1,000	93,284	0	
Federal-Aid	75,691	1,207	18,344	15,809	38,488	1,043	0	800	74,484	0	

1177, 1217, 1545, 1572



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 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: 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:

None.

STATUS: Ongoing projects on the Camden and Brunswick lines include improvements to the Brunswick platform and station track, replacement of Carroll and W. Baltimore/Lansdowne interlockings, improvements to the Jessup yard, and upgrades to the signals at Greenbelt. Ongoing projects on the Penn Line are determined by the Passenger Rail Investment and Improvement Act of 2008.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$37.9M due to the addition of FY 25.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2022....	....2023....	....2024....	....2025....		
Planning	100	0	0	0	0	0	0	100	100	0	
Engineering	6,566	5,741	25	0	0	0	0	800	825	0	
Right-of-way	1,607	1,607	0	0	0	0	0	0	0	0	
Construction	433,508	236,664	33,699	28,128	41,403	28,415	29,087	36,112	196,844	0	
Total	441,781	244,012	33,724	28,128	41,403	28,415	29,087	37,012	197,769	0	
Federal-Aid	319,489	182,756	24,829	20,303	20,628	20,950	22,144	27,879	136,733	0	

0183, 0687, 1460, 1544, 1571



PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches along with overhaul of railcars and truck components, five-year overhaul of 54 MARC IV multi-level coaches, and the overhaul/procurement of MARC bi-level railcars.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service.

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

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

ASSOCIATED IMPROVEMENTS:
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 includes railcar purchases and overhauls of MARC coaches to refurbish and update mechanical systems, car bodies, and truck components.

STATUS: A high speed testing report for MARC IV multi-level vehicles was approved by FRA in FY 19 and the project is complete. Overhaul of MARC III vehicles underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$15.1M due to adjusting the MARC IIA overhaul and replacement program.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,354	604	0	0	0	0	0	750	750	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	230,002	182,004	9,094	15,959	7,570	3,075	12,300	0	47,998	0	
Total	231,356	182,608	9,094	15,959	7,570	3,075	12,300	750	48,748	0	
Federal-Aid	174,553	136,769	7,161	12,767	4,957	2,459	9,840	600	37,784	0	

1263, 1304, 1502, 1567, 1569



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure and overhaul eight new diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric 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: All (8) SC-44 diesel locomotives are in revenue service and received final acceptance in FY 19 and the project is complete. The first two of six overhauled GP-39 are currently under inspection.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$11.1M due to adjustments to the locomotive mid-life overhaul program.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,300	1,345	5	450	0	0	0	500	955	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	131,701	61,525	6,051	5,925	6,855	13,500	15,350	22,495	70,176	0	
Total	134,001	62,870	6,056	6,375	6,855	13,500	15,350	22,995	71,131	0	
Federal-Aid	103,738	47,787	4,032	4,960	5,483	10,800	12,280	18,396	55,951	0	

1440, 1444, 1500, 1501, 1568



PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control (PTC) 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. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

PURPOSE & NEED SUMMARY STATEMENT: PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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: Ensure the safe operation of MARC service.

STATUS: Onboard hardware has been installed on all MARC diesel locomotives and cab cars. MARC is operating with PTC on Camden and Brunswick Line trains. Preparing for PTC testing on Amtrak line.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	737	24	713	0	0	0	0	0	713	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,038	29,675	4,513	1,850	0	0	0	0	6,363	0
Total	36,775	29,699	5,226	1,850	0	0	0	0	7,076	0
Federal-Aid	29,154	23,726	4,180	1,248	0	0	0	0	5,428	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.

PURPOSE & NEED SUMMARY STATEMENT: Repairs to both garages and upgrades to the existing infrastructure of the station are necessary to preserve the BWI Rail Station.

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

STATUS: Construction is substantially complete. A ribbon cutting was held on December 10, 2019 and the station is open for use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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 FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	405	405	0	0	0	0	0	0	0	0	0
Engineering	3,355	2,646	354	0	0	0	280	75	709	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,690	8,163	2,062	145	0	0	145	175	2,527	0	0
Total	14,450	11,214	2,416	145	0	0	425	250	3,236	0	0
Federal-Aid	7,444	5,664	1,664	116	0	0	0	0	1,780	0	0



PROJECT: MARC Camden Station Improvements

DESCRIPTION: Complete replacement of the temporary MARC Camden Station at Howard and Conway Streets, including indoor passenger waiting area and amenities, police substation, fiber and systems cabinets and conduit, bike racks, and a new brick and steel façade. The new station will also provide wayfinding/maps for connection to local trails and attractions.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure at MARC Camden Station was intended to be temporary when constructed over two decades ago. A new facility is needed to accommodate MARC Train riders with a permanent facility at the Camden Line's northern terminus, that is contextual with the historic Camden Yards campus.

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 type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Project includes replacement of a temporary facility to make it permanent and to compliment the surrounding architecture.

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 project has achieved substantial completion. A grand opening was held with a ribbon cutting on September 12, 2019 and the station is open for use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: MARC annual ridership in FY 19 exceeded 9.1 million.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,123	705	418	0	0	0	0	0	0	418	0
Right-of-way	25	0	25	0	0	0	0	0	0	25	0
Construction	6,052	3,296	2,756	0	0	0	0	0	0	2,756	0
Total	7,200	4,001	3,199	0	0	0	0	0	0	3,199	0
Federal-Aid	4,164	2,016	2,148	0	0	0	0	0	0	2,148	0



PROJECT: Homeland Security

DESCRIPTION: Enhancements to the anti-terrorism and emergency preparedness processes, systems, law enforcement resources, and physical infrastructure. To reduce the risk and consequences of terrorism to MDOT MTA's customers, infrastructure and communities.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MDOT 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.

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 MDOT MTA's systems, law enforcement resources, and physical infrastructure.

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: Construction for FY 17 and FY 18 Homeland Security Grants are underway. FY 15 grant was completed in FY 19. FY 16 grant completed in FY20.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	596	501	95	0	0	0	0	0	95	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,488	5,577	1,911	0	0	0	0	0	1,911	0	
Total	8,084	6,078	2,006	0	0	0	0	0	2,006	0	
Federal-Aid	7,692	5,902	1,790	0	0	0	0	0	1,790	0	

1468, 1490, 1512, 1539



PROJECT: Freight Rail Program

DESCRIPTION: The MDOT MTA Freight Rail program supports inspection, design, maintenance, and rehabilitation projects for State-owned freight rail lines, structures, and grade crossings. Projects include regular inspection and rehabilitation of freight railroad bridges in compliance with Federal regulations, grade crossing inspection and repair, and track improvements.

JUSTIFICATION: Projects are identified and funded to meet Federal Railroad Administration (FRA) requirements, and support continued safe and efficient freight rail operations that are essential to the economic viability of the areas they serve. Inactive lines may also require maintenance to ensure preservation of rights of way and address safety concerns that may arise.

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: Bridge inspections are conducted annually, per FRA regulations. Grade crossings are inspected periodically to identify priorities for repair work. Other projects are identified according to conditions to support continued safe operation, preserve and maintain rights of way, and maintain safe conditions.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project costs increased by \$3.0M due to the addition of FY 25.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	21	21	0	0	0	0	0	0	0	0
Engineering	21,107	13,023	1,715	2,714	739	616	1,500	800	8,084	0
Right-of-way	103	3	50	50	0	0	0	0	100	0
Construction	50,949	34,510	4,784	1,926	3,309	1,820	2,400	2,200	16,439	0
Total	72,180	47,557	6,549	4,690	4,048	2,436	3,900	3,000	24,623	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0212, 0213, 0590



PROJECT: Light Rail Vehicle Overhaul

DESCRIPTION: Perform a mid-life overhaul of Light Rail vehicles. 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 14. The first 14 overhauled cars have been received and are in revenue service. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$9.4M for additional support to the mid-life overhaul project and minor budget adjustments for ongoing overhauls.

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,818	3,154	114	100	0	0	250	200	664	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	208,777	120,289	19,805	19,837	17,416	28,555	275	2,600	88,488	0	
Total	212,595	123,443	19,919	19,937	17,416	28,555	525	2,800	89,152	0	
Federal-Aid	111,312	67,110	14,156	13,920	13,600	906	0	1,620	44,202	0	

1153, 1346



PROJECT: Light Rail Safety Improvements

DESCRIPTION: Funding to implement safety enhancements and improve Light Rail operations throughout the system. Projects include Maintenance of Way improvements such as grade crossing replacements and track repairs, cable replacement, and network upgrade/replacements.

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 |

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

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:

Howard Street Rail and Interlocking Replacement project - Line 12

STATUS: Construction underway for the Maintenance of Way improvements and cable replacement project.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$3.6M due to minor budget adjustments to FY 20 preservation efforts and the addition of FY 25.

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	221	221	0	0	0	0	0	0	0	0	
Engineering	10,097	5,814	1,183	0	0	0	3,100	0	4,283	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	75,021	23,447	5,249	13,201	14,553	4,732	4,839	9,000	51,574	0	
Total	85,339	29,482	6,432	13,201	14,553	4,732	7,939	9,000	55,857	0	
Federal-Aid	12,927	223	818	686	0	0	0	11,200	12,704	0	

0489, 1465, 1466



PROJECT: Howard Street Rail Replacement

DESCRIPTION: Full rehabilitation of the light rail tracks throughout Baltimore Central Business District (CBD) area from Camden Yards to Martin Luther King Boulevard. The project is approximately 1.2 miles along Howard Street.

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability, availability, speed of transit service all along Howard street, reduce ongoing maintenance costs, and system failure.

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 rail replacement to maintain a state of good repair.

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:
Light Rail Safety Improvements - Line 11

STATUS: Design is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	750	587	163	0	0	0	0	0	163	0	
Engineering	1,422	510	284	628	0	0	0	0	912	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	39,828	0	0	0	22,831	16,997	0	0	39,828	0	
Total	42,000	1,097	447	628	22,831	16,997	0	0	40,903	0	
Federal-Aid	12,102	0	0	0	0	12,102	0	0	12,102	0	

USAGE: Light Rail annual ridership in FY 19 exceeded 6.9 million.



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 are 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.

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: Overhaul and replacement of Metro vehicles and signals system will ensure safe, reliable service.

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:

Metro Maintenance Facility Improvements - Line 16

STATUS: The Metro Train Control and Vehicle Replacement Project is underway. Construction for ongoing overhauls and repairs are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,926	5,683	243	0	0	0	0	0	243	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	524,420	119,057	57,695	70,142	130,832	79,086	67,108	500	405,363	0	
Total	530,346	124,740	57,938	70,142	130,832	79,086	67,108	500	405,606	0	
Federal-Aid	364,479	85,668	44,992	53,148	91,882	36,786	52,003	0	278,811	0	

0091, 1281, 1415, 1477



PROJECT: Metro Safety Improvements

DESCRIPTION: Funding 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 key electrical systems.

PURPOSE & NEED SUMMARY STATEMENT: Replacements and repairs to maintenance of way are necessary to correct general degradation and to ensure safety.

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 provides track and electrical system 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:
Metro Interlocking Renewals - Line 15

STATUS: Construction for the Maintenance of Way and Electrical System projects are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	6,434	3,805	905	650	599	350	125	0	2,629	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	35,203	21,629	6,511	1,951	451	200	2,976	1,485	13,574	0	
Total	41,637	25,434	7,416	2,601	1,050	550	3,101	1,485	16,203	0	
Federal-Aid	11,673	2,997	5,017	1,022	0	0	1,455	1,182	8,676	0	



PROJECT: Metro Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at locations such as Johns Hopkins, Charles Center, State Center, Old Court, Milford Mill, Owings Mills, Rogers Avenue, Reisterstown Plaza, and Northwest Yard.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements are necessary to correct general degradation and wear and to ensure safety.

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: Interlocking renewals are needed to assure customer safety, to provide reliable customer service and to keep the system in a state of good repair.

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:
Metro Safety Improvements - Line 14

STATUS: Construction of the Johns Hopkins interlocking was completed in FY 19. Construction of the interlockings at Charles and State Center is anticipated in late FY 20. Design is underway for all remaining interlockings.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$1.9M due to updated project estimates.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	10,911	7,983	1,958	250	250	250	220	0	2,928	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	67,823	21,866	10,000	19,857	1,000	0	15,100	0	45,957	0	
Total	78,734	29,849	11,958	20,107	1,250	250	15,320	0	48,885	0	
Federal-Aid	54,345	16,815	9,565	15,709	0	0	12,256	0	37,530	0	



PROJECT: Metro Maintenance Facility Improvements

DESCRIPTION: Replace, upgrade, and install maintenance equipment in the Wabash Rail Shop to support the maintenance of new Metro vehicles while concurrently maintaining the old fleet throughout the transition.

PURPOSE & NEED SUMMARY STATEMENT: Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet.

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:
 Metro Railcar and Signal System Overhauls and Replacement - Line 13

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

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

EXPLANATION: The upgrade, replacement, and installation of maintenance equipment will increase safety for employees by providing fall protection, preserve MDOT MTA assets that are beyond a state of good repair, allow for the current fleet to stay in revenue service, and accommodate the new metro fleet.

STATUS: Design efforts underway with construction expected to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Metro annual ridership in FY 2019 exceeded 7.2 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	739	336	403	0	0	0	0	0	403	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,860	0	0	5,104	1,496	2,250	1,010	0	9,860	0
Total	10,599	336	403	5,104	1,496	2,250	1,010	0	10,263	0
Federal-Aid	7,012	53	322	4,037	0	1,800	800	0	6,959	0



PROJECT: Metro Station Rehabilitation and Lighting Program

DESCRIPTION: Rehabilitation of Metro stations. Work will include painting, surface finish upgrades, major plumbing repairs, equipment and lighting upgrades, signage upgrade to include next train arrival display, above ground station platform repairs, staircase repair/replacement, structural repairs, and water intrusion abatement.

PURPOSE & NEED SUMMARY STATEMENT: Station repairs/upgrades and equipment replacement are needed to stop leaks, increase energy efficiency, and extend the service life of Metro SubwayLink stations.

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: Rehabilitating Metro Stations and upgrading station lighting will increase safety and reliability for metro riders. Upgrades to current lighting will mitigate energy consumption.

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: Construction to begin in FY 25.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project added to construction program.

USAGE: Metro annual ridership in FY 19 exceeded 7.2 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	5,200	0	0	0	0	0	0	5,200	5,200	0	0
Total	5,200	0	0	0	0	0	0	5,200	5,200	0	0
Federal-Aid	4,160	0	0	0	0	0	0	4,160	4,160	0	0



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 MDOT MTA's current fleet. MDOT 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
- 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 project enables the MDOT 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 facility was completed in FY 19. Phase II construction is underway with anticipated completion in FY 21.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$10.0M due to project savings.

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	3,366	3,366	0	0	0	0	0	0	0	0
Engineering	12,906	12,892	14	0	0	0	0	0	14	0
Right-of-way	6,806	4,647	1,295	864	0	0	0	0	2,159	0
Construction	149,085	98,085	33,168	17,832	0	0	0	0	51,000	0
Total	172,163	118,990	34,477	18,696	0	0	0	0	53,173	0
Federal-Aid	112,100	70,639	27,579	13,882	0	0	0	0	41,461	0



PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of buses to replace those that have been in service for 12 or more years. The MDOT 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 Communications Systems Upgrade - Line 20
- Bus Network Improvements - Line 21

STATUS: Procurement of 140 buses began delivery in FY 18 and will be completed in FY 20. Delivery of 350 clean diesel buses will begin in FY 20 through FY 25 as part of a five-year procurement.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$46.0M to accommodate the next cycle of bus procurements.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	341	341	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	445,740	144,867	41,298	42,915	42,915	42,915	42,915	87,915	300,873	0	
Total	446,081	145,208	41,298	42,915	42,915	42,915	42,915	87,915	300,873	0	
Federal-Aid	355,918	115,537	33,039	34,332	34,332	34,014	34,332	70,332	240,381	0	



PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MDOT MTA buses with a unified, integrated, and state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MDOT 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 MDOT 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 Procurement - Line 19
- Bus Network Improvements - Line 21

STATUS: Construction began in FY 17. Currently training operators.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$7.0M due to reductions to the project scope.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,952	4,952	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	33,652	9,175	6,477	10,000	8,000	0	0	0	24,477	0	0
Total	38,604	14,127	6,477	10,000	8,000	0	0	0	24,477	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	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 MDOT MTA customers and better connect riders to jobs and other transit modes through a high-frequency network.

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

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

ASSOCIATED IMPROVEMENTS:

- Bus Procurement - Line 19
- Bus Communications Systems Upgrade - Line 20
- North Avenue Rising - Line 23

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.

STATUS: Transit Signal Priority (TSP) and Dedicated Bus Lane projects are ongoing. Construction on concrete bus pads currently underway. Transit Facility construction at Morgan State University began in FY 19.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$5.4M, as the Downtown Transfer Facility and Bus Priority Corridor projects have been added to the D&E Program and System Preservation Minor Projects Program, respectively. Additionally, the QB 40 project is complete and removed from the 6-year program.

USAGE: Core Bus annual ridership in FY 19 exceeded 63.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	6,120	5,962	158	0	0	0	0	0	158	0	
Engineering	3,985	3,690	295	0	0	0	0	0	295	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	23,478	19,231	2,624	623	1,000	0	0	0	4,247	0	
Total	33,583	28,883	3,077	623	1,000	0	0	0	4,700	0	
Federal-Aid	15,350	15,285	58	7	0	0	0	0	65	0	

1469, 1470, 1471, 1519



PROJECT: Beyond the Bus Stop

DESCRIPTION: The Beyond the Bus Stop program aims to improve amenities for both riders and operators at bus stops around the network. The Beyond the Bus Stop program will improve the customer experience by adding real-time information signage and shelter improvements to bus stops, including some multi-modal transfers. The program also includes constructing a comfort station at the Patapsco Light Rail Station for use by our operators. Blue Light phones will also be added at these locations.

PURPOSE & NEED SUMMARY STATEMENT: With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the BaltimoreLink system who do not have access to mobile technology. MDOT MTA bus operators currently lack sufficient restrooms while operating their routes.

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 checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project provides blue light phones and improves existing comfort station facilities for use by operators, making the execution of their jobs safer and more comfortable. Real-time information signage and shelters make for a more vital community by enhancing the customer experience.

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: Real-time signage design efforts nearing completion. Design for all other elements underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	100	26	74	0	0	0	0	0	74	0	
Engineering	550	17	533	0	0	0	0	0	533	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,950	0	30	4,920	0	0	0	0	4,950	0	
Total	5,600	43	637	4,920	0	0	0	0	5,557	0	
Federal-Aid	2,600	0	16	2,584	0	0	0	0	2,600	0	



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, shared mobility corrals, 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 21

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

STATUS: Corridor construction began in early FY 20, focusing on bus pads, sidewalks, curb ramps, and conduit for traffic signals and pedestrian lighting.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	844	753	91	0	0	0	0	0	91	0
Engineering	3,310	2,558	752	0	0	0	0	0	752	0
Right-of-way	25	0	12	12	1	0	0	0	25	0
Construction	23,151	655	10,468	8,394	3,634	0	0	0	22,496	0
Total	27,330	3,966	11,323	8,406	3,635	0	0	0	23,364	0
Federal-Aid	10,000	991	4,199	3,260	1,550	0	0	0	9,009	0

This project will be funded with \$1.0M from Baltimore City and \$1.6M 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. Regular replacement of 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: 25 small cutaway vehicles and 75 large cutaway vehicles will be delivered in FY 20.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$1.8M to adhere to expected fleet requirements.

USAGE: Demand Response Mobility annual ridership in FY 19 exceeded 2.1 million.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	128,028	74,676	8,420	8,634	8,807	8,983	9,162	9,346	53,352	0	
Total	128,028	74,676	8,420	8,634	8,807	8,983	9,162	9,346	53,352	0	
Federal-Aid	73,573	32,990	6,736	6,907	4,950	7,185	7,329	7,476	40,583	0	



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 MDOT 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. MDOT 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:

Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities - Line 26
 Montgomery County Local Bus Program - Line 27
 Prince George's County Local Bus Program - Line 28

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

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	307	184	13	22	22	22	22	22	123	0	
Engineering	40,398	31,185	1,738	1,495	1,495	1,495	1,495	1,495	9,213	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	287,315	165,859	23,894	29,679	12,485	13,055	20,984	21,359	121,456	0	
Total	328,020	197,228	25,645	31,196	14,002	14,572	22,501	22,876	130,792	0	
Federal-Aid	277,206	165,141	22,068	26,481	11,986	12,126	19,425	19,979	112,065	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$11.8M due to the addition of FY 25, additional federal funds, and additional contribution from others. Additionally, Howard County Hybrid Vehicle and Electric Bus projects completed and removed from 6-year program.

0045, 0211, 0217, 0218, 1347, 1348, 1355, 1356, 1426, 1437, 1443, 1455, 1461, 1467, 1509, 1513, 1543, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591



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. MDOT 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 25

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$4.1M due to the addition of FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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		72,656	43,893	5,622	4,786	6,405	3,870	4,000	4,080	28,763	0
Total		72,656	43,893	5,622	4,786	6,405	3,870	4,000	4,080	28,763	0
Federal-Aid		57,291	34,282	4,497	3,828	5,124	3,096	3,200	3,264	23,009	0



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

JUSTIFICATION: These investments will make the Ride On bus system more reliable and efficient 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 25

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$1.7M due to the completion and removal of the Bus Rapid Transit Study project and the addition of FY 25.

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	372	0	372	0	0	0	0	0	372	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	74,152	63,259	0	2,893	2,000	2,000	2,000	2,000	10,893	0
Total	74,524	63,259	372	2,893	2,000	2,000	2,000	2,000	11,265	0
Federal-Aid	27,850	18,764	372	2,314	1,600	1,600	1,600	1,600	9,086	0



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 25

STATUS: Project funding will support annual bus replacements and improvements to bus stops throughout the Prince George's County.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	269	0	269	0	0	0	0	0	269	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,827	7,092	531	2,720	984	500	500	500	5,735	0
Total	13,096	7,092	800	2,720	984	500	500	500	6,004	0
Federal-Aid	5,869	1,012	694	2,176	787	400	400	400	4,857	0



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 MDOT MTA upgrade software and overhaul critical system components to ensure reliable system operation.

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 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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: Operating system software and various component overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost decreased by \$5.7M. Additionally, \$6.0M was deferred outside of the 6-year program due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	855	602	253	0	0	0	0	0	253	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	59,456	14,291	2,350	608	5,130	500	150	1,800	10,538	34,627	
Total	60,311	14,893	2,603	608	5,130	500	150	1,800	10,791	34,627	
Federal-Aid	7,052	4,874	1,312	0	0	0	0	866	2,178	0	

1329, 1429, 1459



PROJECT: Agencywide Roof Replacement

DESCRIPTION: Inspection and replacement of roofs on MDOT MTA facilities.

JUSTIFICATION: Roof repairs/replacements are needed to stop leaks, increase energy efficiency, and extend service life of MDOT MTA facilities.

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: Construction on Metro Wabash Maintenance Facility, Bus Division Monroe Street, and West Coldspring Lane Substation roofs expected in FY 20. Design is underway for future roof replacements.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project budget decreased by \$1.8M due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,211	3,583	728	300	500	300	300	500	2,628	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,799	10,768	1,602	5,029	2,000	1,700	1,700	3,000	15,031	0
Total	32,010	14,351	2,330	5,329	2,500	2,000	2,000	3,500	17,659	0
Federal-Aid	19,419	7,751	1,860	3,835	0	1,573	1,600	2,800	11,668	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.

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

EXPLANATION: Rehabilitation of the elevator and escalators is necessary to keep them in a state of good repair.

STATUS: Design is underway.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	819	247	542	30	0	0	0	0	572	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	71,087	2,046	662	3,573	17,629	15,315	400	15,906	53,485	15,556	
Total	71,906	2,293	1,204	3,603	17,629	15,315	400	15,906	54,057	15,556	
Federal-Aid	25,614	0	0	2,718	0	9,852	320	12,724	25,614	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$15.9M due to the addition of FY 25. Additionally, \$15.6M was deferred outside of the 6-year program due to mandated increased transit and operating and capital spending and lowered fuel tax revenue forecast.



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MDOT MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (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 MDOT MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MDOT MTA will be joining the Maryland Statewide network. The current system is obsolete and will soon become inoperable due to Federal Law, which requires an alternative spectrum.

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

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	433	433	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,747	9,481	5,010	3,000	6,128	6,128	0	0	20,266	0
Total	30,180	9,914	5,010	3,000	6,128	6,128	0	0	20,266	0
Federal-Aid	11,173	0	4,008	2,400	4,765	0	0	0	11,173	0



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.

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:

Purple Line: Third-Party Funded Projects - Line 34

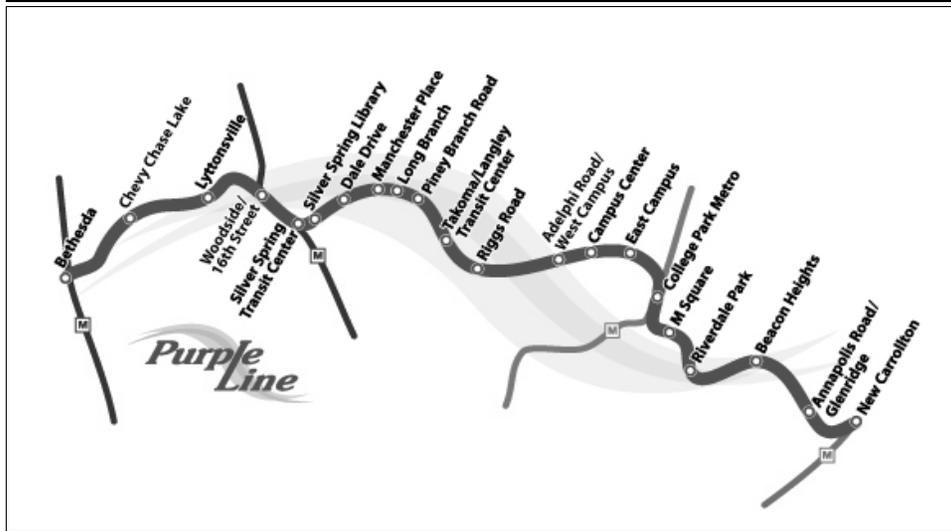
STATUS: Design activities and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

<u>POTENTIAL FUNDING SOURCE:</u> <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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	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	299,442	246,060	19,200	19,000	15,182	0	0	0	53,382	0
Right-of-way	229,600	207,864	21,736	0	0	0	0	0	21,736	0
Construction	896,207	559,718	81,041	130,953	91,631	32,864	0	0	336,489	0
Total	1,478,256	1,066,649	121,977	149,953	106,813	32,864	0	0	411,607	0
Federal-Aid	960,433	403,965	149,962	217,454	118,647	70,405	0	0	556,468	0

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. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

PURPOSE & NEED SUMMARY STATEMENT: To further enhance the transportation and quality of life benefits of the Purple Line, Capital Crescent Trail, and Polk Street Maintenance Facility, Montgomery County, University of Maryland, and Prince George's County Department of Parks and Recreation are 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:

Purple Line - Line 33

STATUS: Design activities and construction are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,730	0	530	2,200	0	0	0	0	2,730	0
Engineering	190	190	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	145,343	42,199	32,566	34,260	36,318	0	0	0	103,144	0
Total	148,263	42,389	33,096	36,460	36,318	0	0	0	105,874	0
Federal-Aid	2,000	0	388	1,612	0	0	0	0	2,000	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$3.7M by being awarded a Transit Oriented Development (TOD) grant, along the addition of the Polk Street Maintenance Facility Roof repair.

1453, 1487, 1488, 1525, 1526, 1573, 1597



PROJECT: Statewide Transit Innovation Grant

DESCRIPTION: A competitive, state funded grant program to support locally planned, designed, and constructed or operated transit projects incorporating innovative investments such as transit signal priority, dedicated or separated right of way, off-board fare payments, and intelligent transportation systems. Project sponsors awarded grant funding will be reimbursed up to the award amount for eligible projects and will be required to provide a local match. Funds may cover planning, design, engineering, or construction phases, including capital investments.

PURPOSE & NEED SUMMARY STATEMENT: To support cost-effective regional and statewide mobility with investments in locally owned and operated transit services and facilities projects that improve travel speeds, reliability and quality of service, and the safe, convenient, affordable, and efficient movement of people.

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: Eligible projects for the grant program will improve regional and statewide mobility, and the safety, efficiency, and reliability of transit at the local level. Projects will reduce delays and travel time between major activity, population, and job centers in the state.

STATUS: Grant agreements from the first and second round of awards have been executed with sub-recipients.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased by \$1.0M to continue the STIP program in future years.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
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	3,000	0	238	501	1,511	250	250	250	3,000	0
Total	3,000	0	238	501	1,511	250	250	250	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Communications System Upgrade and Replacement

DESCRIPTION: Replace the existing phone system for Mobility and the Transit Information Contact Center.

PURPOSE & NEED SUMMARY STATEMENT: The existing Transit Information Contact Center and Mobility phone systems are nearing the end of their useful life. The replacement phone systems will act as a back-up to each other, reducing the probability of service outages.

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

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

ASSOCIATED IMPROVEMENTS:

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

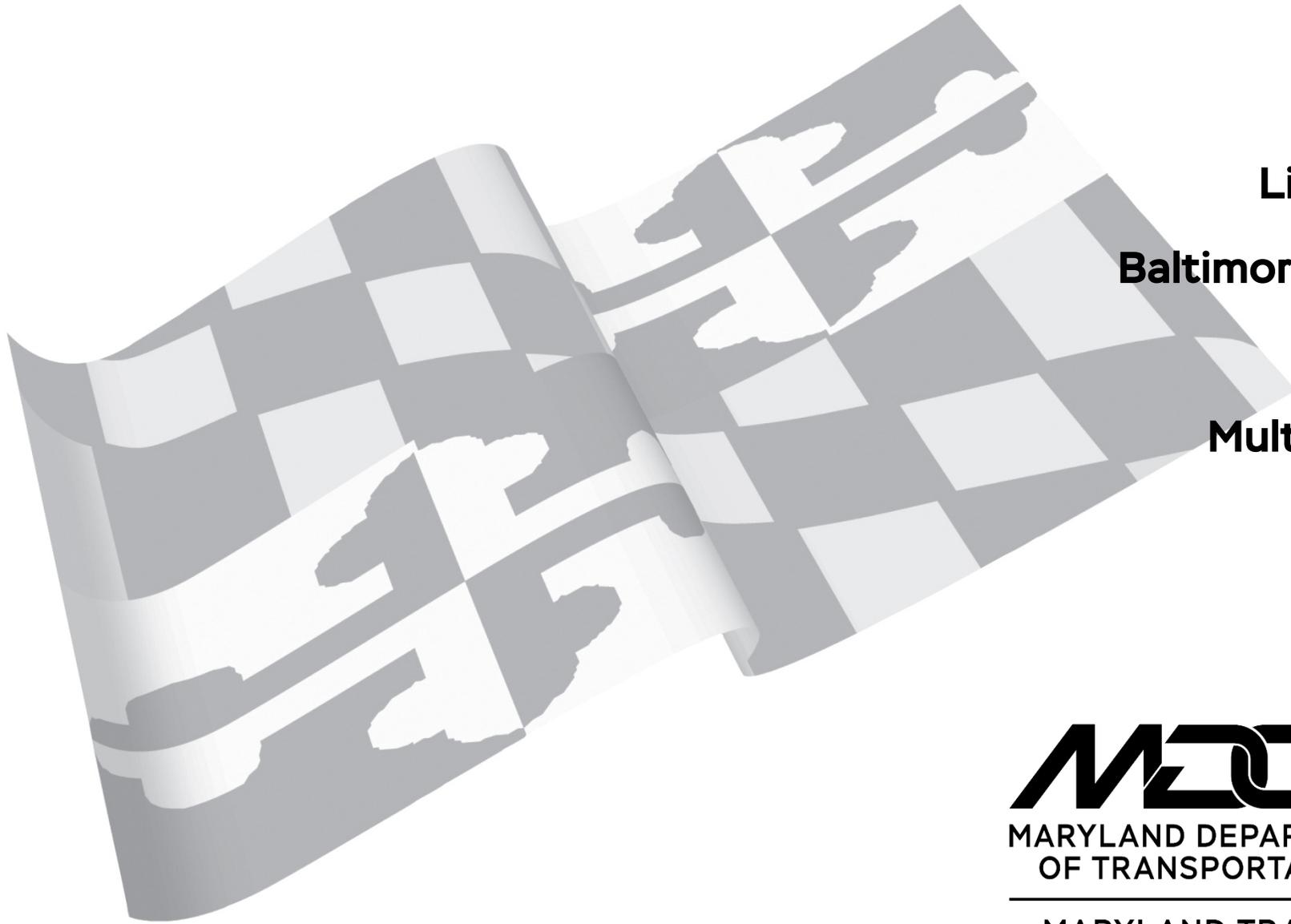
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Replacing of the end-of-life phone system will reduce outages, reduce maintenance costs, and increase employee efficiency.

STATUS: Design is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project added to construction program.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	5,000	0	0	0	0	0	0	5,000	5,000	0	
Total	5,000	0	0	0	0	0	0	5,000	5,000	0	
Federal-Aid	4,000	0	0	0	0	0	0	4,000	4,000	0	



MARC

Light Rail

Baltimore Metro

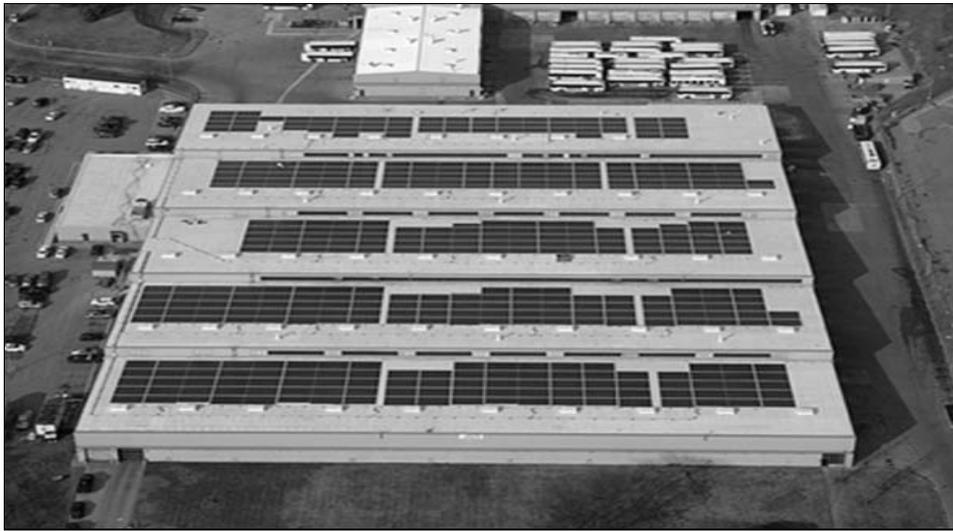
Bus

Multi-Modal

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Environmental Planning Initiatives

DESCRIPTION: Environmental planning and sustainability initiatives to mitigate negative environmental impacts from transit-related activities. Determine the feasibility of Zero Emissions Vehicle integration to the current system.

JUSTIFICATION: To support initiatives that ensure environmental sustainability throughout the region.

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: Design efforts underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	2,945	698	1,312	110	0	0	0	825	2,247	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,945	698	1,312	110	0	0	0	825	2,247	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Agency Innovation and Alternative Vehicles

DESCRIPTION: Supports the development of system enhancements throughout the agency, including improved work flows, resource utilization, data analysis. Also supports alternative methods of transportation.

JUSTIFICATION: Promoting enhanced efficiency throughout the agency will allow MDOT MTA to improve safety, reliability, and the overall customer 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:

STATUS: Ongoing planning efforts to investigate innovative methods.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

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 2019			FOR PLANNING PURPOSES ONLY					
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,107	0	607	0	0	0	0	500	1,107	0
Engineering	53	0	25	28	0	0	0	0	53	0
Right-of-way	153	0	60	93	0	0	0	0	153	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,313	0	692	121	0	0	0	500	1,313	0
Federal-Aid	98	0	98	0	0	0	0	0	98	0



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

DESCRIPTION: Preliminary engineering and assessment of a pedestrian bridge to connect the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

JUSTIFICATION: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

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

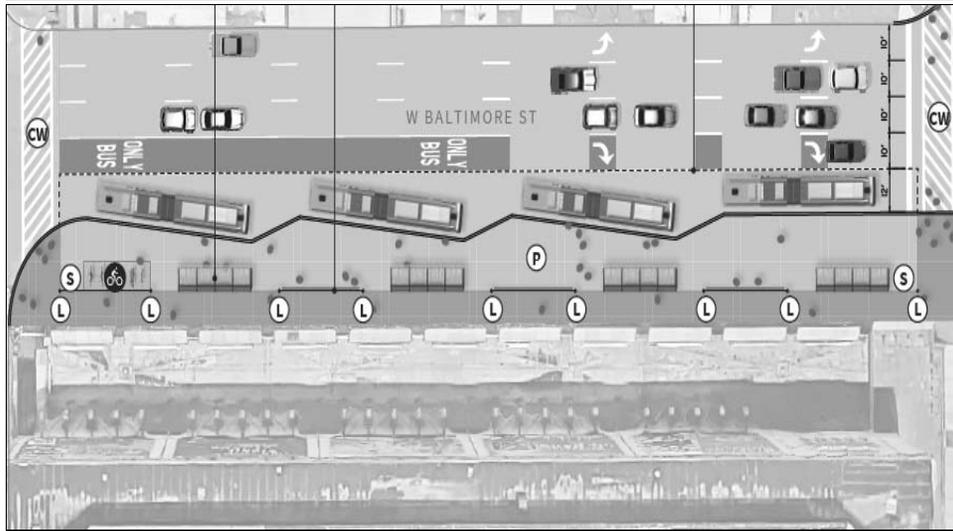
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Design will build on a feasibility study that began in FY 19.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

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 2019			2020	20212022.....2023.....2024.....			.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	0	0	0	0	0	0	0	1,000	1,000	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	1,000	0	0	0	0	0	0	0	1,000	1,000	0
Federal-Aid	800	0	0	0	0	0	0	0	800	800	0



PROJECT: Downtown Transfer Center

DESCRIPTION: Design of a transfer facility in Downtown Baltimore. Concept facility includes four bus bays on Baltimore Street near Royal Farms Arena.

JUSTIFICATION: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow enhanced operational efficiency.

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: Community outreach and design activities are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	174	0	174	0	0	0	0	0	174	0
Engineering	826	185	641	0	0	0	0	0	641	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	185	815	0	0	0	0	0	815	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Shared Mobility and Micro-Transit Work Plan

DESCRIPTION: The agencywide Shared Mobility Work Plan will improve first and last mile journeys, quality of mode choices, and equitable and accessible mobility by integrating shared mobility modes into MDOT MTA's core service area. Projects include carsharing, microtransit, on-demand paratransit, and, in coordination with BCDOT, use of transit stations as equity zones for dockless vehicles (scooters and bikes).

JUSTIFICATION: Valued MDOT MTA riders will benefit from enhanced safe, efficient, and reliable transit opportunities.

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

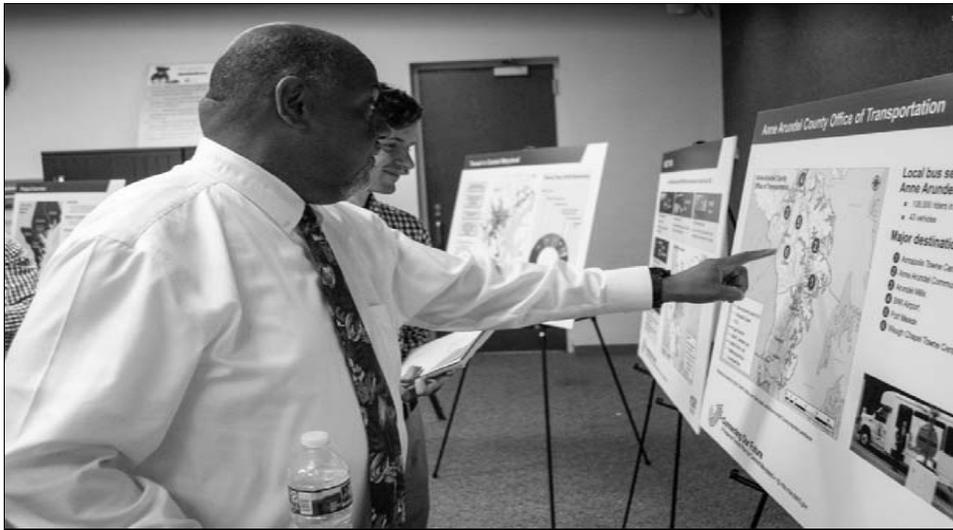
ASSOCIATED IMPROVEMENTS:

STATUS: Design activities 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	63	0	63	0	0	0	0	0	63	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	63	0	63	0	0	0	0	0	63	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.



PROJECT: Regional Transit Plan

DESCRIPTION: Development of a Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel County, Baltimore County, Baltimore City, Harford County, and Howard County.

JUSTIFICATION: This long-term plan will be used to enhance transit to valued riders throughout central Maryland.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Public input and consultation with Regional Transit Plan Commission is ongoing. Strategic planning efforts underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	5,000	1,265	2,735	1,000	0	0	0	0	3,735	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	1,265	2,735	1,000	0	0	0	0	3,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Transit Oriented Development Initiatives

DESCRIPTION: Support to State and MDOT initiatives on Transit Oriented Development (TOD) at rail stations and transit hubs throughout the system.

JUSTIFICATION: TOD promotes economic prosperity through efforts to mitigate costs related to reliance on transportation services, reducing pollution, and granting transit users access to business opportunities.

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: Station Area Concept Plans for Bowie State, Odenton, and Monocacy MARC station nearing completion. Additional Station Area Plans under review.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,072	3,066	256	100	100	100	200	250	1,006	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,072	3,066	256	100	100	100	200	250	1,006	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Eastern Bus Facility

DESCRIPTION: Design replacement for the existing Eastern Bus Division.

JUSTIFICATION: The existing Eastern facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. Replacing this facility will promote substantial operational efficiencies.

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 activities currently underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	250	0	250	0	0	0	0	0	250	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	250	0	250	0	0	0	0	0	250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

JUSTIFICATION: These plans are used by individual LOTS to enhance transit.

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

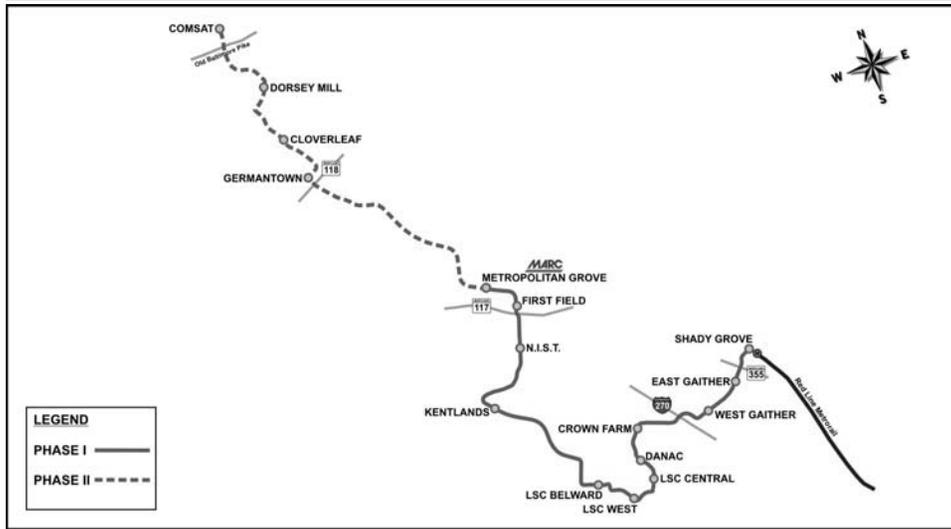
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	4,556	1,850	455	640	794	416	197	204	2,706	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,556	1,850	455	640	794	416	197	204	2,706	0
Federal-Aid	2,861	698	364	512	635	332	157	163	2,163	0



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

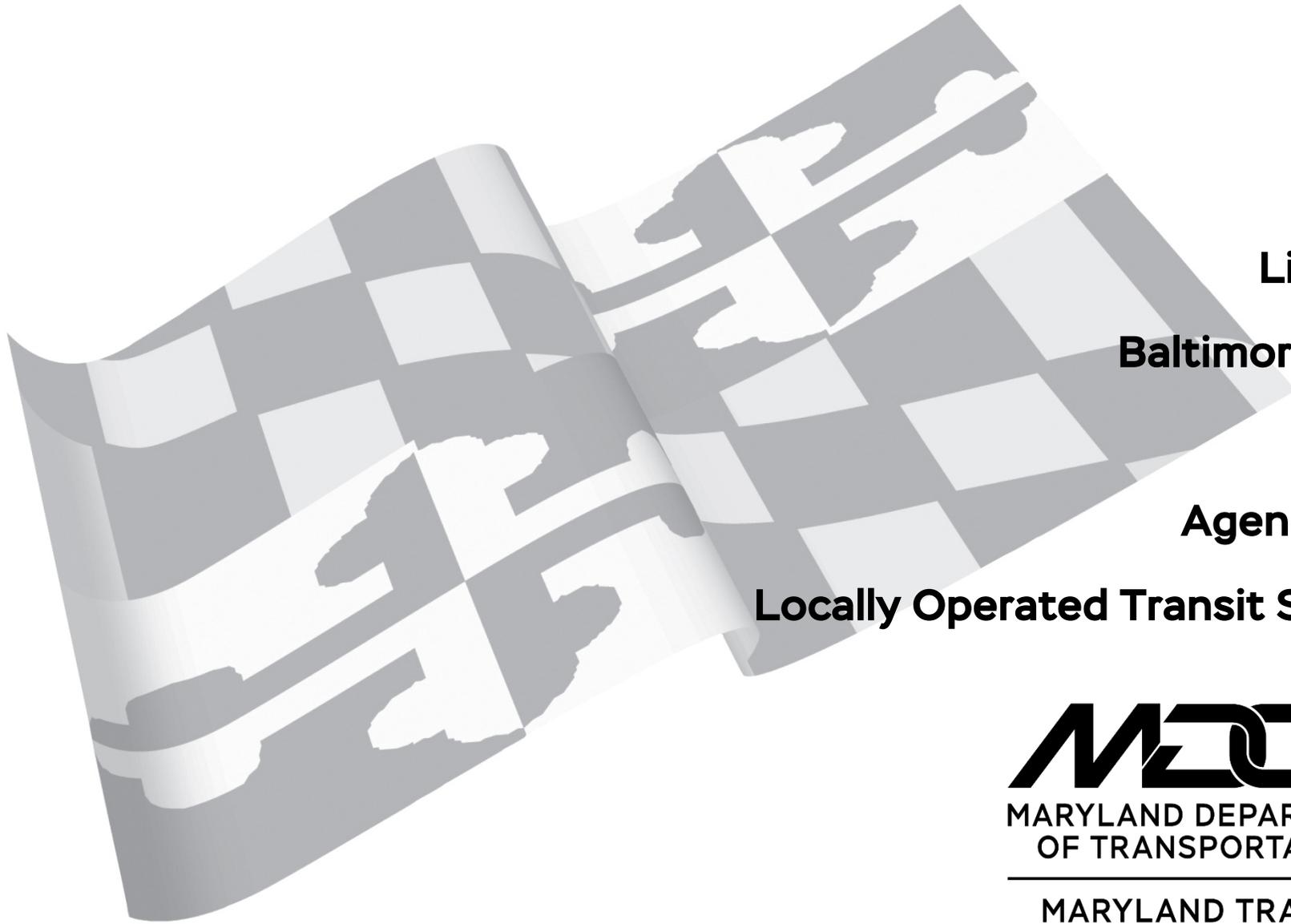
ASSOCIATED IMPROVEMENTS:

- Montgomery County Local Bus Program - Line 26.
- 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: The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	39,907	39,907	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,907	39,907	0	0	0	0	0	0	0	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>AGENCY WIDE IMPROVEMENTS FY 2020 AND 2021</u>		
1	AGY BICYCLE INITIATIVES (1449)	326	Ongoing
2	AGY BRIDGE & SUBWAY INSPECTION FUND (0608)	4,236	Ongoing
3	AGY CAPITAL PROGRAM SUPPORT FUND (1239)	5,286	Ongoing
4	AGY COMMUNICATIONS SYSTEMS UPGRADES & SUPPORT (1367)	1,156	Ongoing
5	AGY CORROSION CONTROL SERVICES PROGRAM (0752)	1,712	Ongoing
6	AGY ENERGY SAVINGS INITIATIVES (1422)	920	Ongoing
7	AGY ENVIRONMENTAL COMPLIANCE FUND (1149)	5,331	Ongoing
8	AGY MISC ENGINEERING PROJECTS (1070)	1,706	Ongoing
9	AGY NON-REVENUE VEHICLES FUND (1079)	2,702	Ongoing
10	AGY OWNER CONTROLLED INSURANCE PROGRAM FUND (0832)	1,818	Ongoing
11	AGY PARKING LOT INITIATIVES (0177)	2,828	Ongoing
12	AGY PAVEMENT INSPECTION FUND (0470)	299	Ongoing
13	AGY PLANNING STUDIES FUND (0510)	4,165	Ongoing
14	AGY RAIL PURCHASE FUND (0660)	1,691	Ongoing
15	AGY STANDARD SPECS & DETAILS FUND (0221)	3,382	Ongoing
16	AGY TELECOMMUNICATIONS PRESERVATION FUND (0493)	1,417	Ongoing
17	AGY TRANSIT OPERATIONS SUPPORT (1213)	1,787	Ongoing
18	AGY ADA COMPLIANCE (0266)	1,561	Underway
19	AGY CCTV BUS VAULTING LANES (1496)	525	Underway
20	AGY FIBER OPTIC CONNECTION (1486)	3,486	Underway
21	AGY MTA POLICE VIDEO MGMT SYSTEM REPLACEMENT (1516)	844	Underway
22	AGY SAFETY AND CLAIMS MANAGEMENT SYSTEMS (1473)	735	Underway
23	AGY SIGNAGE IMPROVEMENTS (0843)	2,499	Underway
24	AGY STATION ACCESS IMPROVEMENTS (1540)	475	Underway
25	AGY STATION COMMUNICATION CABINET UPGRADE (1593)	200	Underway
26	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE (1497)	829	Underway
27	AGY TMDL COMPLIANCE (1452)	7,426	Underway
28	AGY TRANSIT ASSET MANAGEMENT (1435)	1,696	Underway
29	AGY TRAPEZE INSTALLS AND UPGRADES (1482)	1,400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>BUS IMPROVEMENTS FY 2020 AND 2021</u>		
30	BUS FACILITIES MAINTENANCE AND EQUIPMENT FUND (1096)	3,990	Ongoing
31	BUS FACILITIES PRESERVATION FUND (0193)	4,779	Ongoing
32	BUS ROLLING STOCK PRESERVATION FUND (0554)	6,833	Ongoing
33	BUS BALTIMORELINK BUS SHELTER (1536)	2,703	Underway
34	BUS BUSH DIVISION HISTORIC GABLE WINDOW REPLACEMENT (1527)	3,075	Underway
35	BUS DIVISION WIRELESS UPGRADE (1504)	780	Underway
36	BUS HYBRID BATTERY REPLACEMENT (1436)	17,332	Underway
37	BUS MINI OVERHAUL (1510)	762	Underway
38	BUS PRIORITY CORRIDORS (1537)	3,149	Underway
39	BUS WASHINGTON BLVD PAINT BOOTH REPLACEMENT (1528)	1,538	Underway
40	BUSH BUILDING 5 HVAC MECHANICAL EQUIPMENT REPLACEMENT (1529)	1,664	Underway
41	S WASHINGTON BLVD BLDGS 3 & 4 UPGRADES AND RENOVATION (1520)	6,624	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS FY 2020 AND 2021</u>		
42	LTR ACCESS ROAD AND GATE PRESERVATION FUND (1189)	150	Ongoing
43	LTR BRIDGE PRESERVATION FUND (0248)	2,303	Ongoing
44	LTR CATENARY PRESERVATION FUND (1254)	1,941	Ongoing
45	LTR DRAINAGE IMPROVEMENTS FUND (0856)	7,858	Ongoing
46	LTR ELECTRICAL BOX REPLACEMENT ALL LTR STATIONS FUND (1187)	190	Ongoing
47	LTR GRADE CROSSING REPLACEMENT FUND (1048)	1,597	Ongoing
48	LTR INTERLOCKING RENEWALS FUND (1451)	9,854	Ongoing
49	LTR PRESERVATION FUND (0005)	4,026	Ongoing
50	LTR RAIL INSTALLATION FUND (0797)	1,524	Ongoing
51	LTR RAILROAD WORKER PROTECTION EQUIPMENT FUND (1364)	568	Ongoing
52	LTR REFURBISHING OF CARWASH FUND (1188)	441	Ongoing
53	LTR SUBSTATION PRESERVATION FUND (1227)	2,667	Ongoing
54	ATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT (1522)	309	Underway
55	ATION TRAIN DETECTION AND WORKER WARNING SYSTEM (SRD) (1508)	3,388	Underway
56	LTR 5KV SIGNAL POWER SYSTEM REPLACEMENT (1531)	4,050	Underway
57	LTR FLEXI FLOW (1538)	12	Underway
58	LTR PA/LED SIGNS REPLACEMENT (1294)	13,139	Underway
59	LTR TRACTION POWER SUBSTATION MAJOR REHABILITATION (1554)	540	Underway
60	LTR TRAIN CONTROL SIGNALS UPS UPGRADE (1521)	151	Underway
61	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE (1499)	1,457	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS FY 2020 AND 2021</u>		
62	MARC FACILITY IMPROVEMENT FUND (0199)	3,863	Ongoing
63	MARC PARKING LOT PRESERVATION FUND (1006)	2,177	Ongoing
64	MARC ROLLING STOCK PRESERVATION FUND (0634)	4,209	Ongoing
65	MARC STRUCTURAL INSPECTION SERVICES D&E (1376)	208	Ongoing
66	MARC PA/LED SIGNS REPLACEMENT (0430)	11,353	Underway
67	MARC PENN STATION TOD SUPPORT (1600)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS FY 2020 AND 2021</u>		
68	METRO BRIDGE & ELEVATED STRUCTURES PRESERVATION FUND (0239)	3,365	Ongoing
69	METRO RAIL INSTALLATION FUND (0868)	4,473	Ongoing
70	METRO SYSTEM PRESERVATION FUND (0179)	5,476	Ongoing
71	METRO TUNNEL PRESERVATION FUND (0529)	3,066	Ongoing
72	YEARLY TESTING AND REPAIR OF FIRE PROTECTION SERVICES (1186)	1,208	Ongoing
73	DEWATERING STATIONS CONTROLS & EQUIPMENT REPLACEMENT (1532)	200	Underway
74	METRO STAT X FIRE EXTINGUISHING AGENT REPLACEMENT (1480)	2,263	Underway
75	METRO TUNNEL AND STATION DOOR REPAIR/REPLACEMENT (1498)	2,703	Underway
76	METRO TUNNEL STANDPIPE INSPECTION & REPAIR (1514)	250	Underway
77	METRO UPS SYSTEM UPGRADES (1535)	2,955	Underway
78	METRO WAYSIDE EMERGENCY TELEPHONE SYSTEMS (1288)	8,187	Underway
79	RO SIGNAL AND TRACTION POWER SYSTEM PRESERVATION FUND (0840)	2,235	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
80	<u>MOBILITY IMPROVEMENTS FY 2020 AND 2021</u> MOL MISC. IMPROVEMENTS FUND (1166)	2,139	Ongoing
81	MOBILTY CAD/AVL SYSTEM REPLACEMENT (1483)	6,400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 53

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2020 AND 2021</u>		
82	AGY CTIPP IT EQUIPMENT (1103)	2,077	Ongoing
83	AGY INFORMATION TECHNOLOGY PRESERVATION FUND (1396)	1,368	Ongoing
84	ITP HIGH AVAILABILITY ENVIRONMENT (1495)	671	Underway
85	ITP REAL TIME PASSENGER INFORMATION SYSTEM (1418)	5,444	Underway
86	ITP SWITCH REPLACEMENT (1494)	1,139	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 54

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
87	<u>LOTS IMPROVEMENTS FY 2019 COMPLETIONS</u> AGY HOWARD COUNTY BRT (1481)	143	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 55

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
88	<u>LOTS IMPROVEMENTS FY 2020 AND 2021</u> AGY GUARANTEED RIDE HOME (1419)	136	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>			
<u>ALLEGANY COUNTY FY 2019 COMPLETIONS</u>			
1	1 Heavy Duty Bus Replacement 308 (FY15)	391	Complete
2	Preventive Maintenance (FY18)	350	Complete
3	Small Replacement Bus - 630 (FY19)	60	Complete
4	Vehicle Parking Addition (FY16)	12	Complete
<u>ANNAPOLIS FY 2019 COMPLETIONS</u>			
1	Electronic Farebox System (FY16)	200	Complete
2	Heavy Duty Floor Jacks (FY17)	9	Complete
3	Preventive Maintenance (FY18)	400	Complete
4	Preventive Maintenance (FY19)	400	Complete
5	Scan Tool (FY18)	6	Complete
6	Small Cutaway Replacement Bus - 300 (FY19)	87	Complete
7	Small Cutaway Replacement Bus - 301 (FY19)	87	Complete
<u>ANNE ARUNDEL COUNTY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	197	Complete
<u>BALTIMORE CITY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	82	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2019 COMPLETIONS</u>			
1	Electronic Farebox (FY18 5339)	14	Complete
2	Electronic Fareboxes (FY15 5339)	30	Complete
3	In-Vehicle Camera System (FY13)	50	Complete
4	Preventive Maintenance (FY18 5307)	36	Complete
5	Preventive Maintenance (FY18 5311)	137	Complete
6	Ridesharing (FY18)	9	Complete
7	Small Replacement Bus - 134 (FY19 5339)	66	Complete
<u>CARROLL COUNTY FY 2019 COMPLETIONS</u>			
1	1 Small Replacement Bus - 3374 (FY19 5339)	61	Complete
2	1 Small Replacement Bus - 3382 (FY19 5339)	61	Complete
3	1 Small Replacement Bus - 3390 (FY19 5339)	61	Complete
4	Preventive Maintenance (FY18)	200	Complete
<u>CECIL COUNTY FY 2019 COMPLETIONS</u>			
1	3 Bus Wraps (FY15)	13	Complete
2	3 Surveillance Cameras	18	Complete
3	Preventive Maintenance (FY18)	150	Complete
4	Preventive Maintenance (FY19)	150	Complete
5	Small Replacement Bus - 231 (FY19 5307)	76	Complete
<u>CENTRAL MD NON-PROFIT FY 2019 COMPLETIONS</u>			
1	Central MD Regional Transit - VTCLI Statewide TRIP (FY15)	487	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CHARLES COUNTY FY 2019 COMPLETIONS</u>			
1	3 Medium Replacement Buses - T79, T80, T27 (FY18)	290	Complete
2	4 Medium Replacement Buses - T75, T76, T77, T78 (FY18)	676	Complete
3	Preventive Maintenance (FY18)	227	Complete
<u>DORCHESTER COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18)	75	Complete
<u>EASTERN SHORE NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Delmarva Community Services - 1 Small Replacement Bus - 166 (FY18/19 5310)	65	Complete
2	Delmarva Community Services - VTCLI One Call/One Click Center (FY15)	500	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Action in Maturity - 1 Small Expansion Bus (FY18 SS)	59	Complete
2	Action in Maturity - Preventive Maintenance (FY18/19)	8	Complete
3	Appalachian Parent Assoc - Preventive Maintenance (FY18/19)	44	Complete
4	Appalachian Parent Assoc - Small Replacement Bus - 14 (FY18 SS)	56	Complete
5	ARC of Southern Maryland - 1 Small Expansion Bus (FY18/19)	65	Complete
6	ARC of Washington County - 1 Small Replacement Bus (FY18 SS)	57	Complete
7	ARC of Washington County - Preventive Maintenance (FY16/17)	15	Complete
8	Center for Life Enrichment - 1 Small Expansion Bus (FY18 SS)	65	Complete
9	Daybreak Adult Day Services - 1 Small Replacement Bus - #6 (FY18 SS)	59	Complete
10	Easter Seals Baltimore - 1 Small Replacement Bus (FY18 SS)	65	Complete
11	Easter Seals Hagerstown - Preventive Maintenance (FY18/19)	15	Complete
12	Easter Seals Hagerstown - Preventive Maintenance (FY16/17)	18	Complete
13	Mosaic - 2 Small Replacement Buses (FY18 SS)	117	Complete
14	Mosaic - Preventive Maintenance (FY18/19)	51	Complete
15	Partners In Care - Preventive Maintenance (FY16/17)	5	Complete
16	Partners In Care-Mobility Management (FY16/17)	294	Complete
17	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY18 SS)	61	Complete
18	Progress Unlimited, Inc. - Preventive Maintenance (FY16/17)	76	Complete
19	Progress Unlimited, Inc. - Preventive Maintenance (FY17 SS)	19	Complete
20	Progress Unlimited, Inc. - Preventive Maintenance (FY18/19)	70	Complete
21	Somerset Community Services - 1 Small Replacement Bus (FY18 SS)	61	Complete
22	Spring Dell - 7 Security Cameras (FY18/19)	15	Complete
23	Spring Dell - Preventive Maintenance (FY16/17)	45	Complete
24	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY16/17)	6	Complete
25	The League for People with Disabilities - 1 Small Replacement Bus (FY18 SS)	65	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2019 COMPLETIONS (cont'd)</u>			
26	Unified Community Connections - 1 Small Replacement Bus (FY18/19)	55	Complete
27	Way Station - 1 Small Expansion Bus (FY18 SS)	65	Complete
28	Winter Growth - 1 Small Expansion Bus (FY18 SS)	61	Complete
<u>FREDERICK COUNTY FY 2019 COMPLETIONS</u>			
1	3 Heavy Duty Diesel Replacement Buses - 35925, 35924, 35926 (FY18)	1,200	Complete
2	Electric Bus 35920 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
3	Electric Bus 35922 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
4	Electric Bus 35928 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
5	Facility Update D&E (FY17)	390	Complete
6	Gas Medium Duty 37963 (FY17)	133	Complete
7	Paratransit Software (FY17)	275	Complete
8	Preventive Maint (FY17 5311)	70	Complete
9	Preventive Maintenance (FY18 5307)	700	Complete
10	Small Gas Cutaway Replacement Bus - 37960 (FY19 5339)	69	Complete
11	Small Gas Cutaway Replacement Bus - 37961 (FY19 5339)	72	Complete
12	Small Gas Cutaway Replacement Bus - 37962 (FY19 5339)	69	Complete
<u>GARRETT COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18)	267	Complete
2	Small Replacement Bus - 185	57	Complete
3	Small Replacement Bus - 186	57	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTYFY 2019 COMPLETIONS</u>			
1	2 Small Replacement Buses - 8005, 8011 (FY18 5307)	167	Complete
2	Bus Shelters (FY13)	130	Complete
3	Bus Wash Renovation (FY14)	55	Complete
4	Bus Wash Renovation (FY16)	30	Complete
5	Call Center Phone (FY15)	14	Complete
6	Garage Door Repair (FY14)	30	Complete
7	Ridesharing (FY18)	88	Complete
<u>HOWARD COUNTY FY 2019 COMPLETIONS</u>			
1	Bus Rapid Transit (BRT) Plan (FY18)	143	Complete
2	Pilot Rideshare Assistance (FY16)	197	Complete
3	Ridesharing (FY18)	131	Complete
<u>MONTGOMERY COUNTY FY 2019 COMPLETIONS</u>			
1	Bus Replacement (FY18 WAG)	2,000	Complete
2	Ridesharing (FY18)	372	Complete
<u>OCEAN CITY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY19 5311)	600	Complete
<u>PRINCE GEORGE'S COUNTY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	269	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>QUEEN ANNE'S COUNTYFY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY19 5311 & LU)	65	Complete
2	Small Cutaway Replacement Bus - 320 (FY19 5339)	71	Complete
3	Small Cutaway Replacement Bus - 340 (FY19 5339)	71	Complete
<u>SOMERSET COUNTYFY 2019 COMPLETIONS</u>			
1	Small Replacement Bus - 17 (FY19 SS 5310)	56	Complete
2	Small Replacement Bus - 21 (FY19 SS 5310)	56	Complete
3	Smith Island Study (FY17)	40	Complete
<u>SOUTHERN MD NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Tri-County Council of Southern Maryland - Ridesharing (FY18)	109	Complete
<u>ST MARY'S COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18 5307 & 5311)	125	Complete
<u>TALBOT COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18 5311)	84	Complete
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2019 COMPLETIONS</u>			
1	2 Medium Replacement Buses (FY18 5307)	236	Complete
2	Bus Wash Equipment (FY18 5307)	500	Complete
3	Facility Construction Phase III	1,557	Complete
4	Mobility Management (FY18 5307)	143	Complete
5	Mobility Management (FY19 5307)	143	Complete
6	Preventive Maintenance (FY18 5307)	826	Complete
7	Small Replacement Bus - 55 (FY19 5339)	72	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>		
	<u>WASHINGTON COUNTY FY 2019 COMPLETIONS</u>		
1	Preventive Maintenance (FY18 5307)	300	Complete
	<u>WICOMICO COUNTY FY 2019 COMPLETIONS</u>		
1	See Tri-County Council for the Lower Eastern Shore for Projects		
	<u>WORCESTER COUNTY FY 2019 COMPLETIONS</u>		
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ALLEGANY COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 304 (FY18)	300	FY 2020
2	1 Medium Replacement Bus - 305 (FY18)	300	FY 2020
3	1 Medium Replacement Bus (FY13)	309	FY 2020
4	Medium Duty under 30' Replacement 303 (FY17)	175	FY 2020
5	Medium Replacement Bus - 307 (FY19)	249	FY 2020
6	Transportation Development Plan (FY19)	100	FY 2020
7	1 Heavy Duty Bus Replacement - 299 (FY20)	137	FY 2021
8	1 Small Bus Replacement - 634 (FY20)	92	FY 2021
9	Preventive Maintenance (FY20)	350	FY 2021
10	Preventive Maintenance (FY19)	350	Ongoing
11	Vehicle Cameras APC (FY15)	237	Underway
<u>ANNAPOLIS FY 2020 AND 2021</u>			
1	Office Furniture (FY20)	10	FY 2020
2	Preventive Maintenance (FY20)	45	FY 2020
3	1 Medium Bus Replacement - 253 (FY20)	386	FY 2021
4	1 Medium Bus Replacement - 256 (FY20)	386	FY 2021
5	40 Bus Stop Shelters (FY14)	422	Underway
6	Maintenance Shop Rehabilitation	105	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ANNE ARUNDEL COUNTY FY 2020 AND 2021</u>			
1	Ridesharing (FY20)	197	FY 2020
2	1 Medium Replacement Bus - 9544 (FY20)	139	FY 2021
3	1 Medium Replacement Bus - 9545 (FY20)	139	FY 2021
4	1 Medium Replacement Bus - 9547 (FY20)	139	FY 2021
5	1 Medium Replacement Bus - 9710 (FY19 5339)	180	FY 2021
6	1 Medium Replacement Bus - 9711 (FY19 5339)	180	FY 2021
7	1 Medium Replacement Bus - 9548 (FY18)	194	FY 2021
8	1 Medium Replacement Bus - 9549 (FY18)	194	FY 2021
9	Mobile Radios (FY19 5339)	35	FY 2021
10	Ridesharing (FY19)	197	Ongoing
<u>BALTIMORE CITY FY 2020 AND 2021</u>			
1	Ridesharing (FY20)	82	FY 2020
2	Ridesharing (FY19)	82	Ongoing
<u>BALTIMORE COUNTY FY 2020 AND 2021</u>			
1	BMC Ridesharing (FY20)	170	FY 2020
2	Transportation Development Plan (FY20)	95	FY 2020
3	1 Small Bus Replacement - 30381 (FY20)	61	FY 2021
4	1 Small Bus Replacement - 30382 (FY20)	61	FY 2021
5	BMC Ridesharing (FY18)	170	Ongoing
6	BMC Ridesharing (FY19)	170	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus (FY16 5311 & 5307)	148	FY 2020
2	Preventive Maintenance (FY20 5307)	32	FY 2020
3	Preventive Maintenance (FY20 5311)	119	FY 2020
4	Ridesharing (FY20)	9	FY 2020
5	Transportation Development Plan (FY20 5304)	95	FY 2020
6	1 Small Bus Replacement - 138 (FY20 5339)	63	FY 2021
7	1 Small Bus Replacement - 140 (FY20 5339)	69	FY 2021
8	Preventive Maintenance (FY19 5307)	36	Ongoing
9	Preventive Maintenance (FY19 5311)	137	Ongoing
10	Ridesharing (FY19)	9	Ongoing
11	AVL Equipment (FY18 5339)	4	Underway
<u>CARROLL COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20)	150	FY 2020
2	1 Small Bus Replacement - 3381 (FY20)	62	FY 2021
3	1 Small Bus Replacement - 3386 (FY20)	66	FY 2021
4	1 Small Bus Replacement - 3387 (FY20)	66	FY 2021
5	Preventive Maintenance (FY19)	200	Ongoing
6	Transportation Development Plan (FY18)	95	Ongoing
7	Replacement Tablets (18) (FY18)	9	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 225 (FY18)	210	FY 2020
2	1 Replacement Bus 35' (FY15)	226	FY 2020
3	2 Expansion 35' HD Buses	451	FY 2020
4	Bus Wraps for Cutaway Buses (FY16)	7	FY 2020
5	Hub Study - Phase II	175	FY 2020
6	Medium duty 35' Expansion (FY17)	300	FY 2020
7	Medium duty 35' Expansion (FY17)	300	FY 2020
8	Medium Replacement Bus - 229 (FY19 5307)	274	FY 2020
9	Mobile Radios (FY17)	7	FY 2020
10	Preventive Maintenance (FY20)	170	FY 2020
11	3 Bus Wraps (FY20)	13	FY 2021
12	Automatic Annunciators (FY20)	80	FY 2021
13	Automatic Passenger Counters (FY20)	70	FY 2021
14	Small Cutaway Bus - 230 (FY20)	77	FY 2021
15	Small Cutaway Bus - 232 (FY20)	77	FY 2021
16	Small Cutaway Bus - 233 (FY20)	77	FY 2021
<u>CENTRAL MD NON-PROFIT FY 2020 AND 2021</u>			
1	Central MD Regional Transit (FY16/17 5310) - Mobility Management	1,104	Ongoing
2	Central MD Regional Transit (FY16/17 5310) - Travel Training	464	Ongoing
3	Central MD Regional Transit (FY18/19 5310) - Mobility Management	411	Ongoing
4	Central MD Regional Transit (FY18/19 5310) - Travel Training	38	Ongoing
5	New Freedom Program (Partners In Care)	20	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CHARLES COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - T29 (FY19 5339)	100	FY 2020
2	1 Medium Replacement Bus - T30 (FY19 5339)	100	FY 2020
3	1 Medium Replacement Bus - T31 (FY19 5339)	100	FY 2020
4	1 Medium Replacement Bus - T32 (FY19 5339)	100	FY 2020
5	1 Medium Replacement Bus - T33 (FY19 5339)	100	FY 2020
6	Design & Engineering for Facility (FY20)	500	FY 2020
7	Onboard Security Camera System (FY16)	138	FY 2020
8	Preventive Maintenance (FY20)	114	FY 2020
9	Shelter and Bus Stop Improvements (FY17)	50	FY 2020
10	1 Light Duty Paratransit Bus - T82	62	FY 2021
11	1 Light Duty Paratransit Bus - T87	62	FY 2021
12	Preventive Maintenance (FY19)	227	Ongoing
13	Feasibility Study Phase II (FY15)	300	Underway
<u>DORCHESTER COUNTY FY 2020 AND 2021</u>			
1	(2) Gas Engines (FY19 5311)	7	FY 2020
2	(2) Gas Transmissions (FY19 5311)	7	FY 2020
3	Preventive Maintenance (FY20)	50	FY 2020
4	1 Medium Duty Replacement Bus (FY13)	113	FY 2021
5	1 Small Bus Replacement - 197 (FY20)	77	FY 2021
6	1 Van Replacement - 189 (FY20)	50	FY 2021
7	Preventive Maintenance (FY19)	50	Ongoing
8	Transportation Development Plan (TDP) (FY16)	90	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>EASTERN SHORE NON-PROFITS FY 2020 AND 2021</u>			
1	Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	137	FY 2020
2	Delmarva Community Transit- Mobility Management (FY20/21)	460	FY 2020
3	Delmarva Community Transit- Mobility Management (FY18/19)	324	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021</u>			
1	Action in Maturity - Preventive Maintenance (FY20/21)	25	FY 2020
2	Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	26	FY 2020
3	Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	50	FY 2020
4	ARC of Northern Chesapeake Region - 1 Small Bus Expansion(FY20/21)	56	FY 2020
5	ARC of Northern Chesapeake Region - 2 Small Bus Replacements (FY20/21)	120	FY 2020
6	ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	9	FY 2020
7	ARC of Southern Maryland - 2 Small Bus Expansions(FY20/21)	100	FY 2020
8	ARC of Washington County - 1 Small Bus Replacement (FY20/21)	62	FY 2020
9	Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	63	FY 2020
10	Associated Catholic Charities - Preventive Maintenance (FY20/21)	55	FY 2020
11	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	69	FY 2020
12	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	20	FY 2020
13	Daybreak Adult Day Services - 1 Small Replacement Bus - #4 (FY20/21)	63	FY 2020
14	Daybreak Adult Day Services - 1 Small Replacement Bus - #8 (FY20/21)	63	FY 2020
15	Diakon - Preventive Maintenance (FY20/21)	6	FY 2020
16	Diakon - 1 Small Replacment Bus - #UGH307 (FY20/21)	63	FY 2020
17	Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	25	FY 2020
18	Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	24	FY 2020
19	Easter Seals Baltimore - Preventive Maintenance (FY20/21)	30	FY 2020
20	Easter Seals Hagerstown - 1 Small Replacement Bus - Phoenix (FY20/21)	67	FY 2020
21	Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	30	FY 2020
22	Friends Aware - Preventive Maintenance (FY20/21)	30	FY 2020
23	Harford Center - 1 Small Replacement Bus - 02 (FY20/21)	60	FY 2020
24	Harford Center - 1 Small Replacement Bus - 23 (FY20/21)	60	FY 2020
25	Harford Center - Preventive Maintenance (FY20/21)	6	FY 2020

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
26	Hopkins Elder Plus - 1 Small Replacement Bus - 24-001 (FY20/21)	68	FY 2020
27	Hopkins Elder Plus - Preventive Maintenance (FY20/21)	52	FY 2020
28	Hopkins Elder Plus - 1 Small Expansion Bus (FY20/21)	68	FY 2020
29	Humanim- 1 Small Replacement Bus-43 (FY20/21)	60	FY 2020
30	Humanim- 1 Small Replacement Bus-W4 (FY20/21)	60	FY 2020
31	Kent Center - Office Equipment (FY18/19)	4	FY 2020
32	Mosaic-2 Small Bus Expansions (FY20/21)	121	FY 2020
33	Mosaic-Preventive Maintenance (FY20/21)	60	FY 2020
34	Partners in Care-Mobility Management- All Programs (FY20/21)	591	FY 2020
35	Partners in Car-Preventive Maintenance (FY20/21)	40	FY 2020
36	Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	90	FY 2020
37	Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	7	FY 2020
38	Spring Dell -2 Small Bus Replacements (FY20/21)	126	FY 2020
39	St. Mary's Adult Medical Day Care - Small Bus Expansion (FY20/21)	59	FY 2020
40	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	13	FY 2020
41	The League for People with Disabilities - 1 Small Bus Expansion (FY20/21)	61	FY 2020
42	The League for People with Disabilities - 1 Small Bus Replacement (FY20/21)	64	FY 2020
43	Unified Community Connections- 2 Small Bus Replacements (FY20/21)	110	FY 2020
44	Washington County CAC - 2 Small Replacment Buses (FY20/21)	126	FY 2020
45	Washington County CAC - Mobility Management(FY20/21)	135	FY 2020
46	Way Station- 2 Small Replacement Buses (FY20/21)	120	FY 2020
47	Winter Growth - Preventive Maintenance (FY20/21)	2	FY 2020
48	Winter Growth-1 Small Replacement Bus (FY20/21)	75	FY 2020
49	Worcester County Comm on Aging - Computer/Software (FY18/19)	20	FY 2020
50	Worcester County Comm on Aging - Mobility Management (FY20/21)	106	FY 2020

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
51	Worcester County Developmental Center - 2 Small Replacement Buses (FY20/21)	120	FY 2020
52	Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	50	FY 2021
53	Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	50	FY 2021
54	ARC of Washington County - 2 Minivans Expansion (FY20/21)	100	FY 2021
55	Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	500	FY 2021
56	Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	150	FY 2021
57	Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	50	FY 2021
58	Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	100	FY 2021
59	Freedom Landing - 2 Expansion Minivans (FY16/17)	80	FY 2021
60	Friends Aware - 1 Minivan Expansion (FY20/21)	50	FY 2021
61	Harford Center - 1 Minivan - Expansion (FY20/21)	50	FY 2021
62	Humanim-2 Minivans-Expansion (FY20/21)	100	FY 2021
63	Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	50	FY 2021
64	Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	100	FY 2021
65	Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	13	FY 2021
66	Prologue, Inc. - 2 Minivan Replacements (FY20/21)	100	FY 2021
67	Providence Center- 10 Minivan Expansion (FY20/21)	500	FY 2021
68	Spring Dell- Minivan Replacement (FY 20/21)	50	FY 2021
69	Star Community-2 Minivans Expansion (FY20/21)	100	FY 2021
70	The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	50	FY 2021
71	The League for People with Disabilities - 1 Minivan Replacement (FY20/21)	50	FY 2021
72	Washington County CAC - 1 Minivan Expansion (FY20/21)	50	FY 2021
73	Winter Growth-1 Minivan Expansion (FY20/21)	50	FY 2021
74	Allegany County HRDC, Inc. - Mobility Management (FY18/19)	100	Ongoing
75	Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	27	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
76	ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	45	Ongoing
77	ARC of Southern Maryland - Mobility Management (FY18 SS)	114	Ongoing
78	ARC of Southern Maryland - Preventive Maintenance (FY18/19)	5	Ongoing
79	ARC of Washington County - Preventive Maintenance (FY18/19)	8	Ongoing
80	Associated Catholic Charities - Preventive Maintenance (FY18/19)	55	Ongoing
81	Athelas - Preventive Maintenance (FY18/19)	10	Ongoing
82	Bayside Community Network - Preventive Maintenance (FY16/17)	30	Ongoing
83	Bayside Community Network - Preventive Maintenance (FY18/19)	23	Ongoing
84	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	24	Ongoing
85	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	19	Ongoing
86	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	5	Ongoing
87	Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	3	Ongoing
88	Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	6	Ongoing
89	Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	10	Ongoing
90	Diakon - Preventive Maintenance (FY18/19)	4	Ongoing
91	Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	17	Ongoing
92	Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	48	Ongoing
93	Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	100	Ongoing
94	Easter Seals Baltimore - Preventive Maintenance (FY18/19)	44	Ongoing
95	Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	8	Ongoing
96	Freedom Landing - Preventive Maintenance (FY16/17)	9	Ongoing
97	Freedom Landing - Preventive Maintenance (FY18/19)	3	Ongoing
98	Friends Aware - Preventive Maintenance (FY16/17)	42	Ongoing
99	Friends Aware - Preventive Maintenance (FY18/19)	23	Ongoing
100	Hopkins Elder Plus - Preventive Maintenance (FY18/19)	35	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
101	Humanim-Preventive Maintenance (FY16/17)	20	Ongoing
102	Kent Center - Preventive Maintenance (FY16/17)	9	Ongoing
103	Kent Center - Preventive Maintenance (FY17 SS)	6	Ongoing
104	Kent Center - Preventive Maintenance (FY18/19)	5	Ongoing
105	LifeBridge Health - Mobility Management (FY18/19)	100	Ongoing
106	Lifestyles, Inc. - Preventive Maintenance (FY16/17)	2	Ongoing
107	Partners In Care - Preventive Maintenance (FY18/19)	20	Ongoing
108	Partners in Care-Mobility Management (18/19)	336	Ongoing
109	Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	30	Ongoing
110	Shore Up! - Preventive Maintenance (FY16/17)	12	Ongoing
111	Shore Up! - Preventive Maintenance (FY18/19)	12	Ongoing
112	Spring Dell - Preventive Maintenance (FY18/19)	42	Ongoing
113	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	3	Ongoing
114	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	6	Ongoing
115	Star Community - Preventive Maintenance (FY16/17)	3	Ongoing
116	The League for People with Disabilities - Preventive Maintenance (FY16/17)	7	Ongoing
117	Washington County CAC - Mobility Management(FY18 SS)	10	Ongoing
118	Washington County CAC - Mobility Management(FY18/19)	101	Ongoing
119	Washington County CAC - Preventive Maintenance (FY18/19)	15	Ongoing
120	Winter Growth - Preventive Maintenance (FY16/17)	2	Ongoing
121	Worcester County Comm on Aging - Mobility Management (FY18 SS)	45	Ongoing
122	Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	15	Ongoing
123	Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	5	Ongoing
124	Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	20	Ongoing
125	Worcester County Developmental Center - Preventive Maintenance (FY18/19)	65	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
126	Allegany County HRDC, Inc. - Ride To Wellness (FY18/19)	182	Underway
127	Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	3	Underway
128	Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	1	Underway
<u>FREDERICK COUNTY FY 2020 AND 2021</u>			
1	1 Electric Bus - 35927 (FY18)	585	FY 2020
2	Preventive Maintenance (FY19 5311)	70	FY 2020
3	Preventive Maintenance (FY20 5307)	700	FY 2020
4	Preventive Maintenance (FY20 5311)	70	FY 2020
5	Rideshare (FY20)	124	FY 2020
6	Transportation Development Plan (TDP) (FY20)	95	FY 2020
7	Preventive Maintenance (FY18 5311)	70	Ongoing
8	Preventive Maintenance (FY19 5307)	700	Ongoing
9	Ridesharing (FY19)	124	Ongoing
10	Facility Expansion Construction (FY18)	500	Underway
11	Facility Expansion Construction (FY20)	2,500	Underway
<u>GARRETT COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20)	267	FY 2020
2	1 Small Bus Replacement - 188 (FY20)	58	FY 2021
3	1 Small Bus Replacement - 208 (FY20)	58	FY 2021
4	Preventive Maintenance (FY19)	267	Ongoing
5	Transportation Development Plan (FY18)	95	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTY FY 2020 AND 2021</u>			
1	1 Medium Bus (FY13)	198	FY 2020
2	1 Medium Replacement Bus (FY16)	196	FY 2020
3	3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	586	FY 2020
4	Bus Shelters (FY18)	130	FY 2020
5	Bus Wash (FY18)	150	FY 2020
6	Fare Collection (FY18)	130	FY 2020
7	Office Space Buildout (FY18)	150	FY 2020
8	Operator Training Room A/C Funds (FY16)	25	FY 2020
9	Preventive Maintenance (FY20)	700	FY 2020
10	Ridesharing (FY20)	88	FY 2020
11	Routematch Replacement Tablets & Docks (FY20)	60	FY 2020
12	Security Cameras (FY18)	100	FY 2020
13	Support Vehicle - 8015 (FY19)	45	FY 2020
14	1 Heavy Duty Bus Replacement - 817 (FY20 5339)	413	FY 2021
15	1 Heavy Duty Bus Replacement - 819 (FY20)	413	FY 2021
16	1 Heavy Duty Bus Replacement - 824 (FY20)	413	FY 2021
17	1 Medium Replacement Bus - 8013 (FY19 5339)	265	FY 2021
18	1 Medium Replacement Bus - 814 (FY19 5307)	265	FY 2021
19	4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	355	FY 2021
20	Feasibility Study	150	FY 2021
21	Preventive Maintenance (FY19)	600	Ongoing
22	Ridesharing (FY19)	88	Ongoing
23	A/C for Training Room (FY15)	15	Underway
24	Bus Wash System (FY17)	280	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HOWARD COUNTY FY 2020 AND 2021</u>			
1	1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	365	FY 2020
2	1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	365	FY 2020
3	Preventive Maintenance (FY20)	53	FY 2020
4	Ridesharing (FY19)	131	FY 2020
5	1 Heavy Duty Bus Replacement - 9546 (FY20)	423	FY 2021
6	1 Heavy Duty Bus Replacement - 9552 (FY20)	423	FY 2021
7	Ridesharing (FY19)	131	Ongoing
<u>KENT COUNTY FY 2020 AND 2021</u>			
1	See Talbot County for Projects		
<u>MONTGOMERY COUNTY FY 2020 AND 2021</u>			
1	Bus Replacement (FY19 WAG)	2,000	FY 2020
2	Ridesharing (FY20)	372	FY 2020
3	Bus Replacement (FY20 WAG)	2,000	FY 2021
4	Ridesharing (FY19)	372	Ongoing
<u>OCEAN CITY FY 2020 AND 2021</u>			
1	Facility Construction Oversight (FY20 5311)	200	FY 2020
2	Preventive Maintenance (FY20)	600	FY 2020
3	Transit Facility Construction (FY20 5311)	6,263	FY 2020
4	Facility Construction Oversight (FY19 5311)	488	Underway
5	Transit Campus Construction (FY18 5311)	6,250	Underway
6	Transit Campus Construction (FY19 5311)	7,500	Underway
7	Transit Facility D & E (FY17)	520	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>PRINCE GEORGE'S COUNTY FY 2020 AND 2021</u>			
1	Bus Stop Improvements (FY15)	500	FY 2020
2	Ridesharing (FY20)	269	FY 2020
3	Bus Replacement (FY19 WAG)	500	FY 2021
4	Bus Replacement (FY20 WAG)	500	FY 2021
5	Bus Stop Improvements (Buses)(FY16 WAG)	500	FY 2021
6	Bus Stop Improvements (Buses)(FY17 WAG)	500	FY 2021
7	Bus Stop Improvements (Buses)(FY18 WAG)	500	FY 2021
8	Ridesharing (FY19)	269	Ongoing
9	Bus Stop Improvements (FY13 & FY14)	735	Underway
<u>QUEEN ANNE'S COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20 5311 & LU)	85	FY 2020
2	Small Cutaway Replacement Bus - 263 (FY20 5339)	72	FY 2020
3	Small Cutaway Replacement Bus - 264 (FY20 5339)	74	FY 2020
4	Transportation Development Plan (FY17)	90	Underway
<u>SOMERSET COUNTY FY 2020 AND 2021</u>			
1	See Tri-County Council for the Lower Eastern Shore Projects		
2	1 Small Replacement Bus - 15 (FY20 5310)	60	FY 2020
3	1 Small Replacement Bus - 22 (FY20 5310)	60	FY 2020
<u>SOUTHERN MD NON-PROFITS FY 2020 AND 2021</u>			
1	Tri-County Council of Southern Maryland - Ridesharing (FY20)	109	FY 2020
2	Tri-County Council of Southern Maryland - Ridesharing (FY19)	109	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ST MARY'S COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 45 (FY19 5339)	189	FY 2020
2	1 Medium Replacement Bus - 46 (FY19 5339)	189	FY 2020
3	1 Medium Replacement Bus - 47 (FY19 5339)	189	FY 2020
4	1 Medium Replacement Bus (FY17 5339)	138	FY 2020
5	3 30' HD Replacement Buses (FY16 5307 & 5311)	414	FY 2020
6	4 Medium Replacement Buses (FY15 5339 & 5307 & 5311)	500	FY 2020
7	Preventive Maintenance (FY20 5307 & 5311)	124	FY 2020
8	Routing Software (FY20 5307 & 5311)	446	FY 2021
9	Preventive Maintenance (FY17 5307 & 5311)	94	Ongoing
10	Preventive Maintenance (FY19 5307 & 5311)	125	Ongoing
11	Transportation Development Plan (FY18)	95	Ongoing
<u>TALBOT COUNTY FY 2020 AND 2021</u>			
1	1 Small Bus Replacement - 801 (FY20 5339)	77	FY 2020
2	Preventive Maintenance (FY20 5311)	30	FY 2020
3	1 Medium Replacement Bus - 2192 (FY19 5339)	194	FY 2021
4	1 Medium Replacement Bus - 2193 (FY18 5339)	175	FY 2021
5	1 Van Replacement - 20 (FY20 5339)	50	FY 2021
6	2 Medium Duty Replacement Buses (FY14)	223	FY 2021
7	Preventive Maintenance (FY19 5311)	50	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

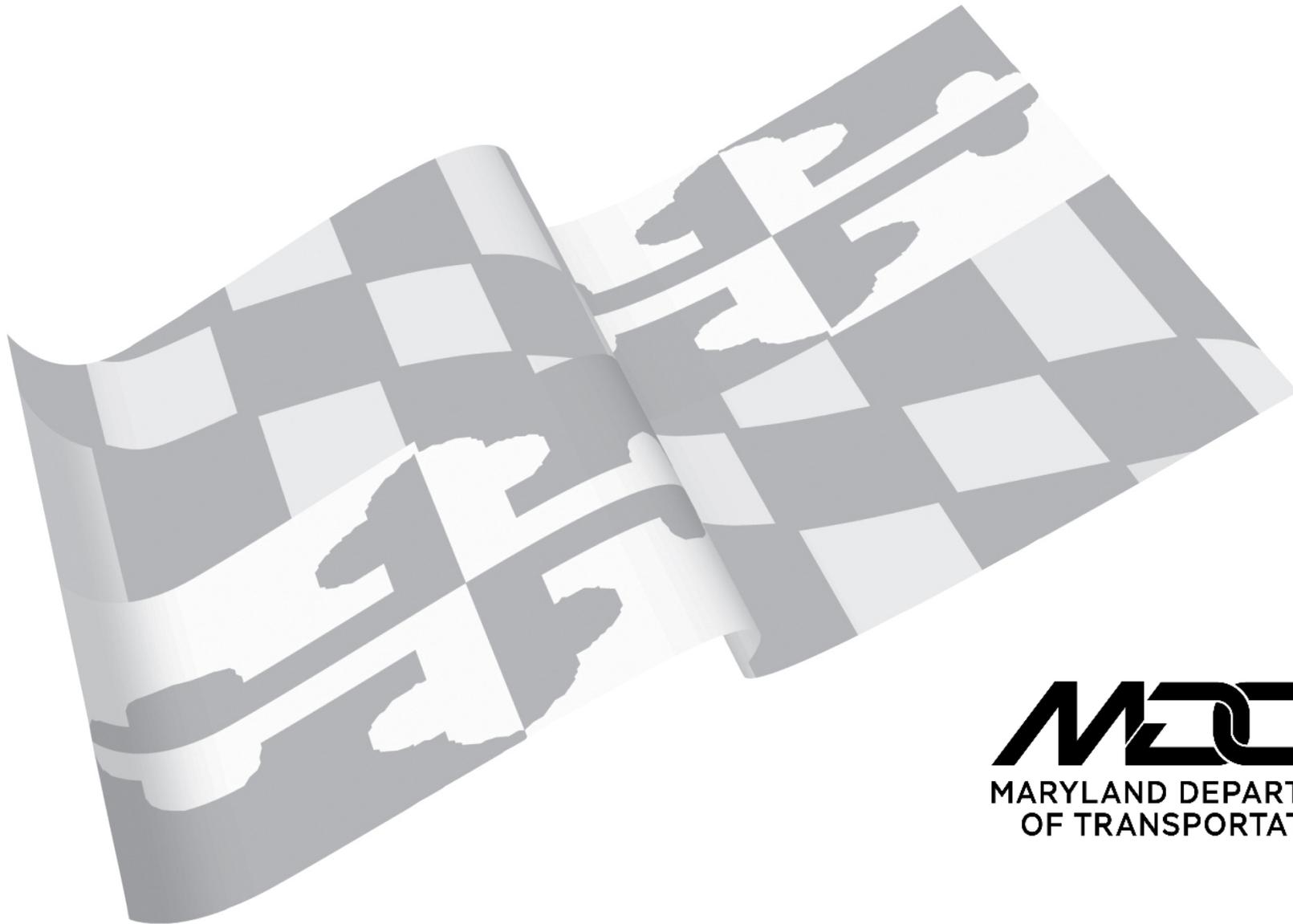
MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2020 AND 2021</u>			
1	1 Small Bus Replacement - 83 (FY20 5339)	72	FY 2020
2	1 Small Bus Replacement - 94 (FY20 5339)	72	FY 2020
3	1 Small Bus Replacement - 98 (FY20 5339)	72	FY 2020
4	Mobility Management (FY20 5307)	72	FY 2020
5	Preventive Maintenance (FY20 5307)	800	FY 2020
6	1 Medium Bus Replacement - 267 (FY20 5339)	169	FY 2021
7	1 Medium Bus Replacement - 405 (FY20 5339)	169	FY 2021
8	1 Medium Bus Replacement - 420 (FY20 5339)	169	FY 2021
9	1 Medium Replacement Bus - 406 (FY19 5339)	119	FY 2021
10	1 Medium Replacement Bus - 407 (FY19 5339)	119	FY 2021
11	Preventive Maintenance (FY19 5307)	800	Ongoing
<u>WASHINGTON COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 705 (FY19 5339)	249	FY 2020
2	1 Medium Replacement Bus - 706 (FY19 5339)	249	FY 2020
3	2 Medium Replacement Buses - 701, 702 (FY18 5307)	652	FY 2020
4	2 Medium Replacement Buses - 703, 704 (FY18 5307)	652	FY 2020
5	Preventive Maintenance (FY20 5307)	350	FY 2020
6	1 Medium Replacement Bus - 707 (FY20 5339)	401,340	FY 2021
7	Preventive Maintenance (FY19 5307)	300	Ongoing
8	Passenger Shelter Installs (FY13)	100	Underway
9	RouteMatch Fixed Route System (FY17)	310	Underway
<u>WICOMICO COUNTY FY 2020 AND 2021</u>			
1	See Tri-County Council for the Lower Eastern Shore for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
1	<p align="center"><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></p> <p align="center"><u>WORCESTER COUNTY FY 2020 AND 2021</u></p> <p>See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects</p>		



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
Special Funds	230.2	219.2	181.5	186.0	190.7	195.5	1,203.1
Federal Funds - WMATA *	99.9	99.9	99.9	99.9	99.9	99.9	599.4
General Funds Dedicated	110.0	125.0	167.0	167.0	167.0	167.0	903.0

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



PROJECT: WMATA Capital Investment Program

DESCRIPTION: The 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 2020 - 2025 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 2020 - 2025 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, the Federal Transit Administration and the Tri-State Oversight Committee.

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 Funding for "Passenger Rail Investments and Improvement Act of 2008" - P.L. 110-432 - Line 3
 Series 2017B and 2018 Debt Service - Line 5
 Governor's Capital Dedicated Funding - Line 6

STATUS: The FY 2020 - 2025 CIP was adopted by the WMATA Board of Directors on March 28, 2019.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$137.9M due to the addition of FY 2025 funding, offset by WMATA budget requests.

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 2019			YEAR 2020	YEAR 2021	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	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	0
Total	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

9004, 9006



PROJECT: Project Development

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 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 2019 - 24 CTP: The project cost increased \$1.0M due to the addition of funding for FY 2025.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	0	
Total	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	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 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

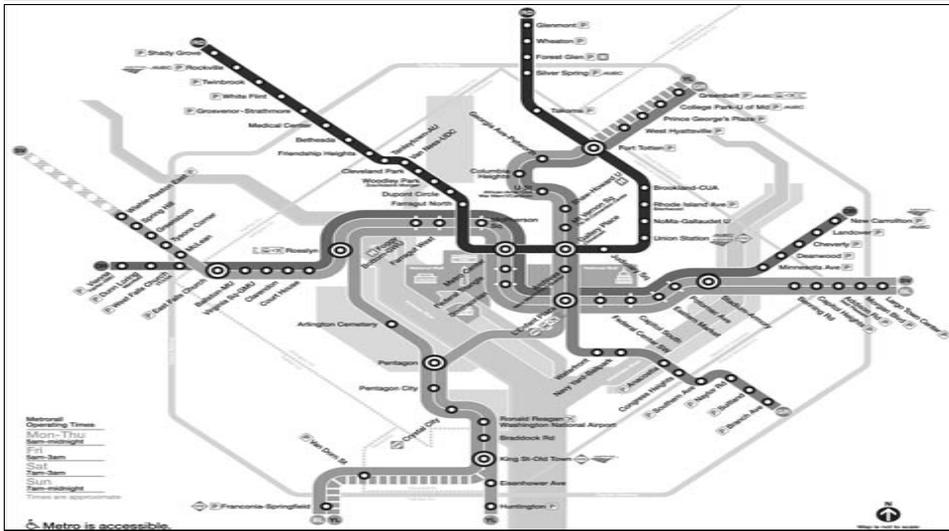
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvements Program - Line 1

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2020 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2025.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$50.0M due to the addition of funding in FY 2025.

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
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	750,000	450,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	750,000	450,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	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 term 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. The 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
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's share of the annual contributions to the Metro Matters Program is approximately \$9.9M during the FY 2020 - FY 2025. The final maturity of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$9.9M due to the addition of FY 2025.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Total	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Series 2017B and 2018 Debt Service

DESCRIPTION: WMATA debt service represents the amount of bond debt taken on by the Authority after agreement by the state to cover the costs of debt repayment and associated fees. This includes the 2017B Series debt for FY 2018 and the 2018 Series debt for FY 2019. This debt was approved for funding Maryland's share fo WMATA's Capital Improvement Program (CIP).

JUSTIFICATION: These series of debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its CIP.

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

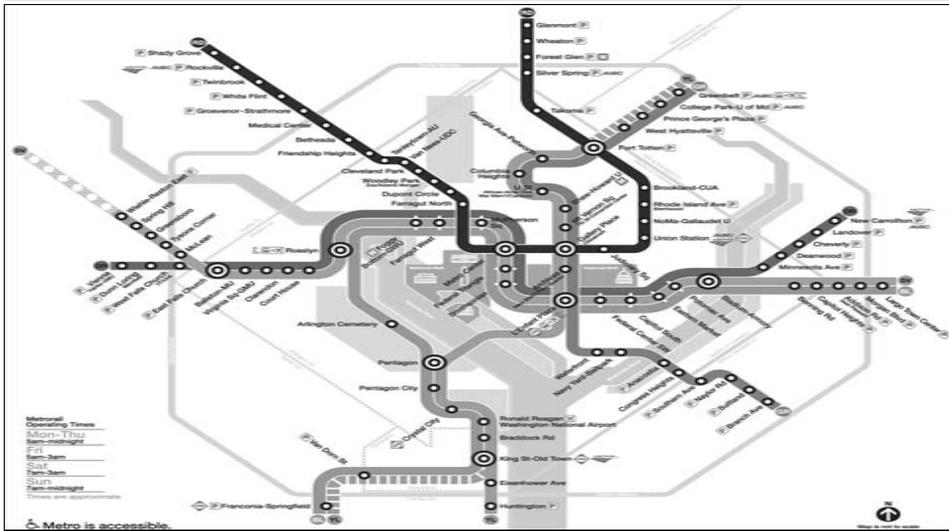
ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvements Program - Line 1

STATUS: Maryland's share of WMATA debt payment for FY 2018 and 2019, with programmed funding beginning in FY 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$20.5M due to the addition of FY 2025.

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 2019			YEAR 2020	YEAR 2021	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	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Total	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9012, 9013



PROJECT: Governor's Capital Dedicated Funding

DESCRIPTION: In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167.0M will be appropriated to WMATA annually as Maryland's portion of the dedicated fund toward it's capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500.0M dedicated capital fund.

JUSTIFICATION: The funding is mandated by state legislation. Maryland will provide \$167.0M annually to WMATA's Capital Improvement Program beginning in FY 2020.

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

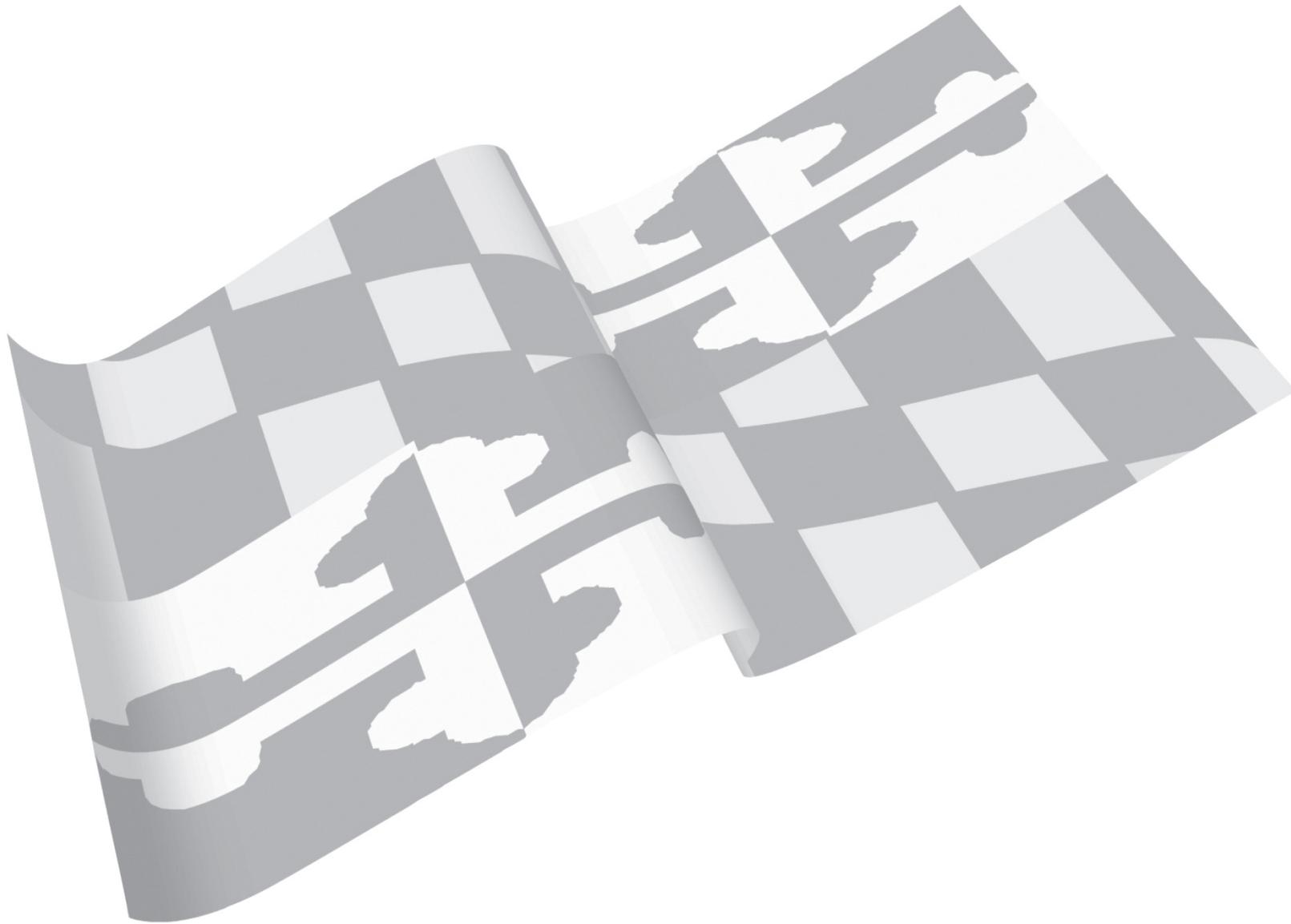
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program - Line 1

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$167.0M due to the addition of funding in FY 2025.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
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	1,002,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Total	1,002,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

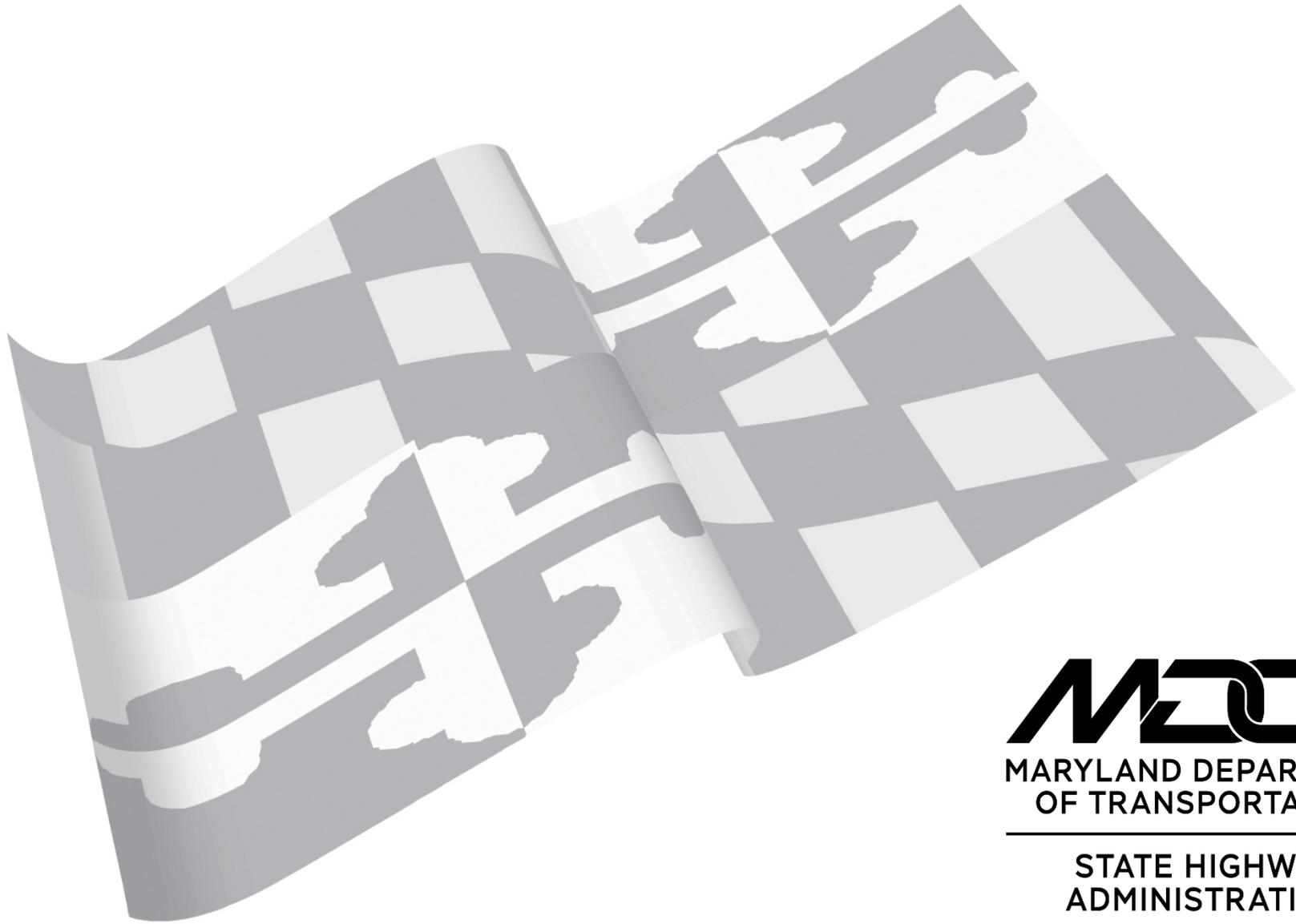


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	425.7	343.4	208.9	162.2	59.3	3.4	1,202.9
Safety, Congestion Relief and Community Enhancements	883.9	810.9	719.7	698.6	695.7	698.2	4,507.0
Other System Preservation	52.8	41.2	41.2	41.5	41.9	42.2	260.8
Programs 3 & 8	78.0	76.7	76.7	76.4	82.4	82.4	472.6
Highway User Revenues	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
<u>Development & Evaluation Program</u>	<u>65.5</u>	<u>43.4</u>	<u>8.3</u>	<u>9.6</u>	<u>9.3</u>	<u>5.6</u>	<u>141.7</u>
TOTAL	1,764.9	1,580.0	1,324.5	1,262.6	1,164.3	1,029.9	8,126.2
Special Funds	1,010.2	892.5	714.8	667.9	610.7	548.4	4,444.5
Federal Funds	728.2	687.5	609.7	594.7	553.6	481.5	3,655.2
Other Funds	26.4	-	-	-	-	-	26.4



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

MDOT 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 MDOT SHA's ability to expand 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: This represents a summary of the Statewide CHART program. Individual projects are shown in the MDOT State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding decreased by \$7.7M due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL				PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	49,820	2,300	8,770	7,550	7,550	7,550	8,050	8,050	47,520	0	
Engineering	31,782	7,180	4,280	3,990	3,900	4,580	4,018	3,834	24,602	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,898	12,420	7,650	10,060	5,850	2,370	2,232	2,316	30,478	0	
Total	124,500	21,900	20,700	21,600	17,300	14,500	14,300	14,200	102,600	0	
Federal-Aid	69,931	9,636	11,799	12,096	10,034	8,410	9,152	8,804	60,295	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2035) - N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to State highways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage along State highways.

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. It also provides safer access to transit service for both bus and fixed rail systems.

STATUS: 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 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	1,650	200	200	250	250	250	250	250	250	250	1,450	0
Engineering	10,850	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	9,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	24,900	2,150	650	1,200	5,100	5,600	6,000	4,200	22,750	22,750	0	0
Total	37,400	3,900	2,400	3,000	6,900	7,400	7,800	6,000	33,500	33,500	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

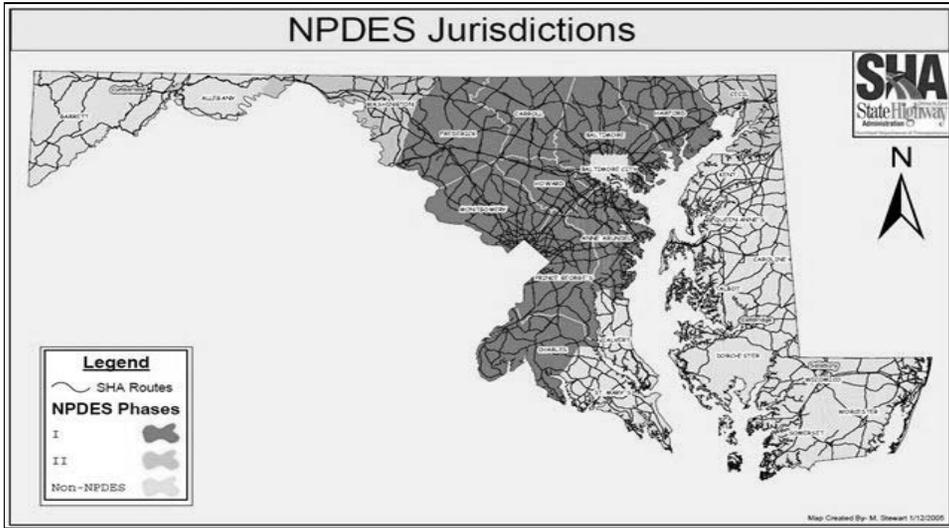
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Total Maximum Daily Load (TMDL) Program

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's commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Phase I and Phase II Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit 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: Innovative Stormwater Pond Management Pilot Program (TSO - Line 6, Item No. 29)

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 MDOT 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: Planning, Engineering, Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding was reduced by \$98M due to an increase in projected pollutant reduction loads from water quality improvement strategies that have or will be implemented by 2025.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL				PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	37,013	24,013	5,500	5,500	500	500	500	500	13,000	0	
Engineering	202,872	141,072	14,900	14,900	8,000	8,000	8,000	8,000	61,800	0	
Right-of-way	9,555	5,555	1,000	1,000	500	500	500	500	4,000	0	
Construction	359,260	201,760	68,600	47,700	6,000	6,000	15,100	14,100	157,500	0	
Total	608,700	372,400	90,000	69,100	15,000	15,000	24,100	23,100	236,300	0	
Federal-Aid	109,600	55,500	24,700	13,800	3,000	3,000	4,900	4,700	54,100	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Traffic Relief Plan Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operation and ease congestion.

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 Smart Traffic Signals will improve traffic operations and reduce congestion.

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: \$20.1M was deferred outside the 6-year program due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,487	197	948	171	171	0	0	0	1,290	0
Engineering	3,313	440	1,060	421	348	348	348	348	2,873	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	45,500	2,103	6,058	7,389	1,569	2,747	2,747	2,740	23,250	20,147
Total	50,300	2,740	8,066	7,981	2,088	3,095	3,095	3,088	27,413	20,147
Federal-Aid	19,158	1,414	5,362	5,055	1,388	1,981	1,981	1,977	17,744	0

CLASSIFICATION:

STATE - N/A

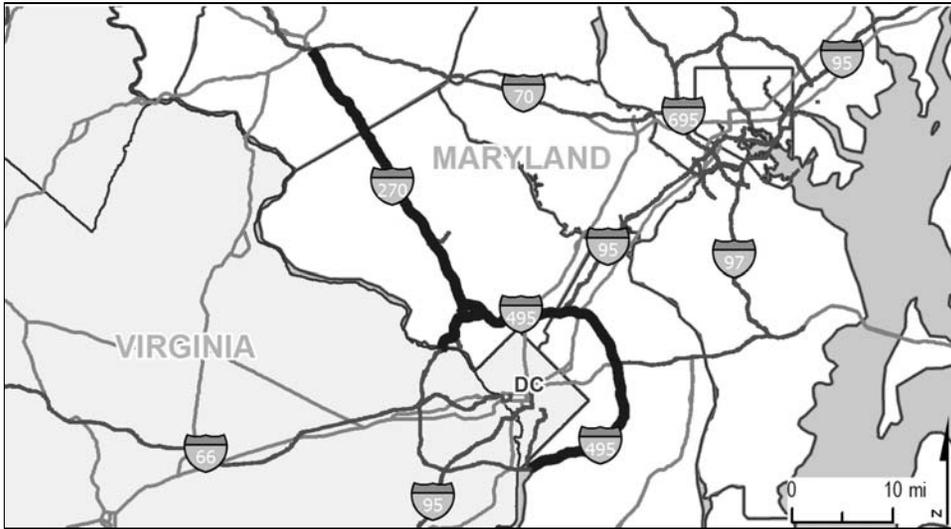
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning activities in support of the Traffic Relief Plan, which will implement managed lanes along I-270 and I-495.

JUSTIFICATION: I-270 and I-495 experience severe congestion.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- I-270, Innovative Congestion Management (Montgomery County Line 2)
- I-95/I-495, Bridge Replacements over Suitland Road (Prince George's County Line 1)
- MD 4, Interchange at Suitland Parkway (Prince George's County Line 4)
- I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a contract for design and construction to a private partner, as part of a public/private partnership. Any upfront expenses will be reimbursed at the close of the public/private partnership.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Allocated \$9.5 million to advance the construction of the stream and wetland mitigation associated with the project.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	130,130	43,849	55,000	31,281	0	0	0	0	86,281	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	9,500	0	1,516	3,418	4,566	0	0	0	9,500	0	
Total	139,630	43,849	56,516	34,699	4,566	0	0	0	95,781	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

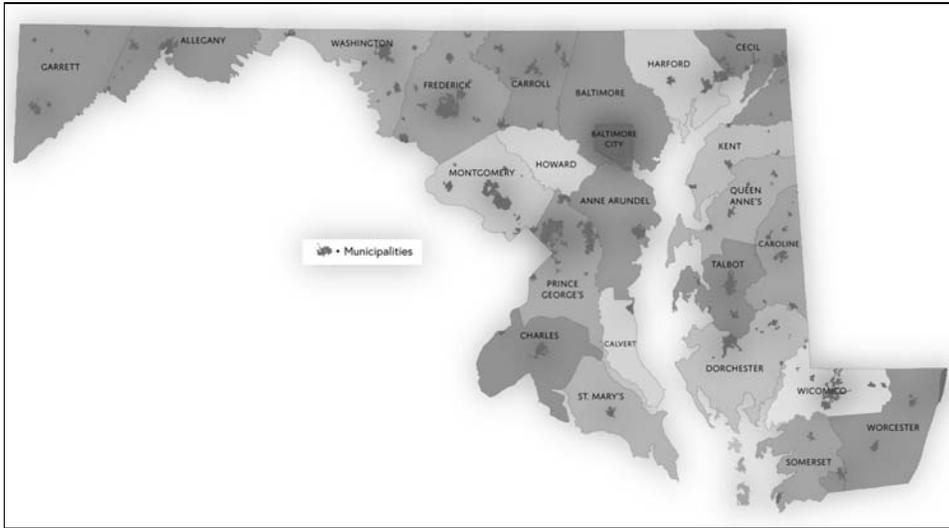
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

JUSTIFICATION: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the Counties and the Municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2025). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes are effective July 1, 2019. This change increases local transportation funding and is included in the 6-year CTP total funding level.

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: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased \$214.6M due to the addition of FY 25.

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)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	1,541,139	0	259,016	264,371	269,679	274,255	275,673	198,145	1,541,139	0	
Total	1,541,139	0	259,016	264,371	269,679	274,255	275,673	198,145	1,541,139	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 (2019) - N/A

PROJECTED (2040) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,251	Completed
2		At various locations in District 4; surface treatment	1,548	Completed
3		At various locations in District 4; joint sealing	1,572	Completed
4		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	Completed
5		At various routes in Carroll, Frederick and Howard Counties; guard rail	2,003	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		At various locations - statewide; bridge joint rehabilitate	1,154	Completed
7		At various bridges in District 7; clean/paint bridges	2,195	Completed
8		Various bridges on various routes in District 5; clean/paint bridges	1,714	Completed
9		Provide maintenance of traffic and access equipment for bridge inspection - contract 2; bridge inspection	2,903	Completed
10		Providing maintenance of traffic and access equipment for bridge inspection; bridge inspection	2,589	Completed
11		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,980	Completed
12		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,908	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
13		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,030	Completed
14		At various locations in District 6; bridge rehabilitation	2,860	Completed
15		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,072	Completed
16		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Completed
17		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Completed
18		Substructure preservation of fixed bridges - statewide; bridge rehabilitation	210	Completed
<u>Safety/Spot Improvement</u>				
19		ADA sidewalk construction in District 5; sidewalks	3,376	Completed
20		At various locations in District 1; sidewalks	3,421	Completed
21		At various locations in District 2; sidewalks	2,943	Completed
22		At various locations in District 4; RPM	753	Completed
23		Tree trimming/removal at various locations in Prince George's and Montgomery Counties; safety	523	Completed
24		At various locations in District 5; rumble strips	416	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
25		At various locations statewide; drainage improvement	3,312	Completed
26		At various locations in District 4; sidewalks	2,995	Completed
27		ADA at various locations in District 1; sidewalks	4,541	Completed
28		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	Completed
29		At various locations in District 6; sidewalks	3,392	Completed
30		At various locations in District 3; sidewalks	3,494	Completed
31		Various locations in District 7; ADA compliance	2,515	Completed
32		At various locations in District 1 and 2; pavement marking	899	Completed
33		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,713	Completed
34	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Completed
35		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	3,927	Completed
		<u>Traffic Management</u>		
36		At various locations in Districts 1 and 2; signalization	3,809	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
37		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,813	Completed
38		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	1,562	Completed
39		Road Weather Information Systems Upgrade	500	Completed
40		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Completed
41	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	1,012	Completed
<u>Environmental Preservation</u>				
42	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	524	Completed
<u>Sidewalks</u>				
43		At various locations in District 5; sidewalks	2,983	Completed
<u>TMDL Compliance</u>				
44		At various locations in District 7 - Group 2; drainage improvement	2,310	Completed
45		At various locations in District 5; landscape	1,505	Completed
46		Tree establishment at various locations in Howard and Carroll Counties; landscape	2,388	Completed
47		Tree establishment at various locations in Anne Arundel and Charles Counties; landscape	921	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>TMDL Compliance (cont'd)</u>				
48		Tree establishment at various locations in District 3; landscape	1,316	Completed
49		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,447	Completed
50		At various locations in District 3 - Group 1; drainage improvement	2,577	Completed
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
51		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research	135	Completed
52		Archeological and Historic Preservation Data Development; update and enhance searchable database of Maryland's architectural and archeological resources	90	Completed
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
53		Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
54		Various locations in Dorchester, Somerset, Wicomico, and Worcester counties	600	FY 2020
55		Traffic barrier upgrades at various locations in District 2	1,754	FY 2020
56		At various locations in Kent and Queen Anne's County	1,032	FY 2020
57		UTBWC at various locations in District 2	2,503	FY 2020
58		District 7 areawide crack and joint sealing	2,288	FY 2020
59		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County	837	FY 2020
60		At various locations in Montgomery and Prince George's County	5,000	FY 2020
61		Micro-surfacing and fog seal various locations in District 2	2,439	FY 2020
62		Various interstates in Montgomery and Prince George's County	5,000	FY 2020
63		At various locations in Montgomery and Prince George's County	4,000	FY 2020
64		W-beam upgrades at various locations in Montgomery and Prince George's County	2,000	FY 2020
65		At various locations in Caroline, Cecil, Kent, and Queen Anne's County	857	FY 2020
66		Crack seal in District 2	1,664	FY 2021
67		At various locations in Caroline and Talbot County	1,003	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
68		Areawide traffic barrier upgrades in District 7	4,569	FY 2020
69		Various sidewalks in district 1	642	FY 2020
70		At various Locations in District 7	2,288	FY 2020
71		Various locations in District 1	1,143	FY 2020
72		At various locations in District 7; guard rail	2,000	Under construction
73		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; sidewalks	1,082	Under construction
74		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	1,458	Under construction
75		Permanent patching of asphalt superpave at various locations in Cecil County; patching	951	Under construction
76		Permanent patching of asphalt superpave at various locations in Kent and Queen Anne's Counties; patching	1,048	Under construction
77		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; surface treatment	2,259	FY 2020
78		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	1,782	FY 2020
79		Various locations in District 3; pavement marking	1,790	Under construction
80		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	2,281	Under construction
81		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; joint sealing	114	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
82		Various services road in Montgomery and Prince George's County; safety and resurface	2,395	Under construction
83		At various locations in Calvert, Charles and St. Mary's Counties; surface treatment	1,300	Under construction
84		At various locations in District 6; guard rail	2,986	FY 2020
85		Permanent patching of asphalt superpave at various locations in Caroline and Talbot Counties; patching	688	Under construction
86		At Various locations in District 7; pavement marking	3,175	Under construction
87		At various locations in District 1; surface treatment	3,681	Under construction
88		At Various locations in District 1; pavement marking	1,469	Under construction
89		At Various locations in District 2; pavement marking	1,947	Under construction
90		At various locations in District 5; sidewalks	1,904	Under construction
91		Thermo thinline striping at various locations in District 6	1,128	Under construction
92		At various locations in District 5; guard rail	1,786	Under construction
93		At various locations in Dorchester County; resurface	6,796	Under construction
94		At various locations in Somerset County; resurface	7,379	Under construction
95		At various locations in Wicomico County; resurface	7,796	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
96		At various locations in District 6; joint sealing	1,109	Under construction
97		At various locations in Montgomery and Prince George's Counties; guard rail	1,870	FY 2020
98		At various locations in District 1; surface treatment	5,662	Under construction
99		At various locations in Montgomery and Prince George's Counties; sidewalks	1,737	FY 2020
100		At various locations in District 4 - thermo thinline striping; pavement marking	1,743	Under construction
101		At various locations in District 5 - thermo thinline striping; pavement marking	2,358	Under construction
102		At various locations in Montgomery and Prince George's Counties; joint sealing	5,404	Under construction
103		Along various interstates in Montgomery and Prince George's Counties; patching	8,625	Under construction
104		At various locations in District 5; resurface	2,134	Under construction
105		At various locations in Caroline and Talbot Counties; patching	1,822	Under construction
106		At various locations in District 2; surface treatment	2,730	Under construction
107		At various locations in District 2; guard rail	574	Under construction
108		At various locations in District 7; guard rail	3,595	Under construction
109		At various locations in District 2; sidewalks	1,049	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
110		At various locations in District 2; surface treatment	3,302	Under construction
111		At various locations in Carroll, Frederick and Howard Counties; patching	3,795	Under construction
112		At various locations in Caroline, Cecil, Queen Anne's and Talbot Counties; joint sealing	337	Under construction
113		At various locations in Kent and Queen Anne's Counties; patching	1,960	Under construction
114		At various locations in Baltimore and Harford Counties; guard rail	2,038	FY 2020
115		At various locations in Kent and Queen Anne's Counties; patching	1,888	Under construction
116		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	1,390	Under construction
117		At various locations in District 1; patching	1,845	Under construction
118		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	977	Under construction
119		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; guard rail	2,020	Under construction
120		At various locations in District 7; guard rail	2,341	Under construction
121		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	Under construction
122		At various locations in Allegany, Garrett and Washington Counties; guard rail	2,396	Under construction
123		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019	
<u>Fiscal Year 2020 and 2021 (cont'd)</u>					
<u>Resurface/Rehabilitate (cont'd)</u>					
124	I 70 WB	At various locations in Caroline and Talbot Counties; resurface	1,892	Under construction	
125		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	Under construction	
126		At various locations in District 2; sidewalks	1,392	Under construction	
127		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction	
128		At various locations in District 2; joint sealing	465	Under construction	
129		Baltimore National Pike; Carroll County line to east of MD 75; safety and resurface	3,204	Under construction	
<u>Bridge Replacement/Rehabilitation</u>					
130		Cleaning and Painting various locations in District 2	1,830	FY 2020	
131		Preservation of minor rehab of movable and fixed bridges, culverts, and walls	11,154	FY 2020	
132		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,856	Under construction	
133		Bridge inspection statewide; bridge inspection	4,352	Under construction	
134		Preservation and minor rehab of fixed bridges, culverts, and walls - statewide; bridge rehabilitation	9,028	Under construction	
135	Bridge inspection statewide; bridge inspection	4,414	Under construction		
136	Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,894	Under construction		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
137		Preservation and rehab of bridges, culverts, and walls in District 6; bridge rehabilitation	2,115	Under construction
138		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,904	Under construction
139		Various bridges on Ocean Highway, Salisbury Bypass, Ocean City Expressway; clean/paint bridges	1,367	Under construction
140		Movable and fixed bridges, culverts and walls - statewide; bridge rehabilitation	11,327	Under construction
<u>Safety/Spot Improvement</u>				
141		ADA sidewalk upgrades District 4	2,990	FY 2020
142		Full delivery stream and wetland mitigation services	266	FY 2020
143		Areawide safety and operations improvements for locations in Baltimore and Harford Counties	7,291	FY 2020
144		Various locations in Dorchester, Somerset, Wicomico, and Worcester county	275	FY 2020
145		Areawide traffic barrier upgrades in District 4; guard rail	2,512	Under construction
146		At various locations in District 4: RPMs	944	FY 2020
147		At various locations in District 7; guard rail	1,697	Under construction
148		At various locations in District 5; RPM	517	Under construction
149		At various locations in District 1; RPM	328	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
150		At various locations in District 5; guard rail	2,322	FY 2020
151		At various locations in Prince George's and Montgomery County; geometric improvements	5,952	Under construction
152		At various locations in District 1; drainage improvement	3,708	Under construction
153		At various locations in Frederick, Carroll and Howard Counties; guard rail	2,211	Under construction
154		At various locations in District 5; drainage improvement	5,019	Under construction
155		At various locations in District 1; rumble strips	363	FY 2020
156		At various locations in District 7; sidewalks	2,616	FY 2020
157		At various locations in District 7; drainage improvement	3,971	FY 2020
158		At various locations in District 2; drainage improvement	3,197	FY 2020
159		At various locations in Prince George's and Montgomery Counties; drainage improvement	3,144	FY 2020
160		At various locations in District 3; bicycle-pedestrian improvements (Total cost \$13.7 million, includes all phases)	2,792	Under construction
161		At various locations statewide - on call contract; drainage improvement	4,966	FY 2020
162		At various locations in District 6; drainage improvement	8,786	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Noise Barriers</u>				
163		Noise barrier preservation and remediation at various locations	3,267	FY 2020
164		Noise barrier preservation and remediation at various locations - statewide; noise abatement	2,240	Under construction
<u>Traffic Management</u>				
165		Mod/install/recon of traffic signals - District 4	5,925	FY 2020
166		Mod/Install/Recon of signing - Districts 3, 4, and 5	7,395	FY 2020
167		At various Locations in District 1 and District 2	5,506	FY 2020
168		Mod/Install/Recon of Traffic Signals-District 3	7,787	FY 2020
169		Mod/install/recon of traffic signals-district 6&7	5,108	Under construction
170		Mod/install/recon of Traffic Signals-statewide	7,766	FY 2020
171		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; signalization	5,542	Under construction
172		At various locations in Prince George's and Montgomery Counties; lighting	3,546	Under construction
173		At various locations in District 4; lighting	2,449	FY 2020
174		At various locations in Districts 6 and 7; signalization	5,642	FY 2020
175		At various locations in District 5; lighting	4,726	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
176		At various locations in Districts 1 and 2; signalization	4,758	FY 2020
177		At various locations in District 3; lighting	3,588	FY 2020
178		At various locations in District 3; signalization	6,078	FY 2020
179		At various locations in Districts 6 and 7; signing	4,652	FY 2020
180		At various locations in Districts 3, 4 and 5; signing	6,160	FY 2020
181		At various locations in District 1 and 2; lighting	3,735	FY 2020
182		At various locations in Districts 1 and 2; signing	3,584	FY 2020
183		At various locations in District 4; signalization	6,023	FY 2020
184		At various locations - statewide; signalization	6,821	FY 2020
185		Sign structure replacement - statewide; signing	7,360	FY 2020
186		Mod/install/recon of signing - statewide; signing	8,815	FY 2020
187		At various locations in District 6 and 7; lighting	3,025	Under construction
188		At various locations statewide - UPS/APS/CFS; signalization	3,641	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
189		SOC Floor Reconfiguration - Chart (Construction)	6,041	FY 2020
190		Statewide CHART DMS deployment - Phase 6; miscellaneous	5,126	Under construction
191		Statewide CHART DMS deployment - Phase 5; miscellaneous	5,388	Under construction
192		Statewide CHART CCTV deployment - Phase 6; miscellaneous	3,757	Under construction
193		Chart SOC improvements	6,064	FY 2020
<u>Environmental Preservation</u>				
194		Areawide sidewalk upgrades in District 7	4,205	FY 2020
195		At various locations in District 3	308	FY 2020
196		Welcome Center - pollinator initiative improvements - Statewide; landscape	114	Under construction
197		At various locations in District 5; landscape	1,398	Under construction
<u>TMDL Compliance</u>				
198		TMDL SWM Retrofits - Group 1A - District 3; drainage improvement	902	Under construction
199		SWM at various locations in District 7 - Group 1; drainage improvement	4,736	Under construction
200		SWM Facilities Remediation; drainage improvement	3,349	Under construction

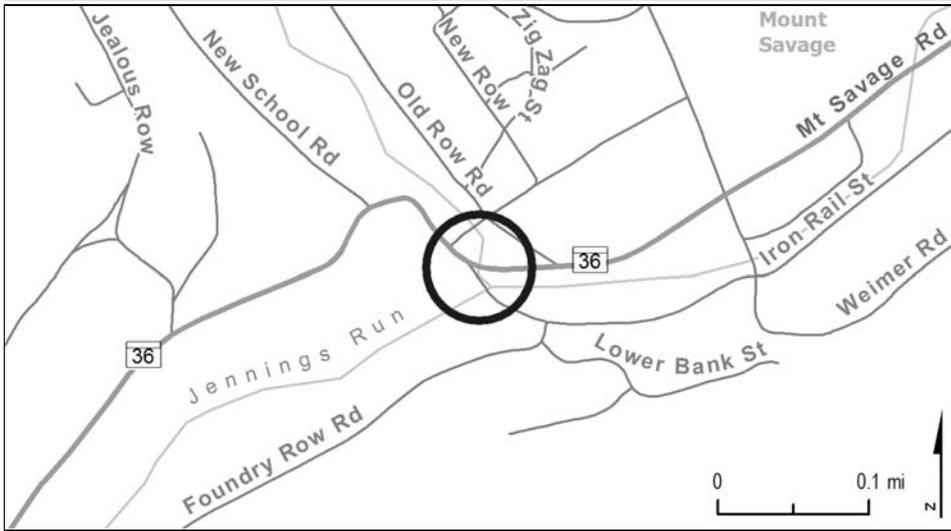
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance (cont'd)</u>				
201		Tree planting on DNR property in District 7; landscape	2,562	Under construction
202		Tree planting on DNR property in District 4; landscape	971	Under construction
203		Tree planting at various locations in District 4; landscape	1,514	Under construction
204		Tree planting at various locations in District 3; landscape	427	Under construction
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
205		Data Development and Analysis of Architectural Resources; update and enhance searchable database of Maryland's architectural and archeological resources	196	Design Underway



ALLEGANY COUNTY



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run. Bicycle and pedestrian accommodations will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,168	2,168	0	0	0	0	0	0	0	0	0
Right-of-way	467	431	33	3	0	0	0	0	0	36	0
Construction	6,459	1,220	4,289	950	0	0	0	0	0	5,239	0
Total	9,094	3,819	4,322	953	0	0	0	0	0	5,275	0
Federal-Aid	5,846	2,195	3,014	637	0	0	0	0	0	3,651	0

CLASSIFICATION:

STATE - Minor Arterial

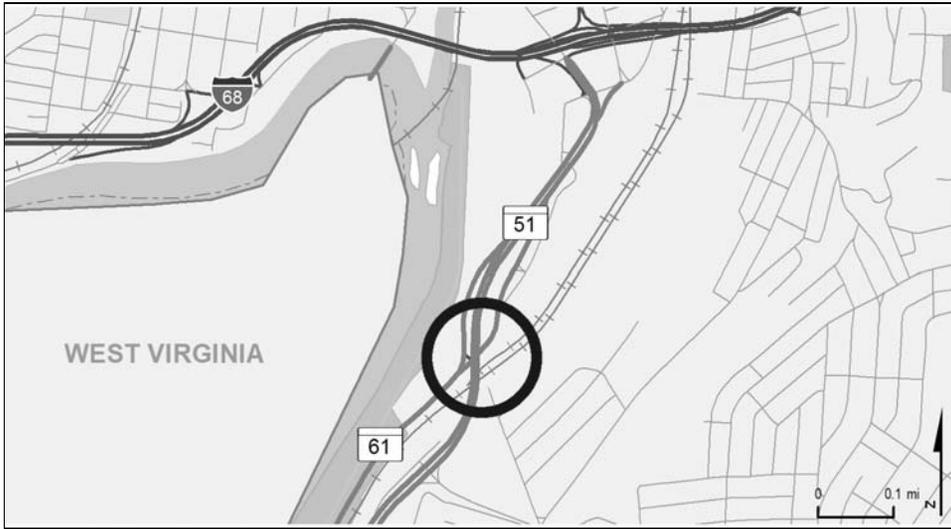
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 2,600

PROJECTED (2040) - 2,900



PROJECT: MD 51, Industrial Boulevard

DESCRIPTION: Rehabilitation of bridge 01092 over CSX and Canal Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge deck is rated poor.

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 existing bridge deck is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.8 million is due to an unfavorable bid.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	504	504	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	12,255	814	2,919	4,268	4,254	0	0	0	0	11,441	0	0
Total	12,759	1,318	2,919	4,268	4,254	0	0	0	0	11,441	0	0
Federal-Aid	9,956	650	2,371	3,473	3,462	0	0	0	0	9,306	0	0

CLASSIFICATION:

STATE - Minor Arterial

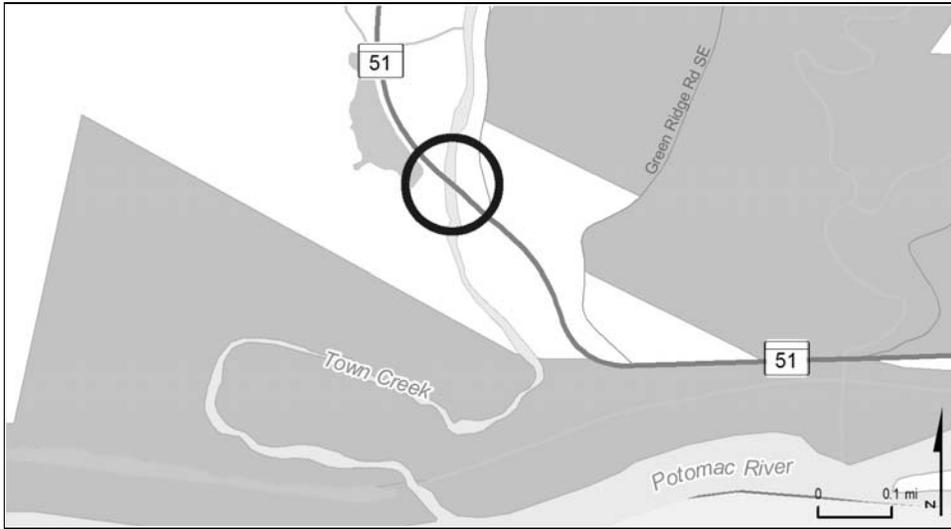
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,250

PROJECTED (2040) - 23,575



PROJECT: MD 51, Old Town Road

DESCRIPTION: Replace Bridge 01047 over Town Creek (0.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932 is rated poor.

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 existing structure is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				2022	2023	2024	2025					
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,351	188	460	601	601	501	0	0	0	2,163	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,999	0	0	0	0	1,209	5,614	3,176	9,999	0	0	
Total	12,350	188	460	601	601	1,710	5,614	3,176	12,162	0	0	
Federal-Aid	9,559	34	363	481	481	1,344	4,379	2,477	9,525	0	0	

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,350

PROJECTED (2040) - 23,600



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland/West Virginia joint study, between two Appalachian Development Highway System corridors, I-68 and US 48.

JUSTIFICATION: US 220 and MD 53 corridor improvements will enhance accessibility and promote economic development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Coordination with West Virginia remains funded.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$1.9 million due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	4,310	4,110	200	0	0	0	0	0	0	0	200	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,310	4,110	200	0	0	0	0	0	0	0	200	0
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - (US 220) 14,655 - 16,670; (MD 53) 8,450 - 16,245

PROJECTED (2040) - (US 220) 15,870 - 18,025; (MD 53) 9,095 - 18,860

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

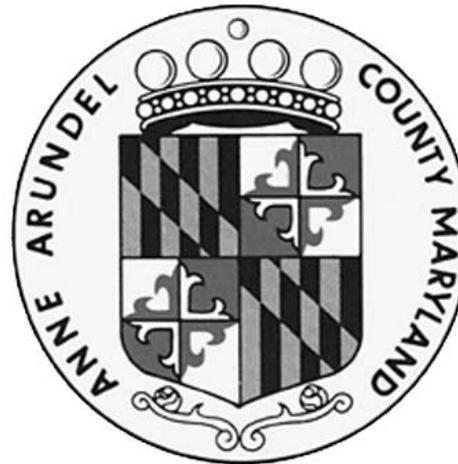
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	At various locations in Allegany County; surface treatment	1,382	Completed
2	MD 51	0.50 miles east of Moores Hollow Rd	29	Completed
3	VARIOUS	At various locations on MD 53, MD 658, and US 40 Alt; drainage improvement	449	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	I 68/US 40	National Freeway; Bridge 0111503 and 0111504 on I-68; clean/paint bridges	2,688	Completed
5	I 68	National Freeway; Bridge 0109300 over MD 639; bridge rehabilitation	7,192	Completed
<u>Safety/Spot Improvement</u>				
6	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	609	Completed
7	US 220	McMullen Highway; Milnor Avenue to Robinette Avenue (Phase 1); drainage improvement	582	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
8	VARIOUS	Amtrak Station Entryway Improvement	243	Completed

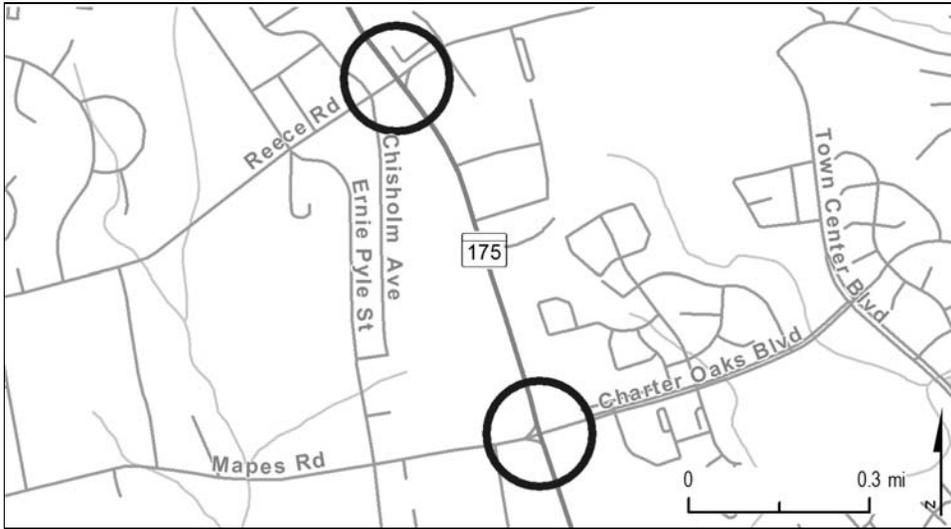
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
9	VARIOUS	At various locations in Allegany County; mill and resurface	10,321	Under construction
10	VARIOUS	At various locations in Allegany County	5,018	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
11	MD 831C	MD 831C over Jennings Run	2,288	FY 2020
12	MD 51	Bridge 0104800 over C&O Canal	3,000	FY 2021
13	MD 36	Bridge 0107800 over North Branch	3,432	FY 2020
<u>Safety/Spot Improvement</u>				
14	IS 68 WB	US 40 ALT (Baltimore Avenue) to Maryland Avenue	5,955	FY 2020
15	I 68/US 40	National Freeway; At Greene Street; widen and resurface	3,855	Under construction
16	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage and sidewalk improvements	671	Under construction
<u>Enhancements</u>				
<u>Establishment of Transportation Museums</u>				
17	VARIOUS	Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of an exhibition exploring the National Road and C&O Canal	150	Under construction



ANNE ARUNDEL COUNTY



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (0.6 miles) (BRAC intersection improvement). This project includes construction of a new security fence and tree buffer along Fort Meade's property. Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

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

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 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

EXPLANATION: This project will relieve traffic congestion at these intersections to accommodate growth at Ft. Meade.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.5 million is due to plan revisions, differing site conditions, and additional time required for utility relocations.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
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	5,106	3,391	915	800	0	0	0	0	1,715	0
Construction	20,160	18,413	1,747	0	0	0	0	0	1,747	0
Total	25,266	21,804	2,662	800	0	0	0	0	3,462	0
Federal-Aid	17,459	14,989	1,835	635	0	0	0	0	2,470	0

CLASSIFICATION:

STATE - Urban Minor Arterial

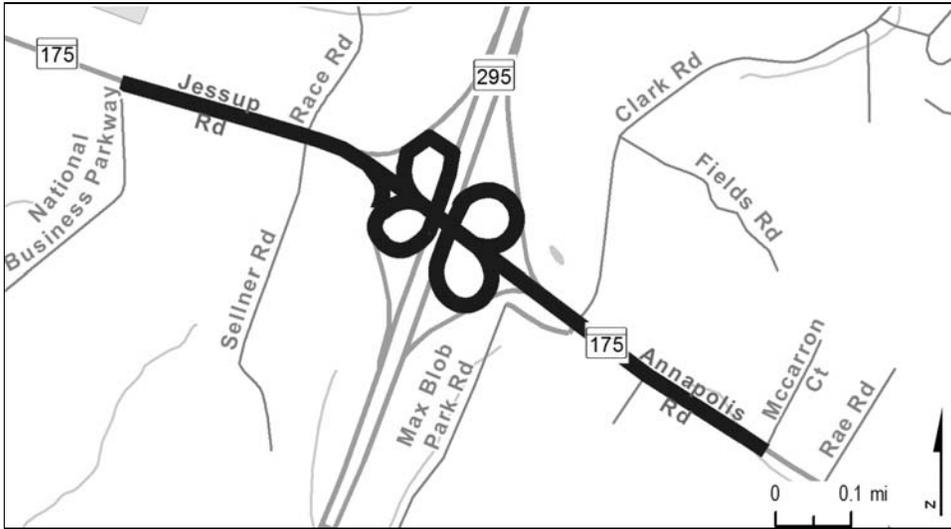
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 28,000

PROJECTED (2040) - 50,500



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

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

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 175, at Mapes and Reece (Line 1)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

EXPLANATION: This project will address safety concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

STATUS: Engineering, right-of-way, and utility relocations underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.9 million is due to additional engineering, right-of-way, and utility needs. Construction delayed to FY 21 due to utility relocation difficulties.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,575	3,849	484	242	0	0	0	0	0	726	
Right-of-way	20,374	17,208	574	1,062	773	757	0	0	0	3,166	
Construction	51,267	240	5	3,594	14,464	18,070	14,894	0	0	51,027	
Total	76,216	21,297	1,063	4,898	15,237	18,827	14,894	0	0	54,919	
Federal-Aid	43,544	2,991	486	3,048	11,290	14,104	11,625	0	0	40,553	

CLASSIFICATION:

STATE - Urban Minor Arterial

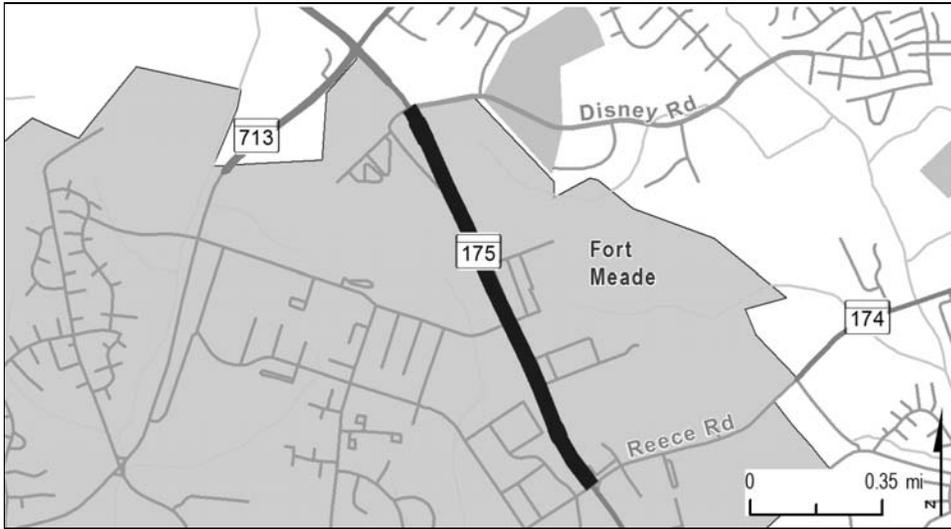
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 33,300 - 40,200

PROJECTED (2040) - 52,100 - 66,000



PROJECT: MD 175, Annapolis Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, MD 295 to MD 170 (Line 6)

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

STATUS: Construction underway. The project received a \$10.0 million TIGER grant for construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.6 million is due to Verizon utility relocation work.

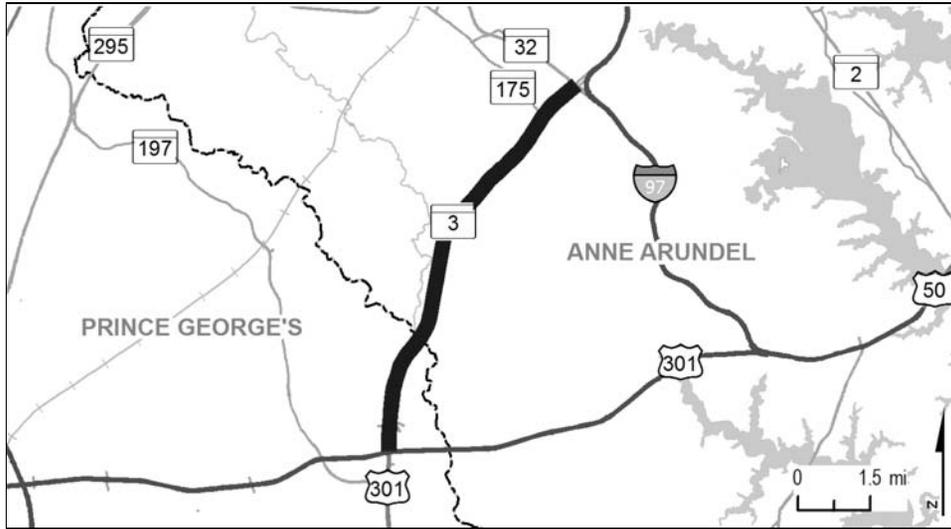
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,241	2,241	0	0	0	0	0	0	0	0
Right-of-way	1,527	325	584	618	0	0	0	0	1,202	0
Construction	18,850	15,404	3,446	0	0	0	0	0	3,446	0
Total	22,618	17,970	4,030	618	0	0	0	0	4,648	0
Federal-Aid	19,147	15,186	3,413	548	0	0	0	0	3,961	0

CLASSIFICATION:

- STATE - Urban Minor Arterial
- FEDERAL - Urban Minor Arterial
- STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

- CURRENT (2019) - 28,500
- PROJECTED (2040) - 50,500



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 22)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 70,100 - 89,200

PROJECTED (2040) - 86,100 - 133,500



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport and surrounding areas.

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 complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	1,814	1,814	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

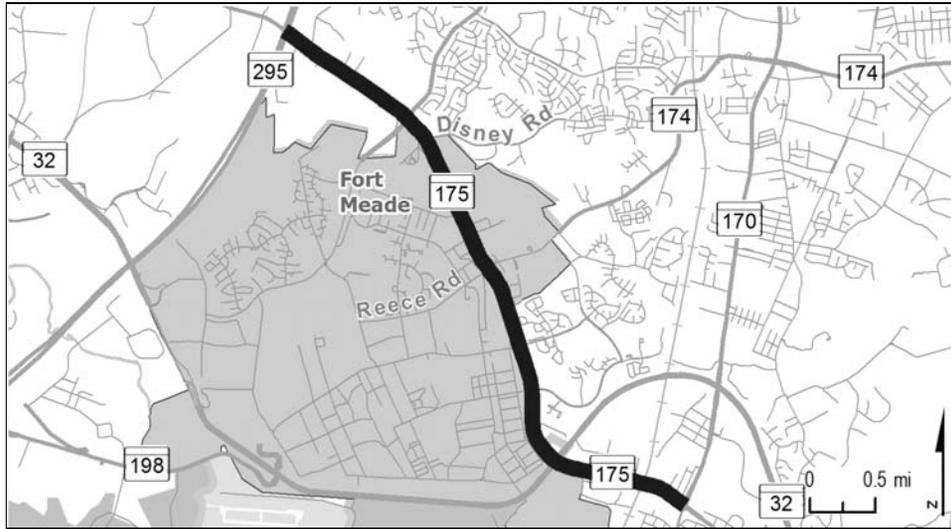
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 105,600

PROJECTED (2040) - 145,100



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 198, MD 295 to MD 32 (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,644	2,644	0	0	0	0	0	0	0	0	0
Engineering	4,826	4,826	0	0	0	0	0	0	0	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	7,470	7,470	0	0	0	0	0	0	0	0	0
Federal-Aid	6,068	6,068	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

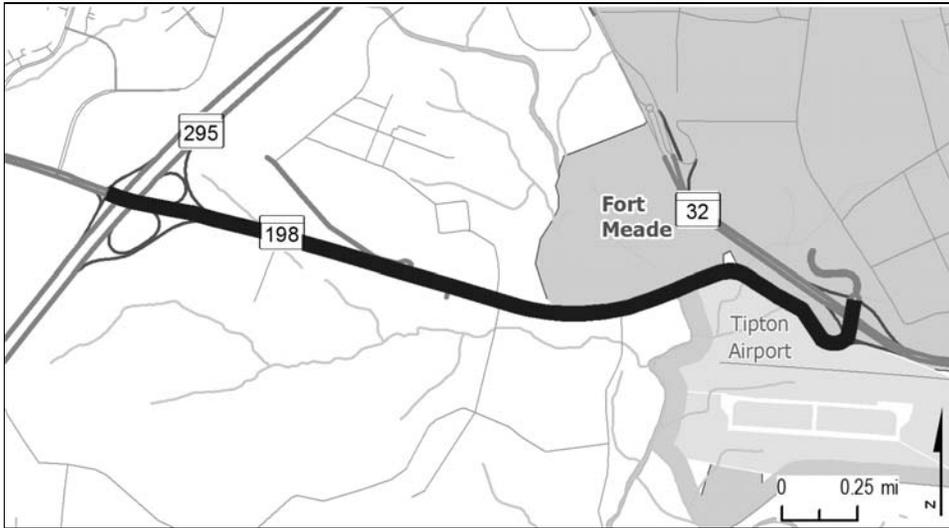
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 26,700 - 40,700

PROJECTED (2040) - 53,000 - 62,600



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: County contributed \$3.5 million for the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$0.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	345	345	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	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	1,784	1,784	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 28,500

PROJECTED (2035) - 48,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various location in Anne Arundel County; surface treatment	1,283	Completed
2	MD 171	MD 2 to Baltimore City	859	Completed
3	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; safety and resurface	5,260	Completed
		<u>Safety/Spot Improvement</u>		
4		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,901	Completed
5	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	823	Completed
		<u>Traffic Management</u>		
6	I 695	Baltimore Beltway; at I-97; lighting	1,270	Completed
		<u>Environmental Preservation</u>		
7		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US 50 to MD 3); landscape	2,881	Completed
		<u>TMDL Compliance</u>		
8		At various locations in Anne Arundel County - Group 1; drainage improvement	2,182	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
9		<p align="center"><u>Fiscal Year 2019 Completions (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Environmental Mitigation</u></p> <p>Rutland Road Fish Passage</p>	748	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
10		At various locations in Northern Anne Arundel County; mill and resurface	10,688	Under construction
11		At various locations in Southern Anne Arundel County; mill and resurface	12,356	Under construction
12		At various locations in Anne Arundel County; patching	1,201	Under construction
13		At various locations in Anne Arundel County; joint sealing	995	Under construction
14		At various locations in Southern Anne Arundel County; mill and resurface	12,683	Under construction
15		At various locations in Northern Anne Arundel County; mill and resurface	12,144	Under construction
16		At various locations in Anne Arundel County; mill and resurface	6,377	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
17	MD 450	Defense Highway; Bridge 02243X0, 02335X0, 02288X0, 02244X0 on MD 450; miscellaneous	958	Under construction
<u>Safety/Spot Improvement</u>				
18		Anne Arundel County Stormwater Management Remediation; drainage improvement	3,215	Under construction
19	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,838	Under construction
20	MD 174	Reece Road; 1000 ft south to 700 ft north of Severn Road; geometric improvements	2,000	Under construction
21	MD 915 A	Long Hill Road; At MD 177; 2 lane construct	1,004	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Traffic Management</u>				
22	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	700	Under construction
<u>Environmental Preservation</u>				
23		PH 2 - IRVM, PLANTING - US 50 - AA/PG CO LINE TO I-97 - US 50 TO MD 3	1,236	FY 2020
<u>Commuter Action Improvements</u>				
24	MD 794	Wayson's Corner Park N Ride	682	FY 2020
<u>Sidewalks</u>				
25	MD 424	Davidsonville Road; Duke of Kent Drive to MD 450 (Defense Highway) - Phase 2; sidewalks	2,803	Under construction
<u>TMDL Compliance</u>				
26		Sandy Point State Park - MDOT SHA/DNR restoration credit partnership; drainage improvement	200	Under construction
27		At various locations in Anne Arundel County - Group 1A; drainage improvement	2,996	Under construction
28		At various locations in Anne Arundel County; drainage improvement	899	Under construction
29		At various locations - Group 1; drainage improvement	3,720	Under construction

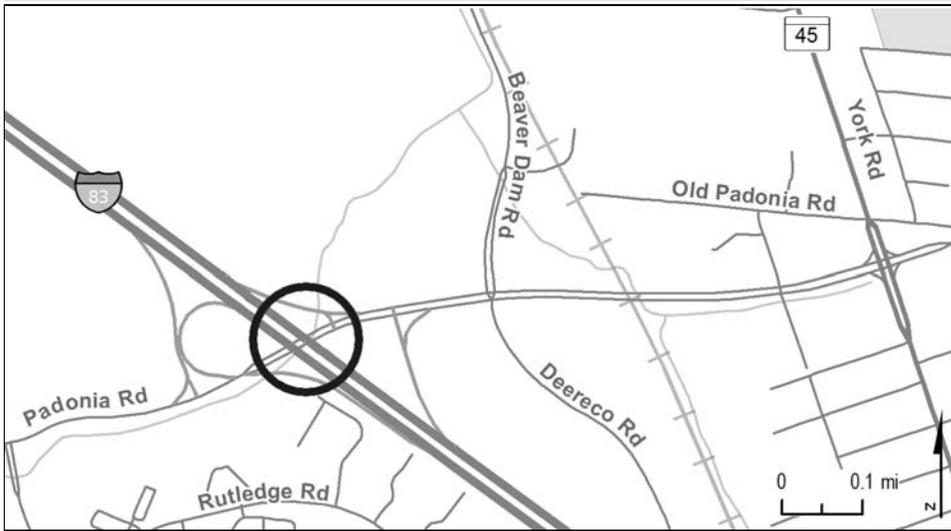
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
30		Broadneck Peninsula Trail II; construct 1.24 mile shared-use asphalt trail including landscaping, storm water management and access to a library, school, park and residential neighborhoods	1,809	Under construction
<u>Environmental Mitigation</u>				
31		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,800	Under construction



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replacement of Dual Bridges 0306201 and 0306202 on I-83 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridges carrying northbound and southbound I-83 over Padonia Road were constructed in 1950 and do not allow for shoulders and sidewalks on Padonia Road. Bridges are nearing the end of their structural life.

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: These existing structures are rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,903	1,899	4	0	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,680	7,498	7,450	6,073	2,659	0	0	0	0	16,182	0
Total	25,583	9,397	7,454	6,073	2,659	0	0	0	0	16,186	0
Federal-Aid	20,859	6,617	6,514	5,375	2,353	0	0	0	0	14,242	0

CLASSIFICATION:

STATE - Principal Arterial

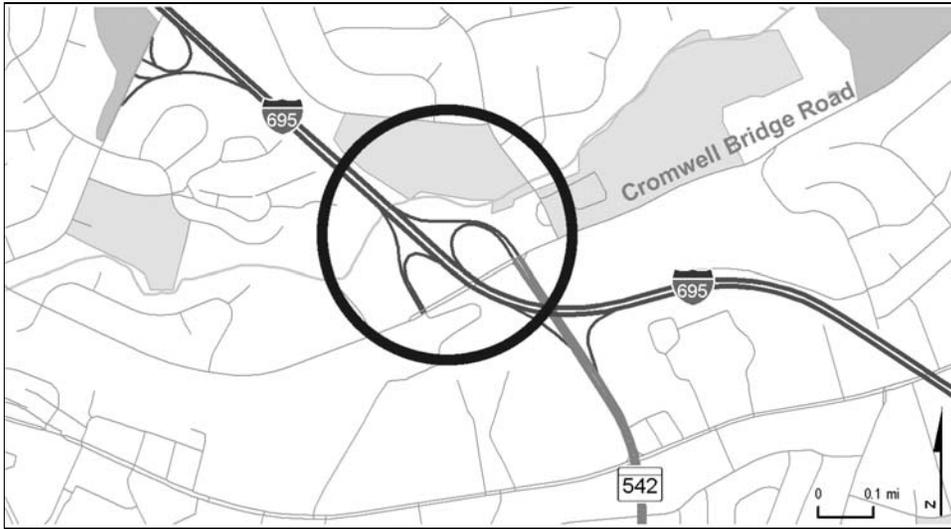
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 123,500

PROJECTED (2040) - 148,000



PROJECT: I-695, Cromwell Bridge Road

DESCRIPTION: Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide stream channel restoration, repair drainage outfalls, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 4).

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

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

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 storm water drainage and stabilize environmental facilities and features into the future.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,943	1,943	0	0	0	0	0	0	0	0	0	0
Right-of-way	660	387	88	123	62	0	0	0	0	0	273	0
Construction	8,708	4,203	3,150	1,355	0	0	0	0	0	0	4,505	0
Total	11,311	6,533	3,238	1,478	62	0	0	0	0	0	4,778	0
Federal-Aid	7,480	3,744	2,606	1,130	0	0	0	0	0	0	3,736	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

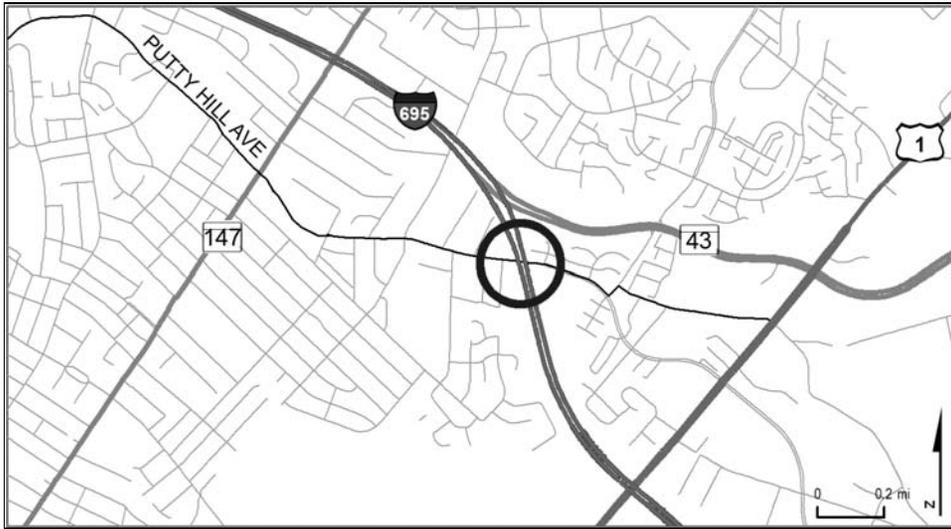
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 156,000

PROJECTED (2040) - 167,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03174 on Putty Hill Avenue over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge constructed in 1961, is nearing the end of its structural life.

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

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

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

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

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering and right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,100	196	0	0	0	0	0	0	0	196	0
Right-of-way	1,203	876	69	100	100	58	0	0	0	0	327	0
Construction	10,000	0	2,406	3,666	3,928	0	0	0	0	0	10,000	0
Total	12,499	1,976	2,671	3,766	4,028	58	0	0	0	0	10,523	0
Federal-Aid	8,885	909	1,913	2,907	3,109	47	0	0	0	0	7,976	0

CLASSIFICATION:

STATE - Principal Arterial

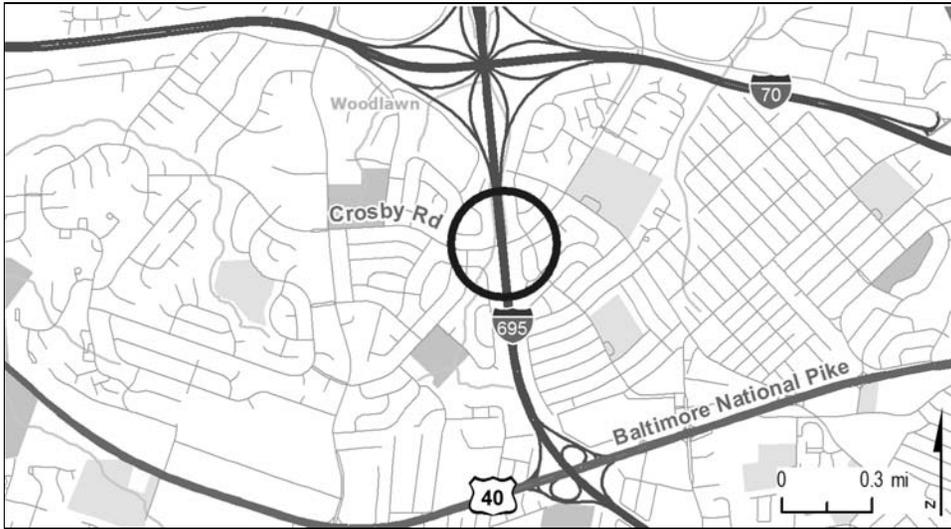
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 15,500

PROJECTED (2040) - 18,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life.

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: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. The project enhances safety, operation, and accommodates pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	818	818	0	0	0	0	0	0	0	0	0	0
Right-of-way	32	32	0	0	0	0	0	0	0	0	0	0
Construction	7,920	7,473	447	0	0	0	0	0	0	447	0	0
Total	8,770	8,323	447	0	0	0	0	0	0	447	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,225

PROJECTED (2040) - 14,225



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook Ave to US 40 as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

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

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-695, Cromwell Bridge Road (Line 2)
 I-695, I-70 to MD 43 (Line 6)

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$25.8 million is due to project change orders related to additional excavation and pile driving work for retaining walls.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,384	13,657	400	300	27	0	0	0	0	727
Right-of-way	4,027	3,411	615	1	0	0	0	0	0	616
Construction	112,912	53,524	31,839	11,859	9,091	6,599	0	0	0	59,388
Total	131,323	70,592	32,854	12,160	9,118	6,599	0	0	0	60,731
Federal-Aid	76,602	54,849	21,753	0	0	0	0	0	0	21,753

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 200,511

PROJECTED (2040) - 200,850



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Using the shoulder and dynamic lane controls to create a new lane of traffic during peak hours on the inner and outer loops of I-695 from I-70 to MD 43. This includes adaptive ramp metering and the reconfiguration of the I-695/I-70 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion along I-695.

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

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-695, Cromwell Bridge Road (Line 2)
- I-695, Crosby Road (Line 4)
- I-695, US 40 to MD 144 (Line 5)
- I-695, Putty Hill Ave (Line 3)

EXPLANATION: This project will improve safety and traffic flow along I-695 between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	7,357	9,499	5,144	0	0	0	0	0	14,643	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	259,102	0	10,701	41,739	81,358	93,371	31,933	0	0	259,102	0
Total	281,102	7,357	20,200	46,883	81,358	93,371	31,933	0	0	273,745	0
Federal-Aid	276,229	2,484	20,200	46,883	81,358	93,371	31,933	0	0	273,745	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: MD 45, York Road

DESCRIPTION: Construction of safety and resurfacing improvements on MD 45 from south of Padonia Road to Wight Avenue (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will construct safety and resurfacing improvements along this segment of MD 45, including a County waterline replacement.

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 project will improve safety and operations along this segment of MD 45.

STATUS: Construction underway. County is contributing \$12.3 million to construction for a waterline replacement.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	15,724	520	5,870	8,197	1,137	0	0	0	15,204	0	0
Total	16,577	1,373	5,870	8,197	1,137	0	0	0	15,204	0	0
Federal-Aid	2,597	388	896	1,158	155	0	0	0	2,209	0	0

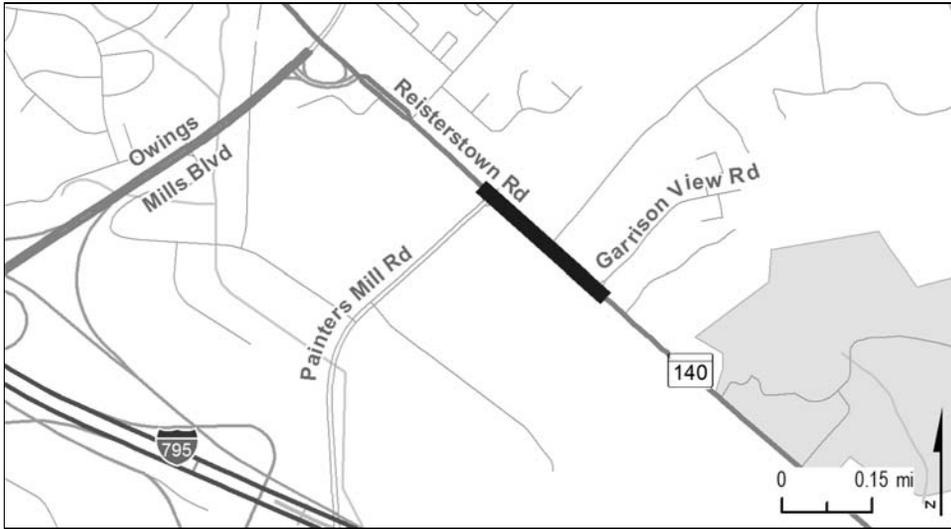
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 33,700

PROJECTED (2040) - 42,400



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the development in the area, including the Owings Mills Metro Center and Foundry Row.

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

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-795, Interchange at Dolefield (Line 12)
- MD 140, Painters Mill Road to Owings Mills Boulevard (Line 13)

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bicycle and pedestrian accommodations.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

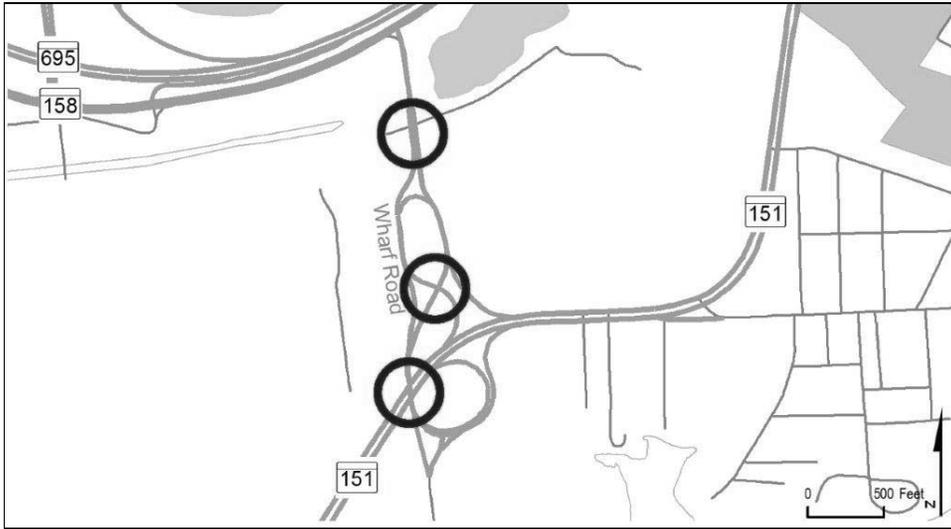
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,574	1,574	0	0	0	0	0	0	0	0
Right-of-way	4,298	3,773	493	32	0	0	0	0	0	525
Construction	12,326	10,856	966	504	0	0	0	0	0	1,470
Total	18,198	16,203	1,459	536	0	0	0	0	0	1,995
Federal-Aid	1,022	1,022	0	0	0	0	0	0	0	0

CLASSIFICATION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

- CURRENT (2019) - 40,825
- PROJECTED (2040) - 52,525



PROJECT: MD 151/MD 151B, Sparrows Point Boulevard

DESCRIPTION: Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1954, 1955, and 1957 are rated poor.

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 existing structure is rated poor.

STATUS: Engineering underway. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.5 million is due to additional engineering needs.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	1,546	649	305	0	0	0	0	0	954
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	1,128	6,368	7,176	5,328	0	0	0	20,000
Total	22,500	1,546	1,777	6,673	7,176	5,328	0	0	0	20,954
Federal-Aid	15,600	0	880	4,967	5,597	4,156	0	0	0	15,600

CLASSIFICATION:

STATE - Urban Minor Arterial

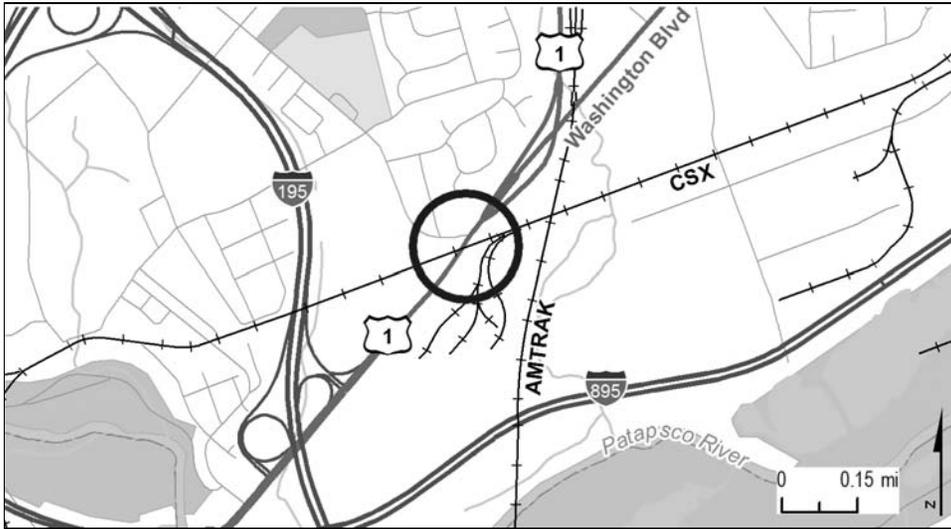
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,400

PROJECTED (2040) - 11,000



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is rated poor.

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:
 US 1, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

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

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

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,105	2,105	0	0	0	0	0	0	0	0	0
Right-of-way	1,399	1,270	39	51	39	0	0	0	0	129	0
Construction	30,669	5,198	13,939	11,532	0	0	0	0	0	25,471	0
Total	34,173	8,573	13,978	11,583	39	0	0	0	0	25,600	0
Federal-Aid	24,234	4,356	10,902	8,976	0	0	0	0	0	19,878	0

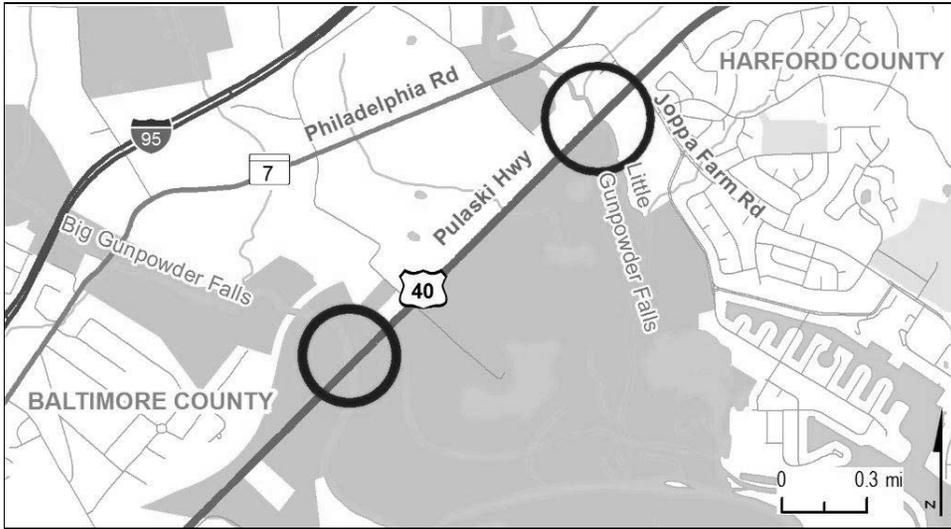
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 26,450

PROJECTED (2040) - 29,125



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1935, are rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0	0
Right-of-way	30	20	3	4	3	0	0	0	0	0	10	0
Construction	27,387	5,814	7,428	8,039	5,980	126	0	0	0	21,573	0	0
Total	30,640	9,057	7,431	8,043	5,983	126	0	0	0	21,583	0	0
Federal-Aid	23,047	6,844	5,643	5,982	4,477	101	0	0	0	16,203	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

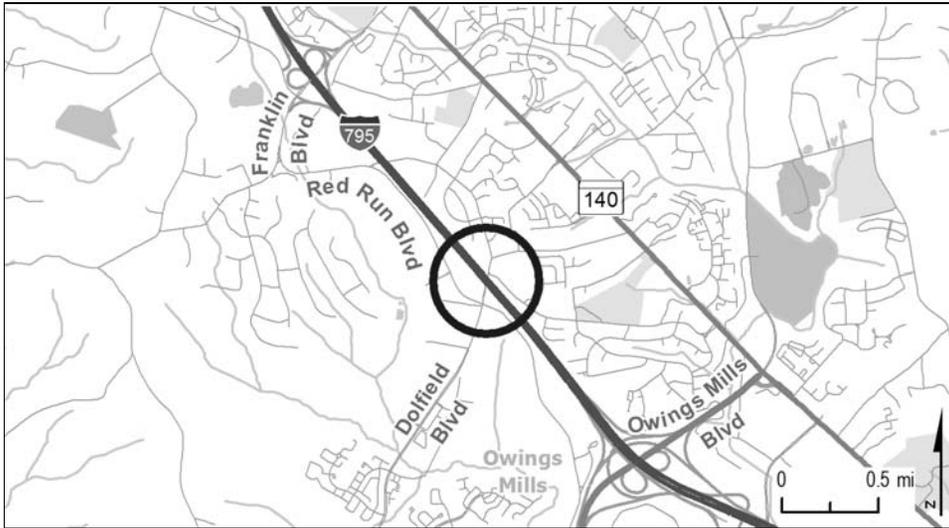
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,900

PROJECTED (2040) - 42,750



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from four to six lanes.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

ASSOCIATED IMPROVEMENTS:

MD 140, Painters Mill Road to Garrison View Rd. (Line 8)
 MD 140, Painters Mill Road to Owings Mills Boulevard (Line 13)

STATUS: Project on hold. County contributed \$0.625 million towards planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,459	3,459	0	0	0	0	0	0	0	0
Engineering	3,438	3,438	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,897	6,897	0	0	0	0	0	0	0	0
Federal-Aid	2,635	2,635	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

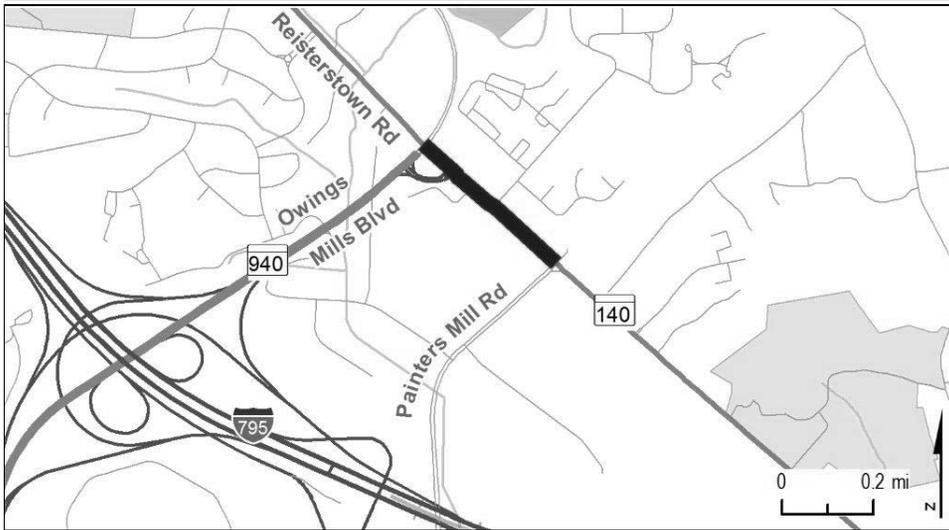
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,650

PROJECTED (2040) - 102,250



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills.

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

ASSOCIATED IMPROVEMENTS:
 MD 140, Painters Mill Road to Garrison View Road (Line 8)
 I-795, at Dolfield Road (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,538	100	300	238	150	0	0	788	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	3,538	100	300	238	150	0	0	788	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 40,250 (MD 140)

PROJECTED (2040) - 52,750 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in east Baltimore County; mill and resurface	12,661	Completed
2		At various locations in west Baltimore County; mill and resurface	11,887	Completed
3	I 95	US 1 to end of SHA maintenance; safety and resurface	5,895	Completed
4	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,605	Completed
<u>Noise Barriers</u>				
5	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 100 ft. north of Dogwood Road; noise abatement	3,211	Completed
<u>Traffic Management</u>				
6	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,328	Completed
<u>TMDL Compliance</u>				
7		White Marsh Tributary at MD 43 (Silver Hill Farm); wetlands replacement	635	Completed
8		At various locations in Baltimore County - Group 1B; drainage improvement	3,351	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
9		At various locations west of I-83 in Baltimore County; mill and resurface	8,021	Under construction
10		At various locations east of I-83 in Baltimore County; mill and resurface	9,704	Under construction
11		At various locations in Baltimore County; safety and resurface	10,293	Under construction
12	US 1	Washington Boulevard; North of I-695 to Dunfield Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,991	Under construction
13	MD 45	York Road; Towson roundabout to Cavan Drive; safety and resurface	3,220	Under construction
14	MD 150	Eastern Avenue; Back River Bridge to Riverside Drive; safety and resurface	2,300	Under construction
15	MD 140	Reisterstown Road; Rosewood Lane to East Pleasant Hill Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,318	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
16	CO 5820	Bridge 0324800 over MD 695	3,089	FY 2020
17	MD 146	03189X0, 03190X0 and 03192X0 over drainage ditches	1,300	FY 2021
18	I 70	Bridge number 0323900 over Ingleside Avenue	2,574	FY 2021
20	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX	3,610	FY 2020
21		Cleaning and painting bridge numbers 0304300, 0324400, 0327605, 0327606, 03417X0	3,318	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
22		Various bridges on Baltimore Beltway and Northwest Expressway; clean and paint bridges	3,516	FY 2021
23		Various bridges - Washington Boulevard, Martin Boulevard, Hollins Ferry, White Marsh, Baltimore Beltway; clean/paint bridges	2,759	Under construction
24	US 1	Belair Road; Bridge 0300300 over Gunpowder Falls	6,735	Under construction
<u>Safety/Spot Improvement</u>				
25	MD 30	At Mount Gilead.	900	FY 2020
<u>Traffic Management</u>				
26	I 95	At I-695; lighting	1,999	Under construction
<u>C.H.A.R.T. Projects</u>				
27	IS 83	I-695 to Pennsylvania state line	1,257	FY 2020
<u>Environmental Preservation</u>				
28	I 95	At Old Harford Road	15	FY 2020
29	I 695	I-695 (BA/AA County Line-Old Court Road), I-95 (BA/HO County Line-Baltimore County/Baltimore City Line)	331	FY 2020
30	I 83	Harrisburg Expressway; IRVM, vegetation management - I-695 split to MD/PA line - Phase 1; landscape	3,498	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance</u>				
31		Little Gunpowder Falls Tributary at MD 145 & MD 165 - stream restoration; wetlands replacement	2,862	Under construction
32		Tree establishment at various locations in Baltimore County; landscape	2,471	Under construction



BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<p><u>Fiscal Year 2019 Completions</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>		
1		Baltimore Downtown Bicycle Network; create cycle tracks and bicycle lanes in Downtown Baltimore, stain concrete surface of Jones Fall Trail path, complete Phase 1 of Potomac Street Cycle Track	1,684	Completed
2		Herring Run Greenway; Construct new portions of an 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Completed
		<p><u>Historic Preservation</u></p>		
3		St. Paul Place and Preston Gardens	1,778	Completed

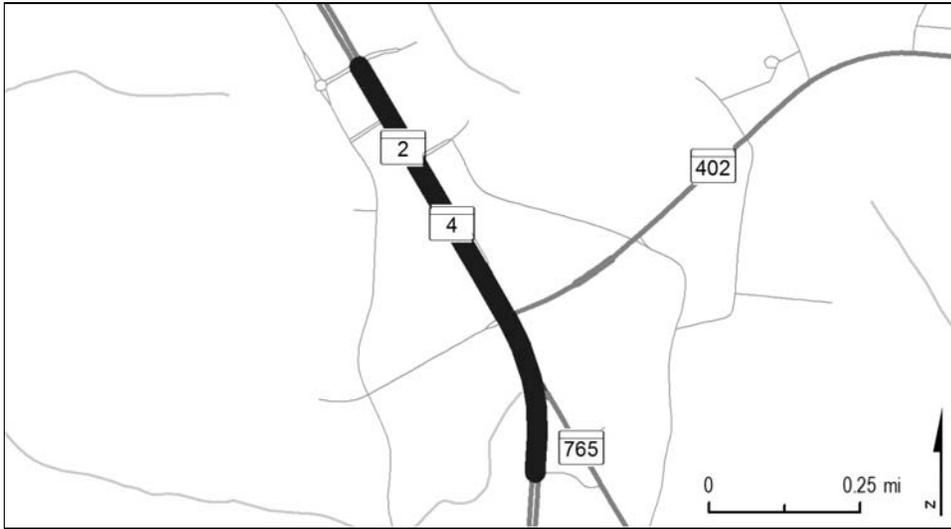
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		Hanover Street Bridge; repair and resurface (Baltimore City Project)	3,000	FY 2020
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
5		Inner Harbor Crosswalks and Bicycle Way; complete eight intersection upgrades on Pratt Street from Light Street to President Street	1,050	FY 2021
6		Potomac Street Cycle Track - Phase II; construct two way cycle track on Potomac Street between Eastern Avenue and Boston Street	418	PE Completed
7		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	Under construction



CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade and widen MD 2/4 to a six lane divided highway from Fox Run Boulevard to MD 231 (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase two of a five-phase project to upgrade and widen MD 2/4 from north of Stoakley Road/Hospital Road to south of MD 765A.

PURPOSE & NEED SUMMARY STATEMENT: MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

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

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 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 3)
 Prince Frederick Boulevard (County Project)

EXPLANATION: MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports regional transportation needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.0 million is due to additional utility work.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,897	0	0	0	0	0	0	0	0	0
Right-of-way	10,616	8,481	1,177	958	0	0	0	0	0	2,135	0
Construction	31,659	13,984	17,675	0	0	0	0	0	0	17,675	0
Total	47,172	27,362	18,852	958	0	0	0	0	0	19,810	0
Federal-Aid	2,408	2,408	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

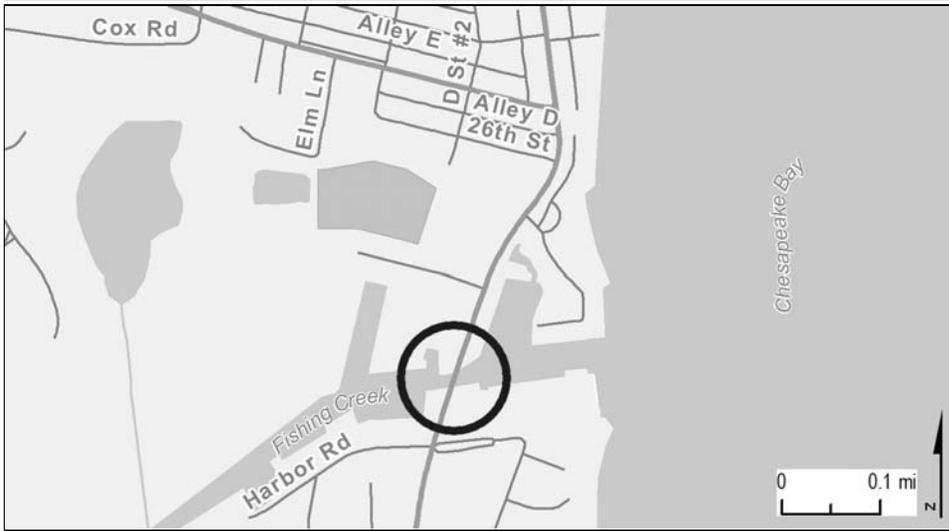
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,300

PROJECTED (2040) - 57,500



PROJECT: MD 261, Bayside Road

DESCRIPTION: Replace Bridge 04011 over Fishing Creek. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1940, is rated poor.

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 existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.2 million is due to additional maintenance of traffic and utility work, and renegotiated bid prices based upon current market values.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0	0
Right-of-way	2,008	2,008	0	0	0	0	0	0	0	0	0
Construction	27,749	22,990	3,782	977	0	0	0	0	4,759	0	0
Total	32,119	27,360	3,782	977	0	0	0	0	4,759	0	0
Federal-Aid	21,669	18,955	1,936	778	0	0	0	0	2,714	0	0

CLASSIFICATION:

STATE - Major Collector

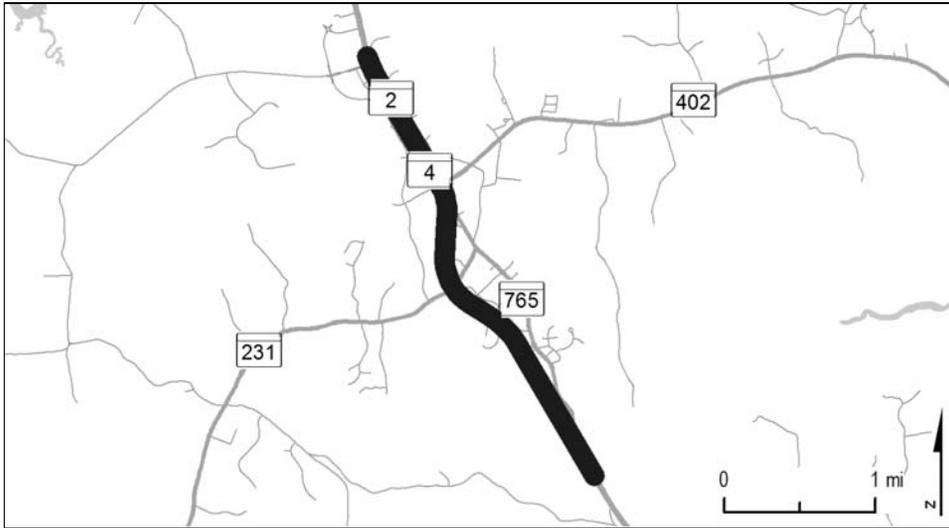
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 17,300

PROJECTED (2040) - 27,875



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Study to upgrade and widen MD 2/4 to a six lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

JUSTIFICATION: MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 MD 2/4 Phase 2, Fox Run Boulevard to MD 231 (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0	0
Engineering	1,422	1,422	0	0	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,038	4,038	0	0	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

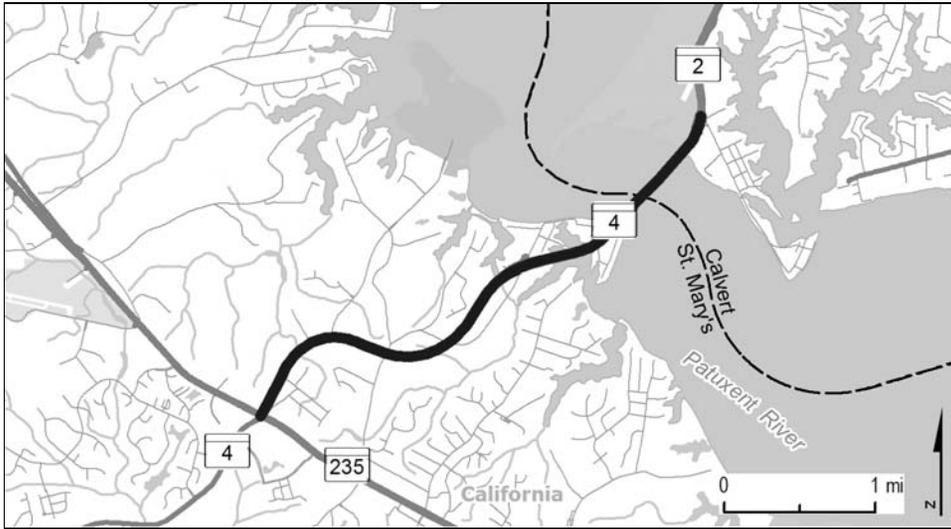
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 39,400 - 47,300

PROJECTED (2040) - 46,300 - 57,500



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

JUSTIFICATION: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	4,939	4,939	0	0	0	0	0	0	0	0	0	0
Engineering	915	915	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,854	5,854	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,400

PROJECTED (2040) - 38,275

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	At various locations in Calvert County; mill and resurface	9,515	Under construction
2	VARIOUS	At various locations in Calvert County; mill and resurface	10,512	Under construction
3	MD 2/4	Solomon's Island Road; Coster Mill Bridge Road to Calvert Cliff Parkway, MD 264 to Commerce Lane; surface treatment	6,864	Under construction
<u>Urban Reconstruction</u>				
4	MD 261	Bay Avenue; 9th Street to Anne Arundel County line; 2 lane reconstruct	3,782	FY 2020



CAROLINE COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Rehabilitation/Operation of Historic Transportation Structures</u></p> <p>Ridgely Railroad Station - Phase I; rehabilitate and restore historic railroad depot</p>	359	Completed

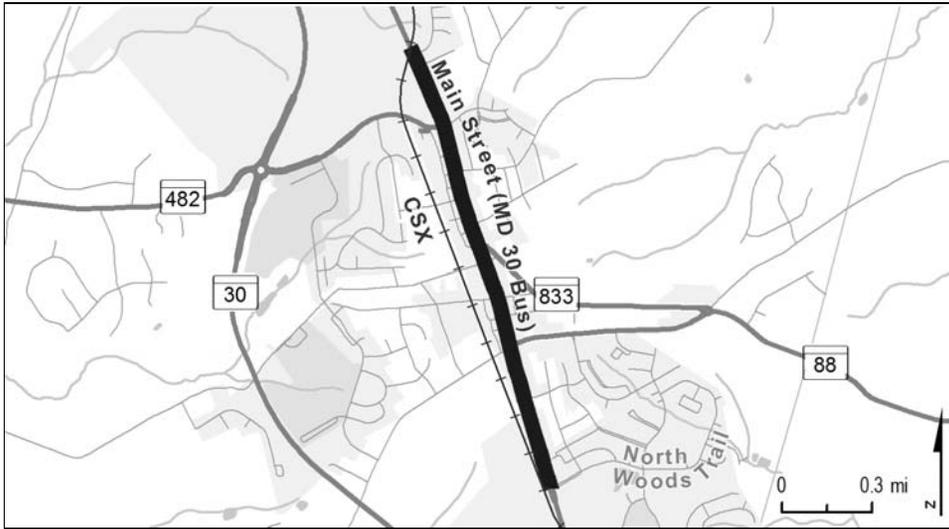
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Caroline County	4,505	FY 2020
3		At various locations in Caroline County; mill and resurface	5,201	Under construction
		<u>Environmental Preservation</u>		
4	MD 404	Shore Highway; Smith Farm wetland and reforestation planting; landscape	613	Under construction



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Urban Reconstruction). Bicycle and pedestrian facilities will be provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 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 project will restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

STATUS: Construction underway. County contributed \$0.6 million towards construction cost.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.3 million is due to additional utility relocation activities.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,688	4,688	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,046	964	23	34	25	0	0	0	0	0	82	0
Construction	27,781	11,512	16,211	58	0	0	0	0	0	16,269	0	0
Total	33,515	17,164	16,234	92	25	0	0	0	0	16,351	0	0
Federal-Aid	5,447	5,382	18	27	20	0	0	0	0	65	0	0

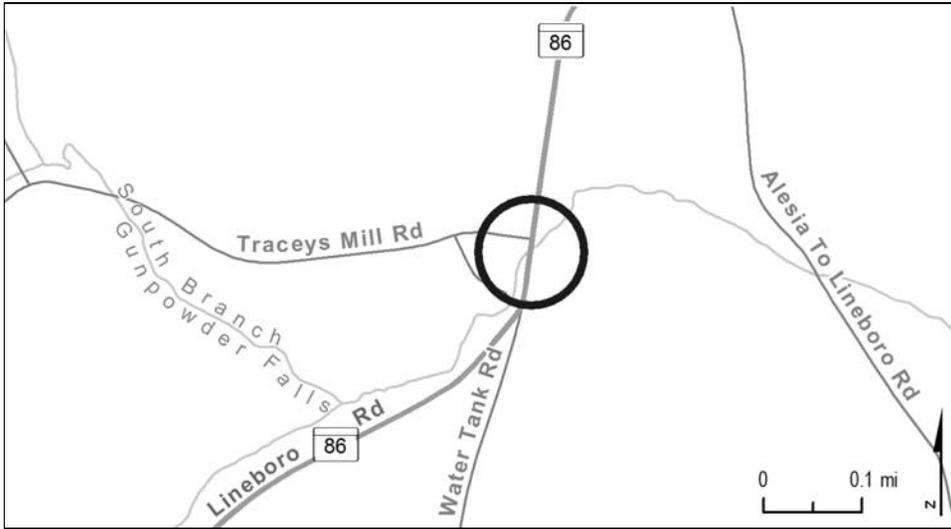
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,250
 PROJECTED (2040) - 20,400



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.1 million is due to additional surveying, signing, and excavation work.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	337	337	0	0	0	0	0	0	0	0
Engineering	1,190	1,187	3	0	0	0	0	0	3	0
Right-of-way	436	295	54	80	7	0	0	0	141	0
Construction	6,587	2,624	3,891	27	24	21	0	0	3,963	0
Total	8,550	4,443	3,948	107	31	21	0	0	4,107	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

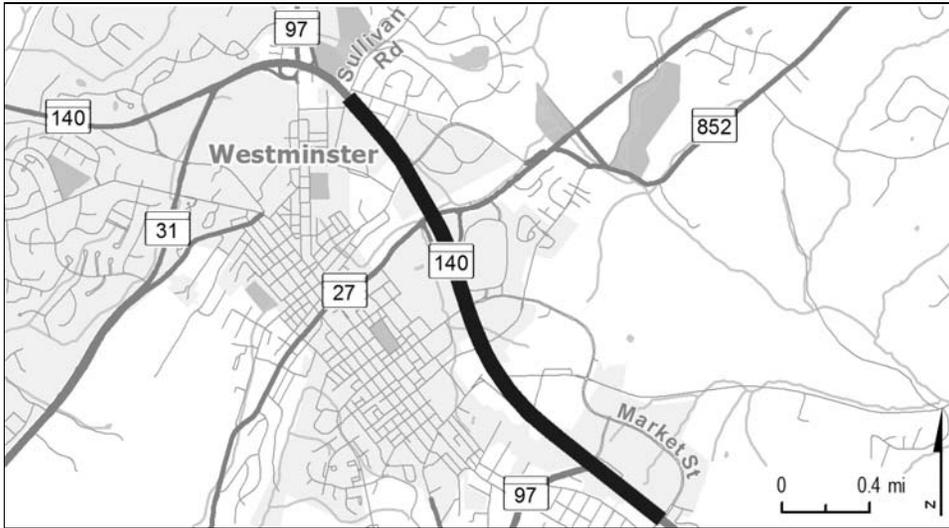
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,300

PROJECTED (2040) - 5,000



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). The project will add a 16 foot wide outside lane for bicyclists and sidewalks for pedestrians.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within Westminister.

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 complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,431	1,431	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,431	1,431	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

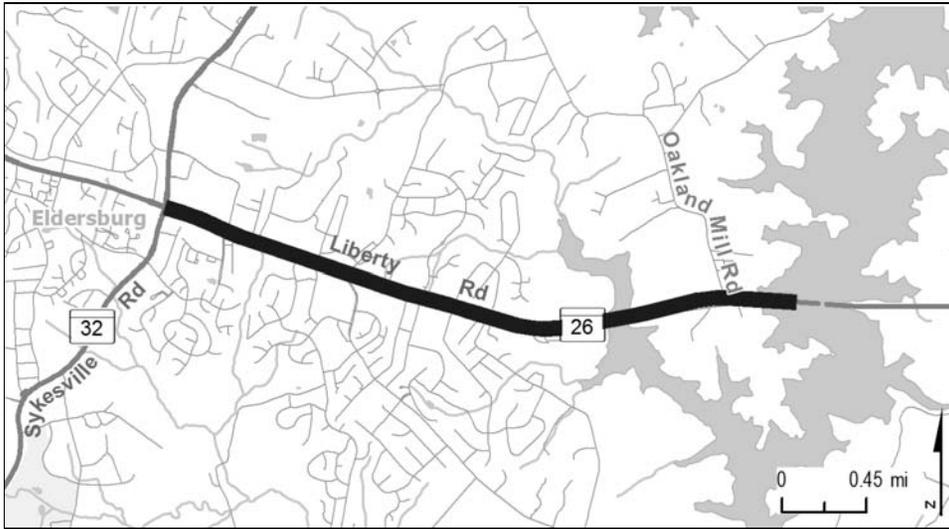
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,100 - 56,800

PROJECTED (2040) - 65,200 - 71,300



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	290	290	0	0	0	0	0	0	0	0	0	0
Engineering	1,367	1,367	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,657	1,657	0	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

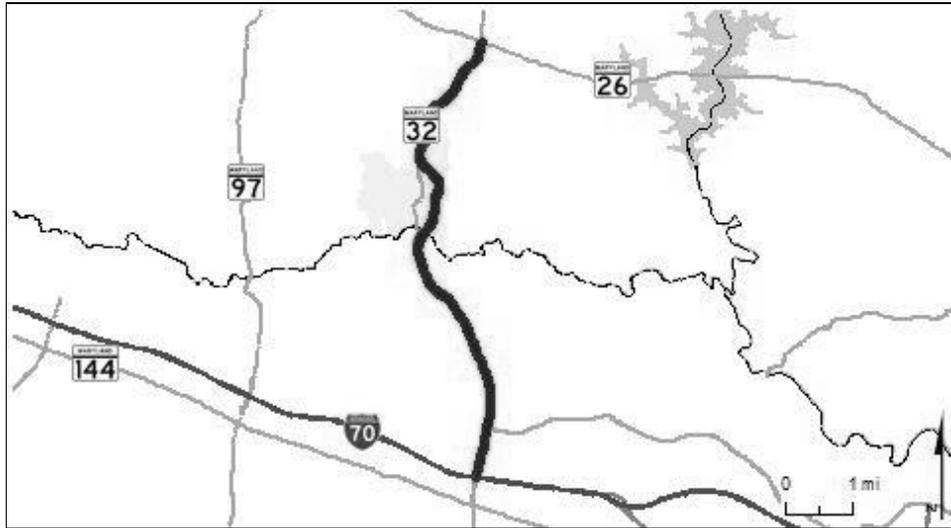
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,600 - 33,400

PROJECTED (2040) - 18,800 - 40,600



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County.

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

ASSOCIATED IMPROVEMENTS:

- MD 26, Liberty Reservoir to MD 32 (Line 4)
- MD 32, MD 108 to Linden Church Road (Howard Line 1)
- MD 32, Linden Church Road to I-70 (Howard Line 2)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	702	702	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	702	702	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,300 - 28700

PROJECTED (2040) - 36,100 - 40,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Intersection Capacity Improvements</u>				
1	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	3,285	Completed
2	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	5,027	Completed
<u>Bicycle Retrofit</u>				
3	MD 27	Railroad Avenue; Baltimore Boulevard to Hollow Rock Avenue; sidewalks	2,900	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		Mill, grind, patch and resurface roadways at various locations in Carroll County	15,341	FY 2020
5		At various locations in Carroll County; mill and resurface	12,524	Under construction
		<u>Safety/Spot Improvement</u>		
6	MD 32	MD 32 at Johnsville Road and Bennett Road	3,360	FY 2020
7	MD 32	Main Street to Macbeth Way	4,180	Under construction
8	MD 27	Ridge Road; Gillis Falls Road and Harrisville Road; geometric improvements	2,179	Under construction
		<u>TMDL Compliance</u>		
9		Tree planting at various locations in Carroll County; landscape	1,871	Under construction
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
10		Langdon SWM project	980	FY 2020
11		Elderwood SWM Basin and Oklahoma Phase IV SWM Facility	1,047	Under construction



CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1954, is rated poor.

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 existing bridge is rated poor. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.2 million is due to additional maintenance of traffic, construction stakeout, excavation and overhead costs.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,415	2,415	0	0	0	0	0	0	0	0
Right-of-way	657	631	26	0	0	0	0	0	26	0
Construction	19,437	10,322	5,014	3,383	718	0	0	0	9,115	0
Total	22,509	13,368	5,040	3,383	718	0	0	0	9,141	0
Federal-Aid	15,794	8,299	4,030	2,838	627	0	0	0	7,495	0

CLASSIFICATION:

STATE - Other Principal Arterial

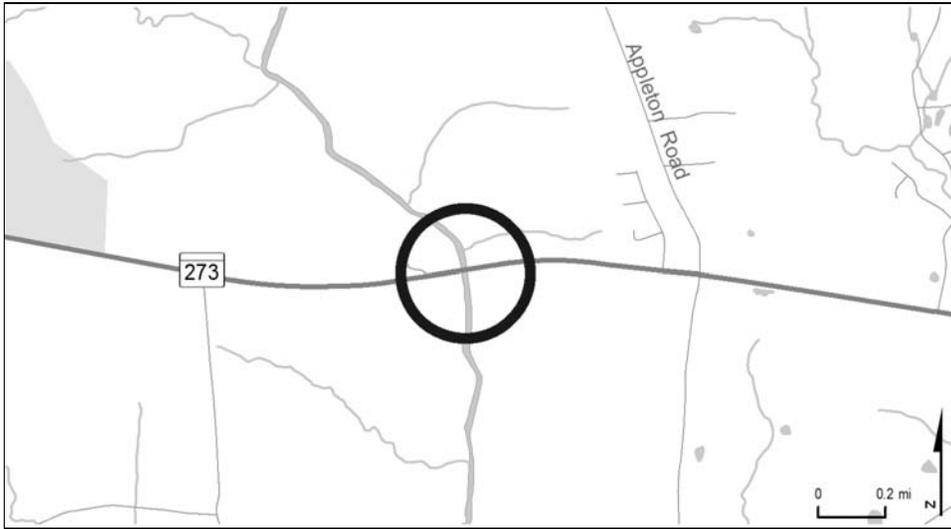
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,475

PROJECTED (2040) - 20,500



PROJECT: MD 273, Telegraph Rd

DESCRIPTION: Replace Bridge 0704400 over Big Elk Creek. The bridge will have two 12 foot lanes and two 10 foot shoulders. No sidewalks will be provided.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor and requires replacement.

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 existing structure is classified as rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,296	0	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0	0
Construction	7,572	3,693	3,879	0	0	0	0	0	0	3,879	0	0
Total	8,895	5,016	3,879	0	0	0	0	0	0	3,879	0	0
Federal-Aid	6,069	2,904	3,165	0	0	0	0	0	0	3,165	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Rural Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,425

PROJECTED (2040) - 13,500

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Cecil County; mill and resurface	6,435	Completed
2		At various locations in Cecil County; patching	1,373	Completed
<u>Safety/Spot Improvement</u>				
3	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,106	Completed
<u>Sidewalks</u>				
4	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,156	Completed
<u>TMDL Compliance</u>				
5		Tree establishment at various locations in District 2; landscape	399	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
6		At various locations in Cecil County	1,036	FY 2020
7		At various locations in Cecil County	4,750	FY 2020
8		At various locations in Cecil County; mill and resurface	5,250	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
9	MD 316	Structure No. 07111X0 over branch of Big Elk Creek	1,144	FY 2021
		<u>Safety/Spot Improvement</u>		
10	US 40	Pulaski Highway; at Maloney Road; geometric improvements	1,703	Under construction
11	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,597	Under construction
12	MD 272	Turkey Point Road; South of US 40 to Rogers Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,402	Under construction
		<u>Intersection Capacity Improvements</u>		
13	US 40	At Nottingham Road	1,800	FY 2021
		<u>TMDL Compliance</u>		
14		TMDL Tree Establishment at SHA Row Sites & DNR Sites in Cecil Co (District 2)	298	FY 2020
15		Gramies Run; wetlands replacement	4,389	Under construction

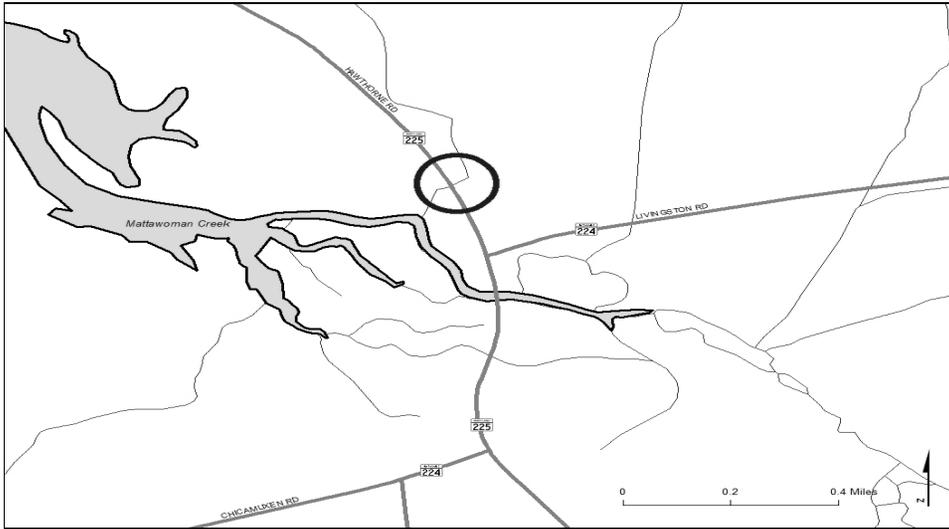
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
16		<p align="center"><u>Fiscal Year 2020 and 2021 (cont'd)</u></p> <p align="center"><u>TMDL Compliance (cont'd)</u></p> <p>Tree planting at various locations in Cecil County; landscape</p>	1,422	Under construction



CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replace Bridge 08021 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1951, is rated poor.

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 existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				.....2022.....	.....2023.....	.....2024.....	.....2025.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	323	489	364	0	0	0	0	0	0	853	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	2,000	0	0	387	1,613	0	0	0	0	0	2,000	0
Total	3,176	323	489	751	1,613	0	0	0	0	0	2,853	0
Federal-Aid	1,560	0	0	302	1,258	0	0	0	0	0	1,560	0

CLASSIFICATION:

STATE - Intermediate Arterial

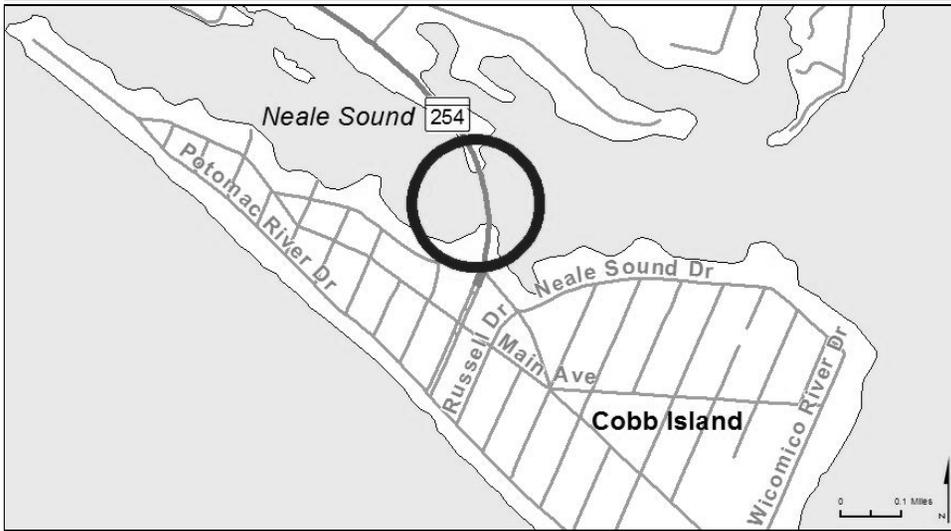
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,000

PROJECTED (2040) - 13,300



PROJECT: MD 254, Cobb Island Road

DESCRIPTION: Replace Bridge 08038 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1963, is rated poor.

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 existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,402	2,399	3	0	0	0	0	0	0	3	0
Right-of-way	169	139	10	13	7	0	0	0	0	30	0
Construction	15,262	8,662	6,504	96	0	0	0	0	0	6,600	0
Total	17,833	11,200	6,517	109	7	0	0	0	0	6,633	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

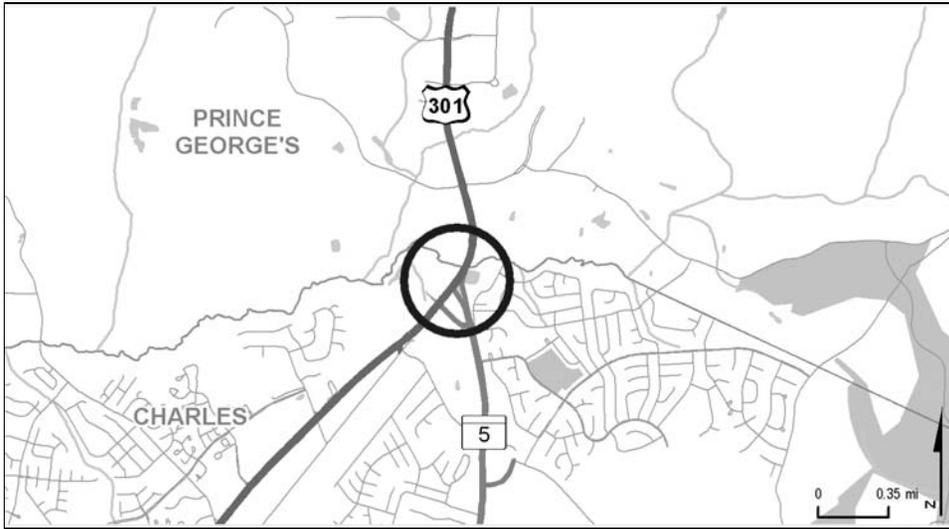
FEDERAL - Minor Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 2,100

PROJECTED (2040) - 2,550



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

JUSTIFICATION: This project will improve safety, reduce congestion, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 4)
- US 301, MD 228/MD5 Business (Line 5)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Removed from Construction Program following expiration of legislative mandate.

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)	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
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	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

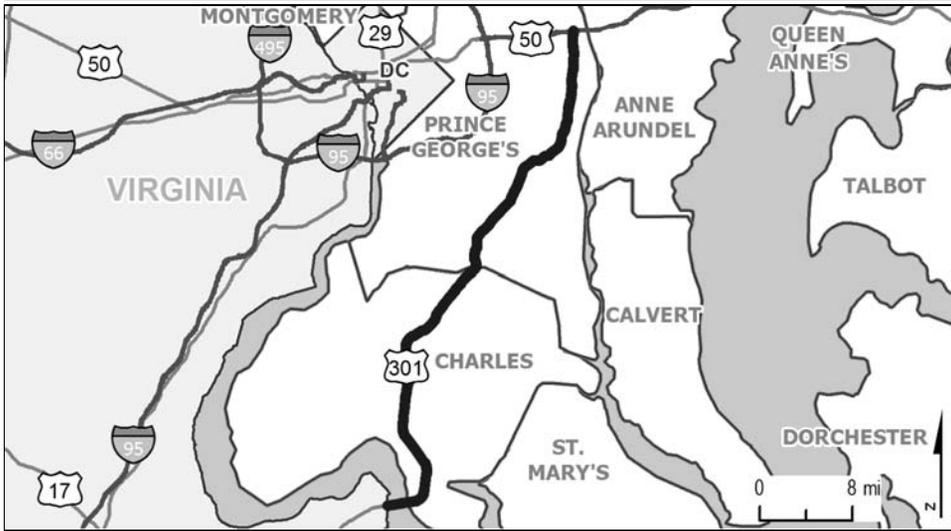
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 71,900 (Charles)
102,400 (Prince George's)

PROJECTED (2040) - 75,200 (Charles)
127,400 (Prince George's)



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

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

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

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 3)
- US 301, at MD 228/MD 5BU (Line 5)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 3, US 50 to MD 32 (Prince George's County Line 16)
- US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 23)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	10,750	10,750	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

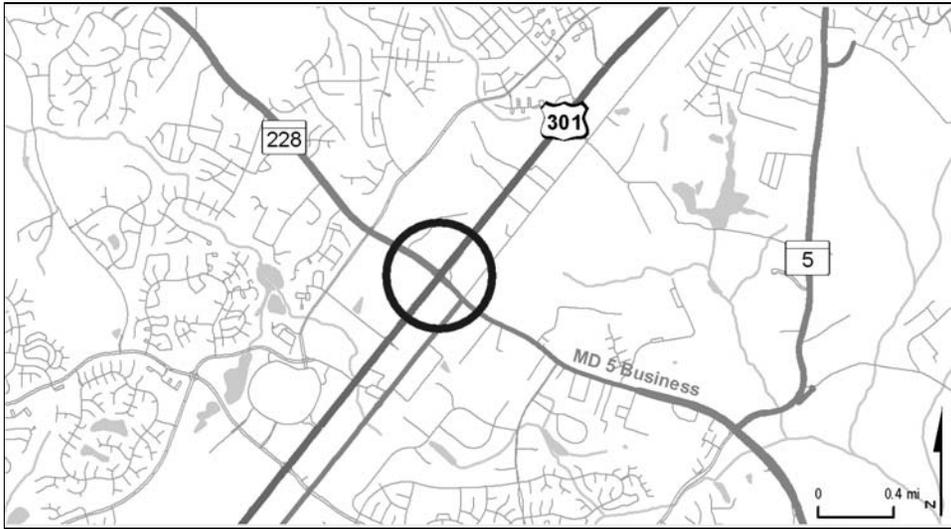
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,100 - 65,000 (Charles)
104,000 (Prince George's)

PROJECTED (2040) - 45,000 - 82,050 (Charles)
127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersection at MD 228/MD 5 Business.

JUSTIFICATION: Project will improve safety, reduce congestion, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 3)
- US 301, South Corridor Transportation Study (Line 4)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	12,907	12,894	13	0	0	0	0	0	0	13	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	0	0	0	0	0	0	0	0	0	0	0
Total	12,907	12,894	13	0	0	0	0	0	0	13	0
Federal-Aid	7,669	7,669	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,800 (Charles)

PROJECTED (2040) - 79,800 (Charles)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 6	Charles Street; Bridge 0800700 over Zekiah Swamp; bridge rehabilitation	3,748	Completed
2	MD 224	Riverside Road; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut; bridge rehabilitation	1,927	Completed
<u>TMDL Compliance</u>				
3		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	535	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		At various locations in Charles County; mill and resurface	7,602	Under construction
5		At various locations in Charles County; mill and resurface	9,511	Under construction
		<u>Urban Reconstruction</u>		
6	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Completed
		<u>Environmental Preservation</u>		
7		Vegetation management on select mitigation sites in Charles County (D5)	7,435	FY 2020
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
8		Indian Head Trailhead Restroom	360	FY 2021
9		Indian Head Boardwalk; construct 1,200 foot boardwalk	3,314	FY 2020



DORCHESTER COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Dorchester County; resurface</p>	9,070	Completed

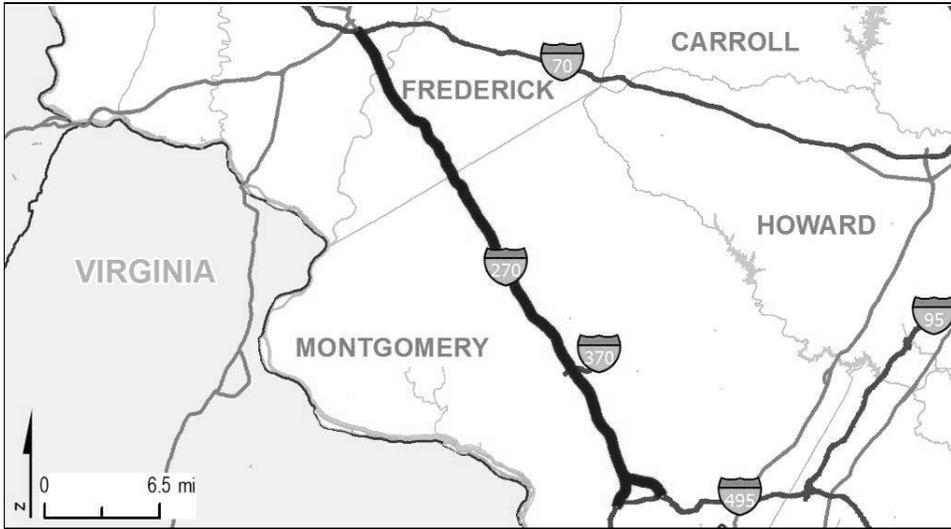
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Bridge Replacement/Rehabilitation</u>				
2	US 50	Fender repairs to Bridge Number 0902200 over Nanticoke River	1,100	FY 2020
3	MD 331	Structure 09045X0 over Branch of Nanticoke River	580	FY 2020
<u>Safety/Spot Improvement</u>				
4	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement	2,659	FY 2020



FREDERICK COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

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

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

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

ASSOCIATED IMPROVEMENTS:

- MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 6)
- MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 16)
- I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- Traffic Relief Plan (Statewide - Line 4)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$17.0 million is due to the addition of ramp metering improvements at multiple interchanges.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	129,054	43,606	42,582	42,866	0	0	0	0	85,448	0	0
Total	131,115	45,667	42,582	42,866	0	0	0	0	85,448	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

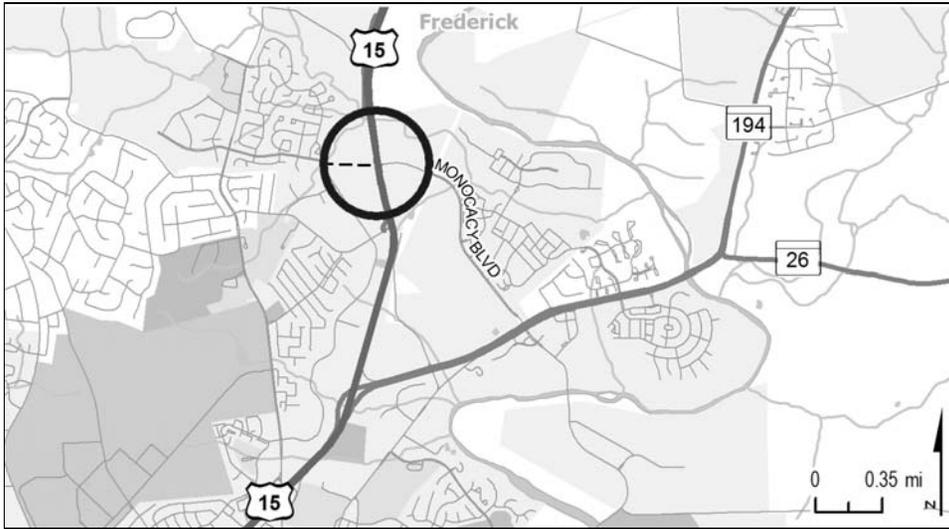
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 90,700 - 260,800

PROJECTED (2040) - 105,000 - 299,000



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Constructed a new US 15 grade-separated interchange and park-and-ride lot at Monocacy Boulevard. Bicycle and pedestrian improvements was included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project added a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic associated with existing and planned development. The project closed an existing at-grade US 15 intersection at Hayward Road.

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:
 US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)

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 improves safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a park and ride facility. This interchange supports ongoing and planned growth.

STATUS: Open to service. Frederick County funded \$1.4 million for engineering. City of Frederick funded \$1.4 million for engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	682	682	0	0	0	0	0	0	0	0	0
Engineering	4,344	4,344	0	0	0	0	0	0	0	0	0
Right-of-way	30,262	28,794	301	452	452	263	0	0	1,468	0	0
Construction	39,298	38,942	356	0	0	0	0	0	356	0	0
Total	74,586	72,762	657	452	452	263	0	0	1,824	0	0
Federal-Aid	25,375	24,246	232	347	347	203	0	0	1,129	0	0

CLASSIFICATION:

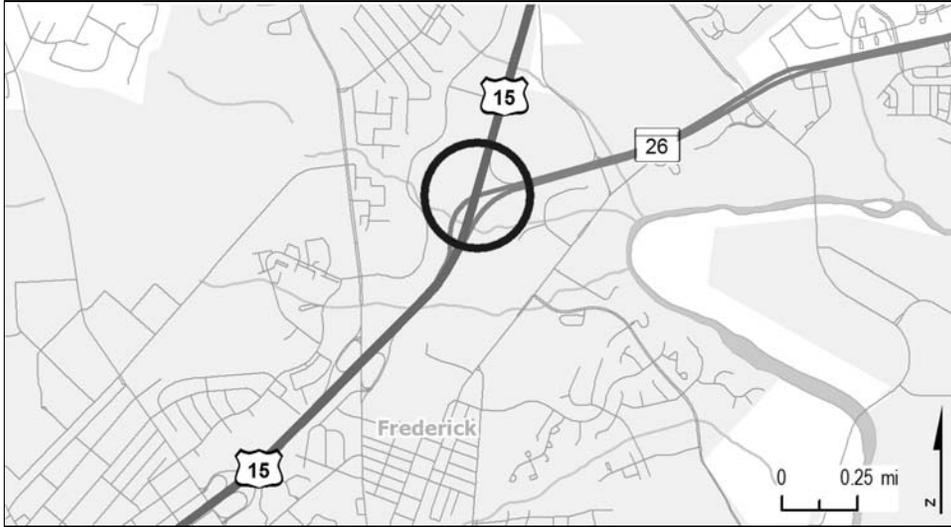
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 56,200

PROJECTED (2040) - 102,700



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Replaced Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, was rated poor.

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:
 US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)

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 existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.5 million is due to additional paving, excavation, and asphalt work.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	642	642	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,574	6,995	579	0	0	0	0	0	0	579	0	0
Total	8,216	7,637	579	0	0	0	0	0	0	579	0	0
Federal-Aid	280	280	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

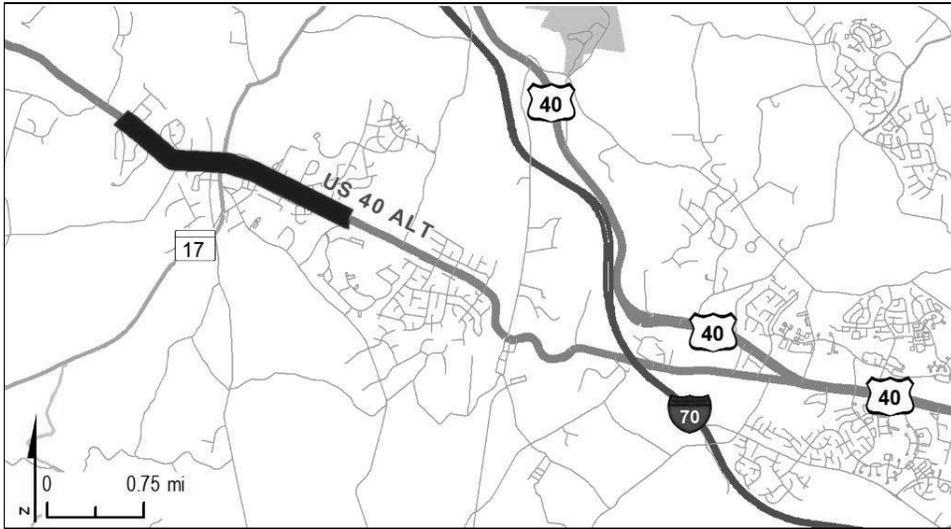
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 24,975

PROJECTED (2040) - 31,475



PROJECT: US 40 Alternate, Old National Pike

DESCRIPTION: Construct roadway improvements, including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements, from Ivy Hill Drive to Middletown Parkway (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 Alternate.

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 project will improve safety and enhance community vitality in the Town of Middlestown.

STATUS: Construction underway. Town of Middlestown funded \$4.8 million for construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,462	3,462	0	0	0	0	0	0	0	0	0
Right-of-way	338	338	0	0	0	0	0	0	0	0	0
Construction	14,254	9,234	4,982	38	0	0	0	0	5,020	0	0
Total	18,054	13,034	4,982	38	0	0	0	0	5,020	0	0
Federal-Aid	13,887	9,451	4,436	0	0	0	0	0	4,436	0	0

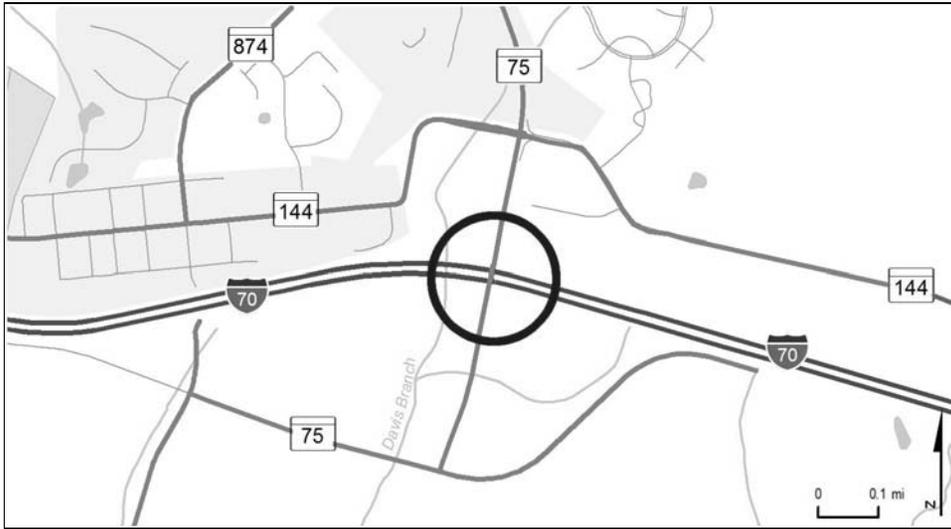
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,800

PROJECTED (2040) - 16,700



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 105600 on MD 75 over I-70.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1973, is rated poor.

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 existing bridge is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	470	303	120	47	0	0	0	0	0	0	167	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	11,440	0	0	892	4,170	5,177	1,201	0	0	11,440	0	0
Total	11,910	303	120	939	4,170	5,177	1,201	0	0	11,607	0	0
Federal-Aid	8,924	0	0	696	3,253	4,038	937	0	0	8,924	0	0

CLASSIFICATION:

STATE - Major Collector

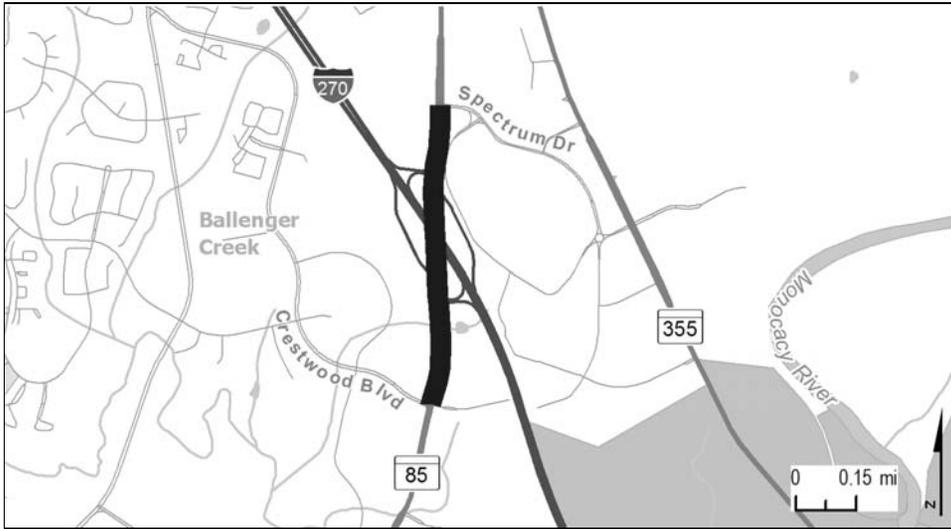
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,500

PROJECTED (2040) - 21,700



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are rated poor.

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

ASSOCIATED IMPROVEMENTS: MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 16)

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

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

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Construction underway. County funded \$1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost decrease of \$4.4 million is due to reduced right-of-way needs.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	6,612	6,612	0	0	0	0	0	0	0	0	0
Right-of-way	8,899	8,748	151	0	0	0	0	0	0	151	0
Construction	65,867	27,097	11,681	12,650	14,439	0	0	0	0	38,770	0
Total	81,909	42,988	11,832	12,650	14,439	0	0	0	0	38,921	0
Federal-Aid	56,269	24,479	9,318	10,506	11,966	0	0	0	0	31,790	0

CLASSIFICATION:

STATE - Major Collector

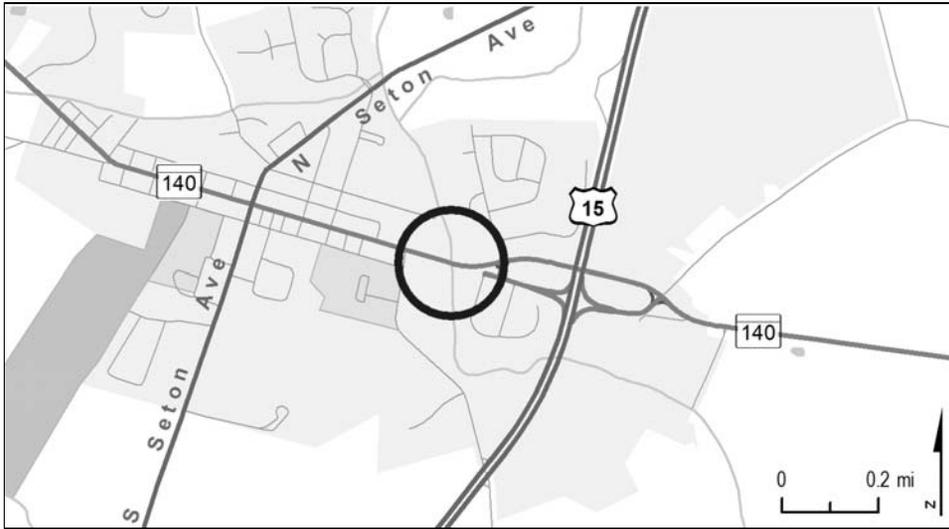
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 42,400 - 53,875

PROJECTED (2040) - 57,000 - 81,325



PROJECT: MD 140, Main Street

DESCRIPTION: Replaced Bridge 10062 over Flat Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, was rated poor.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$0.7 million is due to the reconciliation of final expenditures.

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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,344	1,344	0	0	0	0	0	0	0	0	0	
Right-of-way	270	261	8	1	0	0	0	0	0	9	0	
Construction	5,098	4,481	539	78	0	0	0	0	0	617	0	
Total	6,712	6,086	547	79	0	0	0	0	0	626	0	
Federal-Aid	5,102	4,550	479	73	0	0	0	0	0	552	0	

CLASSIFICATION:

STATE - Intermediate Arterial

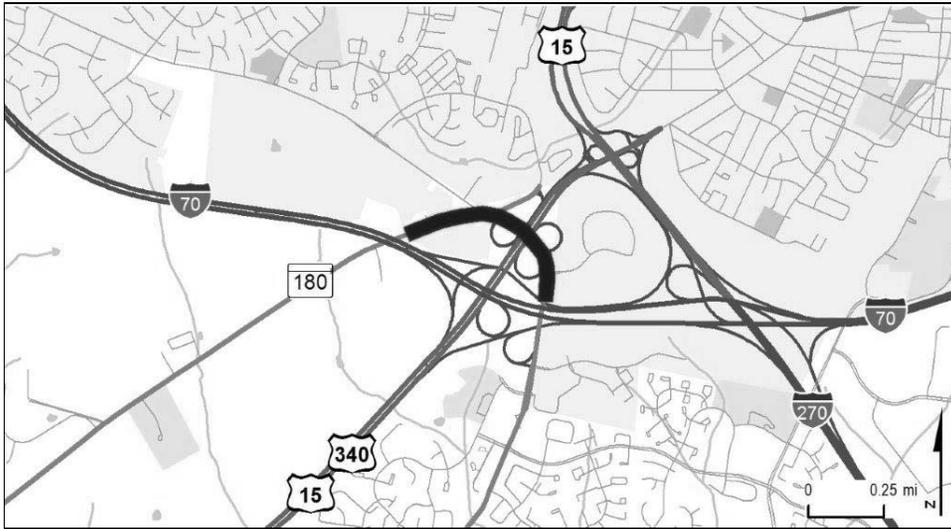
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,775

PROJECTED (2040) - 15,925



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340. Bicycle and pedestrian accommodations will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Operational and capacity improvements to support mobility and economic development in Frederick County.

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 corridor experiences operational failures due to congested roads and high traffic volumes, especially during peak periods.

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.0 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,444	2,433	11	0	0	0	0	0	0	11	0
Right-of-way	583	105	188	232	58	0	0	0	0	478	0
Construction	15,884	64	7,360	8,460	0	0	0	0	0	15,820	0
Total	18,911	2,602	7,559	8,692	58	0	0	0	0	16,309	0
Federal-Aid	11,436	35	5,319	6,063	19	0	0	0	0	11,401	0

CLASSIFICATION:

STATE - Major Collector

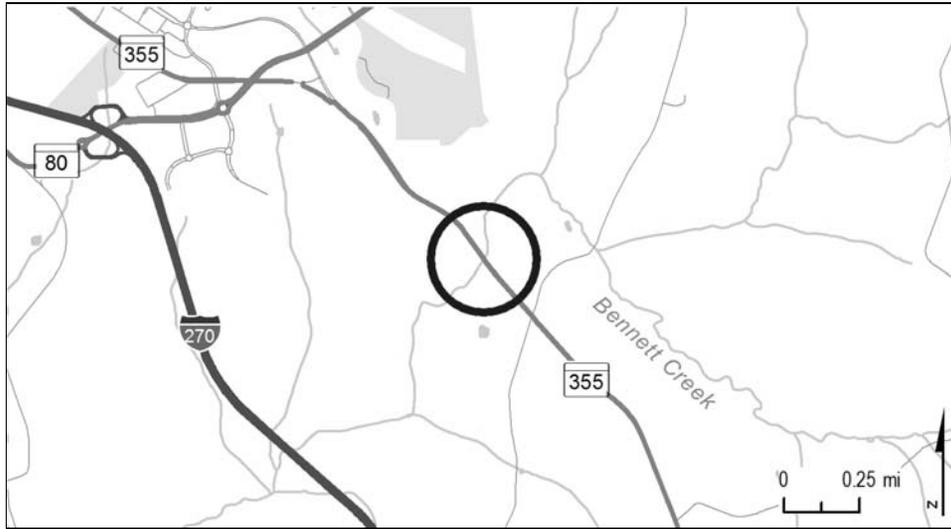
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,800

PROJECTED (2040) - 47,600



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,013	779	116	118	0	0	0	0	0	234	0
Construction	13,441	1,606	6,473	5,362	0	0	0	0	0	11,835	0
Total	16,993	4,924	6,589	5,480	0	0	0	0	0	12,069	0
Federal-Aid	12,646	3,127	5,157	4,362	0	0	0	0	0	9,519	0

CLASSIFICATION:

STATE - Major Collector

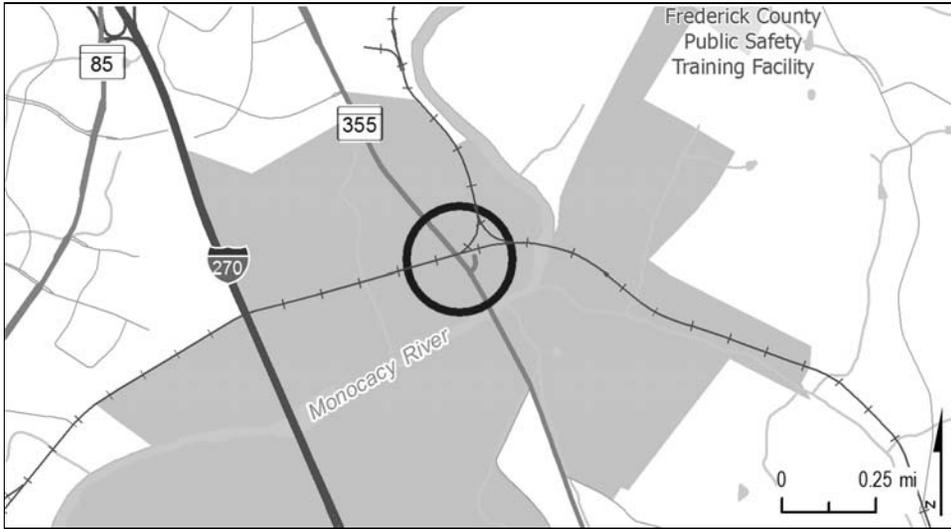
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,800

PROJECTED (2040) - 13,750



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over the CSX railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0	0
Right-of-way	40	40	0	0	0	0	0	0	0	0	0
Construction	12,067	5,371	5,293	1,403	0	0	0	0	6,696	0	0
Total	13,977	7,281	5,293	1,403	0	0	0	0	6,696	0	0
Federal-Aid	1,443	1,443	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

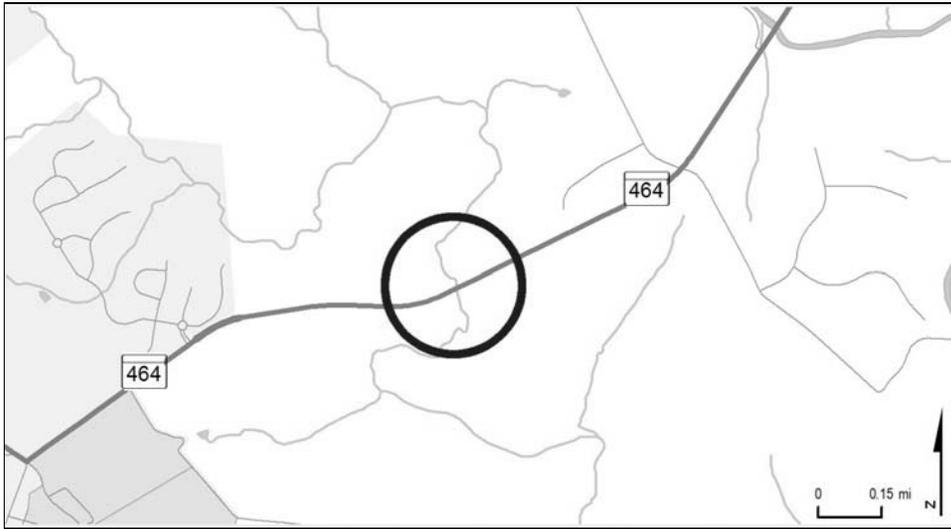
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,400

PROJECTED (2040) - 16,625



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 1009000 over Little Catoclin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1933, is rated poor.

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 existing bridge is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,112	1,112	0	0	0	0	0	0	0	0	0
Right-of-way	65	62	3	0	0	0	0	0	0	3	0
Construction	4,086	443	3,219	424	0	0	0	0	0	3,643	0
Total	5,263	1,617	3,222	424	0	0	0	0	0	3,646	0
Federal-Aid	4,045	1,125	2,579	341	0	0	0	0	0	2,920	0

CLASSIFICATION:

STATE - Rural Major Collector

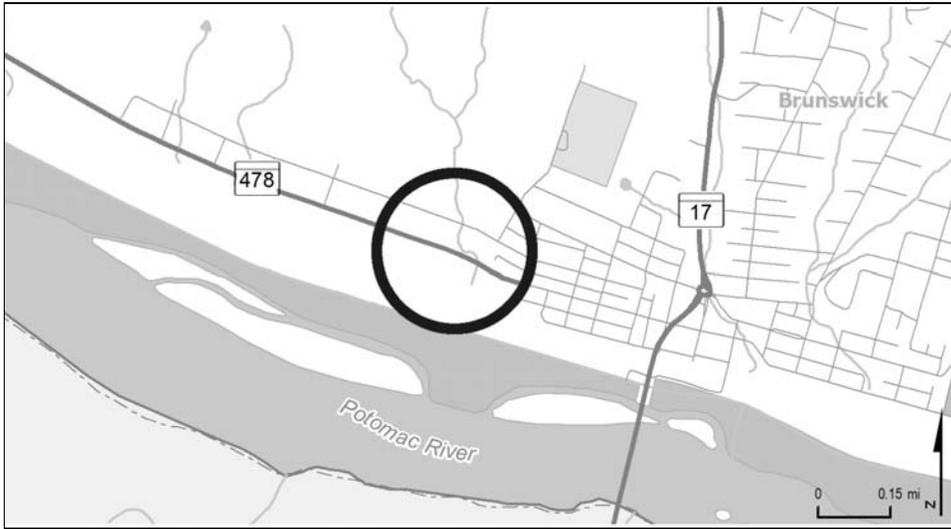
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,600

PROJECTED (2040) - 7,100



PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replace Bridge 10089 over a branch of the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is rated poor.

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 existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	818	818	0	0	0	0	0	0	0	0	0	0
Right-of-way	425	389	14	19	3	0	0	0	0	0	36	0
Construction	5,609	2,901	2,708	0	0	0	0	0	0	2,708	0	0
Total	6,852	4,108	2,722	19	3	0	0	0	0	2,744	0	0
Federal-Aid	4,971	2,898	2,073	0	0	0	0	0	0	2,073	0	0

CLASSIFICATION:

STATE - Major Collector

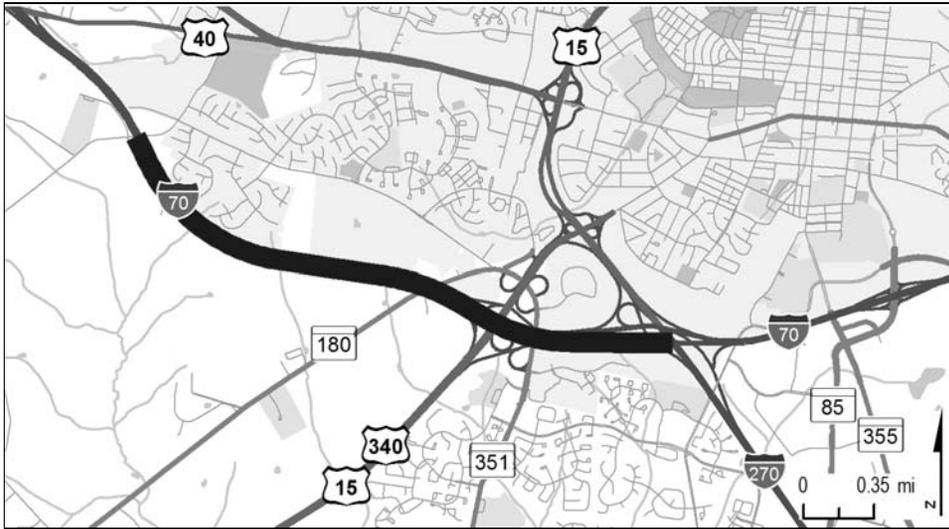
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,700

PROJECTED (2040) - 5,400



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase four of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

JUSTIFICATION: This project will reduce congestion and provide capacity to accommodate planned development.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Innovative Congestion Management (Line 1)
- MD 180, Jefferson Pike (Line 8)
- US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

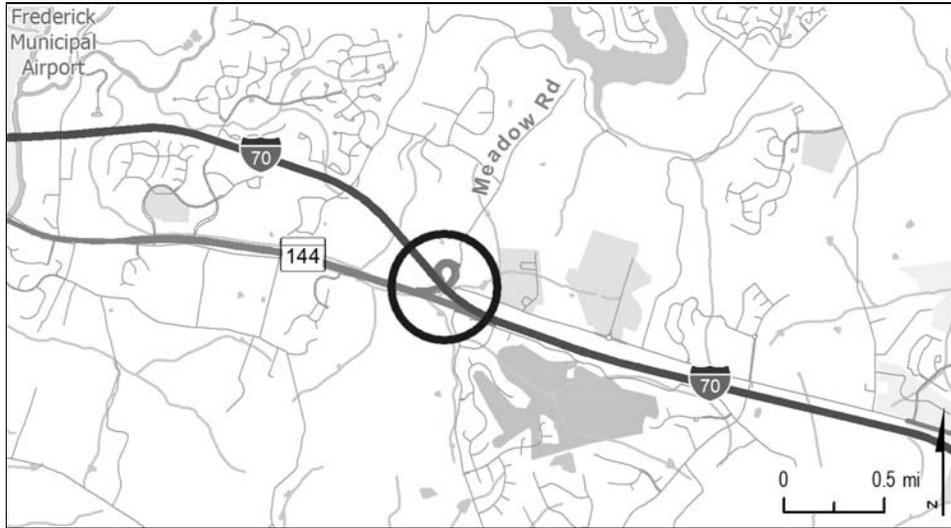
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 103,200

PROJECTED (2040) - 150,725



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will accommodate development in the surrounding area.

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: Developer funded planning and engineering. County funded right-of-way and construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	252	252	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	252	252	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

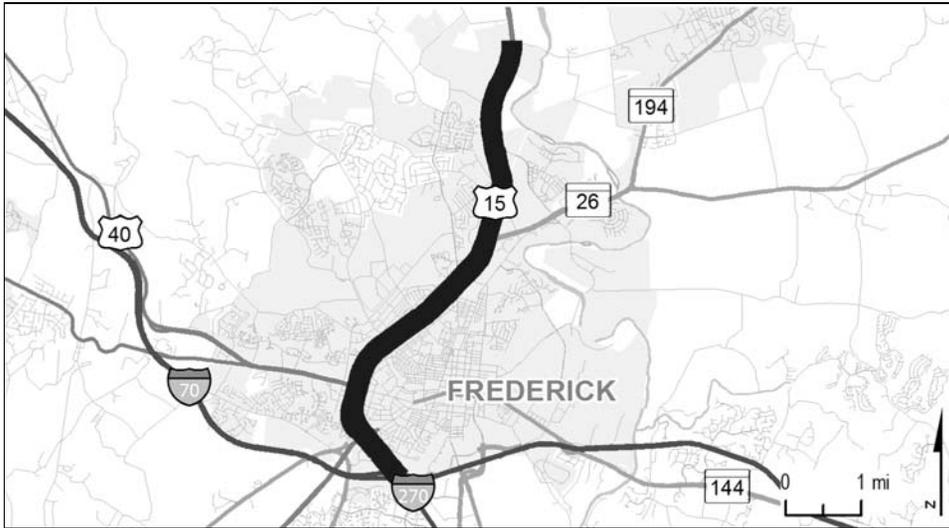
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 69,000

PROJECTED (2040) - 86,375



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road (7.0 miles).

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, sharp curves, and short merging and weaving sections.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Innovative Congestion Management (Line 1)
- US 15, MD 26 Bridge Replacement (Line 3)
- I-70, Mount Phillip Rd. and I-270 (Line 13)
- Traffic Relief Plan (Statewide - Line 4)

STATUS: Planning and engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	3,059	2,809	250	0	0	0	0	0	0	250	0
Engineering	3,000	431	500	500	500	650	169	250	2,569	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	6,059	3,240	750	500	500	650	169	250	2,819	0	0
Federal-Aid	2,055	0	400	400	400	520	135	200	2,055	0	0

CLASSIFICATION:

STATE - Principal Arterial

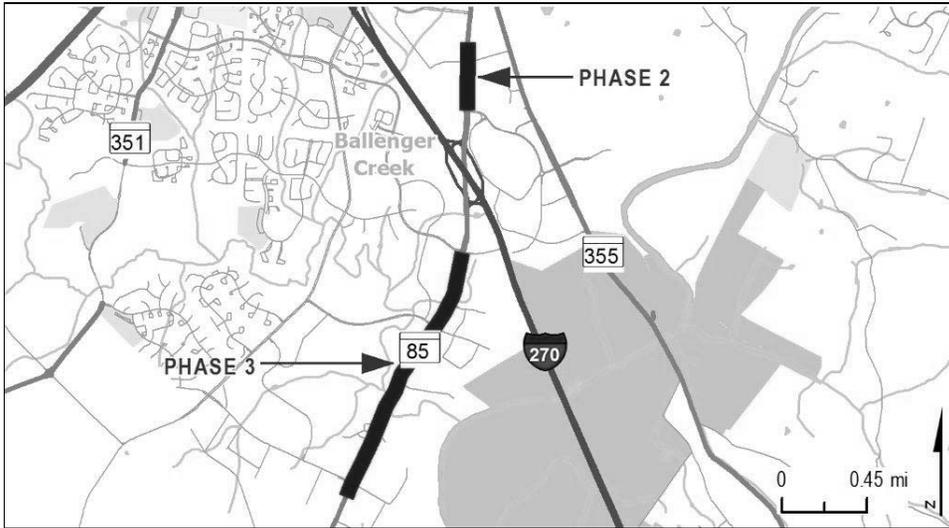
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 101,900 - 127,000

PROJECTED (2040) - 121,400 - 182,100



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). Bicycle and pedestrian improvements will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

ASSOCIATED IMPROVEMENTS:
 MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 6)

STATUS: Planning complete. Proceeding with phase one construction (Line 5).

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

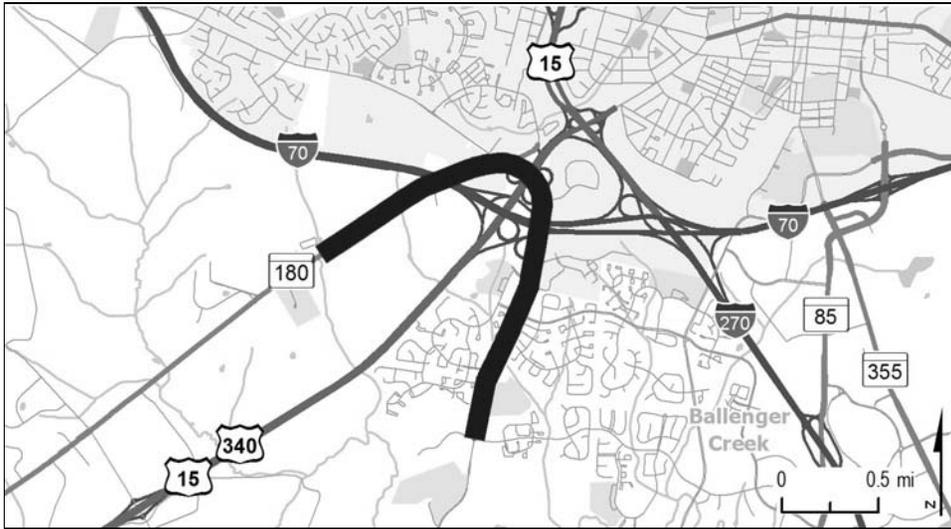
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 17,800 - 55,200

PROJECTED (2040) - 27,300 - 78,725



PROJECT: MD 180, Jefferson Pike, and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments in the study are contribute to operational failures along the existing roadway network, especially during peak periods.

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

ASSOCIATED IMPROVEMENTS:
 MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 8)
 I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 13)

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,288	2,288	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,288	2,288	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,300

PROJECTED (2040) - 72,025

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<p><u>Fiscal Year 2019 Completions</u></p> <p><u>Enhancements</u></p> <p><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></p>		
1		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Completed
		<p><u>Pedestrian/Bicycle Facilities</u></p>		
2		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3	IS 70	Washington County Line to Grindstone Run structure 10135	5,937	FY 2020
4		At various locations in Frederick County	17,127	FY 2020
5		At various locations in Frederick County; mill and resurface	14,391	Under construction
6	I 70 WB	Eisenhower Memorial Highway; East of MD 75 to structure 10183 over Monocacy River; safety and resurface	6,368	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 17	Bridge 1001900 over Middle Creek	5,720	FY 2021
8	US 15	Bridge 1010900 over MD 77 and Hunting Creek	4,000	FY 2021
9	MD 491	Small structure 10039X0-MD491 over BR of Owens Creek	500	FY 2020
10	MD 383	Small structures 10399X0 and 10400X0	316	FY 2020
11	MD144F	Cleaning and Painting of Bridge No. 1003800	1,373	FY 2020
12	MD 26	At Old Annapolis Road/Water Street Road	3,586	FY 2020
13		Various bridges on Eisenhower Memorial Highway, Catoclin Mountain Highway, E. Main Street; clean/paint bridges	2,161	Under construction
14	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,457	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
15	US 15	Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements	4,294	Under construction
16	US 15	Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements	5,452	Under construction
17	MD 77	Foxville Road; Pryor Road to Stottlemeyer Road; drainage improvement	2,288	Under construction
<u>Urban Reconstruction</u>				
18	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,786	Under construction
19	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	5,876	Under construction
<u>Traffic Management</u>				
20	MD 180	Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization	458	Under construction
<u>TMDL Compliance</u>				
21		Israel creek at Stauffers Road	5,261	FY 2020
22		Israel Creek at MD 550	6,135	FY 2020
23		At various locations in Frederick County - Group 1A; drainage improvement	1,571	Under construction
24		Tree establishment at various locations in Frederick County; landscape	1,253	Under construction
25		Little Catoctin Creek at US 340; wetlands replacement	2,706	Under construction

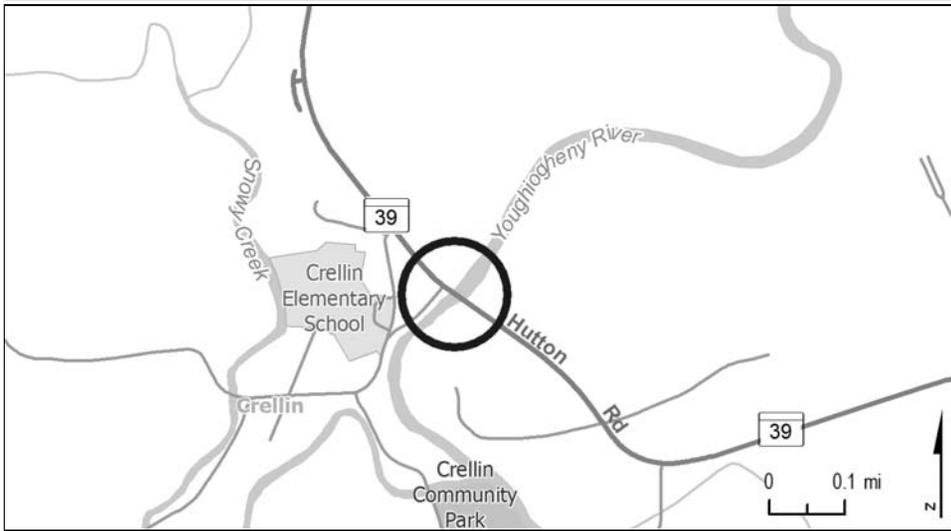
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
26		<p align="center"><u>Fiscal Year 2020 and 2021 (cont'd)</u></p> <p align="center"><u>TMDL Compliance (cont'd)</u></p> <p>Tree planting at various locations in Frederick County; landscape</p>	2,106	Under construction



GARRETT COUNTY



PROJECT: MD 39, Hutton Road

DESCRIPTION: Replace Bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is rated poor.

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 existing structure is rated poor.

STATUS: Engineering underway. Construction to begin current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.1 million is due to the final engineer's estimate.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,221	38	0	0	0	0	0	0	38	0
Right-of-way	93	53	27	13	0	0	0	0	0	40	0
Construction	7,300	0	1,278	5,117	905	0	0	0	0	7,300	0
Total	8,652	1,274	1,343	5,130	905	0	0	0	0	7,378	0
Federal-Aid	5,693	0	996	3,991	706	0	0	0	0	5,693	0

CLASSIFICATION:

STATE - Minor Arterial

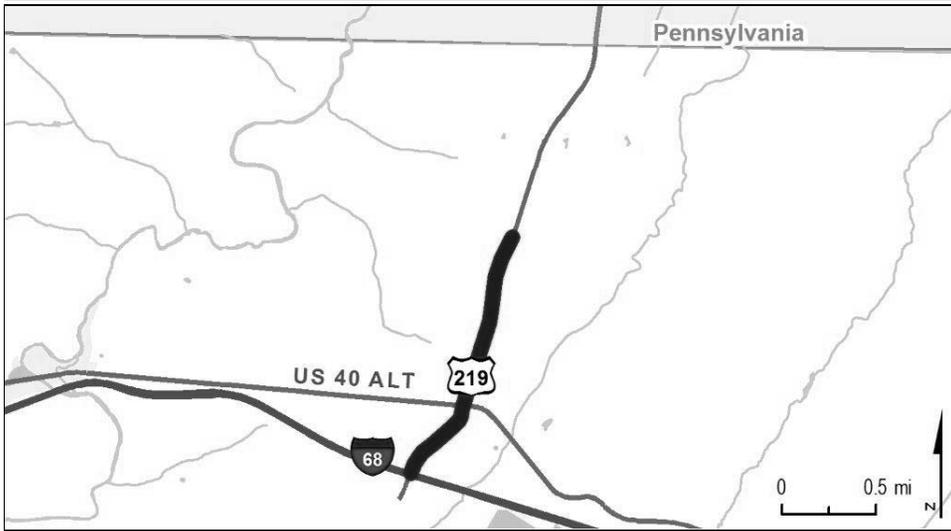
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,000

PROJECTED (2040) - 4,600



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade and relocate US 219, from I-68/US 40 to Old Salisbury Road (1.5 miles). This project is being broken out from a larger study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

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

ASSOCIATED IMPROVEMENTS: US 219 Corridor, I-68 to Pennsylvania State line (Line 5)

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

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

EXPLANATION: This project will enhance accessibility and promote economic development.

STATUS: Construction underway. Construction and right-of-way phases funded with Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.2 million is due to additional right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,152	1,152	0	0	0	0	0	0	0	0	0	0
Engineering	5,574	5,574	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,357	2,988	719	650	0	0	0	0	0	1,369	0	0
Construction	51,540	15,713	18,162	17,665	0	0	0	0	0	35,827	0	0
Total	62,623	25,427	18,881	18,315	0	0	0	0	0	37,196	0	0
Federal-Aid	53,620	17,541	18,418	17,661	0	0	0	0	0	36,079	0	0

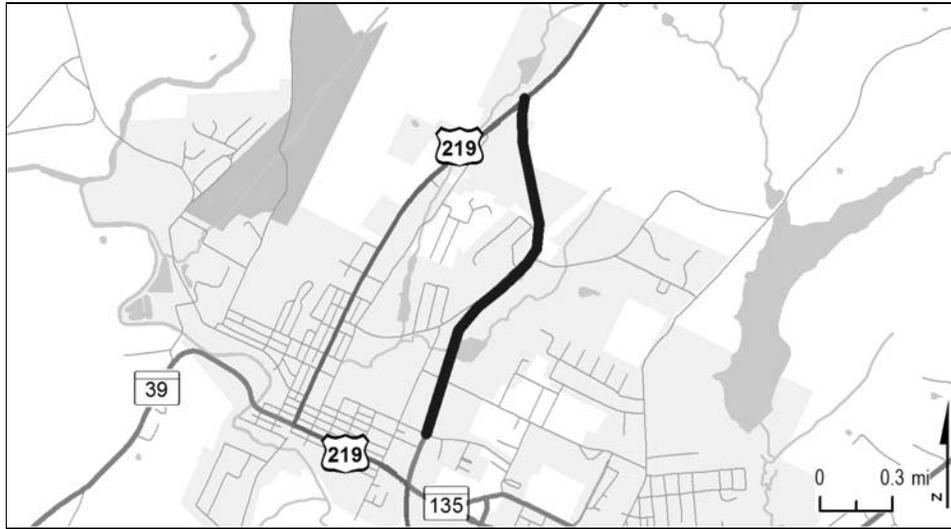
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,600
 PROJECTED (2040) - 6,900



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

JUSTIFICATION: US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.

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:
 US 219, MD 135 to north of East Orchid Street (System Preservation Program)

STATUS: Practical design review complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$0.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY							
		2019	2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0	0
Engineering	4,417	4,407	10	0	0	0	0	0	0	0	10	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,108	10,098	10	0	0	0	0	0	0	0	10	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

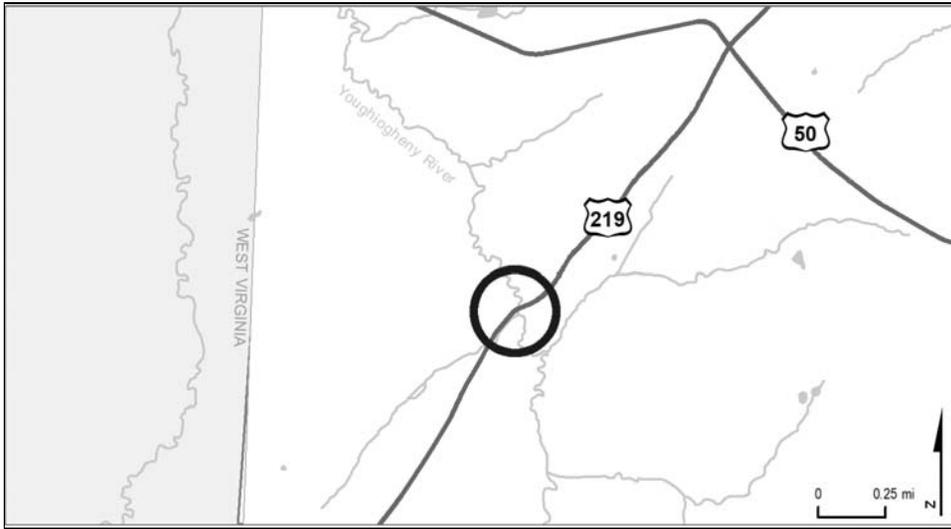
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 11,000

PROJECTED (2040) - 13,650



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replace Bridge 11024 over Youghiogheny River (0.04 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1927, is rated poor.

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 existing structure is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	394	283	272	227	0	0	0	0	782	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	6,999	0	0	0	401	1,535	1,808	3,255	6,999	0	0	0
Total	8,175	394	283	272	628	1,535	1,808	3,255	7,781	0	0	0
Federal-Aid	5,461	0	0	0	313	1,198	1,411	2,539	5,461	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

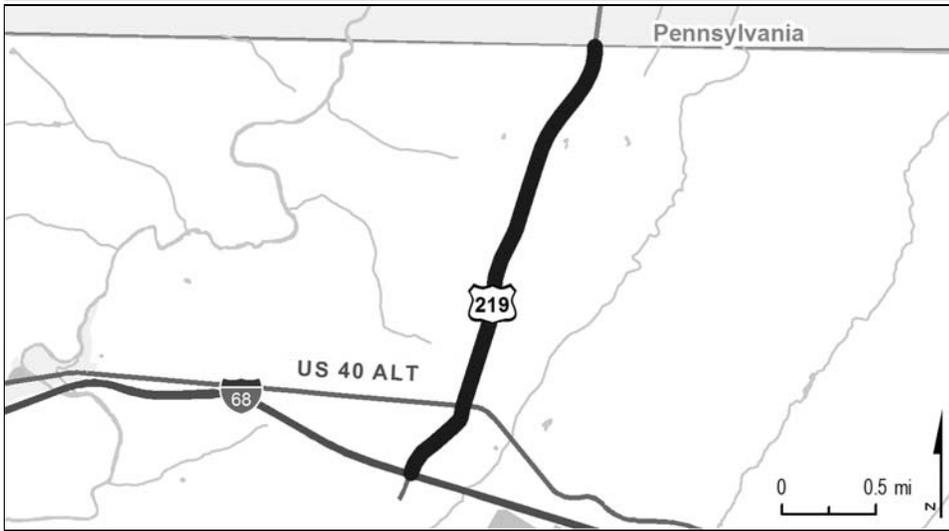
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,600

PROJECTED (2040) - 1,835



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Study to upgrade and/or relocate US 219 from I-68 to the Pennsylvania State line (2.5 miles). This study represents Maryland's portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, Pennsylvania.

JUSTIFICATION: US 219 corridor improvements will enhance accessibility and promote economic development.

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

ASSOCIATED IMPROVEMENTS:
 US 219, north of I-68/US 40 (Line 2)

STATUS: Phase one is under construction (Garrett County Line 2). The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	5,189	5,189	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	0	0	0	0	0	0	0	0	0	0	0	
Total	5,189	5,189	0	0	0	0	0	0	0	0	0	
Federal-Aid	2,186	2,186	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,400 - 5,600

PROJECTED (2040) - 5,400 - 6,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	Friendsville, Grantsville and Accident; sidewalks	1,149	Completed
2	MD 495	Swanton Road; MD135 to Crabtree Creek; safety and resurface	3,434	Completed
<u>Commuter Action Improvements</u>				
3	MD 42	Friendsville Road; west of MD 742; ridesharing improvement	881	Completed

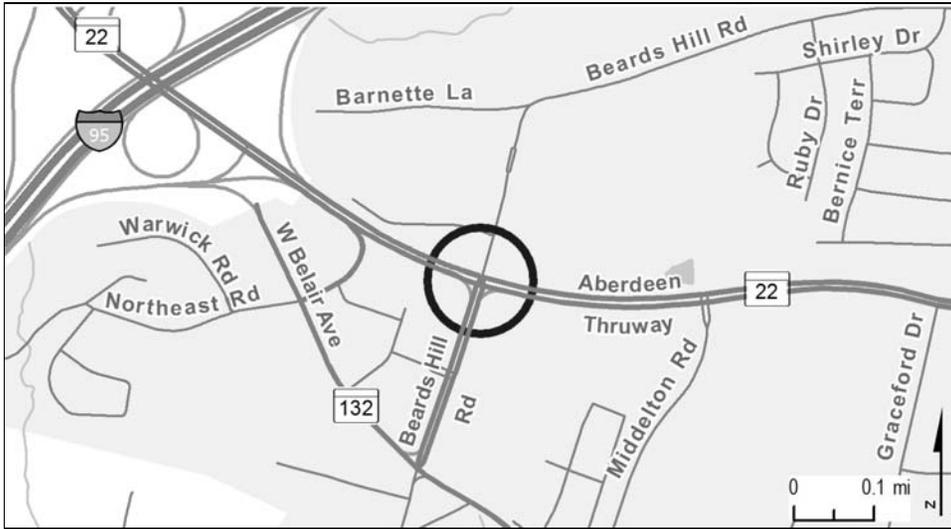
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
4	VARIOUS	At various locations in Garrett County	3,916	FY 2020
5	VARIOUS	At various locations in Garrett County; mill and resurface	7,214	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
6	US 219	Small structure 11010X0 over tributary to Youghioghan River	1,144	FY 2021
7	US 219	Replacement of small structure no. 11114X0 along US 219 carrying Wilson Run	1,500	FY 2020
8		Cleaning and painting of bridges 1101600, 1103803 and 1103804	2,116	FY 2020
<u>Safety/Spot Improvement</u>				
9	US 219	Garrett Highway; At Mosser Road; geometric improvements	3,118	FY 2020



HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improved at Beards Hill Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations at the MD 22 and Beards Hill Road intersection. It improved access to the Aberdeen Proving Grounds and commercial activities in the area.

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 project includes intersection improvements to accommodate growth from BRAC. The improvement addresses operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	9	9	0	0	0	0	0	0	0	0	0	
Right-of-way	5,068	5,068	0	0	0	0	0	0	0	0	0	
Construction	11,812	11,705	107	0	0	0	0	0	0	107	0	
Total	16,889	16,782	107	0	0	0	0	0	0	107	0	
Federal-Aid	13,528	13,437	91	0	0	0	0	0	0	91	0	

CLASSIFICATION:

STATE - Intermediate Arterial

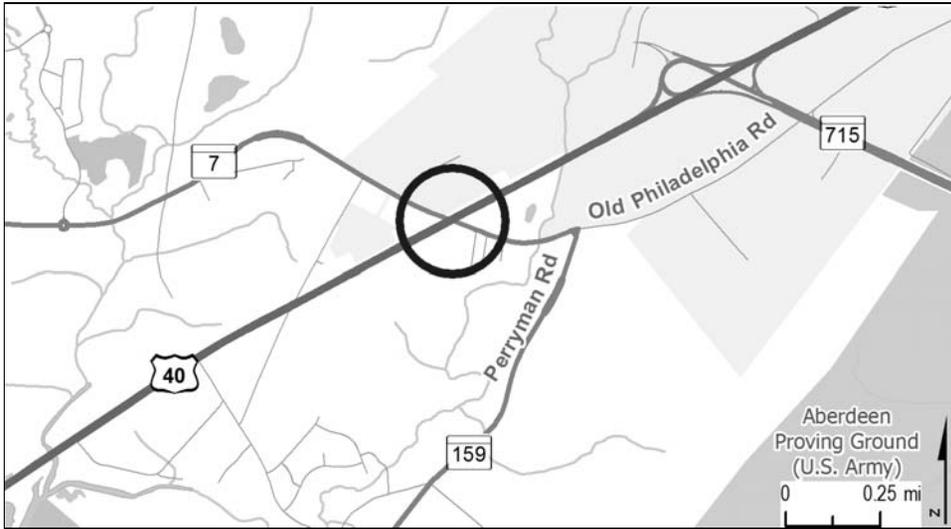
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,300

PROJECTED (2040) - 42,400



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Constructed intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) growth at Aberdeen Proving Grounds.

PURPOSE & NEED SUMMARY STATEMENT: Improved capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 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 project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Open to service. City of Aberdeen contributed \$0.1 million towards construction and Harford County contributed \$3.4 million towards construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,353	2,751	602	0	0	0	0	0	0	0	602	0
Construction	21,498	19,462	2,027	9	0	0	0	0	0	0	2,036	0
Total	24,851	22,213	2,629	9	0	0	0	0	0	0	2,638	0
Federal-Aid	19,262	17,882	1,377	3	0	0	0	0	0	0	1,380	0

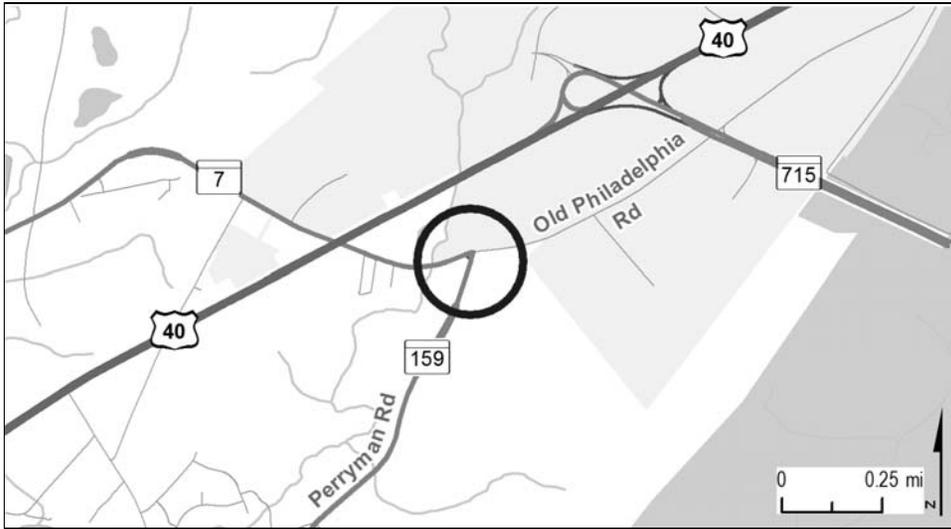
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 40,375

PROJECTED (2040) - 56,375



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Construct a roundabout at MD 159 and Old Philadelphia Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network.

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:
 US 40, at MD 7/MD 159 (Phase 2) (Line 2)

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

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

EXPLANATION: This project will address safety and promote economic development through better access to major manufacturing and distribution centers.

STATUS: County project open to service. County funded engineering and construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	248	248	0	0	0	0	0	0	0	0	0	0
Engineering	138	138	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	386	386	0	0	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

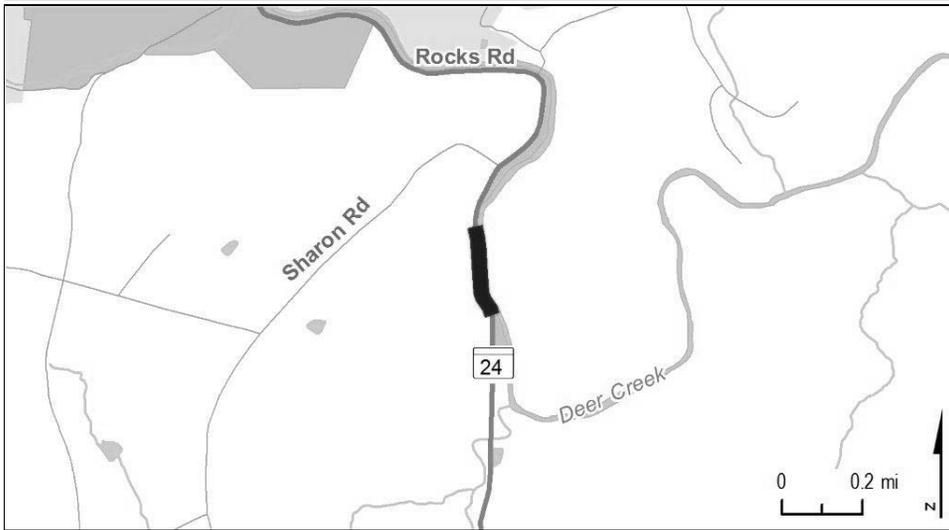
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,525

PROJECTED (2040) - 12,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,988	1,318	500	750	250	170	0	0	0	1,670	0
Right-of-way	250	18	50	182	0	0	0	0	0	232	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,238	1,336	550	932	250	170	0	0	0	1,902	0
Federal-Aid	2,127	887	371	557	186	126	0	0	0	1,240	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,775

PROJECTED (2040) - 7,825



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multilane highway from MD 152 to the Hickory Bypass (5.5 miles). Sidewalks will be included where appropriate and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve safety and operations on US 1.

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 complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermed./Minor Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 45,640

PROJECTED (2040) - 62,750

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in east Harford County; mill and resurface	13,540	Completed
2		At various locations in west Harford County; mill and resurface	14,172	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
3	US 1	Conowingo Road; South of Conowingo Dam; retaining walls	1,558	Completed
4		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	2,399	Completed
		<u>Safety/Spot Improvement</u>		
5	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,714	Completed
		<u>TMDL Compliance</u>		
6		At various locations in Harford County - Group 1A; drainage improvement	1,599	Completed
7		Tree establishment in various locations in Harford County; landscape	1,702	Completed

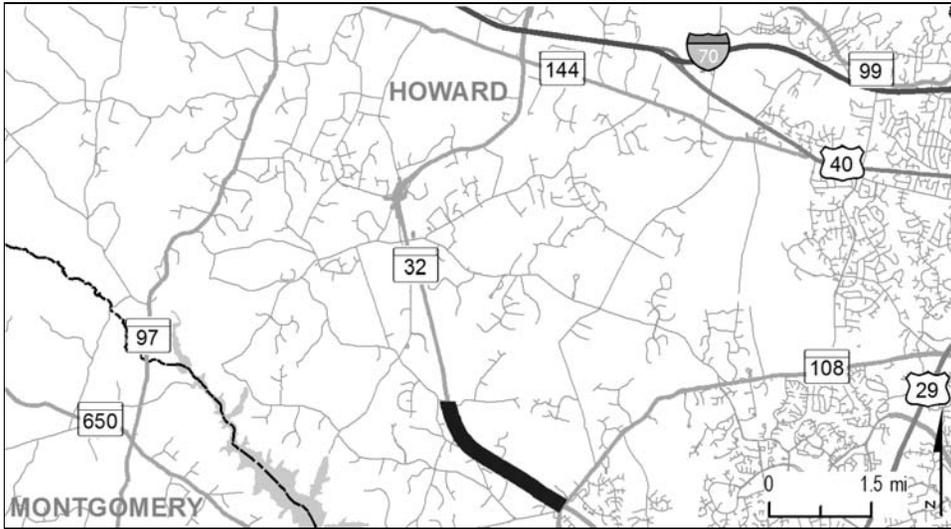
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8	US 1 BU	Main Street to Hickory Avenue	853	Under construction
9	MD 924	Plumtree Road to Ring Factory Road, US 1 Business to MD 924 (Main Street)	2,666	FY 2020
10	MD 132	MD 462 to US 40	2,008	Under construction
11		At various locations west of US 1 in Harford County; mill and resurface	6,794	Under construction
12		At various locations east of US 1 in Harford County; mill and resurface	8,790	Under construction
13	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	2,324	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
14	US 1	Bridge 12065 over Winters Run	8,000	FY 2020



HOWARD COUNTY



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Widened MD 32 from MD 108 to Linden Church Road from two lanes to a four lane divided roadway.

PURPOSE & NEED SUMMARY STATEMENT: This project addressed congestion and safety problems resulting from increased traffic volumes on the existing two lane roadway.

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

ASSOCIATED IMPROVEMENTS:
 MD 32, Linden Church Road to I-70 (Line 2)

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

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

EXPLANATION: This project relieved traffic congestion and addressed safety concerns along MD 32 in the Columbia area.

STATUS: Open to service. County contributed \$16.5 million to this project.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,026	2,026	0	0	0	0	0	0	0	0
Right-of-way	2,097	1,159	769	169	0	0	0	0	938	0
Construction	40,257	30,433	9,824	0	0	0	0	0	9,824	0
Total	44,380	33,618	10,593	169	0	0	0	0	10,762	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

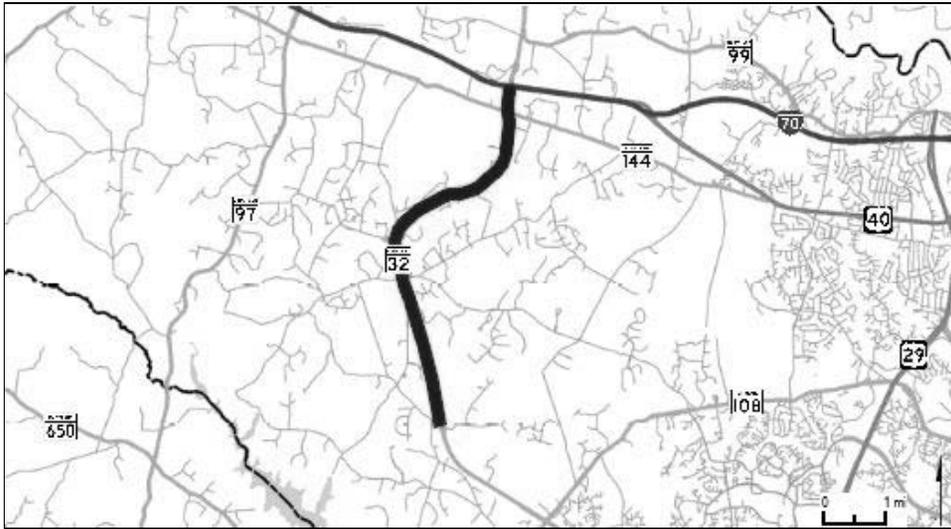
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,500

PROJECTED (2040) - 50,200



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety problems as a result of increasing traffic volumes on the existing two lane roadway.

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

ASSOCIATED IMPROVEMENTS:
 MD 32, MD 108 to Linden Church Road (Line 1)

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 checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	8,054	8,041	13	0	0	0	0	0	0	13	0
Right-of-way	16,180	7,928	2,722	2,931	1,700	899	0	0	0	8,252	0
Construction	98,934	12,260	27,267	32,555	26,852	0	0	0	0	86,674	0
Total	126,825	31,886	30,002	35,486	28,552	899	0	0	0	94,939	0
Federal-Aid	118,905	25,063	29,766	35,179	28,195	702	0	0	0	93,842	0

CLASSIFICATION:

STATE - Principal Arterial

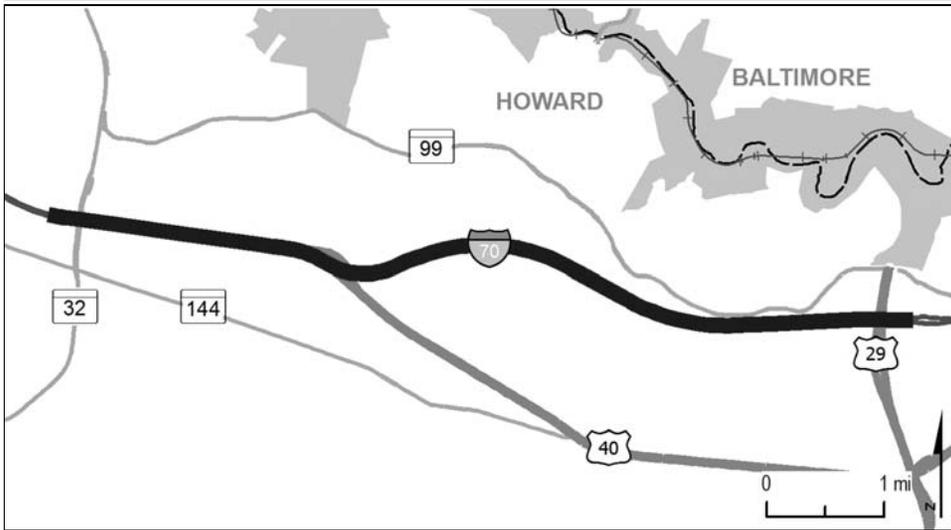
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 25,200

PROJECTED (2040) - 41,100



PROJECT: I-70, MD 32 to US 29

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

JUSTIFICATION: This project will ease increasing congestion and improve safety along this segment of I-70.

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

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	858	858	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

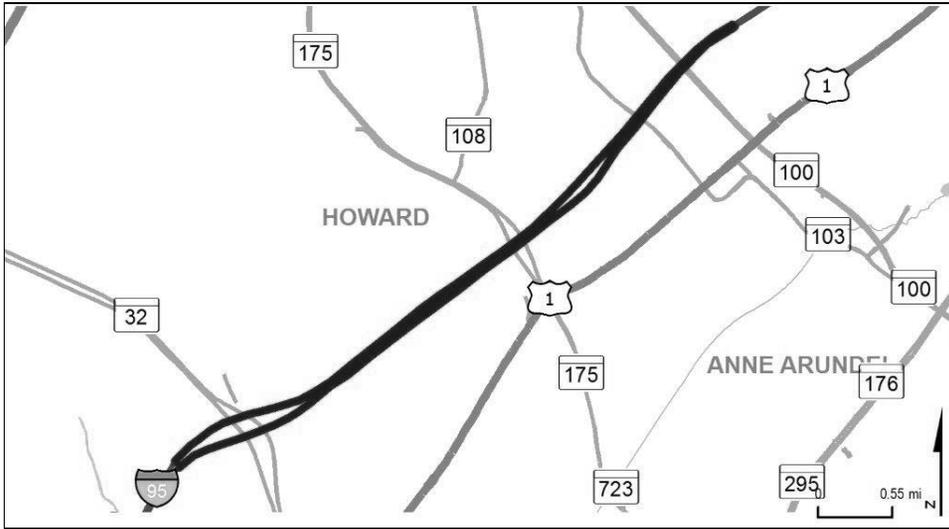
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 83,000 - 85,400

PROJECTED (2040) - 110,500 - 113,700



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 to MD 100.

JUSTIFICATION: This project will address capacity and safety concerns along I-95.

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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,800	1,258	75	250	167	50	0	0	542	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	1,800	1,258	75	250	167	50	0	0	542	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Urban Interstate

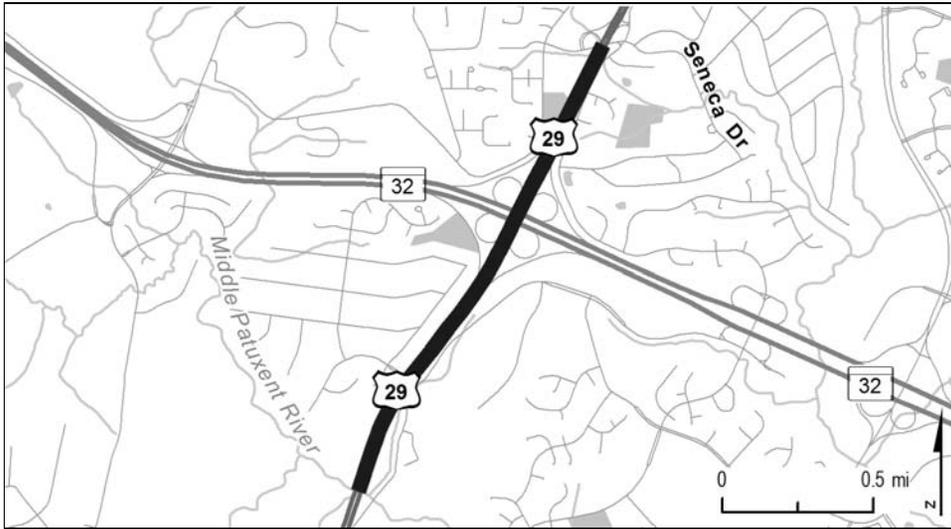
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 210,200 - 218,000

PROJECTED (2040) - 221,600 - 233,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$2.0 million is due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	665	665	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	665	665	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

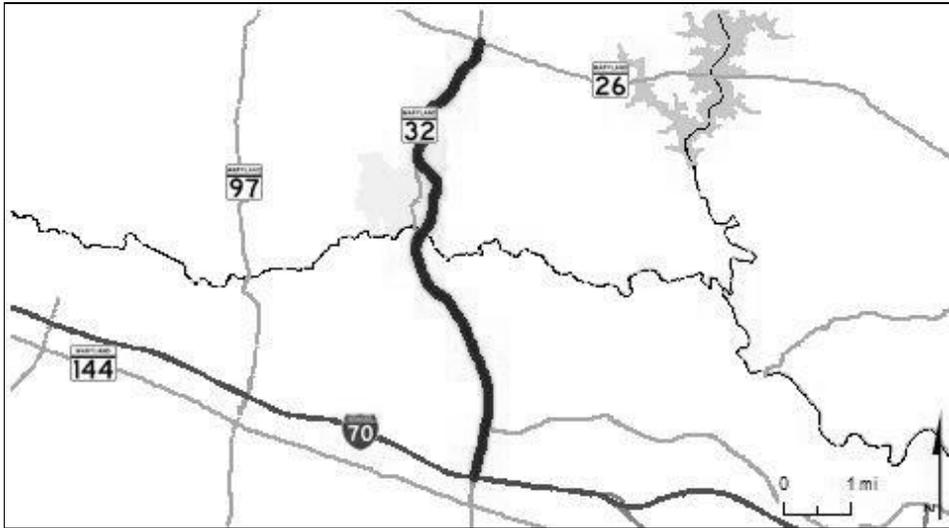
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,150

PROJECTED (2040) - 66,025



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County.

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

ASSOCIATED IMPROVEMENTS:

- MD 32, MD 108 to Linden Church Road (Line 1)
- MD 32, Linden Church Road to I-70 (Line 2)
- MD 26, Liberty Reservoir to MD 32, Carroll County, (Line 4)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	702	702	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	702	702	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

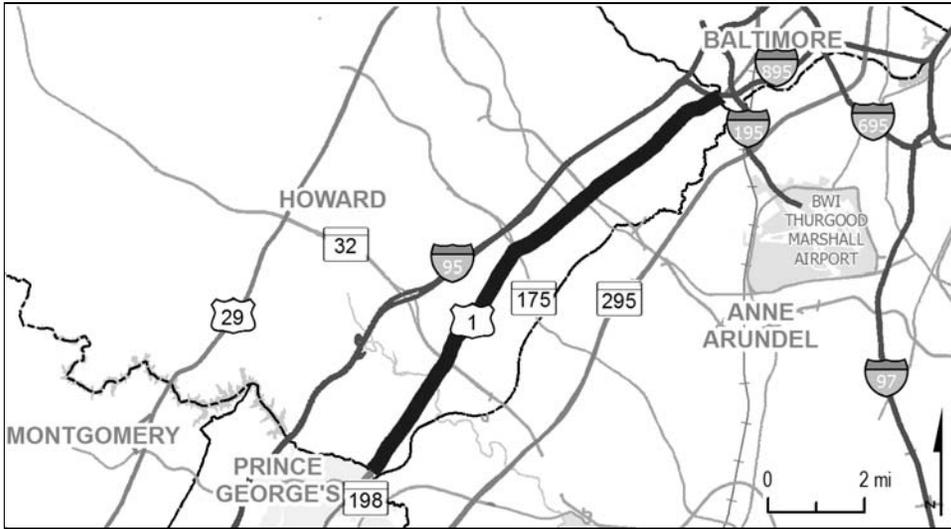
FEDERAL - Minor Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,300 - 28,700

PROJECTED (2040) - 36,100 - 40,300



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,044	1,044	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0	0	0
Federal-Aid	837	837	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 20,200 - 44,000

PROJECTED (2040) - 37,200 - 62,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Howard County; mill and resurface	17,027	Completed
2	MD 100	Structure 13144 to Anne Arundel County line; safety and resurface	2,935	Completed
3	I 70 WB	Structure 13054 to Baltimore County line; safety and resurface	3,612	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	US 40 WB	Bridge 13055 over I-70; bridge rehabilitation	3,429	Completed
5	I 95	Bridges 1307201 and 1307202 over Little Patuxent River; clean/paint bridges	2,133	Completed
<u>Safety/Spot Improvement</u>				
6	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	3,199	Completed
<u>TMDL Compliance</u>				
7		At various locations - Group 1; drainage improvement	853	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8		At various locations in Howard County; mill and resurface	17,941	Under construction
9	I 95	Baltimore/Howard County line to MD 100 ramps; safety and resurface	5,185	Under construction
10		Howard County areawide concrete patching	686	FY 2020
11	MD 32	Guilford Road to Middle Patuxent Road; Safety and Resurface	3,132	Under construction
12	MD 32	At Dorsey Run Road Interchange	2,400	FY 2021
<u>Safety/Spot Improvement</u>				
13	US 1	Washington Boulevard; at Kit Kat Road; geometric improvements	1,327	Under construction
<u>Environmental Preservation</u>				
14	I 95	Prince George's/Howard County line to Howard/Baltimore County line - Phase 2; landscape	839	Under construction
15	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,507	Under construction
<u>Commuter Action Improvements</u>				
16	MD 32	Patuxent Parkway; Broken Land Parkway West Lot Park and Ride Expansion; ridesharing expansion	865	FY 2020
<u>Intersection Capacity Improvements</u>				
17	MD 103	US 29 to Long Gate Shopping Center Entrance	4,019	FY 2021

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021 (cont'd)</u>		
		<u>TMDL Compliance</u>		
18		TMDL Adaptive Management at Brampton Hills Stream Restoration	92	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
19		Patuxent Branch Trail; paving Patuxent Branch Trail from Old Guilford Road to Vollmerhausen Road	1,092	FY 2021



KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Kent County; mill and resurface</p>	5,866	Completed
2	US 301 NB	<p align="center"><u>Bridge Replacement/Rehabilitation</u></p> <p>Blue Star Memorial Highway; Bridge 1400501 over MD 290</p>	3,574	Completed

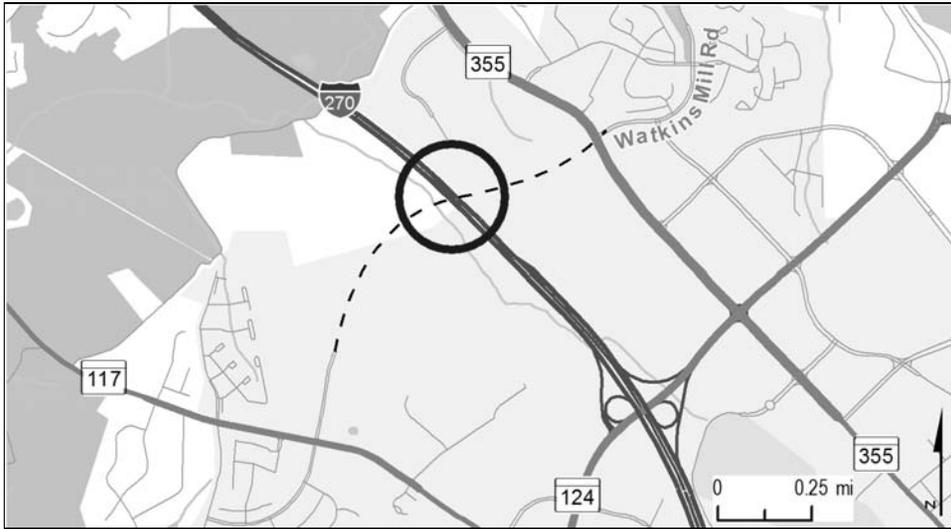
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3		At various locations in Kent County	4,256	FY 2020
4		At various locations in Kent County; mill and resurface	3,001	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 20	Structure 14030X0 over drainage ditch	2,288	FY 2021
6		Bridges 1400401, 1400402, 1402200 on Bluestar Memorial Highway, Morgnec Road; clean/paint bridges	840	Under construction
<u>Urban Reconstruction</u>				
7	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	2,627	Under construction



MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It will provide access from I-270 to the Metropolitan Grove MARC 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

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-270 Innovative Congestion Management (Line 2)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Construction underway. County contributed \$4.9 million towards engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.9 million is due to the redesign and construction of a pile foundation for a retaining wall and additional maintenance of traffic, erosion and settlement control, and utility coordination activities.

PHASE	TOTAL		POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							BALANCE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW				SIX YEAR TOTAL	TO COMPLETE	
					FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,177	1,177	0	0	0	0	0	0	0	0	
Engineering	10,613	10,613	0	0	0	0	0	0	0	0	
Right-of-way	9,409	7,265	214	789	1,141	0	0	0	2,144	0	
Construction	103,533	69,265	19,669	14,599	0	0	0	0	34,268	0	
Total	124,732	88,320	19,883	15,388	1,141	0	0	0	36,412	0	
Federal-Aid	14,865	12,735	200	789	1,141	0	0	0	2,130	0	

CLASSIFICATION:

STATE - Principal Arterial

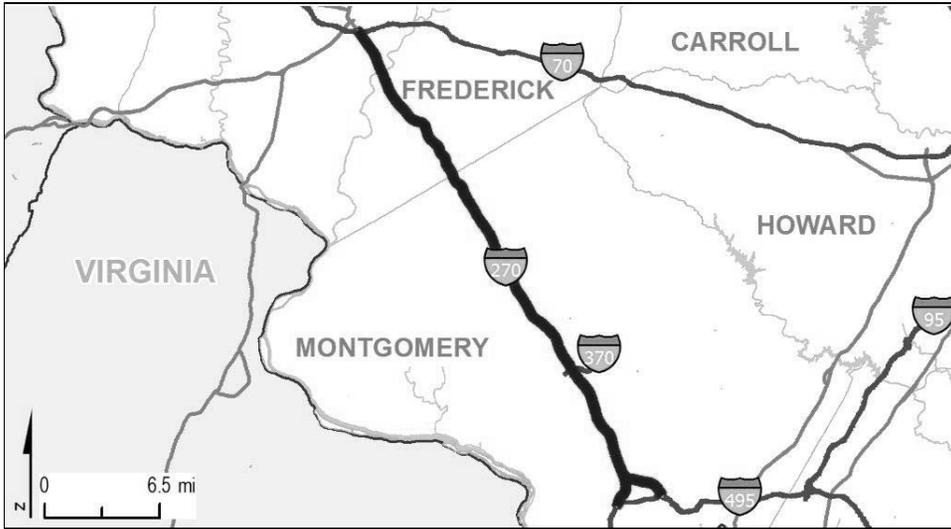
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 171,400

PROJECTED (2040) - 201,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

ASSOCIATED IMPROVEMENTS:
 I-270, Interchange at Watkins Mill Road (Line 1)
 Traffic Relief Plan (Statewide - 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: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$17.0 million is due to the addition of ramp metering improvements at multiple interchanges.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	129,054	43,606	42,582	42,866	0	0	0	0	85,448	0
Total	131,115	45,667	42,582	42,866	0	0	0	0	85,448	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

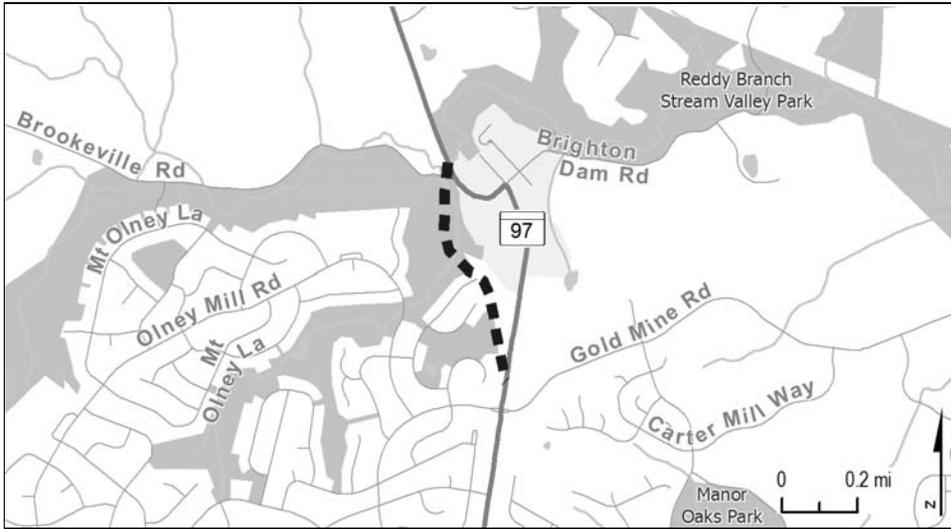
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 90,700 - 260,800

PROJECTED (2040) - 105,000 - 299,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA 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 project will improve safety and operations for both through and local roadway users.

STATUS: Construction underway. County contributed \$10.0 million towards engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	9,710	9,710	0	0	0	0	0	0	0	0
Right-of-way	1,461	1,258	87	116	0	0	0	0	203	0
Construction	30,760	3,822	9,692	10,753	6,493	0	0	0	26,938	0
Total	43,995	16,854	9,779	10,869	6,493	0	0	0	27,141	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

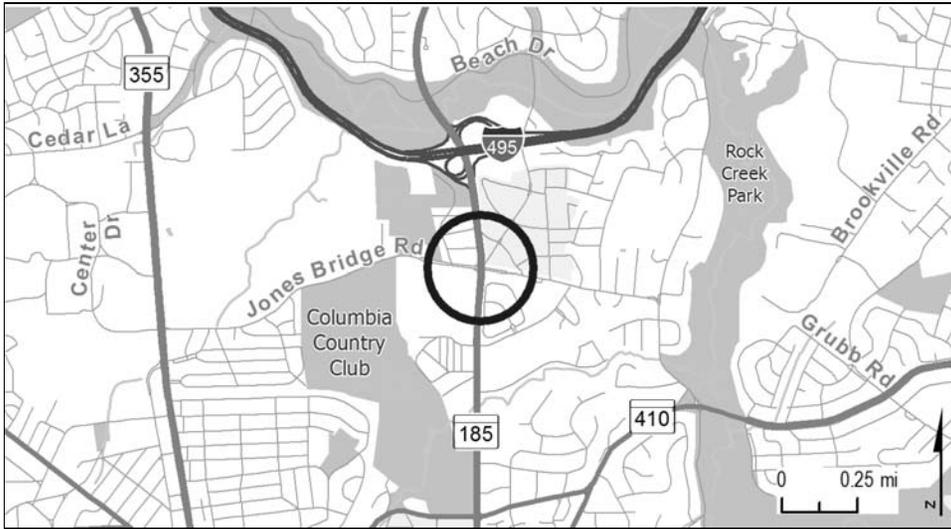
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 11,400

PROJECTED (2040) - 14,800



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

ASSOCIATED IMPROVEMENTS: MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 6)

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

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

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: This project is fully funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Construction delayed from FY 20 to FY 21 due to utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	687	0	0	0	0	687	0	0	687	0
Right-of-way	8,851	5,352	1,439	1,221	839	0	0	0	3,499	0
Construction	8,766	0	0	3,068	4,712	986	0	0	8,766	0
Total	18,304	5,352	1,439	4,289	5,551	1,673	0	0	12,952	0
Federal-Aid	18,300	5,348	1,439	4,289	5,551	1,673	0	0	12,952	0

CLASSIFICATION:

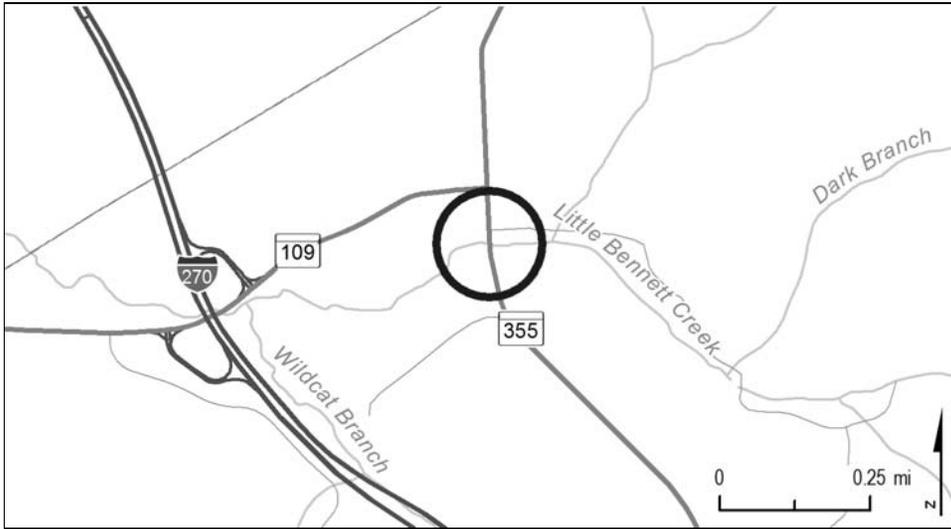
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 79,100

PROJECTED (2040) - 82,400



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is poor rated.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is poor rated.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				2022	2023	2024	2025					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,979	1,979	0	0	0	0	0	0	0	0	0	0
Right-of-way	104	96	8	0	0	0	0	0	0	8	0	0
Construction	8,365	2,999	3,934	1,432	0	0	0	0	0	5,366	0	0
Total	10,448	5,074	3,942	1,432	0	0	0	0	0	5,374	0	0
Federal-Aid	6,966	2,590	3,202	1,174	0	0	0	0	0	4,376	0	0

CLASSIFICATION:

STATE - Major Collector

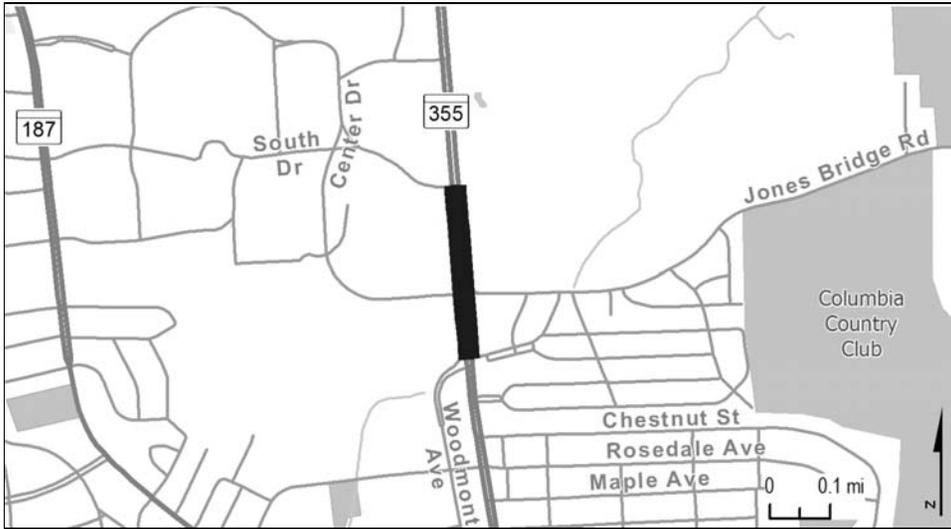
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 8,500

PROJECTED (2040) - 9,500



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct MD 355 intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

ASSOCIATED IMPROVEMENTS: MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (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: Improvements in the vicinity of the Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: U.S. Department of Defense Office of Economic Adjustment is contributing \$4.3 million towards construction. County advertised and is constructing MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	4,300	10	4,290	0	0	0	0	0	0	4,290	0	0
Total	4,300	10	4,290	0	0	0	0	0	0	4,290	0	0
Federal-Aid	4,294	4	4,290	0	0	0	0	0	0	4,290	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 46,900

PROJECTED (2040) - 54,400



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,388	5,388	0	0	0	0	0	0	0	0	
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,467	6,467	0	0	0	0	0	0	0	0	
Federal-Aid	1,635	1,635	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

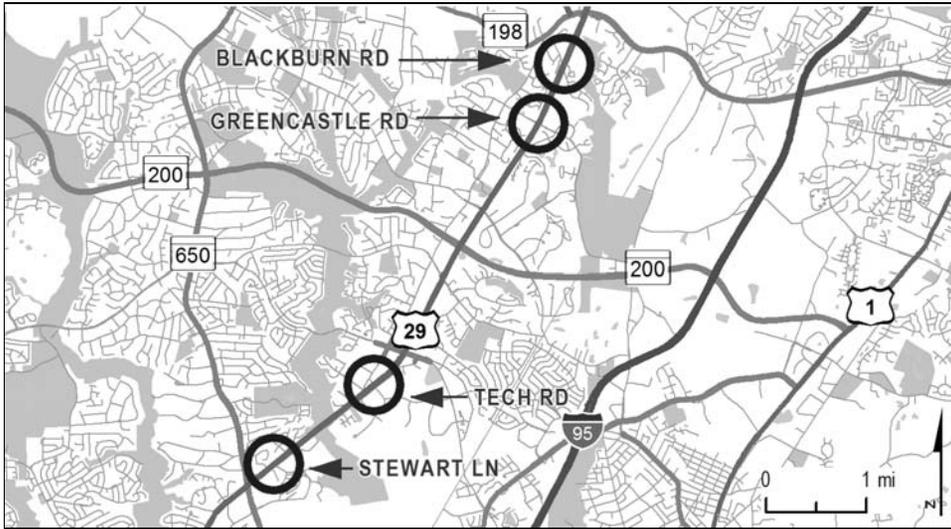
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 61,000

PROJECTED (2040) - 79,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

ASSOCIATED IMPROVEMENTS:
 US 29, Interchange Construction at Musgrove Road and Fairland Road (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	2,448	2,448	0	0	0	0	0	0	0	0	0	0
Engineering	4,288	4,288	0	0	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,281	7,281	0	0	0	0	0	0	0	0	0	0
Federal-Aid	2,267	2,267	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

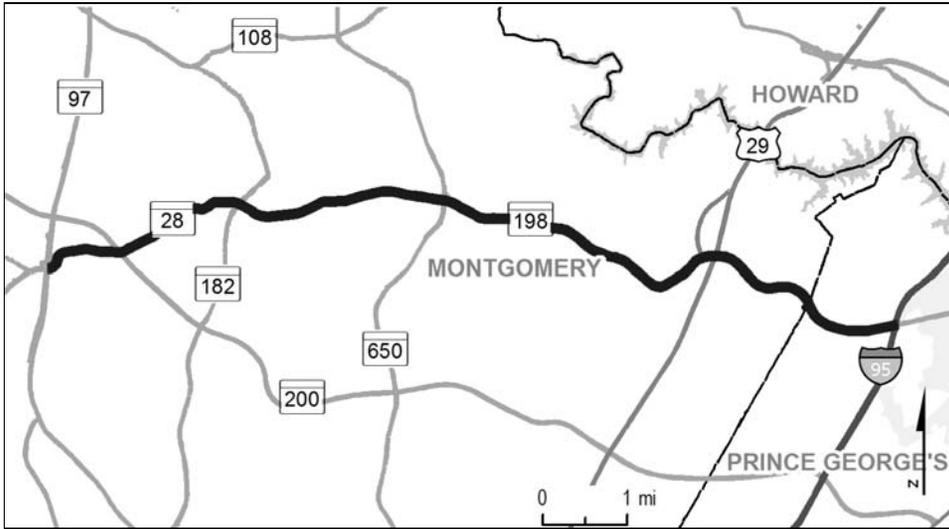
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,000 - 75,000

PROJECTED (2040) - 68,000 - 83,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety, congestion, and operations in the MD 28/MD 198 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:
 MD 97 Interchange Construction at MD 28 (Line 10)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	7,426	7,426	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,428	7,428	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

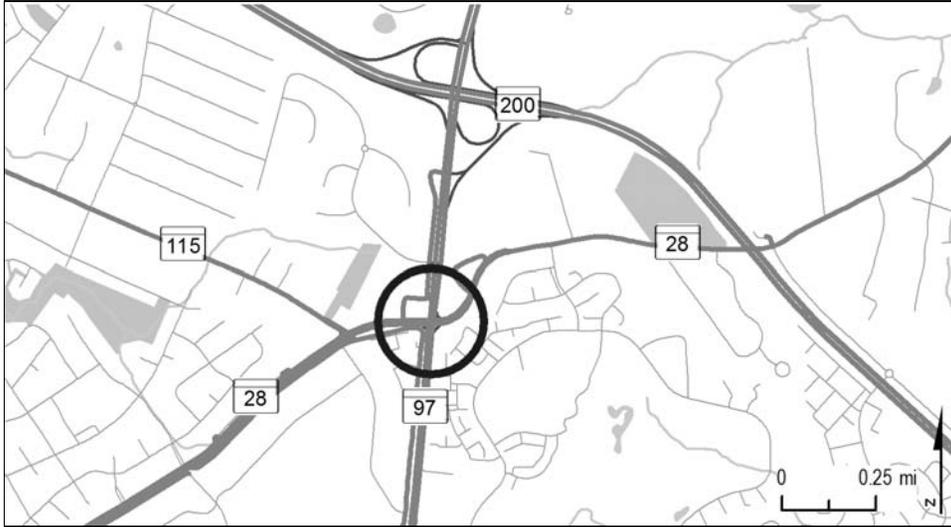
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)

PROJECTED (2040) - 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and improve safety at the existing intersection.

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

ASSOCIATED IMPROVEMENTS:
 MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 9)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	847	847	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

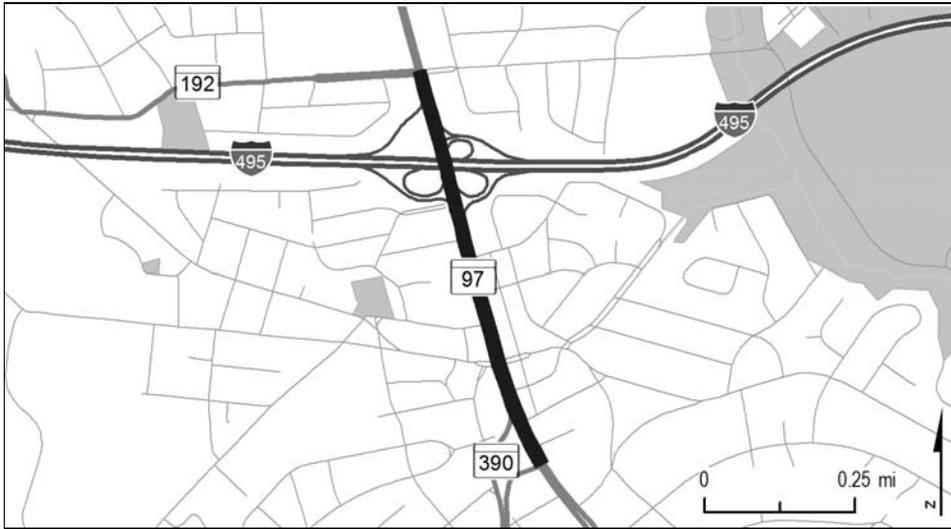
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 51,000

PROJECTED (2040) - 56,900



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

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

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Engineering underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$0.8 million is due to additional pedestrian and traffic analysis.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0	0
Engineering	3,273	1,632	700	450	246	245	0	0	0	1,641	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,317	4,676	700	450	246	245	0	0	0	1,641	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

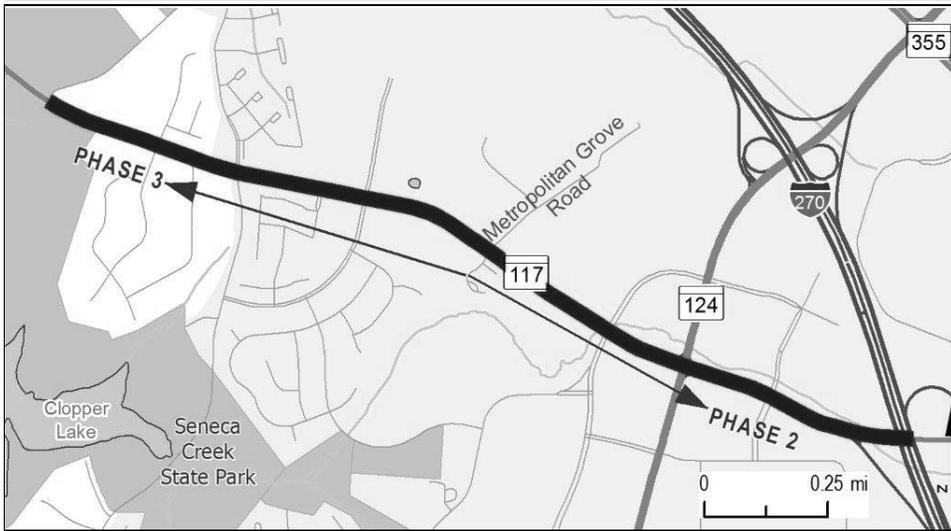
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 83,925

PROJECTED (2040) - 93,125



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange Construction at Watkins Mill Road (Line 1)
- I-270, Innovative Congestion Management (Line 2)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	1,909	1,909	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,939	2,939	0	0	0	0	0	0	0	0	
Federal-Aid	546	546	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

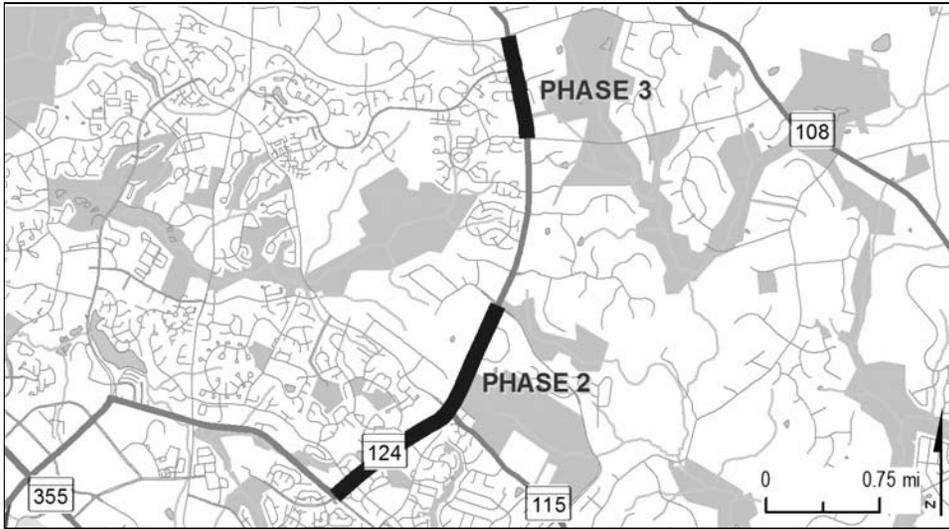
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,700 - 51,500

PROJECTED (2040) - 38,000 - 53,800



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance problems.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County contributed \$5.0 million to engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	
Engineering	873	873	0	0	0	0	0	0	0	0	
Right-of-way	4,922	24	0	0	0	2,398	2,500	0	4,898	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,909	3,011	0	0	0	2,398	2,500	0	4,898	0	
Federal-Aid	655	20	0	0	0	0	635	0	635	0	

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - (Phase 2) 21,900
(Phase 3) 14,800

PROJECTED (2040) - (Phase 2) 32,500
(Phase 3) 21,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 185	Connecticut Avenue; North of MD 410 to Manor Road; safety and resurface	1,809	Completed
2	MD 124	Montgomery Village Avenue; Spur to Christopher Avenue to Midcounty Highway; safety and resurface	2,548	Completed
<u>Intersection Capacity Improvements</u>				
3		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	818	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
4		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	Completed
5		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
6		Patching various locations in Montgomery County	5,000	FY 2020
7		Various locations in Montgomery County	15,000	FY 2020
8		At various locations in Fairland shop area of Montgomery County; patching	1,177	Under construction
9		At various locations in Montgomery County; mill and resurface	13,669	Under construction
10		At various locations in Gaithersburg shop area of Montgomery County; patching	1,141	Under construction
11	US 29	Georgia Avenue; MD 384 to St. Andrews Way; safety and resurface	1,893	Under construction
12	MD 355	Wisconsin Avenue; MD 28 to Mannakee Street; safety and resurface	2,480	Under construction
13	US 29	St. Andrews Way to Stewarts Lane	6,187	FY 2020
14	MD 187	Johnson Avenue to I-495	1,547	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
15		Bridges 1510100, 1514200, 1414800 on Capital Beltway, Quince Orchard Road; clean/paint bridges	1,796	Under construction
16		Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	7,248	Under construction
<u>Safety/Spot Improvement</u>				
17		Capital Crescent Trail walls between CCT and Purple Line; retaining walls	7,635	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
18	MD 117	Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,853	Under construction
		<u>Traffic Management</u>		
19		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,670	Under construction
		<u>Environmental Preservation</u>		
20	I 495	I-495 Inner and Outer Loop from Seven Locks Road to Persimmon Tree Road	57	Under construction
21	MD 185	Median from Jones Bridge Rd. to I-495 and Ramp From MD 185 NB to EB I-495	54	Under construction
		<u>Intersection Capacity Improvements</u>		
22	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,688	Under construction
		<u>Truck Weight</u>		
23	I 270	At Southbound weigh station	3,652	FY 2020
		<u>Bicycle Retrofit</u>		
24	MD 124	Quince Orchard Road; Dosh Drive to MD 117; bicycle-pedestrian route	1,732	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance</u>				
25		At tributary to Cabin John Creek (Tower Oaks); drainage improvement	1,380	Under construction
26		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,467	Under construction
27		TMDL Stream Restoration of Watts Branch Tributary at Plymouth Woods	1,414	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
28	MD 355	Clarksburg shared path	523	Design Underway
29		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	Under construction
30		North Branch Hiker-Biker Trail; construct 2.2 mile trail with access to Meadowside Nature Center, The Smith Environmental Center and the Rock Creek Trail	2,000	FY 2021
31		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	Under construction



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures, built in 1963, are rated poor.

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

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 Traffic Relief Plan (Statewide - 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: The original structures were at the end of their useful lives and were in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,882	1,882	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,031	20,853	6,976	6,202	0	0	0	0	0	13,178	0
Total	35,913	22,735	6,976	6,202	0	0	0	0	0	13,178	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

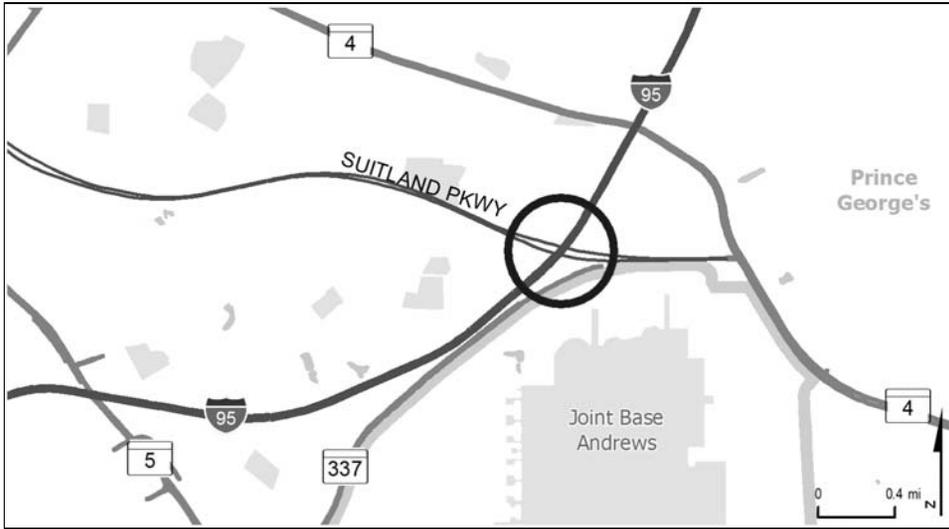
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 178,400

PROJECTED (2040) - 194,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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

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-95/I-495, Bridge Replacements over Suitland Road (Line 1)
 MD 4, Interchange at Suitland Parkway (Line 4)
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The existing structures are nearing the end of their useful lives and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025	2025		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,605	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,203	8,024	12,843	13,336	0	0	0	0	0	26,179	0
Total	35,808	9,629	12,843	13,336	0	0	0	0	0	26,179	0
Federal-Aid	30,920	7,110	11,645	12,165	0	0	0	0	0	23,810	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

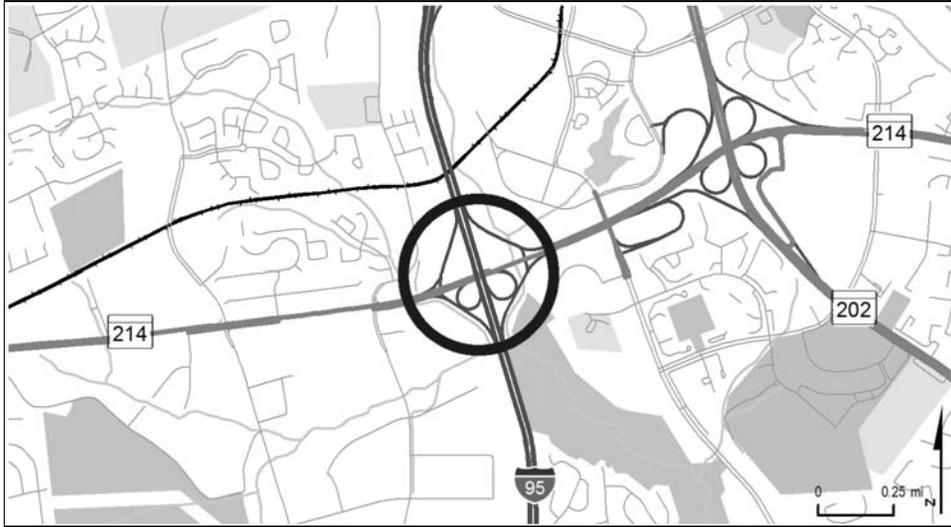
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 199,000

PROJECTED (2040) - 218,000



PROJECT: I-95, Capital Beltway

DESCRIPTION: Replace Bridges 1615305 and 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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:
 Traffic Relief Plan (Statewide - Line 5)

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

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

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.0 million is due to the addition of utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,860	1,860	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,723	6,105	11,251	10,029	3,245	93	0	0	24,618	0	
Total	32,583	7,965	11,251	10,029	3,245	93	0	0	24,618	0	
Federal-Aid	26,436	5,338	9,719	8,550	2,757	72	0	0	21,098	0	

CLASSIFICATION:

STATE - Principal Arterial

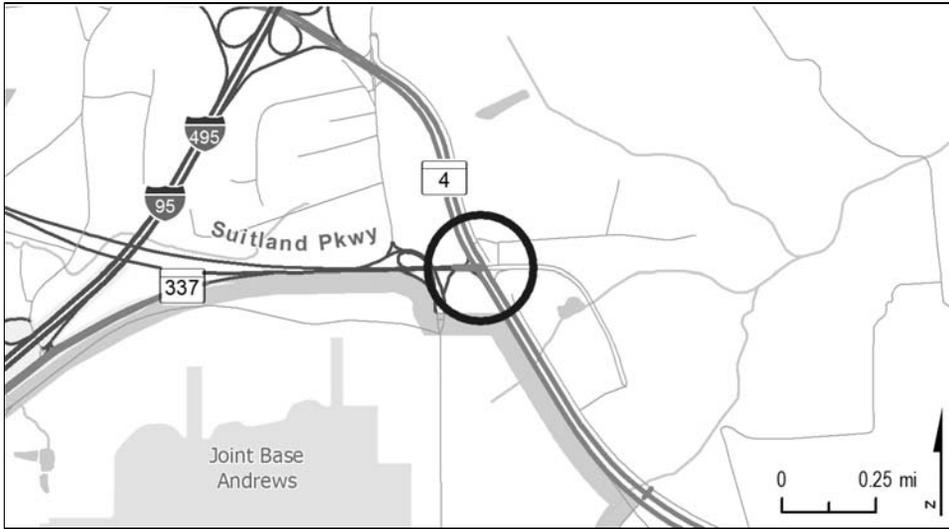
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 228,000

PROJECTED (2040) - 247,000



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 MD 4, MD 223 to I-95/I-495 (Line 17)
 Traffic Relief Plan (Statewide - 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: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

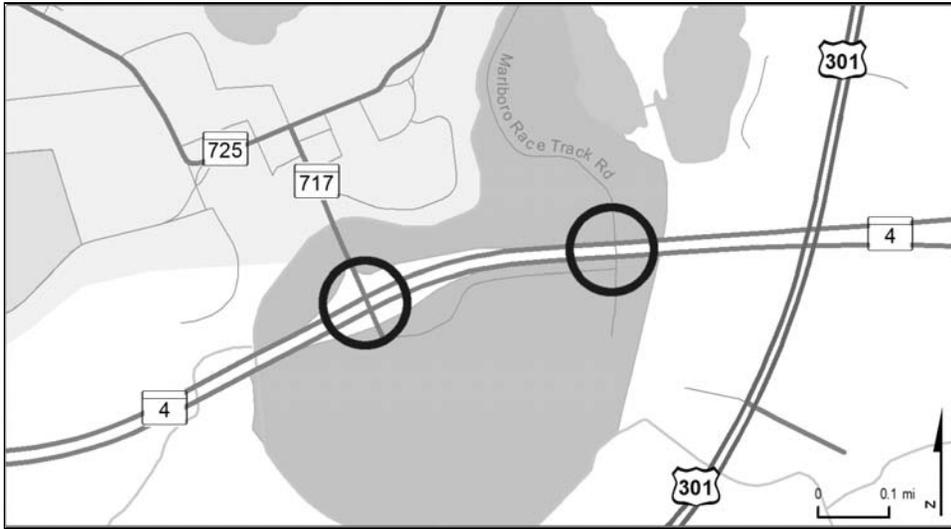
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,326	12,326	0	0	0	0	0	0	0	0	0	0
Right-of-way	27,989	17,253	4,250	2,235	2,441	1,810	0	0	0	10,736	0	0
Construction	93,613	29,312	26,184	38,117	0	0	0	0	0	64,301	0	0
Total	133,928	58,891	30,434	40,352	2,441	1,810	0	0	0	75,037	0	0
Federal-Aid	100,264	36,588	25,709	37,967	0	0	0	0	0	63,676	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,000
 PROJECTED (2040) - 108,900



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1609903 and 1609904 over MD 717 and Bridges 1610803 and 1610804 over Race Track Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures over MD 717 and Race Track Road (built 1960) are rated poor.

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

ASSOCIATED IMPROVEMENTS:
 MD 4, MD 223 to I-95/I-495 (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: The original structures were at the end of their useful lives and are in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				.....2022.....	.....2023.....	.....2024.....	.....2025.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,804	393	455	675	281	0	0	0	0	1,411	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	1,193	4,835	5,545	8,427	20,000	0	0	0
Total	21,804	393	455	675	1,474	4,835	5,545	8,427	21,411	0	0	0
Federal-Aid	15,600	0	0	0	931	3,771	4,325	6,573	15,600	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

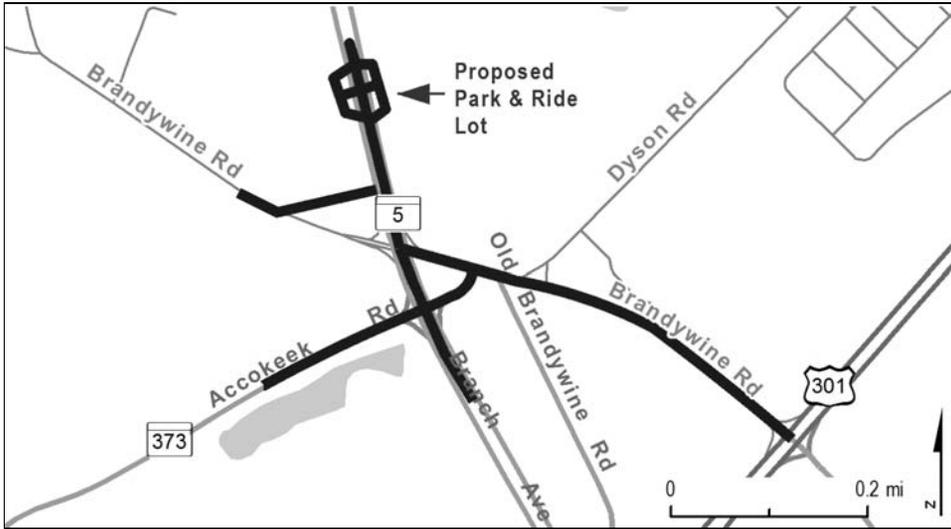
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,900

PROJECTED (2040) - 63,550



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

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

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 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)
 US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,870	6,870	0	0	0	0	0	0	0	0	0	0
Right-of-way	6,103	5,458	645	0	0	0	0	0	0	645	0	0
Construction	43,265	36,455	6,810	0	0	0	0	0	0	6,810	0	0
Total	56,238	48,783	7,455	0	0	0	0	0	0	7,455	0	0
Federal-Aid	32,874	29,032	3,842	0	0	0	0	0	0	3,842	0	0

CLASSIFICATION:

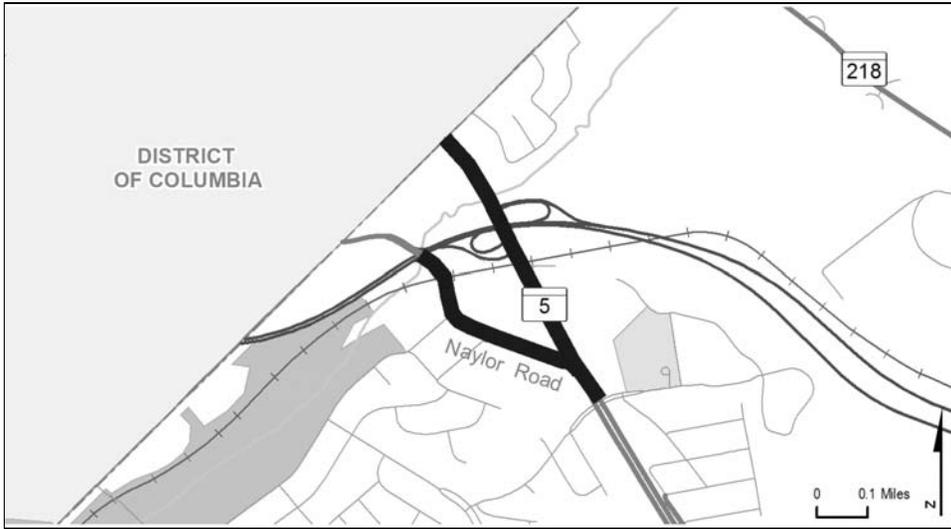
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 75,000

PROJECTED (2040) - 104,200



PROJECT: MD 5, Branch Ave

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to the Washington D.C. Line (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of 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:

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 improve multi-modal access and provide enhanced pedestrian mobility and safety.

STATUS: Construction to resume during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,978	3,722	161	95	0	0	0	0	0	0	256	0
Right-of-way	834	674	37	37	39	47	0	0	0	0	160	0
Construction	16,688	10,292	28	2,291	4,077	0	0	0	0	0	6,396	0
Total	21,500	14,688	226	2,423	4,116	47	0	0	0	0	6,812	0
Federal-Aid	7,595	2,628	0	1,787	3,180	0	0	0	0	0	4,967	0

CLASSIFICATION:

STATE - Principal Arterial

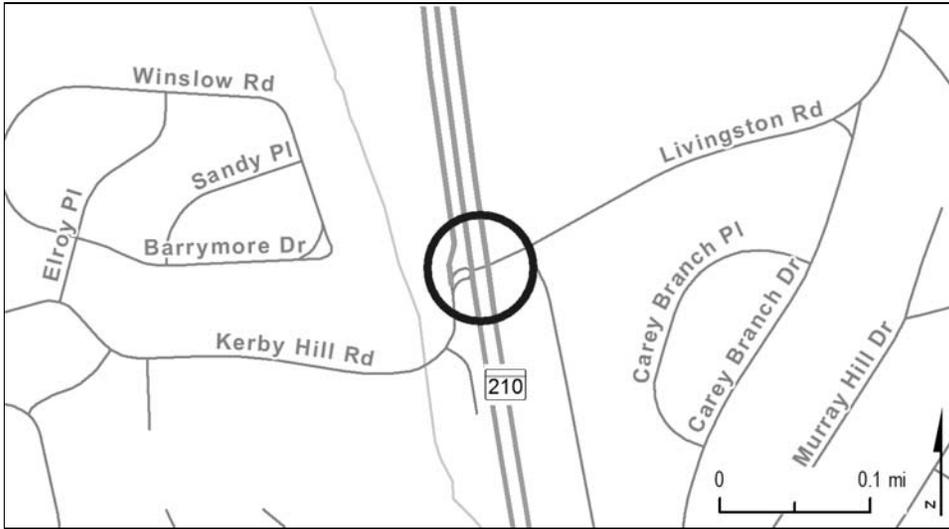
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,300 (MD5)
22,100 (MD 637)

PROJECTED (2040) - 40,075 (MD5)
24,250 (MD 637)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

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

ASSOCIATED IMPROVEMENTS:
 MD 210, MD 228 to 95/I-495 (Line 20)

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 will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,262	5,262	0	0	0	0	0	0	0	0
Right-of-way	13,974	9,037	4,937	0	0	0	0	0	4,937	0
Construction	98,261	55,060	24,412	18,789	0	0	0	0	43,201	0
Total	117,497	69,359	29,349	18,789	0	0	0	0	48,138	0
Federal-Aid	94,396	51,954	25,814	16,628	0	0	0	0	42,442	0

CLASSIFICATION:

STATE - Intermediate Arterial

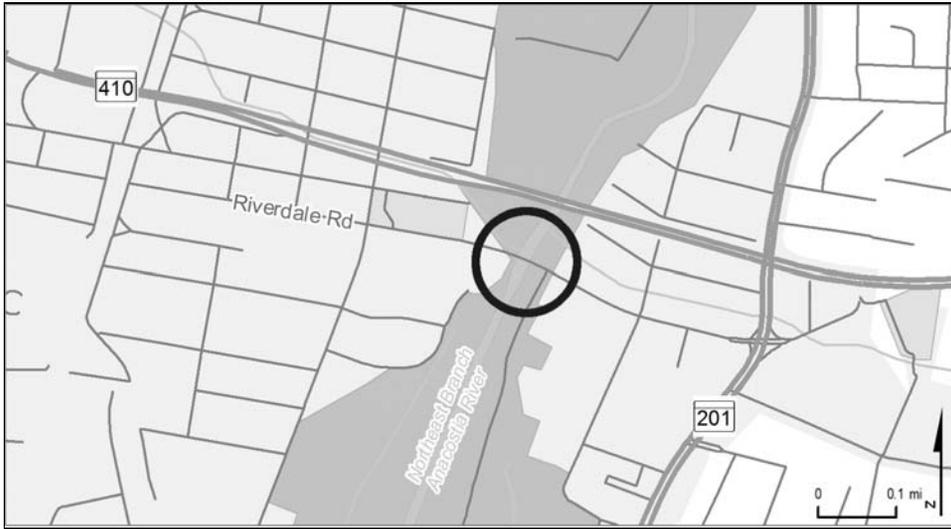
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800

PROJECTED (2040) - 118,500



PROJECT: MU 277, Riverdale Road

DESCRIPTION: Replace Bridge 16090 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1931, is rated poor.

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 original structure was at the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				.....2022.....	.....2023.....	.....2024.....	.....2025.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	510	167	187	187	125	0	0	0	666	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	0	0	1,116	4,173	2,711	8,000	8,000	0	0
Total	9,176	510	167	187	187	1,241	4,173	2,711	8,666	8,666	0	0
Federal-Aid	6,240	0	0	0	0	870	3,255	2,115	6,240	6,240	0	0

CLASSIFICATION:

STATE - Minor Collector

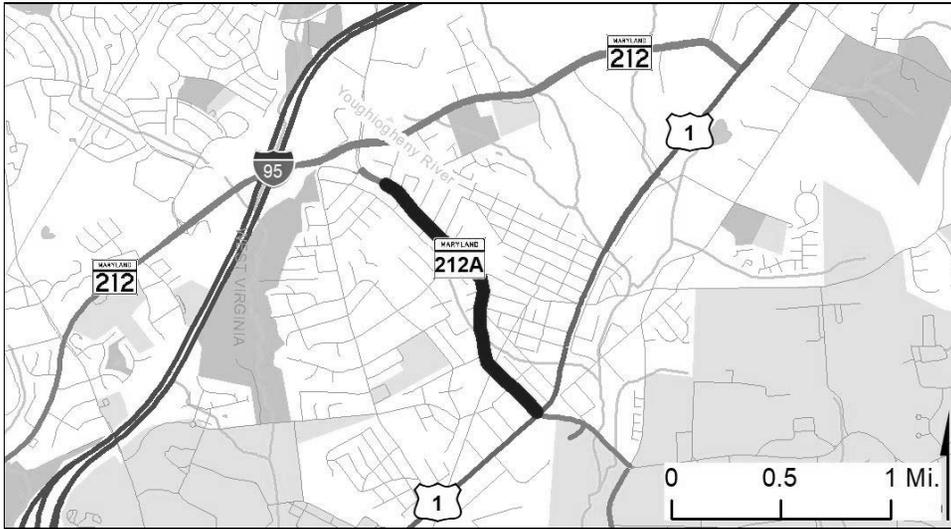
FEDERAL - Major Collector

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,825

PROJECTED (2040) - 7,050



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provides traffic calming and enhances pedestrian safety along the roadway.

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 project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.

STATUS: Engineering underway. Construction to begin during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,760	137	0	0	0	0	0	0	137	0
Right-of-way	2,889	2,651	238	0	0	0	0	0	0	238	0
Construction	17,253	1	1,922	4,426	5,341	3,145	2,418	0	0	17,252	0
Total	25,039	7,412	2,297	4,426	5,341	3,145	2,418	0	0	17,627	0
Federal-Aid	18,471	4,593	1,633	3,522	4,273	2,516	1,934	0	0	13,878	0

CLASSIFICATION:

STATE - Minor Arterial

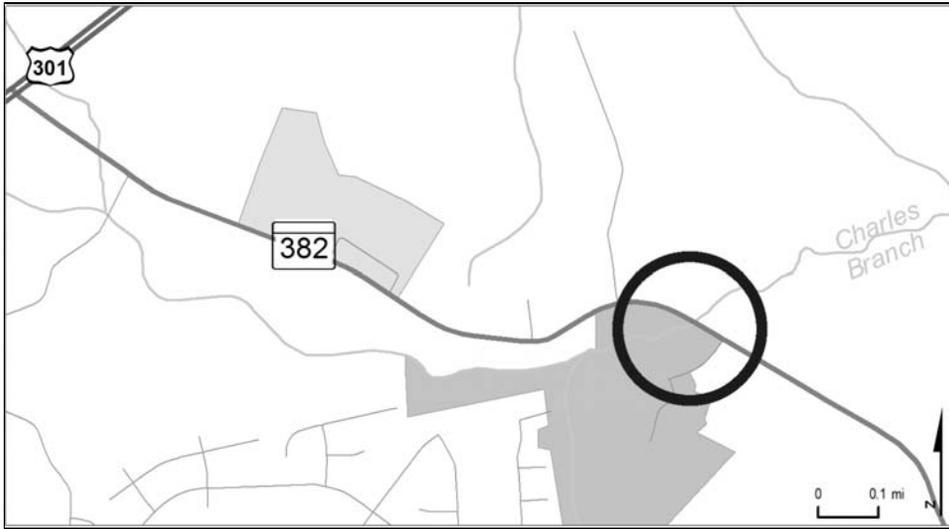
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 20,975

PROJECTED (2040) - 24,275



PROJECT: MD 382, Croom Road

DESCRIPTION: Replace Bridge 16061 over Charles Branch.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1933, is rated poor.

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:
 US 301, South Corridor Transportation Study (Line 22)

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

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

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	587	589	0	0	0	0	0	0	589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,576	0	0	0	0	1,030	3,546	0	4,576	0	0
Total	5,752	587	589	0	0	1,030	3,546	0	5,165	0	0
Federal-Aid	3,569	0	0	0	0	803	2,766	0	3,569	0	0

CLASSIFICATION:

STATE - Major Collector

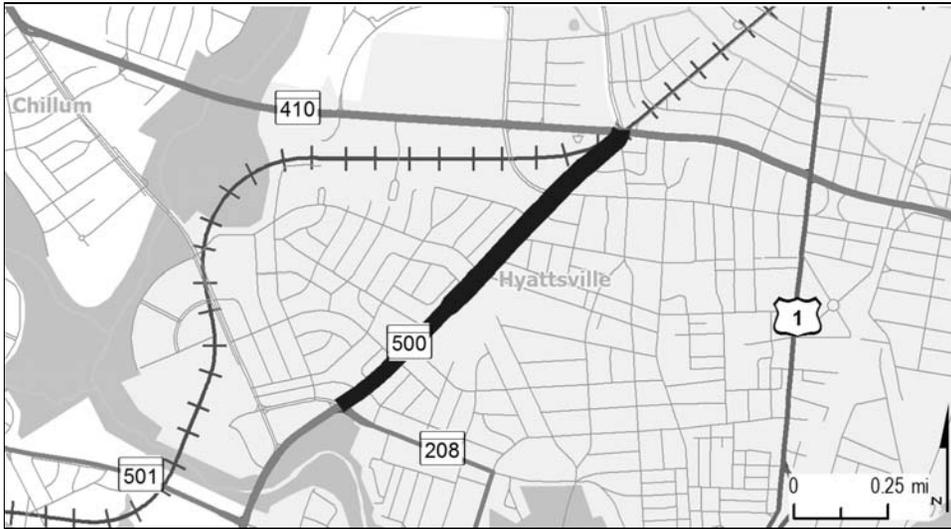
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,325

PROJECTED (2040) - 5,225



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Constructed landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (0.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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

ASSOCIATED IMPROVEMENTS: MD 500, MD 208 to D.C. Line (Line 13)

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

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

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements provides traffic calming and enhances pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that increases stormwater management capacity.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.7 million is due to additional pedestrian and vehicular safety improvements throughout the project corridor.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,040	2,040	0	0	0	0	0	0	0	0	0
Right-of-way	271	271	0	0	0	0	0	0	0	0	0
Construction	12,675	10,895	1,632	148	0	0	0	0	1,780	0	0
Total	14,986	13,206	1,632	148	0	0	0	0	1,780	0	0
Federal-Aid	1,944	1,944	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

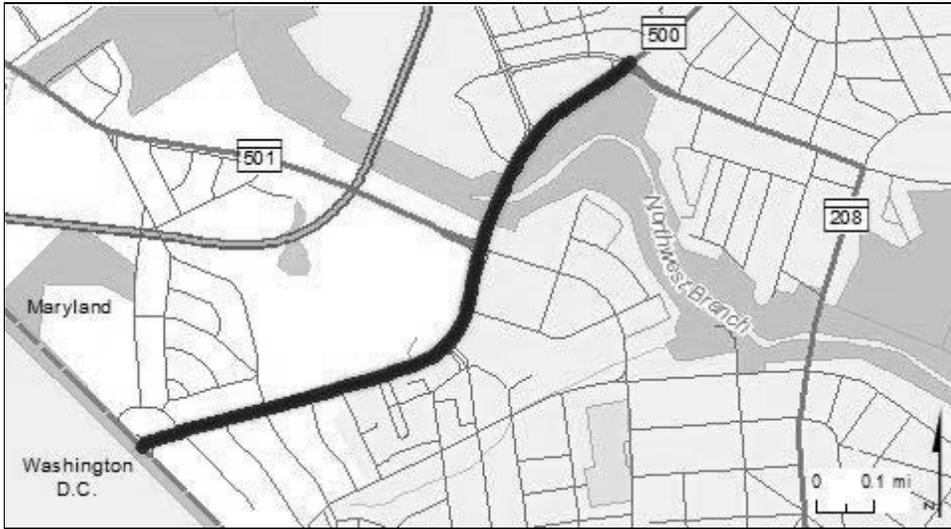
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,900

PROJECTED (2040) - 25,900



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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

ASSOCIATED IMPROVEMENTS:
 MD 500, MD 410 to MD 208 (Line 12)

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

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

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$6.3 million is due to an unfavorable bid.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,438	4,401	37	0	0	0	0	0	0	0	37	0
Right-of-way	2,433	1,529	671	233	0	0	0	0	0	0	904	0
Construction	16,784	23	4,638	7,754	4,369	0	0	0	0	0	16,761	0
Total	23,655	5,953	5,346	7,987	4,369	0	0	0	0	0	17,702	0
Federal-Aid	12,801	16	3,573	5,901	3,311	0	0	0	0	0	12,785	0

CLASSIFICATION:

STATE - Minor Arterial

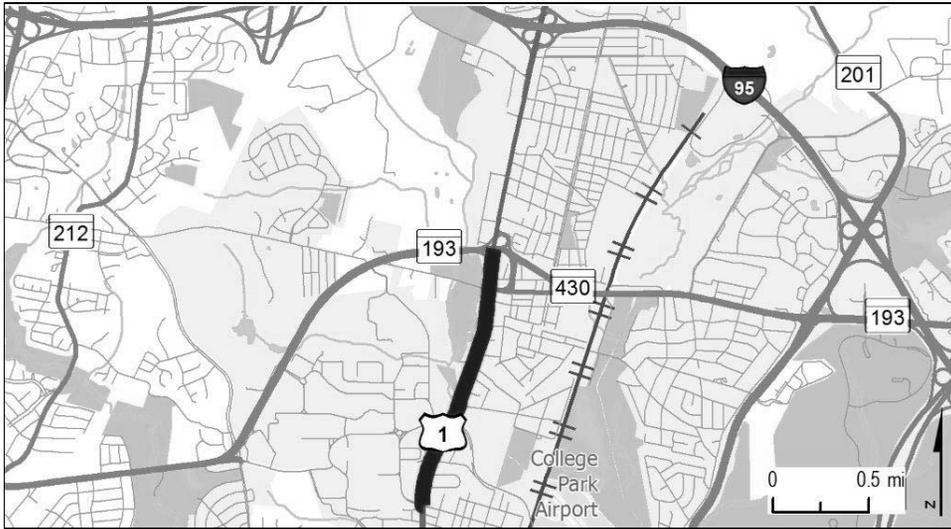
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,600

PROJECTED (2040) - 41,000



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Including bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

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:
 US 1, MD 193 to I-95, Segments 2 and 3 (Line 31)

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 traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Utility relocation underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$14.6 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL			PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	10,159	9,859	300	0	0	0	0	0	0	300		
Right-of-way	6,259	3,827	882	688	862	0	0	0	0	2,432		
Construction	34,722	470	3,063	6,669	8,550	8,774	7,196	0	0	34,252		
Total	51,140	14,156	4,245	7,357	9,412	8,774	7,196	0	0	36,984		
Federal-Aid	32,640	7,320	2,572	4,888	6,244	6,406	5,210	0	0	25,320		

CLASSIFICATION:

STATE - Intermediate Arterial

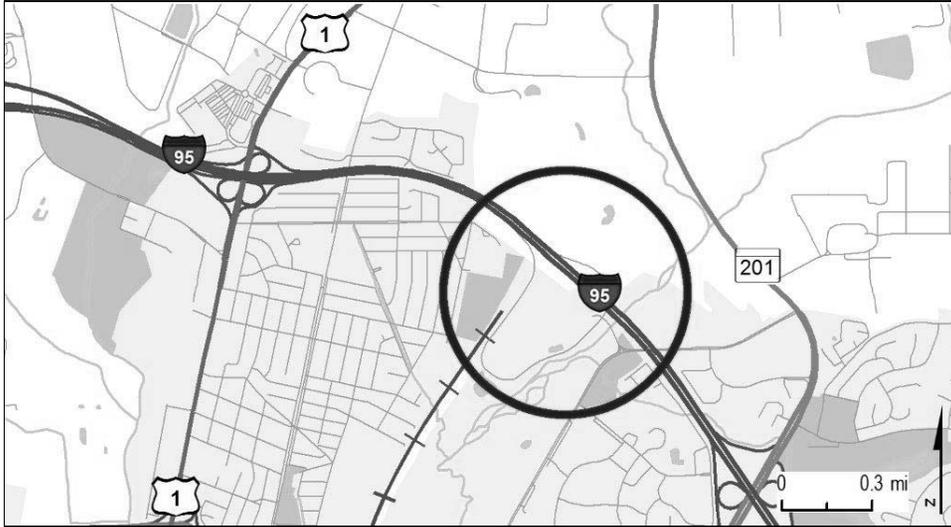
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 38,700

PROJECTED (2040) - 55,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro 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:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW							
					FOR PLANNING PURPOSES ONLY							
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	
Engineering	10,773	10,773	0	0	0	0	0	0	0	0	0	
Right-of-way	129	129	0	0	0	0	0	0	0	0	0	
Construction	824	824	0	0	0	0	0	0	0	0	0	
Total	13,287	13,287	0	0	0	0	0	0	0	0	0	
Federal-Aid	8,880	8,880	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

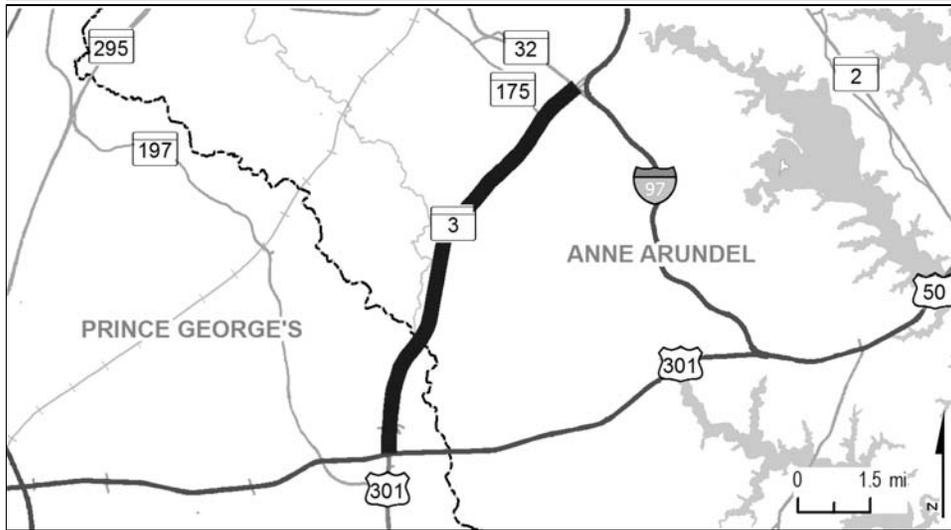
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 231,000

PROJECTED (2040) - 245,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

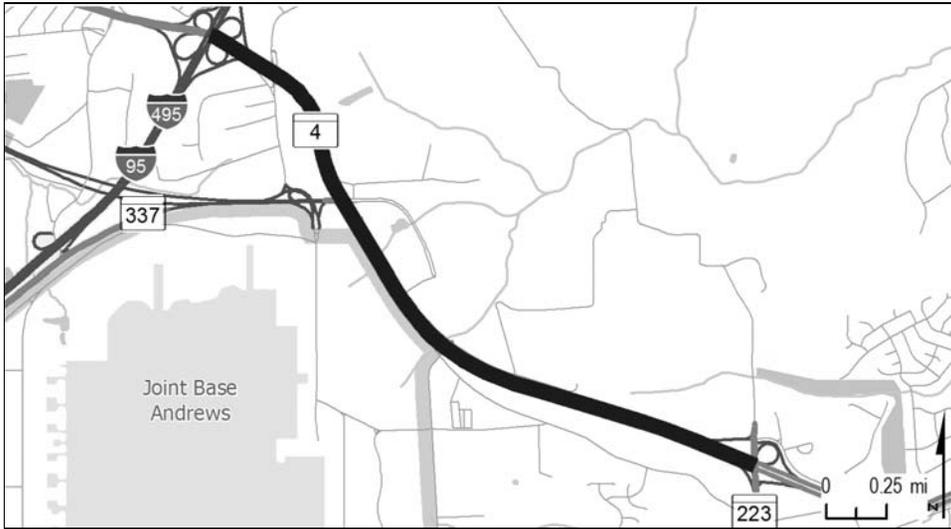
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 70,100 - 89,200

PROJECTED (2040) - 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
- MD 4, Interchange at Suitland Parkway (Line 4)
- MD 4, Bridge Replacement over MD 717 and Racetrack Road (Line 5)
- MD 223, Steed Road to MD 4 (Line 29)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

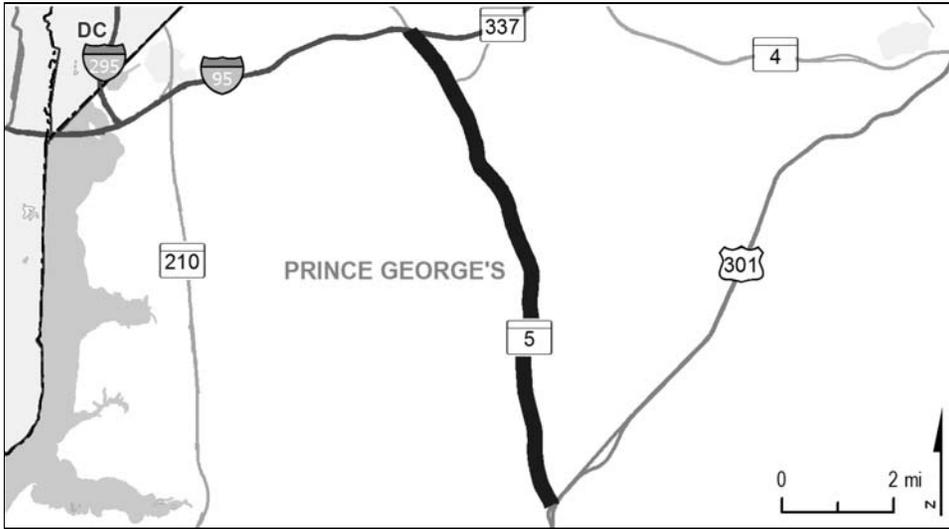
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,700
 PROJECTED (2040) - 108,900



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 24, Charles County - Line 3)
- MD 5, Improvements at Linda Lane (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- MD 223, Steed Road to MD 5 (Line 29)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0	0
Federal-Aid	7,268	7,268	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 131,900
 PROJECTED (2040) - 145,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$2.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	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	435	435	0	0	0	0	0	0	0	0
Federal-Aid	393	393	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

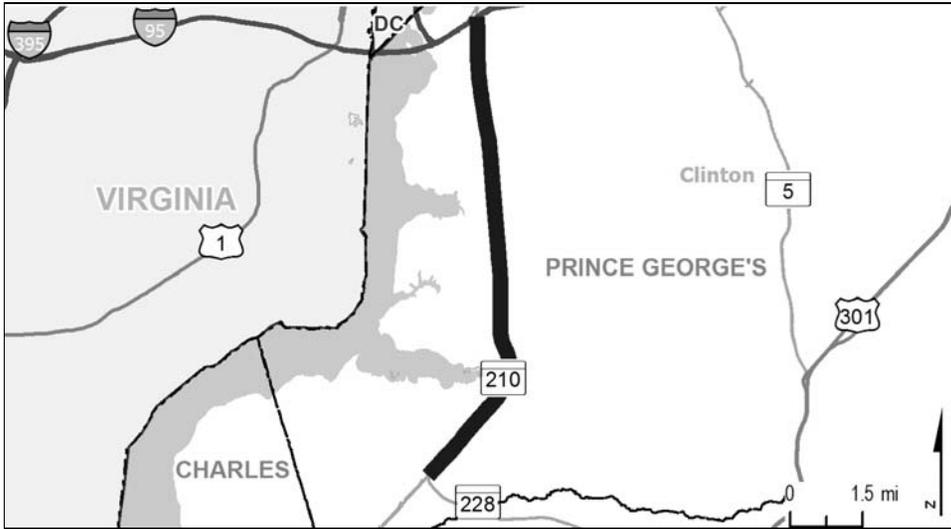
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 134,700

PROJECTED (2040) - 149,200



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

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

ASSOCIATED IMPROVEMENTS:
 MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 8)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Evaluating the next phase with Prince George's County.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,058	3,058	0	0	0	0	0	0	0	0	
Engineering	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0	
Right-of-way	982	982	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	15,055	4,041	250	1,500	2,000	2,000	2,000	3,264	11,014	0	
Federal-Aid	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0	

CLASSIFICATION:

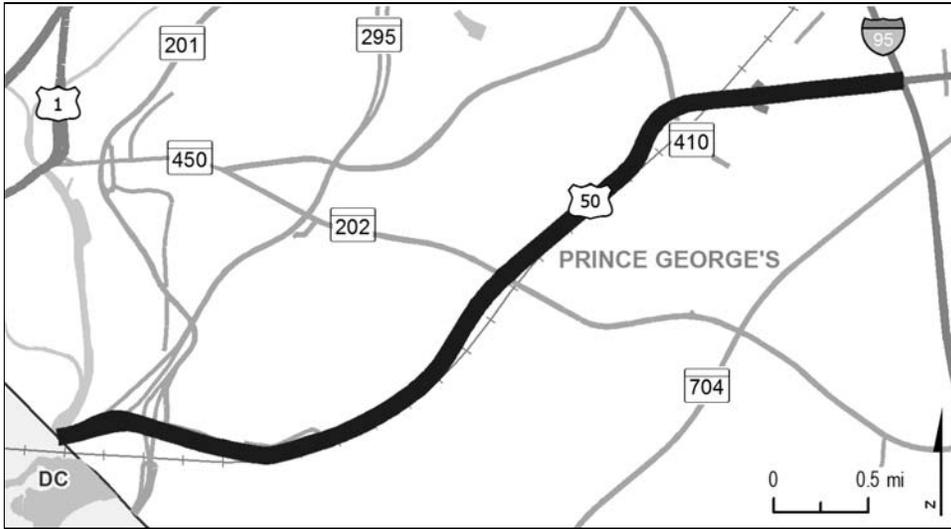
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800

PROJECTED (2040) - 118,500



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

JUSTIFICATION: This study identifies a series of improvements to address various congestion, safety, and operational issues along this section of US 50.

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:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	476	476	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	476	476	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

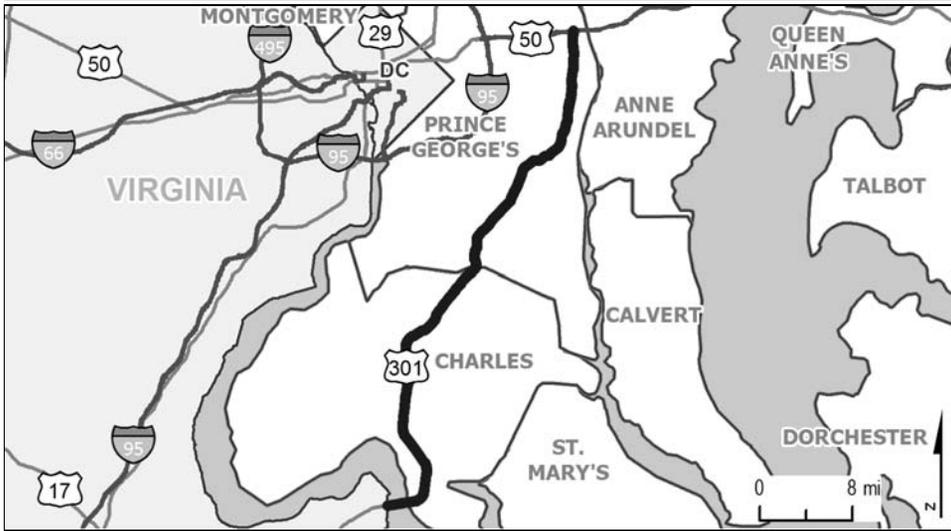
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 81,000 - 155,500

PROJECTED (2040) - 84,000 - 155,875



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-95/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

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

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

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)
- MD 3, US 50 to MD 32 (Line 16)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)
- US 301, at MD 228/MD5 Buisness (Charles County, Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,100 - 65,000 (Charles)
104,000 (Prince George's)

PROJECTED (2040) - 45,000 - 82,050 (Charles)
127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301 from, north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

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

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

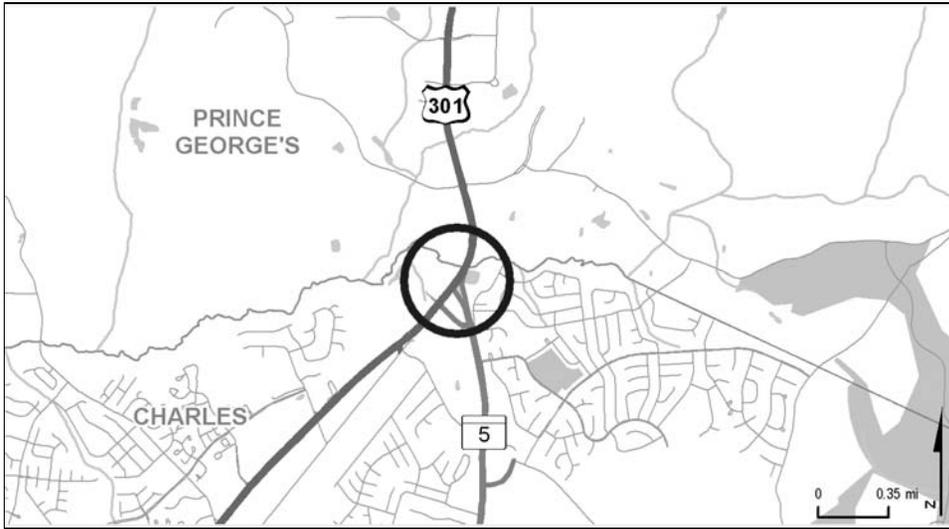
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 67,800 (US 301)
 20,200 (MD 197)

PROJECTED (2040) - 74,500 (US 301)
 24,900 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

JUSTIFICATION: This project will improve safety, reduce congestion, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)
- MD 5, US 301 to I-95/I-495 (Line 18)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, MD 228/MD 5 Business (Charles County Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Removed from Construction Program following expiration of legislative mandate.

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)	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
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	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

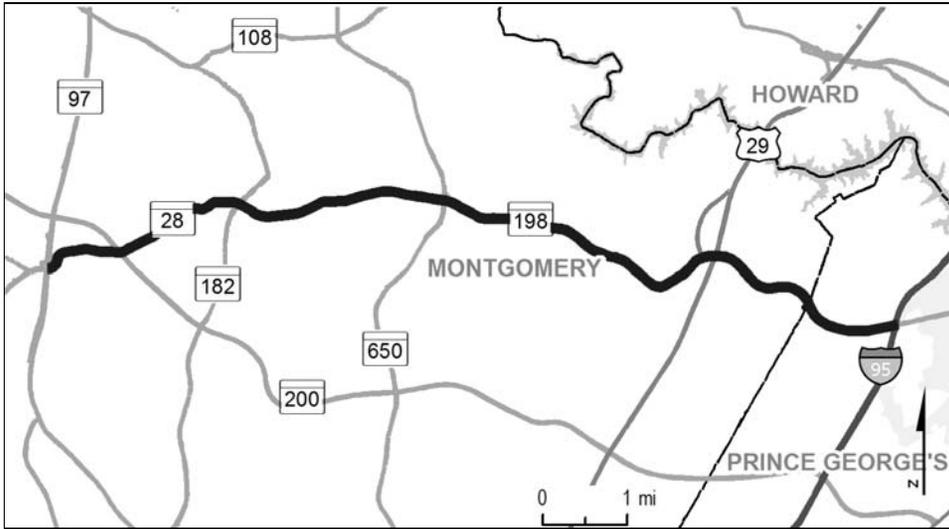
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 71,900 (Charles)
 102,400 (Prince George's)

PROJECTED (2040) - 75,200 (Charles)
 127,400 (Prince George's)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety, congestion, and operations in the MD 28/MD 198 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:
 MD 97 Interchange Construction at MD 28 (Montgomery County, Line 10)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2022	2023	2024	2025			
Planning	7,426	7,426	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2	2	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,428	7,428	0	0	0	0	0	0	0	0	
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

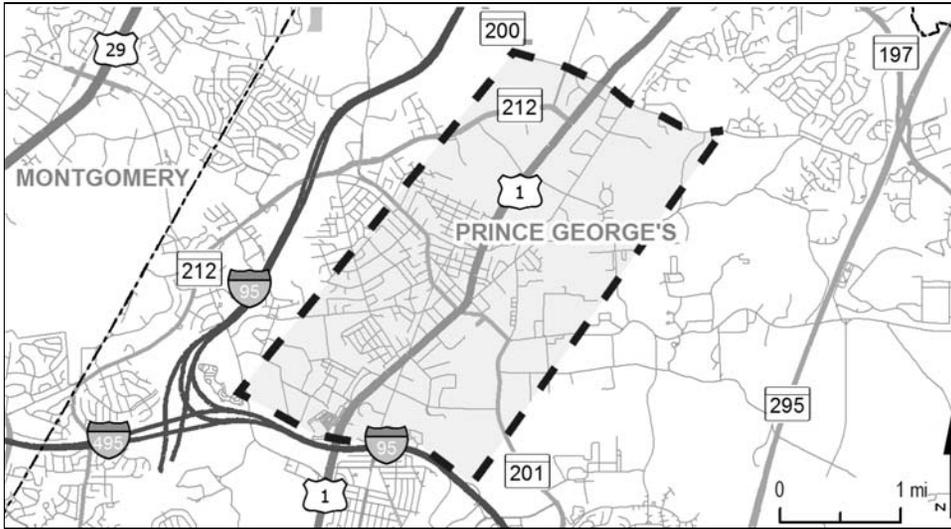
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)

PROJECTED (2040) - 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 31)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,100

PROJECTED (2040) - 59,300



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Bicycle and pedestrian improvements will be included.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW						
					FOR PLANNING PURPOSES ONLY						
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,596	1,596	0	0	0	0	0	0	0	0	
Engineering	10,554	2,120	800	1,500	1,800	2,000	2,100	234	8,434	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	12,150	3,716	800	1,500	1,800	2,000	2,100	234	8,434	0	
Federal-Aid	8,434	0	800	1,500	1,800	2,000	2,100	234	8,434	0	

CLASSIFICATION:

STATE - Intermediate Arterial

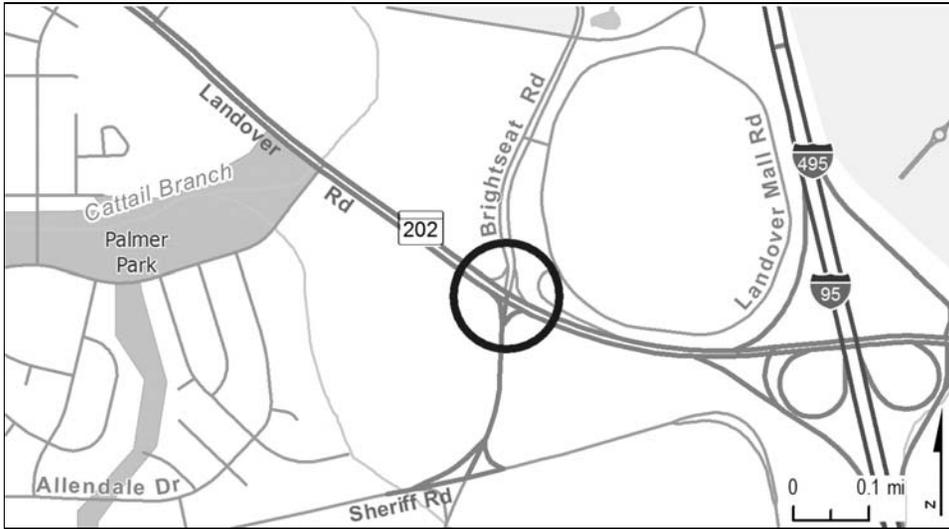
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 35,800

PROJECTED (2040) - 42,500



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	462	462	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	462	462	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

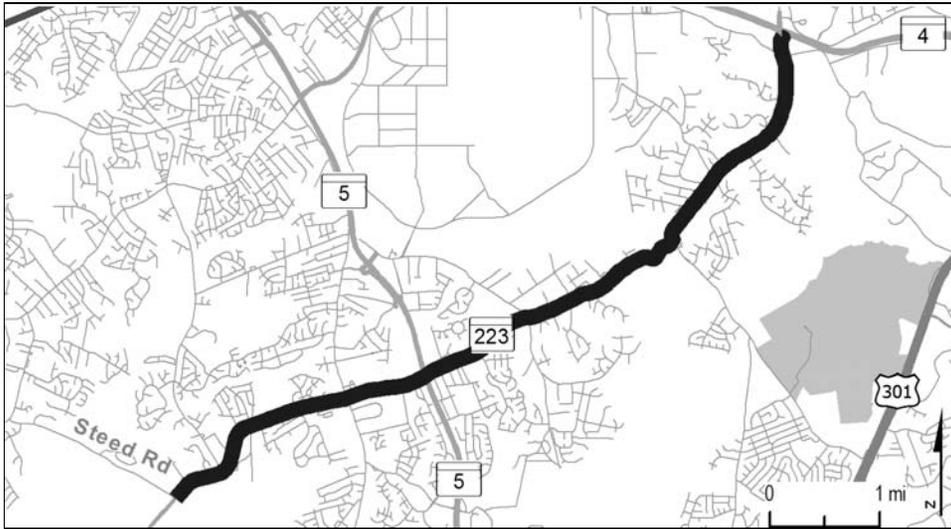
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,000

PROJECTED (2040) - 65,200



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

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

ASSOCIATED IMPROVEMENTS:

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)
 MD 5, US 301 at TB to I-95/495 (Line 18)

STATUS: Corridor study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
			2020	2021	2022	2023	2024	2025			
Planning	1,293	1,293	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,293	1,293	0	0	0	0	0	0	0	0	
Federal-Aid	622	622	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

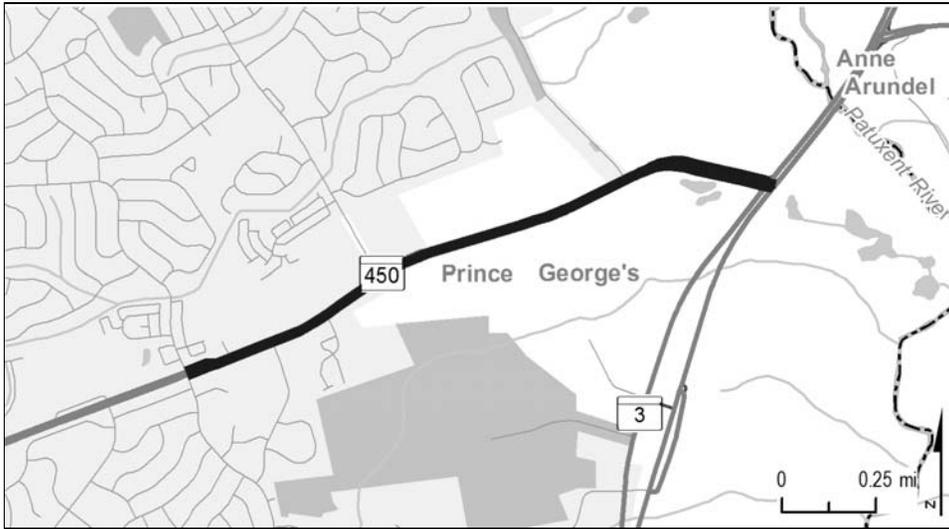
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,700

PROJECTED (2040) - 53,200



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,502	1,502	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	1,502	1,502	0	0	0	0	0	0	0	0	
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

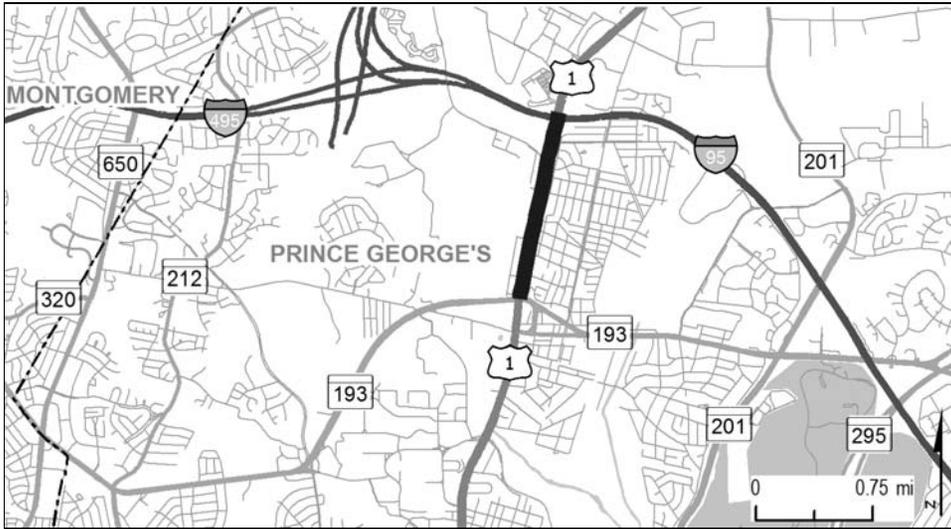
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 25,900

PROJECTED (2040) - 39,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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:

US 1, College Avenue to MD 193 (Segment 1) (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 26)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,387	1,387	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 48,600

PROJECTED (2040) - 53,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,545	Completed
2	US 301	Crain Highway; Peerless Avenue to MSP weigh station; safety and resurface	2,753	Completed
3	MD 202	Largo Road; Prince George's Community College entrance to 1900 feet south of MD 214; safety and resurface	891	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
4		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	1,879	Completed
		<u>Safety/Spot Improvement</u>		
5		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,556	Completed
		<u>Traffic Management</u>		
6		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,839	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
7		Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge	383	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8		Various locations in Prince George's County	5,000	FY 2020
9		Various locations in Prince George's County	15,000	FY 2020
10	MD 198	Vandusen Road to 8th Street	1,634	FY 2020
11	MD 450	From MD 704 to MD 193	2,623	FY 2020
12		At various locations in Prince George's County; mill and resurface	15,717	Under construction
13		At various locations in Marlboro shop area of Prince George's County; patching	1,378	Under construction
14		At various locations in Laurel shop area of Prince George's County; patching	1,257	Under construction
15	US 1	Baltimore Avenue; Oak Street to Howard County line; safety and resurface	3,076	Under construction
16	MD 4	Pennsylvania Avenue; MD 458 to DC Line and Forestville Road to I 695 Bridge; resurface	4,801	Under construction
17	MD 201	Kenilworth Avenue; Edmonston Road to Patterson Road; resurfacing	1,806	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
18		Cleaning and painting bridge numbers 1601800, 1606500, 1614505/06 AND 1623903/04	2,059	FY 2020
19		Bridge 1616600 over I-95/495; bridge deck replacement	4,737	Under construction

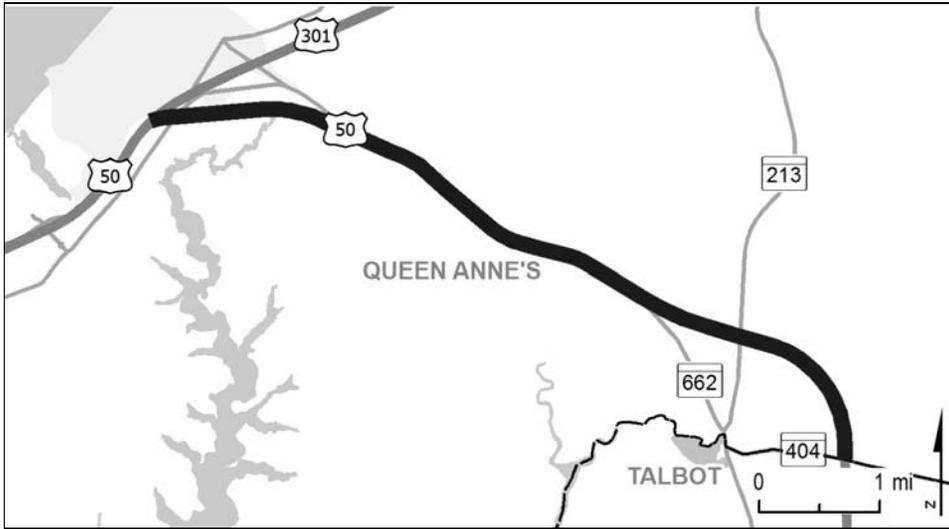
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
20		Purple Line alignment; bicycle-pedestrian route	3,082	Under construction
21	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,855	Under construction
22	MD 201	Kenilworth Avenue; M Square betterments near MD 201/River Road; intersection reconstruct	600	Under construction
23	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	FY 2020
<u>Traffic Management</u>				
24	MD 214	Central Avenue; I-495 and MD 202; signing	1,418	Under construction
<u>Environmental Preservation</u>				
25	US 50	John Hanson Highway; 1000 feet west of I-495/95 to AA County line; landscape	343	FY 2020
<u>Intersection Capacity Improvements</u>				
26	MD 223	At Dower House Road	2,960	FY 2020
<u>TMDL Compliance</u>				
27		At various locations - group 2; drainage improvement	2,719	Under construction
28		Charles Branch Tributaries; wetlands replacement	6,635	Under construction



QUEEN ANNE'S COUNTY



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR	PROJECT CASH FLOW					YEAR			
			2019	2020	2021	FOR PLANNING PURPOSES ONLY					
Planning	1,557	1,557	0	0	0	0	0	0	0	0	
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	20,014	20,014	0	0	0	0	0	0	0	0	
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 43,650
65,100 (Summer)

PROJECTED (2040) - 71,550
90,100 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1	MD 309	<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Bridge Replacement/Rehabilitation</u></p> <p>Cordova Road; MD 309 over several small streams - replace 5 small structures (pipes); small structure replacement</p>	873	Completed
2		<p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>Cross County Connector Trail - Grasonville; construct 6,150 foot extension of Queen Anne's County Cross County Connector Trail</p>	3,431	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3		At various locations in Queen Anne's County	4,501	FY 2020
4	MD 213	From Mill Stream Branch to Gravel Run in Centreville	1,091	FY 2020
5		At various locations in Queen Anne's County; mill and resurface	3,113	Under construction
6		At various locations in Queen Anne's County; mill and resurface	5,824	Under construction
7	US 50 EB	Blue Star Memorial Highway; SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	5,050	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
8	US 301 NB	Bridge 1701401 over Chester River	7,000	FY 2021
9	MD 213	Centerville Road; Bridges over Gravel Run and Old Mill Stream; bridge rehabilitation	5,287	Under construction



SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 MD 5 Corridor, MD 243 to MD 245 (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: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.5 million is due to more accurate settlements, additional utility relocation costs, and an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,900	2,660	240	0	0	0	0	0	0	240	0
Right-of-way	4,616	2,143	407	742	1,183	141	0	0	0	2,473	0
Construction	7,759	1,120	3,972	2,667	0	0	0	0	0	6,639	0
Total	15,275	5,923	4,619	3,409	1,183	141	0	0	0	9,352	0
Federal-Aid	5,746	0	3,177	2,270	189	110	0	0	0	5,746	0

CLASSIFICATION:

STATE - Minor Arterial

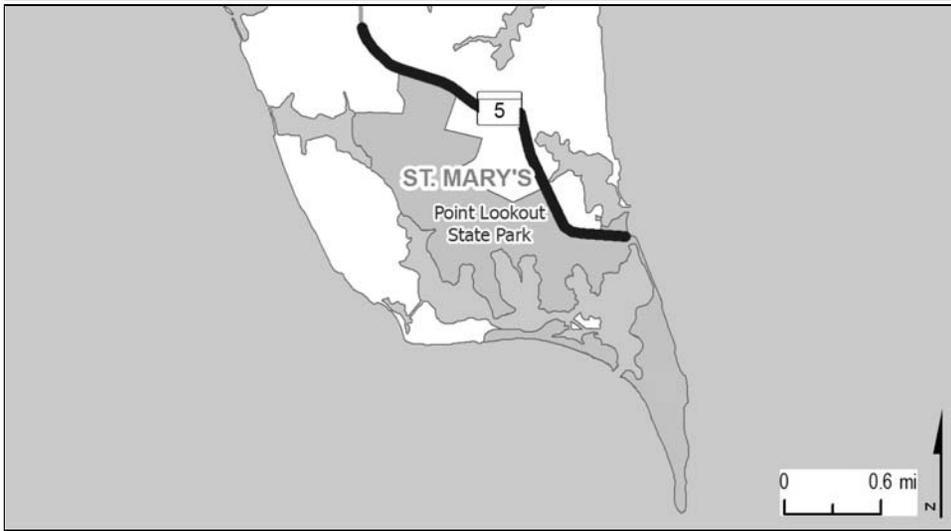
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,400

PROJECTED (2040) - 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA 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 existing roadway does not meet current design standards.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost decrease of \$3.4 million is due to reduced right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	469	469	0	0	0	0	0	0	0	0	0	0
Engineering	3,785	3,735	50	0	0	0	0	0	0	0	50	0
Right-of-way	1,181	827	251	103	0	0	0	0	0	0	354	0
Construction	17,778	772	8,298	6,451	2,257	0	0	0	0	0	17,006	0
Total	23,213	5,803	8,599	6,554	2,257	0	0	0	0	0	17,410	0
Federal-Aid	12,943	875	5,837	4,658	1,573	0	0	0	0	0	12,068	0

CLASSIFICATION:

STATE - Major Collector

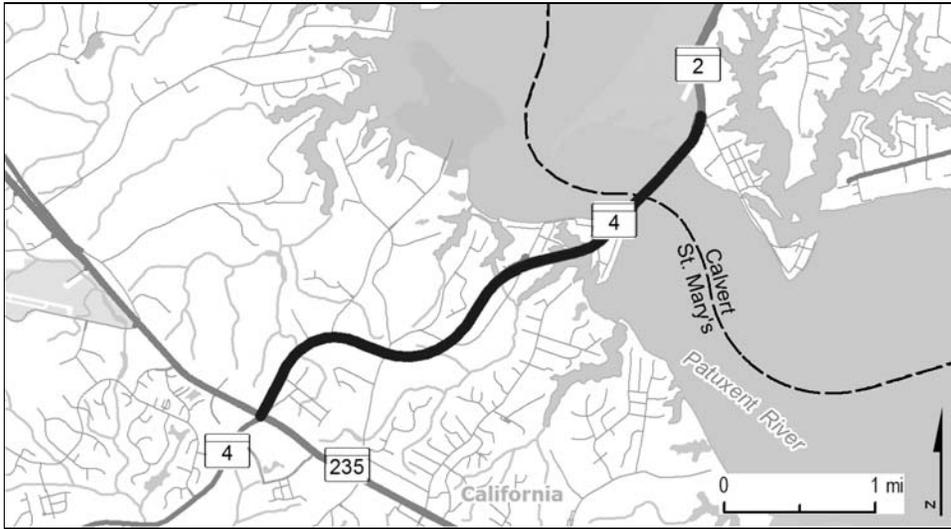
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,750 (Summer Peak)

PROJECTED (2040) - 4,500 (Summer Peak)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

JUSTIFICATION: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	4,939	4,939	0	0	0	0	0	0	0	0	0	0
Engineering	915	915	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,854	5,854	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,400

PROJECTED (2040) - 38,275



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).

JUSTIFICATION: MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

MD 5, at Abell Street/Moakley Street (Line 1)
 MD 245, MD 5 to Baldrige Street (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026	2027		
Planning	2,174	2,174	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

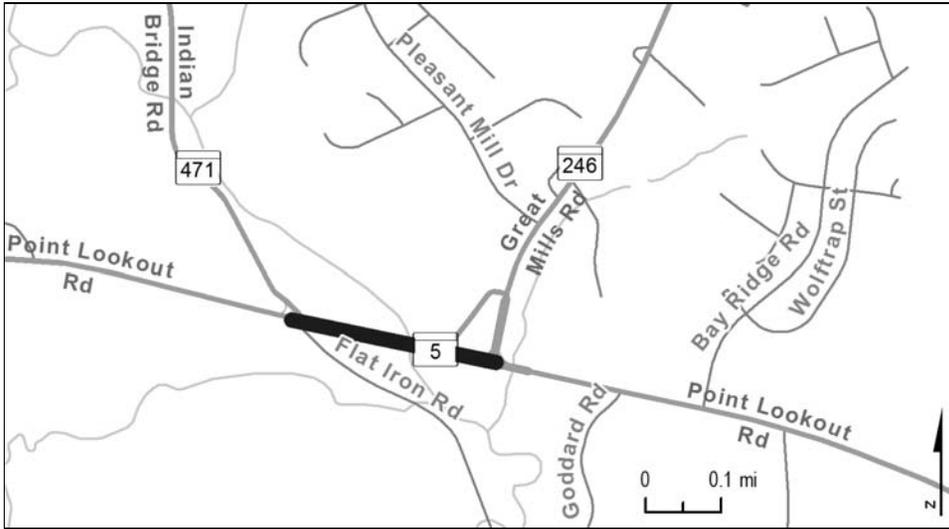
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,400

PROJECTED (2040) - 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade MD 5 from MD 471 to MD 246, including Bridge 18006 over the Saint Mary's River (0.3 miles).

JUSTIFICATION: Improvements would address existing vehicular congestion, provide pedestrian facilities, and expand capacity for planned 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:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The right-of-way phase was funded at \$4.7 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,554	1,529	25	0	0	0	0	0	0	25	0
Engineering	3,658	1,567	750	1,150	191	0	0	0	0	2,091	0
Right-of-way	4,651	0	2,000	2,000	651	0	0	0	0	4,651	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,863	3,096	2,775	3,150	842	0	0	0	0	6,767	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,500

PROJECTED (2040) - 26,950

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	842	Completed
		<u>Intersection Capacity Improvements</u>		
2	MD 235	Three Notch Road; Access Road to Woodland Acres; access road	1,823	Completed

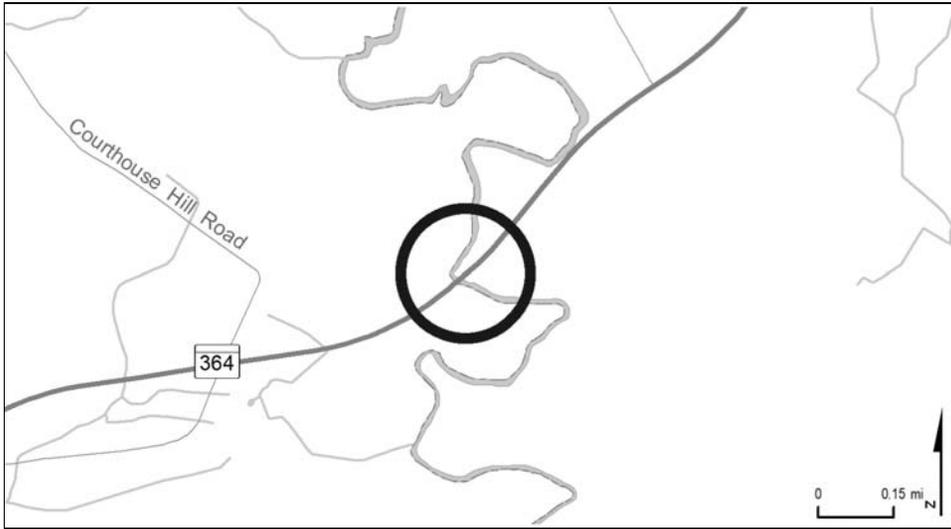
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3	VARIOUS	At various locations in St. Mary's County; mill and resurface	11,450	Under construction
4	VARIOUS	At various locations in St. Mary's County; mill and resurface	10,917	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 5	Bridge 1800700 over Hilton Run	4,000	FY 2021
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
6		MD 5 Pedestrian and Bicycle Trail; construct 2,142 foot trail connecting St. Mary's College's North Field with existing sidewalk system at St. John's Pond pedestrian bridge	1,741	Design Underway



SOMERSET COUNTY



PROJECT: MD 364

DESCRIPTION: Replace bridge 1901000 over Dividing Creek with a new span. The bridge will have two 12 feet lanes and two 4 feet shoulders.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is poor rated.

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 existing bridge is classified as poor rated.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	862	862	0	0	0	0	0	0	0	0	0	0
Right-of-way	167	1	154	12	0	0	0	0	0	0	166	0
Construction	2,605	363	2,242	0	0	0	0	0	0	0	2,242	0
Total	3,634	1,226	2,396	12	0	0	0	0	0	0	2,408	0
Federal-Aid	2,011	258	1,753	0	0	0	0	0	0	0	1,753	0

CLASSIFICATION:

STATE - Rural Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,125

PROJECTED (2040) - 1,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Somerset County; resurface	9,036	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 413	Crisfield Highway; At Tulls Corner Road; geometric improvements	1,804	Completed



TALBOT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Talbot County; mill and resurface</p>	6,149	Completed

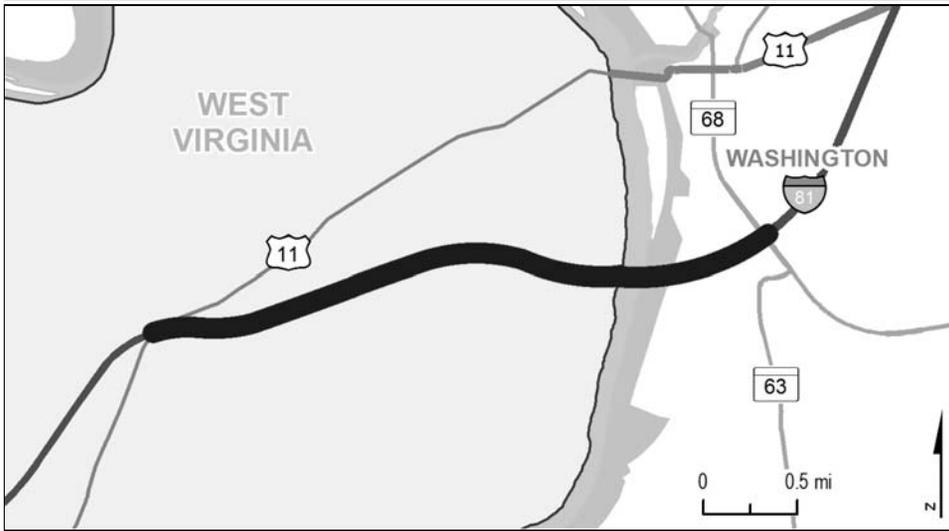
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Talbot County	4,254	FY 2020
3		At various locations in Talbot County; mill and resurface	3,380	Under construction
		<u>Safety/Spot Improvement</u>		
4	MD 322	At Glenwood Avenue	3,134	FY 2021



WASHINGTON COUNTY



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Upgrade and widen I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements will reduce congestion, especially congestion related to high truck volume, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (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: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Construction underway. West Virginia is contributing \$38.0 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,102	2,102	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	101,128	75,584	25,544	0	0	0	0	0	0	25,544	0	0
Total	103,230	77,686	25,544	0	0	0	0	0	0	25,544	0	0
Federal-Aid	48,794	36,920	11,874	0	0	0	0	0	0	11,874	0	0

CLASSIFICATION:

STATE - Principal Arterial

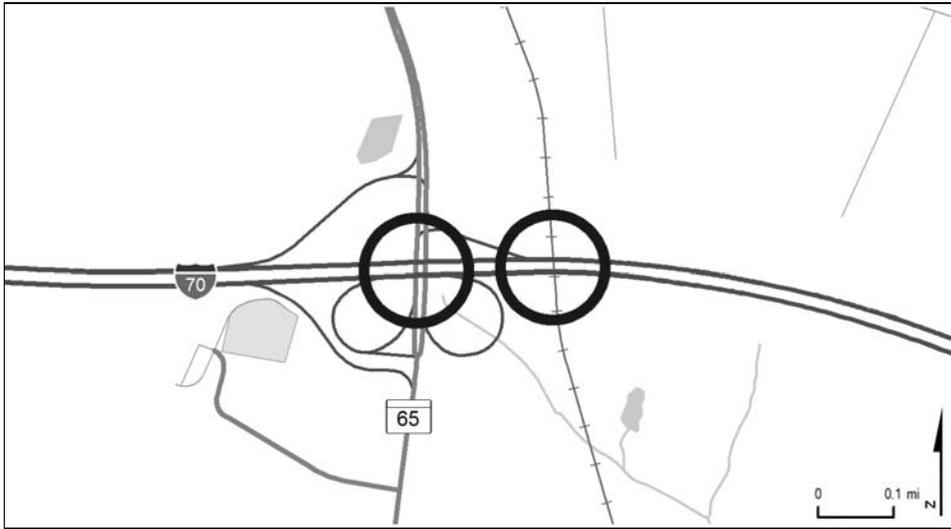
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 69,500

PROJECTED (2040) - 94,800



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.

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

ASSOCIATED IMPROVEMENTS:
 I-70/MD 65, Interchange Study (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: The decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$5.5 million is due to additional utility and resurfacing work.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,011	1,908	103	0	0	0	0	0	0	103	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	28,355	0	1,917	7,681	8,788	6,705	3,264	0	28,355	0	0	
Total	30,366	1,908	2,020	7,681	8,788	6,705	3,264	0	28,458	0	0	
Federal-Aid	21,215	0	1,315	5,721	6,584	5,049	2,546	0	21,215	0	0	

CLASSIFICATION:

STATE - Principal Arterial

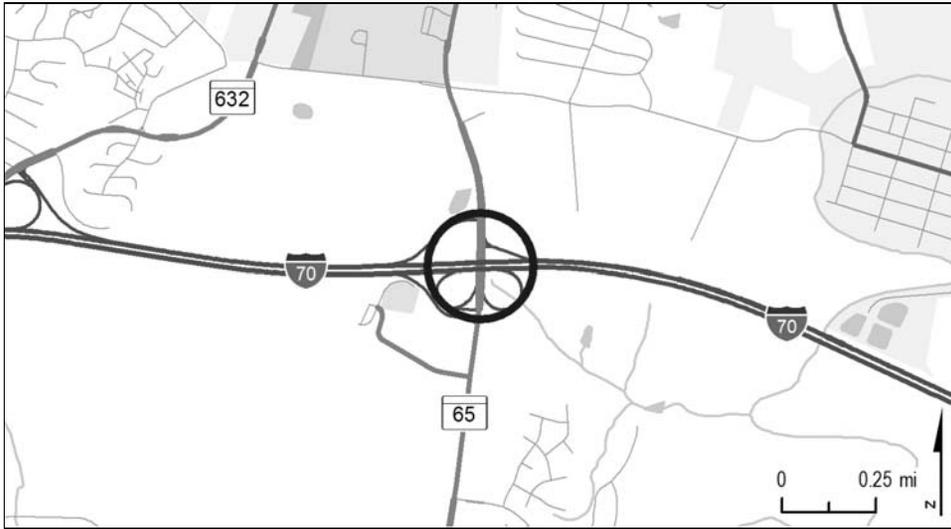
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 68,000

PROJECTED (2040) - 83,350



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Study to upgrade the I-70 interchange at MD 65.

JUSTIFICATION: I-70 interchange improvements will reduce congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-70, Bridge replacements over MD65 and CSX Hagerstown Branch (Line 2).

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,742	1,727	15	0	0	0	0	0	0	15	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	0	0	0	0	0	0	0	0	0	0	0
Total	1,742	1,727	15	0	0	0	0	0	0	15	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 68,000 (MD 65) 25,600

PROJECTED (2040) - 83,350 (MD 65) 36,650



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to upgrade and widen I-81 to a six lane divided highway between the Potomac River/West Virginia State line and Pennsylvania State line (12.1 miles).

JUSTIFICATION: I-81 corridor improvements will reduce congestion, especially related to high truck volume, and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:
 I-81, Phase 1, Potomac River/West Virginia State line to MD 63/MD 68 (Line 1)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	3,083	750	750	417	0	0	0	0	0	1,917	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,530	6,613	750	750	417	0	0	0	0	0	1,917	0
Federal-Aid	5,270	3,737	600	600	333	0	0	0	0	0	1,533	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,000 - 88,800

PROJECTED (2040) - 75,900 - 110,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in west Washington County; mill and resurface	4,421	Completed
2		At various locations in east Washington County; mill and resurface	5,695	Completed
3	I 68/US 40	National Freeway; Allegany County line to Mountain Road bridge; safety and resurface	3,564	Completed
4	I 70 EB	Eisenhower Memorial Highway; Tonoloway Creek to 0.75 miles east of MD 615; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,150	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	9,128	Completed
<u>Environmental Preservation</u>				
6		IRVM, VEG MGMT along I-70 Corridor from MM12 to MM22; landscape	1,592	Completed
<u>Intersection Capacity Improvements</u>				
7	US 40 AL	Frederick Street; at New Intersection Southern Boulevard; geometric improvements	868	Completed
<u>TMDL Compliance</u>				
8	VARIOUS	At various locations in Washington County - Group 1B; drainage improvement	2,865	Completed
9	VARIOUS	At various locations in Washington County - Group 1A; drainage improvement	3,039	Completed
10		Tree planting at various locations; landscape	3,088	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions (cont'd)</u>		
		<u>TMDL Compliance (cont'd)</u>		
11	VARIOUS	At various locations in Washington County - Group 1; drainage improvement	2,069	Completed
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
12		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,495	Completed
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
13		Conococheague Creek; rehabilitate the Conococheague Creek Aqueduct	6,240	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
14	I 70	0.44 miles east of Boyd Road to Ashton Road	4,764	FY 2020
15	VARIOUS	In Hancock, Sharpsburg, and Boonsboro; sidewalks	1,149	Under construction
16	VARIOUS	Various roadways in Washington County; surface treatment	2,339	Under construction
17	VARIOUS	At various locations in Washington County (east); safety and resurface	4,674	Under construction
18		At various locations in Washington County (west); safety and resurface	3,943	Under construction
19	MD 68	MD 65 to Barnes Road	1,510	Under construction
20	MD 804	MD 64 to MD 64, MD 804B to Little Antietam Road	622	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
21	I 70	Eisenhower Highway; Dual bridge 21118 on I-70/MD 65, bridge 21119 on I-70/CSX - Stage 1; bridge deck replacement	6,328	Under construction
22	MD 56	Bridge 2109600 over MD I-70	3,200	FY 2020
23	VARIOUS	Various bridges on Mapleville Road, National Freeway, Eisenhower Memorial Highway; clean/paint bridges	1,884	Under construction
24	MD 68	Lappans Road; Bridge 2108500 over Norfolk Southern Railroad; bridge rehabilitation	3,000	FY 2020
<u>Safety/Spot Improvement</u>				
25	US 40	Walnut Street to Eastern Boulevard	1,706	Under construction

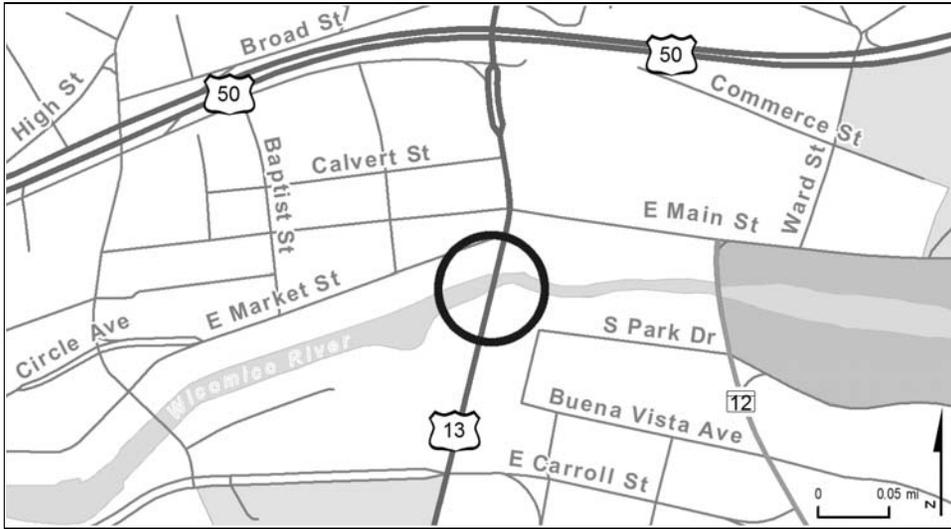
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Urban Reconstruction</u>				
26	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	5,145	Under construction
<u>Environmental Preservation</u>				
27		IRVM, native planting along I-70 - Phase 2	562	Under construction
<u>Intersection Capacity Improvements</u>				
28	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	2,800	FY 2020
<u>TMDL Compliance</u>				
29		Little Tonoloway Creek at Kirkwood Park - stream restoration; wetlands replacement	1,887	Under construction
30	VARIOUS	Chesapeake Bay Watershed implementation plan - tree establishment at various locations; landscape	625	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
31		Marsh Run Multi-Use Trail; design a trail between Summit Avenue and Potomac Street	200	Design Underway



WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replace Bridge 2200400 over East Branch Wicomico River in Salisbury.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor.

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 existing structure is rated poor.

STATUS: Right-of-way and engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,587	1,561	26	0	0	0	0	0	0	26	0
Right-of-way	1,600	1,030	171	208	191	0	0	0	0	570	0
Construction	6,999	0	0	628	3,048	2,633	690	0	0	6,999	0
Total	10,186	2,591	197	836	3,239	2,633	690	0	0	7,595	0
Federal-Aid	5,460	0	0	490	2,378	2,054	538	0	0	5,460	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,120

PROJECTED (2040) - 34,390

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Wicomico County; resurface	9,830	Completed
		<u>Safety/Spot Improvement</u>		
2	US 50	Ocean Gateway; at Sixty Foot Road; geometric improvements	2,784	Completed
3	US 50	Ocean Gateway; At White Lowe Road; geometric improvements	2,340	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Bridge Replacement/Rehabilitation</u>				
4	US 13 BU	Bridge 2200400 over East Branch Wicomico River	7,000	FY 2021
5	US 13	Bridge numbers 2202100,2203101/02,2203201/02 and 2203301/02	1,287	FY 2020
<u>Safety/Spot Improvement</u>				
6	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement	7,516	Under construction



WORCESTER COUNTY



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a four lane divided highway, including access controls from north of MD 365 (Public Landing Road) to Five Mile Branch (Phase 4)(4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

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

ASSOCIATED IMPROVEMENTS:
 US 113, Massy Branch to Five Mile Branch (Phase 3) (Line 2)

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

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

EXPLANATION: This project will improve safety, operations, and freight movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,318	5,318	0	0	0	0	0	0	0	0	
Right-of-way	4,315	3,869	446	0	0	0	0	0	446	0	
Construction	64,801	49,851	14,950	0	0	0	0	0	14,950	0	
Total	74,434	59,038	15,396	0	0	0	0	0	15,396	0	
Federal-Aid	70,187	55,715	14,472	0	0	0	0	0	14,472	0	

CLASSIFICATION:

STATE - Intermediate Arterial

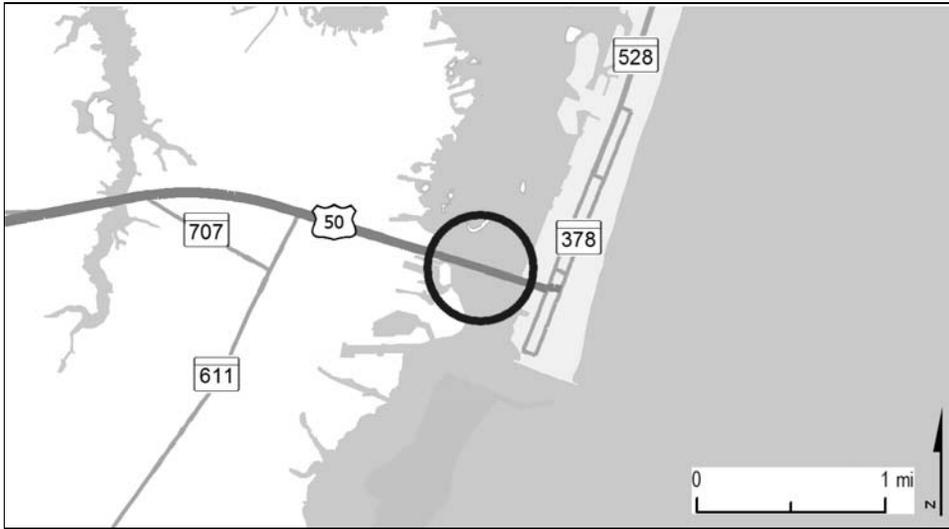
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,150

PROJECTED (2040) - 17,450



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

JUSTIFICATION: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,907	2,907	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,907	2,907	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

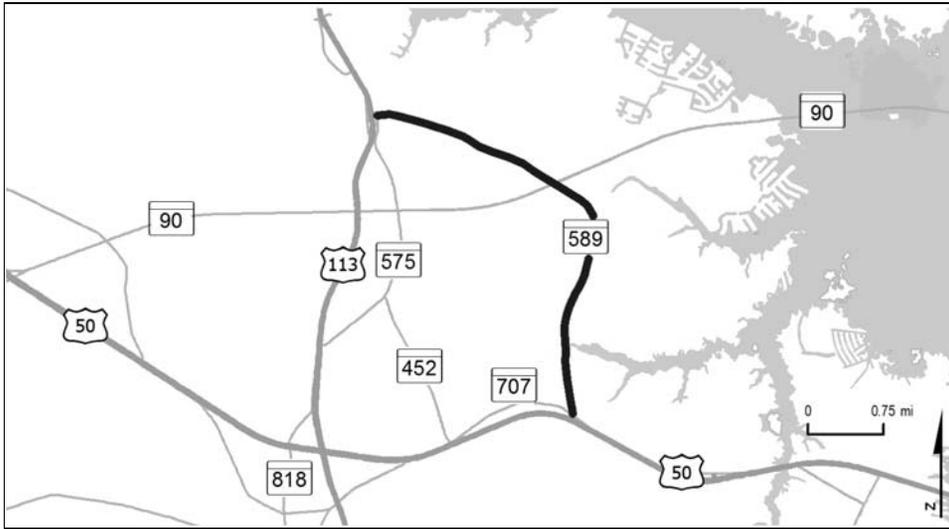
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,800
34,700 (Summer)

PROJECTED (2040) - 34,475
57,000 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,417	1,417	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,775
20,700 (Summer)

PROJECTED (2040) - 21,875
28,150 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

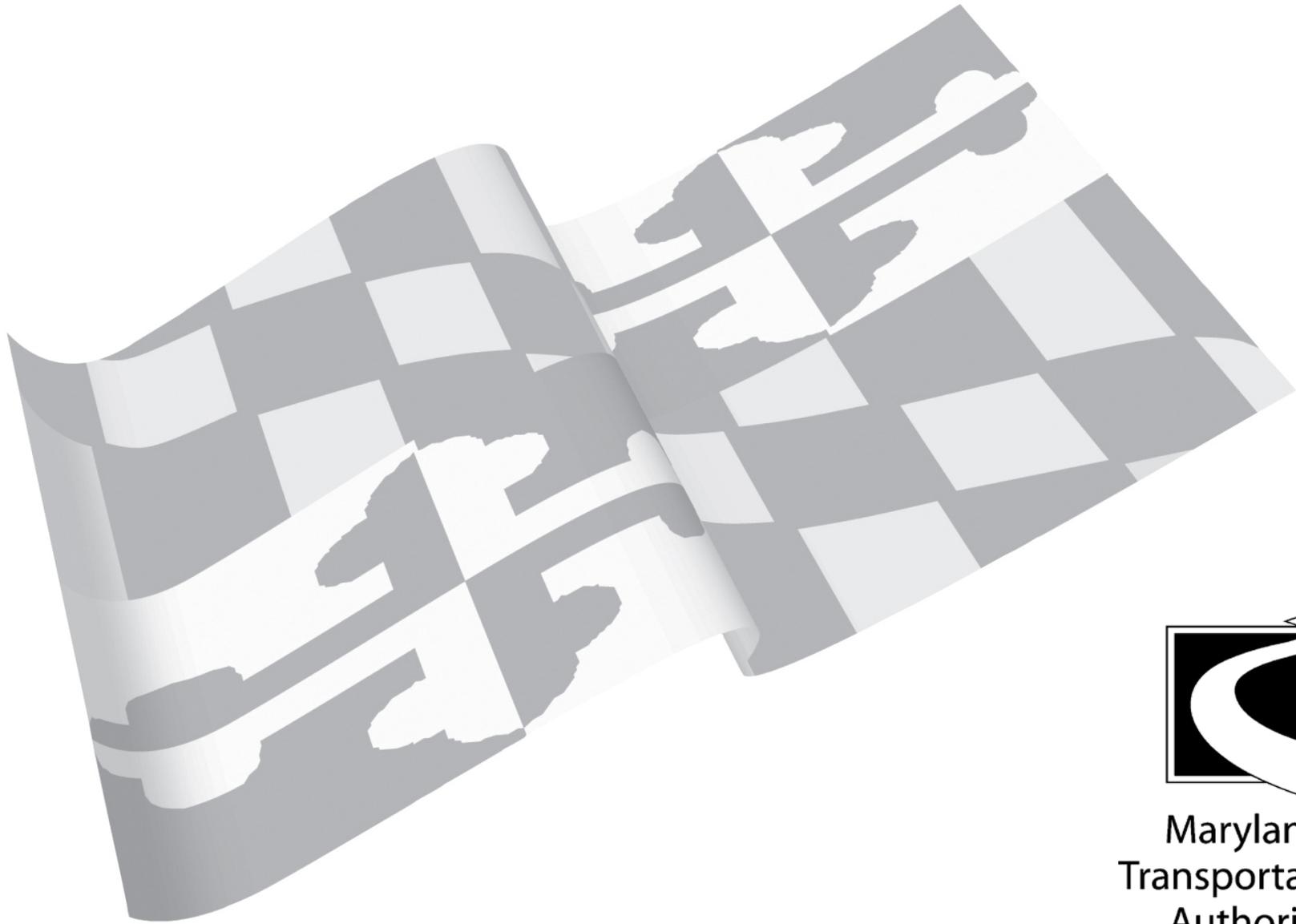
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 113	Worcester Highway; North of Hayes Landing Road to US 50; safety and resurfacing	2,333	Completed
2	MD 528	Coastal Highway; 62nd Street to 26th Street; resurface	6,819	Completed
<u>Safety/Spot Improvement</u>				
3		MD 346 and MD 589; drainage improvement	708	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
4		Various locations in Worcester County; mill and resurface	9,500	FY 2020
5		At various locations in Worcester County; mill and resurface	9,893	Under construction
<u>Safety/Spot Improvement</u>				
6	US 50	Ocean Gateway; At MD 589; geometric improvements	3,047	Under construction
<u>Environmental Preservation</u>				
7		Vegetation management on select mitigation sites in Worcester County (D1)	16	Under construction
<u>Intersection Capacity Improvements</u>				
8	MD 376	US 113 to Flower Street	2,300	FY 2020
9	MD 346	US 113 to Healthway Drive	1,090	Under construction
<u>Bicycle Retrofit</u>				
10	US 50	Ocean Gateway; MD 611 to bridge over Sinepuxent Bay; bicycle-pedestrian route	2,053	Under construction



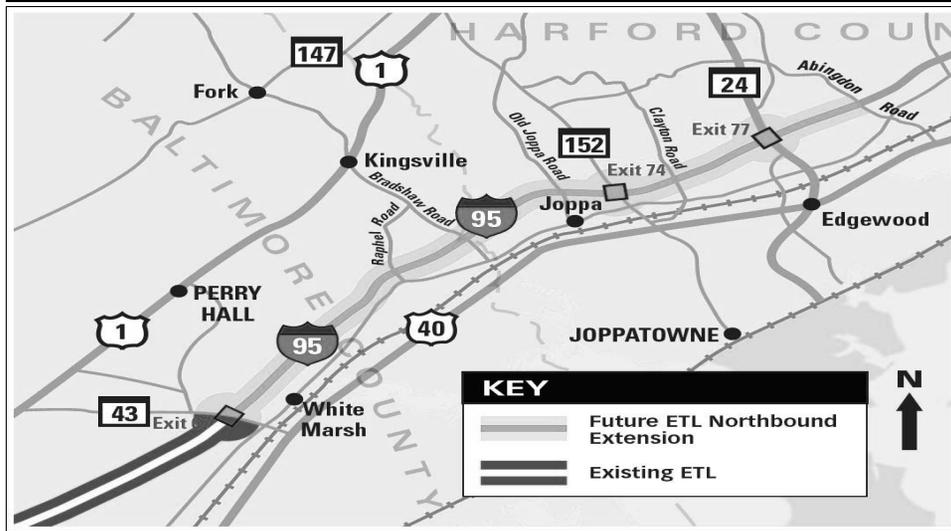
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	348.0	327.4	454.8	525.1	294.2	166.4	2,115.8
System Preservation Minor Projects	81.5	96.8	148.8	233.9	245.8	258.0	1,064.6
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
TOTAL	429.5	424.1	603.6	758.9	539.9	424.3	3,180.4



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

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.

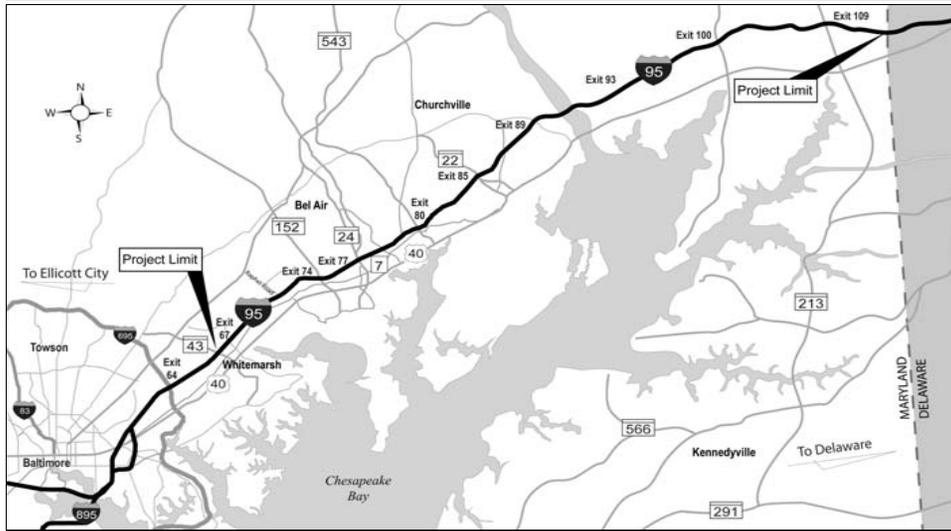
EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

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 ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	77,652	26,379	24,715	17,294	5,854	2,889	521	0	51,273	0	
Right-of-way	6,834	37	3,260	3,537	0	0	0	0	6,797	0	
Construction	985,818	6,396	41,257	105,982	208,718	287,455	142,502	98,430	884,344	95,078	
Total	1,070,304	32,812	69,232	126,813	214,572	290,344	143,023	98,430	942,414	95,078	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

2453, 2457, 2464, 2465, 2473, 2474, 2475, 2490, 2491, 2492, 2493, 2494, 2495, 2518, 2519, 2522, 2525, 2526, 2530, 2531, 2532, 2533, 2534, 2535, 2536



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. Phases I and II are complete. Phase III construction is underway.

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:

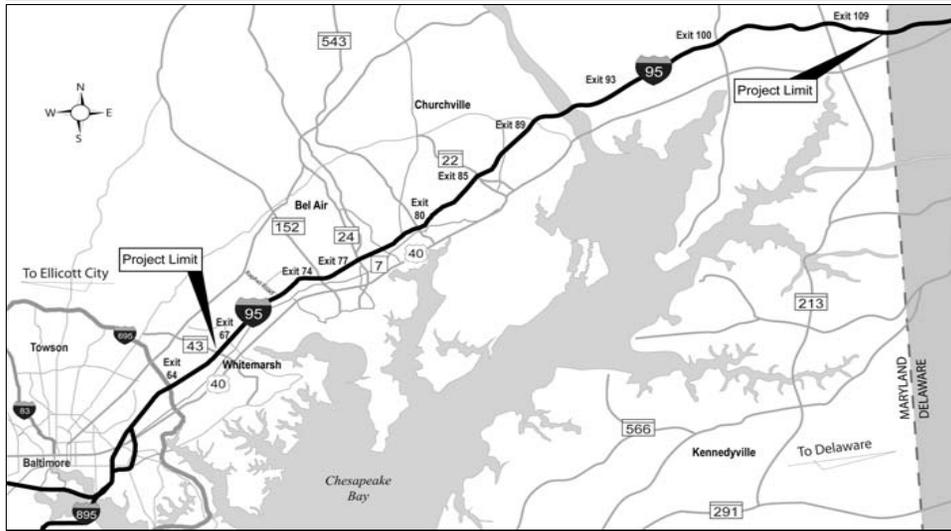
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 5)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 6)

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,362	1,362	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,453	37,335	16,799	3,319	0	0	0	0	20,118	0
Total	58,815	38,697	16,799	3,319	0	0	0	0	20,118	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

2261, 2312, 2393, 2394



PROJECT: I-95 John F. Kennedy Memorial Highway - Repair Substructure and Superstructure

DESCRIPTION: Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore County, Harford County, and Cecil County. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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 |

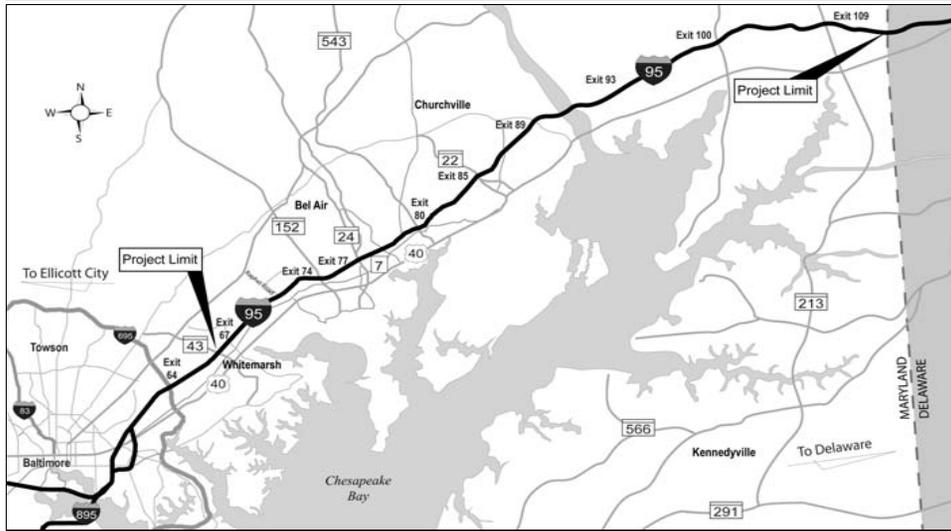
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

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 ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,581	2,493	88	0	0	0	0	0	88	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,510	13,063	447	0	0	0	0	0	447	0	
Total	16,091	15,556	535	0	0	0	0	0	535	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$3.3 million for extended contract time and materials, and for significant additional work including concrete protective coating.



PROJECT: I-95 John F. Kennedy Memorial Highway - Remove, Replace, and Upgrade Sign Structures

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway.

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

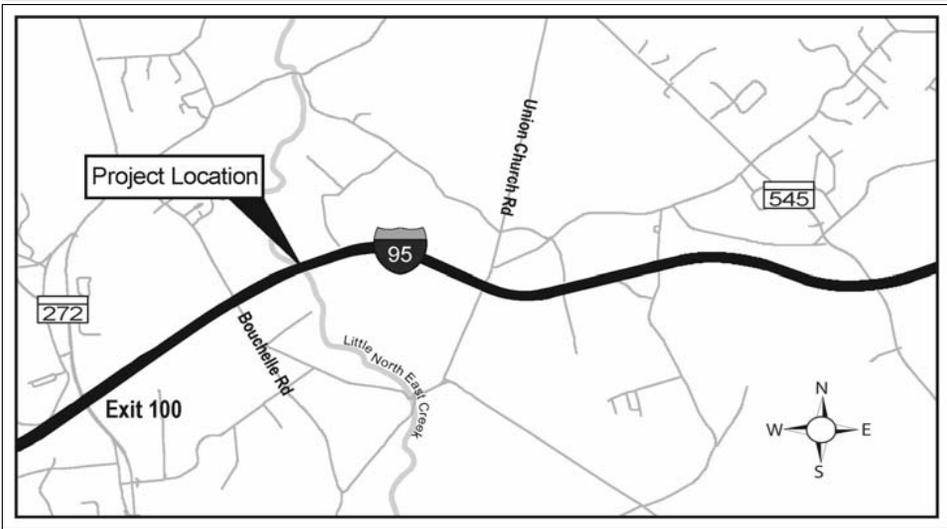
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	723	723	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,529	3,779	5,984	3,766	0	0	0	0	9,750	0	
Total	14,252	4,502	5,984	3,766	0	0	0	0	9,750	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

DESCRIPTION: Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

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 upgrading the existing shoulders will provide a safer, smoother ride.

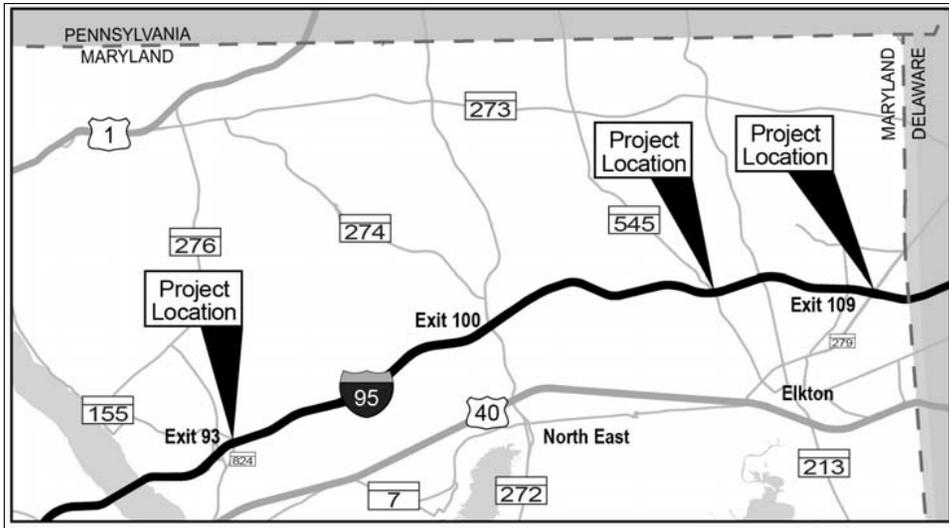
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 2)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 6)

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,298	1,298	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,809	7,949	1,860	0	0	0	0	0	1,860	0
Total	11,107	9,247	1,860	0	0	0	0	0	1,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County

DESCRIPTION: Rehabilitate the decks on three bridges on I-95 in Cecil County. The work includes overlaying the bridge decks, making the decks continuous over the piers, and performing miscellaneous steel and concrete repairs. Bridges included are I-95 over MD 824, I-95 over MD 545 and Little Elk Creek, and I-95 over MD 279.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

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

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

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

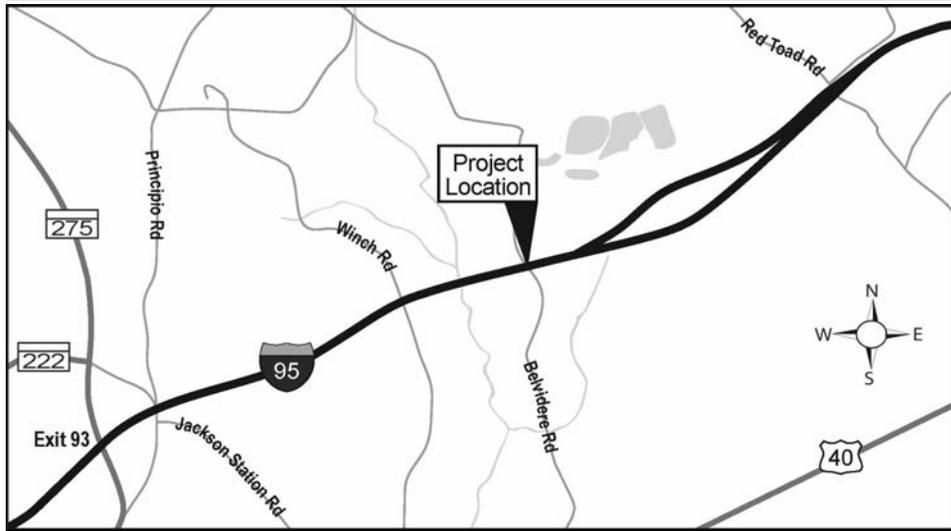
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 2)
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 5)

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	499	445	54	0	0	0	0	0	54	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,675	2,283	11,263	2,129	0	0	0	0	13,392	0
Total	16,174	2,728	11,317	2,129	0	0	0	0	13,446	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the I-95 JFK Highway and Belvidere Road area necessitates an I-95/Belvidere Road interchange. The \$54 million project cost will be shared with Stewart Properties providing \$6.7 million for design and right of way, Cecil County providing \$1 million for construction, and MDTA providing \$26.3 million for design and construction, with the balance of \$20 million from a BUILD Grant. The \$20 million BUILD Grant was awarded in December 2018. Additionally, Stewart Properties is providing \$1.7 million for planning with a \$300 thousand commitment from MDTA for NEPA review.

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

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

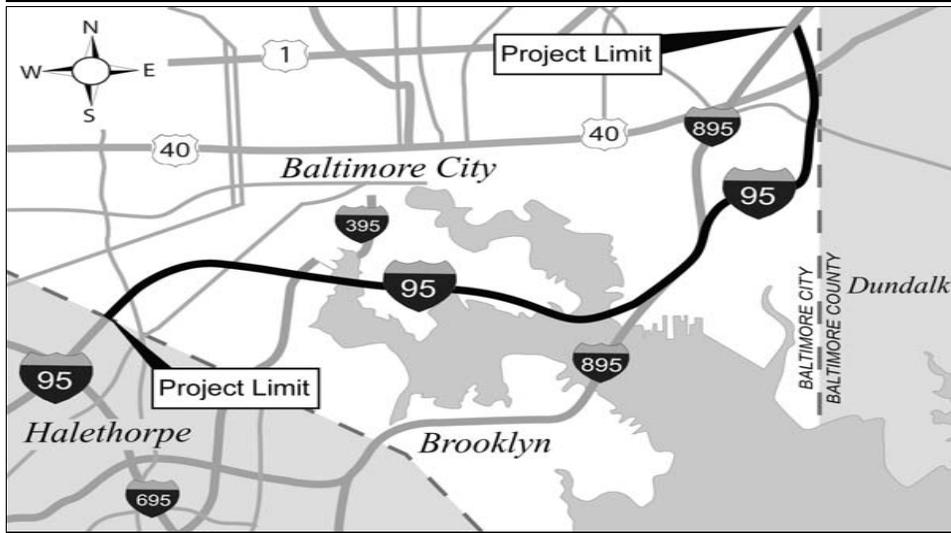
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will support development by providing access to I-95 at Belvidere Road.

STATUS: Planning and engineering are underway. Construction is scheduled to begin in FY 2022.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Increased by \$4.0 million for MDTA's increased share of the project and by \$21.0 million for the addition of out-of-pocket expenses that will be reimbursed later by the BUILD Grant and Cecil County.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	300	0	200	100	0	0	0	0	300	0
Engineering	2,325	27	1,750	548	0	0	0	0	2,298	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,962	0	0	0	15,000	15,000	14,962	0	44,962	0
Total	47,587	27	1,950	648	15,000	15,000	14,962	0	47,560	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

DESCRIPTION: Replaced 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, replaced foundations and associated conduits/controls.

PURPOSE & NEED SUMMARY STATEMENT: The weathering steel high mast light poles were part of the original construction in 1985 and were nearing the end of their useful life. They were replaced with galvanized steel poles that have a longer life expectancy.

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

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

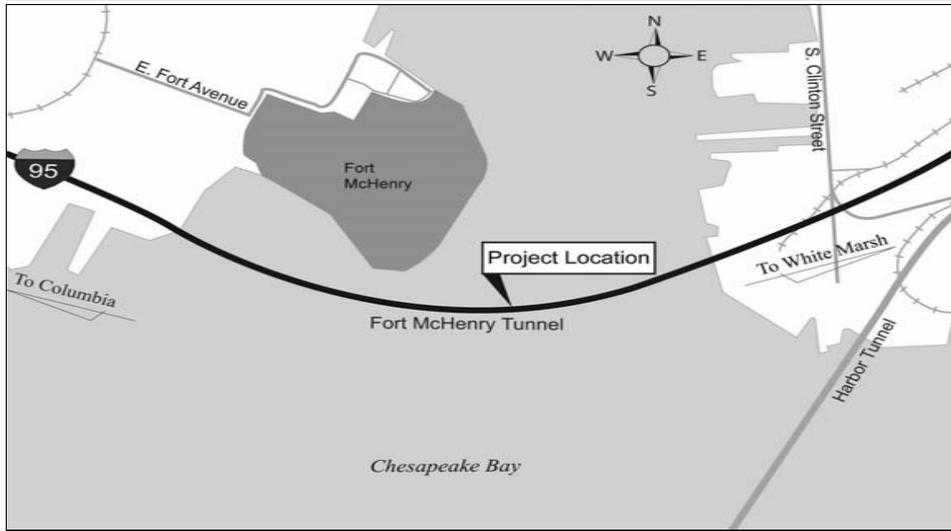
ASSOCIATED IMPROVEMENTS: None.

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,189	16,189	0	0	0	0	0	0	0	0
Total	17,666	17,666	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel systems. The lighting systems, which are approaching the end of their useful life, 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: None.

EXPLANATION: Old and inadequate lighting will be replaced throughout the Fort McHenry Tunnel, enhancing safety for both workers and drivers.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,078	2,078	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,895	18,487	1,408	0	0	0	0	0	1,408	0
Total	21,973	20,565	1,408	0	0	0	0	0	1,408	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 Fort McHenry Tunnel 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 existing fans and extend the service life of the ventilation system in the tunnel.

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 |

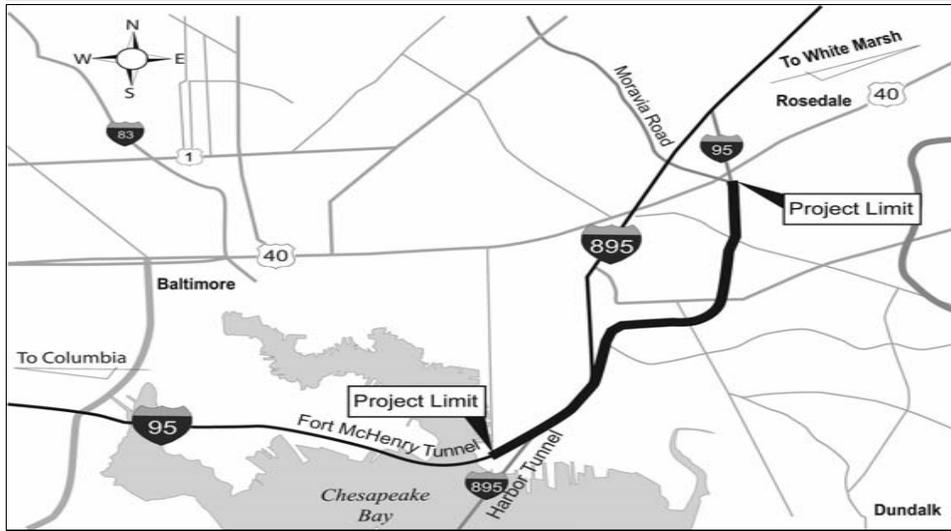
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

STATUS: Engineering is underway. Construction will begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY								SIX	BALANCE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....	YEAR TOTAL	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,149	2,149	229	250	271	150	100	0	1,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	44,800	0	1,330	2,585	15,480	17,975	7,430	0	44,800	0	
Total	47,949	2,149	1,559	2,835	15,751	18,125	7,530	0	45,800	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements

DESCRIPTION: This project reconfigured 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 Express Toll Lanes (ETL). The project involved 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 provides 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 results from MDTA's I-895 Bridge Replacement Project. It improves 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

ASSOCIATED IMPROVEMENTS:

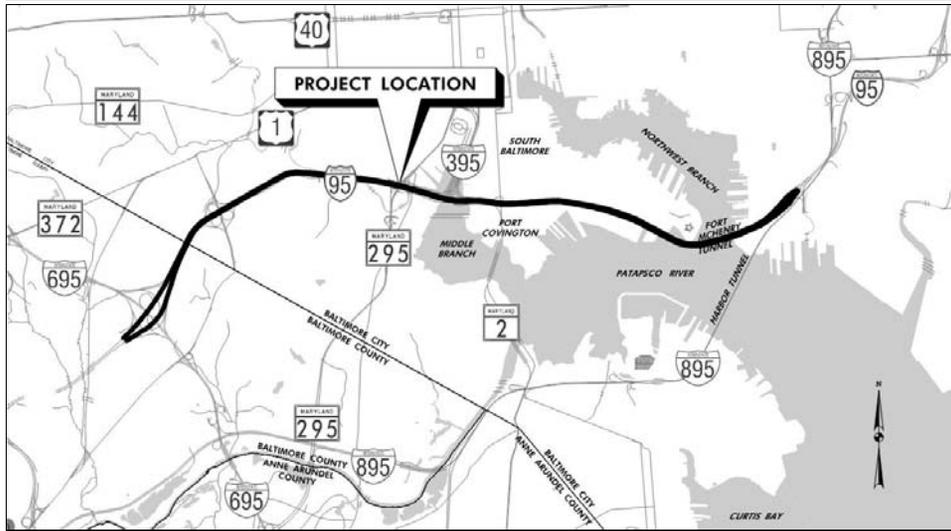
I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)

EXPLANATION: This project provides northbound and southbound lane continuity from north of the Fort McHenry Toll Plaza to the southern end of the I-95 Express Toll Lanes (ETL). This improves traffic flow on this segment of I-95 to accommodate traffic diverted from the Baltimore Harbor Tunnel Thruway during the I-895 Bridge Replacement project.

STATUS: Open to service. Remaining paving, signage, and miscellaneous structural repairs are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$2.5 million due to increased construction management inspections and extended project duration.

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 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	555	555	0	0	0	0	0	0	0	0	0
Engineering	5,773	5,773	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	69,975	68,275	1,700	0	0	0	0	0	1,700	0	0
Total	76,303	74,603	1,700	0	0	0	0	0	1,700	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps 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 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

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

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

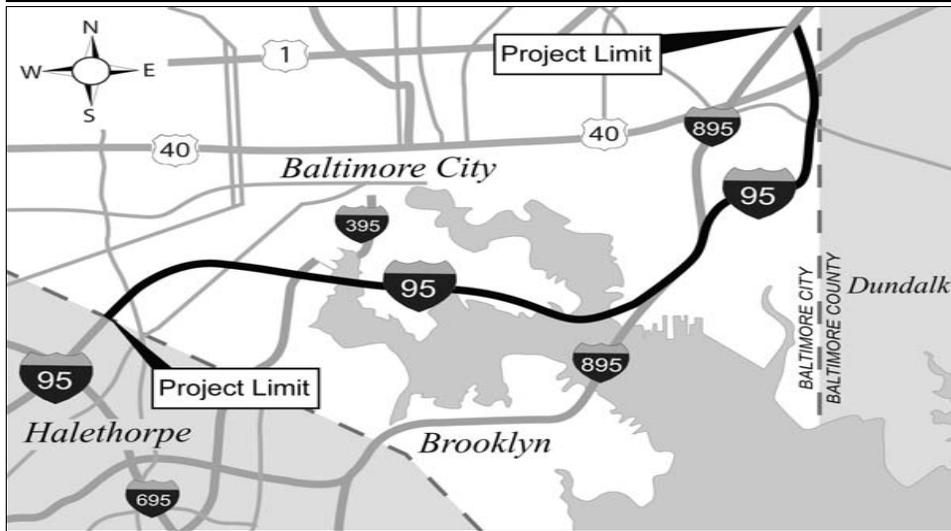
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The 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 which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	400	385	15	0	0	0	0	0	15	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	0	0	0	5,500	11,000	16,500	16,500
Total	33,400	385	15	0	0	0	5,500	11,000	16,515	16,500
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

DESCRIPTION: Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

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: None.

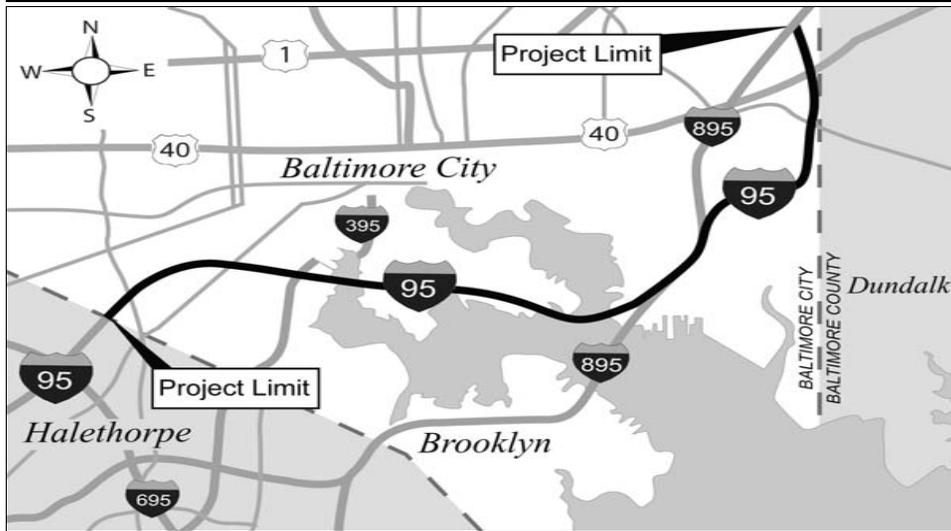
EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	366	384	0	0	0	0	0	384	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,993	4,681	1,312	0	0	0	0	0	1,312	0
Total	6,743	5,047	1,696	0	0	0	0	0	1,696	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2431, 2432



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of thirty-seven bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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: None.

EXPLANATION: The bridges show signs of wear. Rehabilitation is needed to correct current wear and prevent further wear of the substructure and superstructure.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,108	2,108	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,751	3,865	1,465	1,421	0	0	0	0	2,886	0
Total	8,859	5,973	1,465	1,421	0	0	0	0	2,886	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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:

- | | |
|---|--|
| <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 |

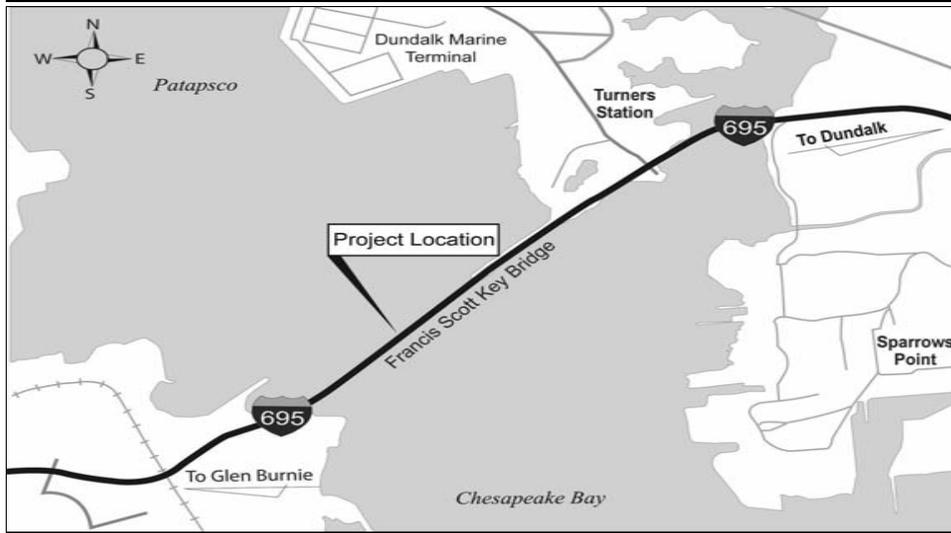
ASSOCIATED IMPROVEMENTS: None.

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 complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				YEAR	TOTAL	TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,359	1,359	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	11,602	11,076	526	0	0	0	0	0	526	0	0
Total	12,961	12,435	526	0	0	0	0	0	526	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs

DESCRIPTION: Clean and paint Francis Scott Key Bridge approach spans to restore and protect the integrity of steel bridge components.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform cleaning and painting of the structural steel approach spans of the bridge.

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: None.

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

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 ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	100	90	10	0	0	0	0	0	10	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,476	5,502	1,974	0	0	0	0	0	1,974	0	
Total	7,576	5,592	1,984	0	0	0	0	0	1,984	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Resurfacing

DESCRIPTION: Resurface the existing asphalt pavement on MD 695 Baltimore Beltway from the interchange with MD 10 to the interchange with MD 151.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for resurfacing the existing asphalt pavement on MD 695 Baltimore Beltway.

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: Resurfacing will extend the useful life of the highway.

STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	456	44	0	0	0	0	0	44	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,637	82	9,555	0	0	0	0	0	9,555	0
Total	10,137	538	9,599	0	0	0	0	0	9,599	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct MD 695 and service roads north of the Francis Scott Key Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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 type="checkbox"/> Economic Prosperity |

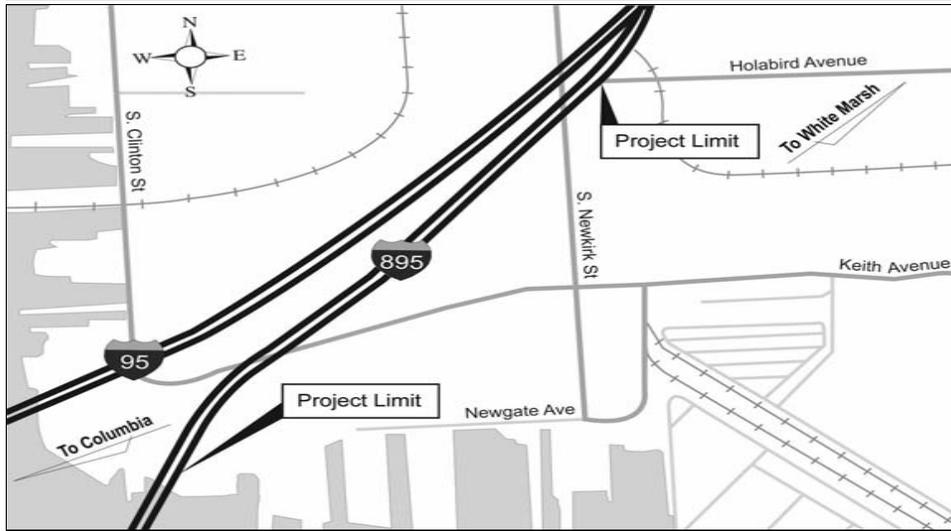
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Changing to cashless tolling at the Francis Scott Key Bridge will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

STATUS: Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,104	3,104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,473	346	11,054	7,468	1,605	0	0	0	20,127	0
Total	23,577	3,450	11,054	7,468	1,605	0	0	0	20,127	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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 elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 11)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 22)

STATUS: Engineering is complete. Right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24,146	24,146	0	0	0	0	0	0	0	0
Right-of-way	9,002	2,048	6,954	0	0	0	0	0	6,954	0
Construction	218,317	96,410	57,420	47,384	17,103	0	0	0	121,907	0
Total	251,465	122,604	64,374	47,384	17,103	0	0	0	128,861	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280, 2376, 2389



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:

- | | |
|---|--|
| <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 |

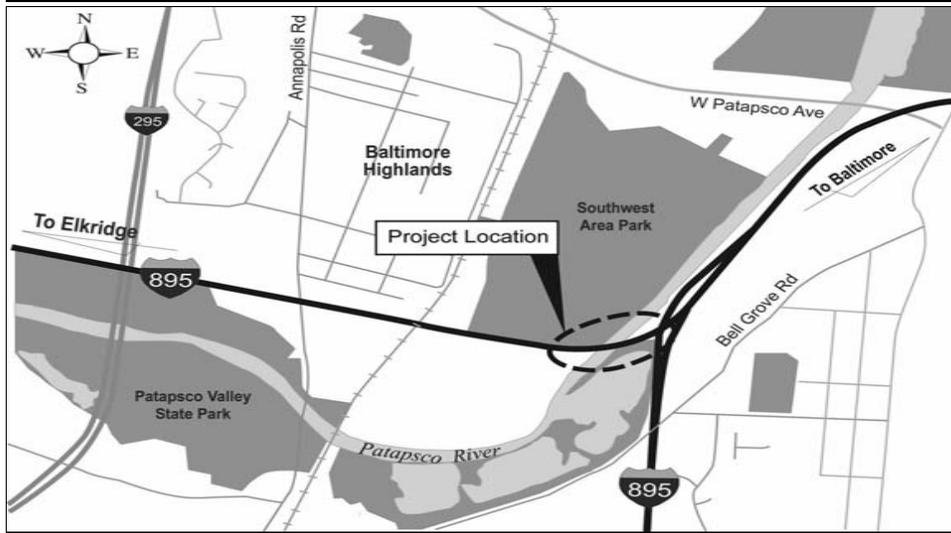
ASSOCIATED IMPROVEMENTS: None.

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

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	4,326	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,548	46,482	5,620	10,407	4,039	0	0	0	20,066	0
Total	70,874	50,808	5,620	10,407	4,039	0	0	0	20,066	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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:

- | | |
|---|--|
| <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:

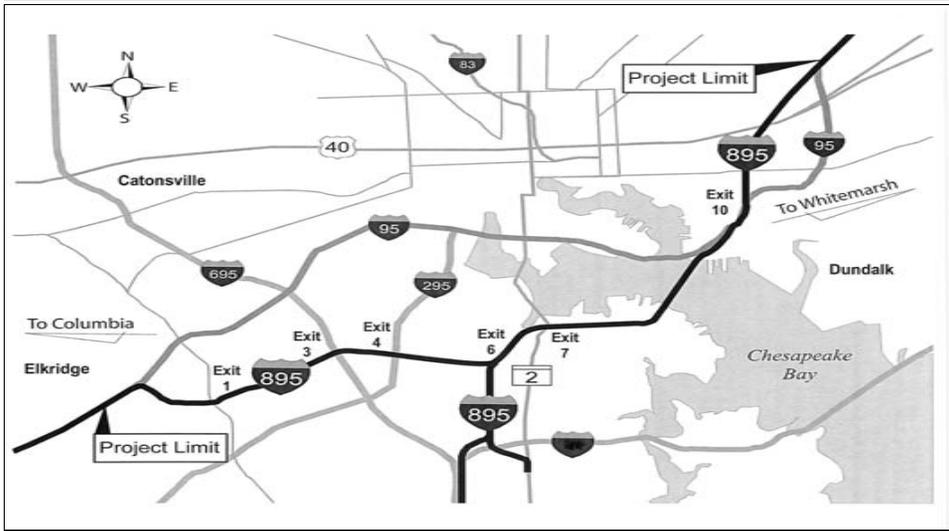
- I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 22)

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen 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				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,949	3,949	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,324	52,901	4,423	0	0	0	0	0	4,423	0
Total	61,273	56,850	4,423	0	0	0	0	0	4,423	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier

DESCRIPTION: This project will provide for the replacement of the concrete median barrier along the I-895 Baltimore Harbor Tunnel Thruway in Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete barrier was installed in the 1960's and is more than 50 years old. The concrete barrier has exceeded the expected service life of 50 years. Replacing the concrete barrier also provides an opportunity to upgrade to current standards.

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

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

EXPLANATION: The existing concrete barrier has reached the end of its useful life and will be replaced.

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
 I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)

STATUS: Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	921	921	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,557	632	5,545	3,976	404	0	0	0	9,925	0
Total	11,478	1,553	5,545	3,976	404	0	0	0	9,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.



PROJECT: I-895 Harbor Tunnel Thruway - Replace 15KV Feeder Cables

DESCRIPTION: Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

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 |

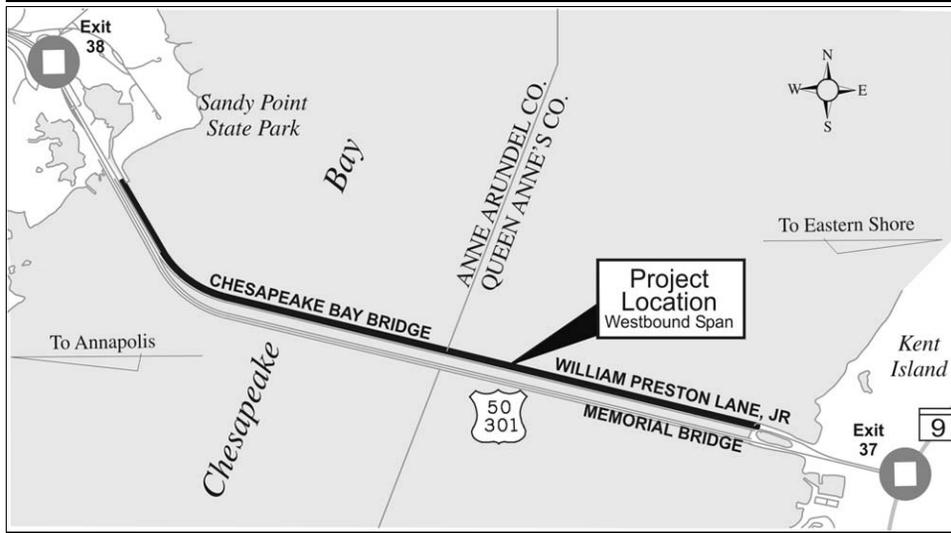
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	195	195	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,556	1,766	4,814	1,976	0	0	0	0	6,790	0
Total	8,751	1,961	4,814	1,976	0	0	0	0	6,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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:

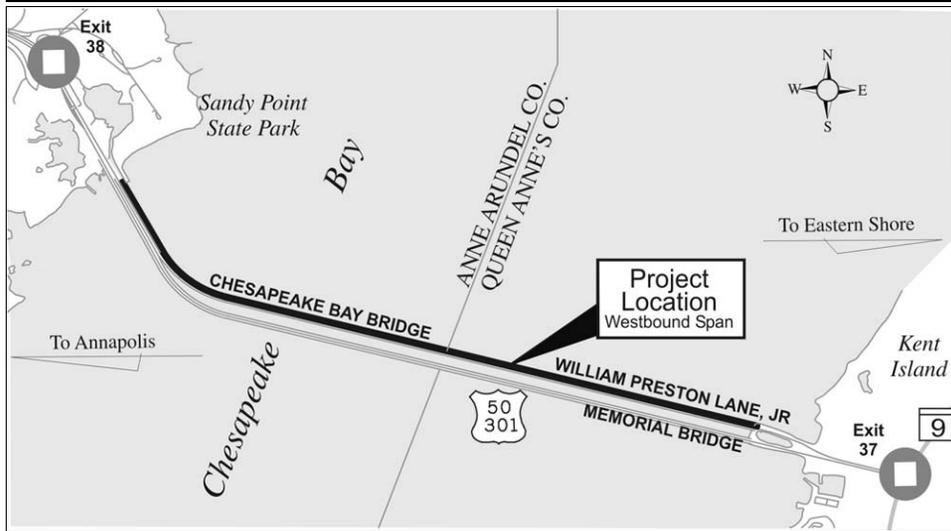
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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)	THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,149	1,149	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	101,604	94,268	6,336	1,000	0	0	0	0	7,336	0	
Total	102,753	95,417	6,336	1,000	0	0	0	0	7,336	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0632, 2224, 2259, 2260



PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

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

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

EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

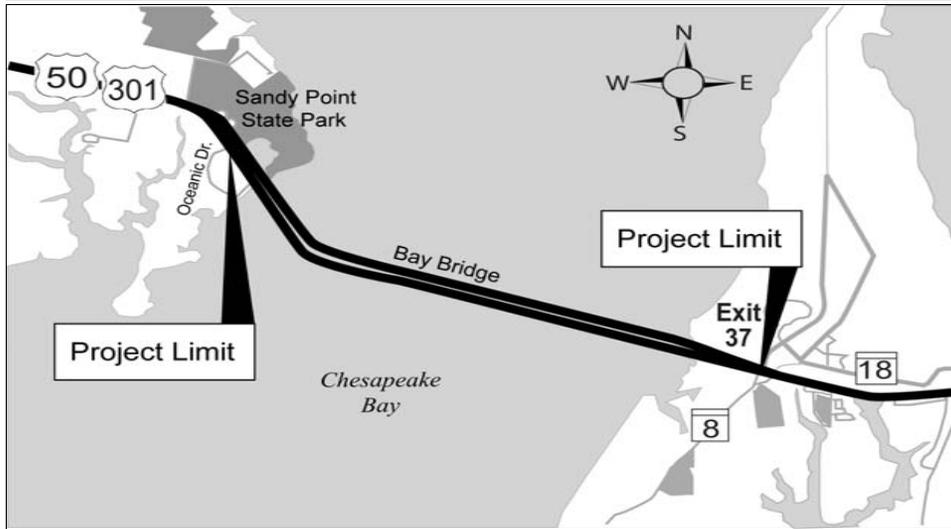
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

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)	TOTAL EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,334	1,334	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,538	54	12,160	13,883	3,441	0	0	0	29,484	0
Total	30,872	1,388	12,160	13,883	3,441	0	0	0	29,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$2.2 million to reflect actual bid price and increased by \$12.8 million for scope changes to include replacement of lane use signal gantries, upgrading ITS system, and resurfacing the bridge approach roadway.



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

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. Only the first phase of construction, deck widening and replacement of deck struss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: 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.

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 eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

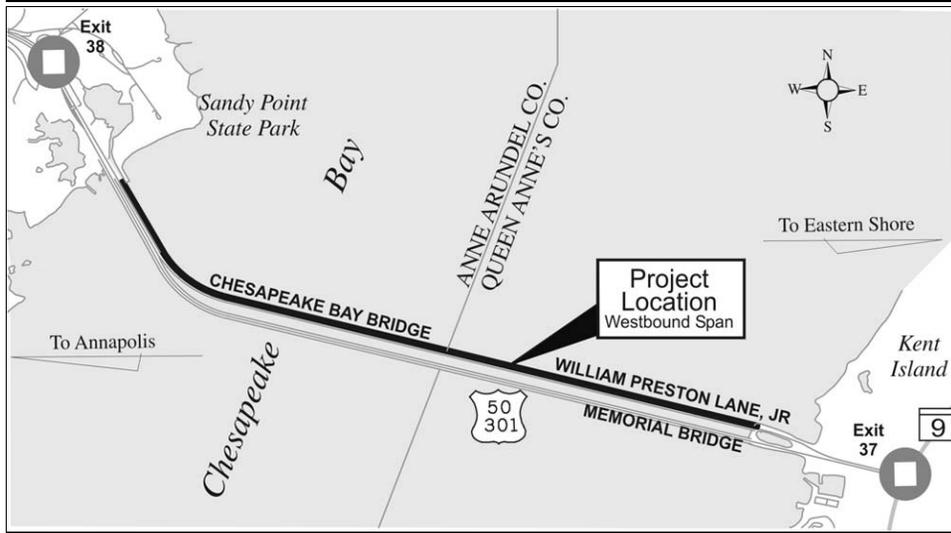
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 29)

STATUS: Engineering is underway. Construction will begin in FY 2020.

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,260	6,148	1,902	2,210	0	0	0	0	4,112	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	875	0	350	525	0	0	0	0	875	0
Total	11,135	6,148	2,252	2,735	0	0	0	0	4,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Moved to the Construction Program from the Development and Evaluation Program.



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 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:

- | | |
|---|--|
| <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 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.

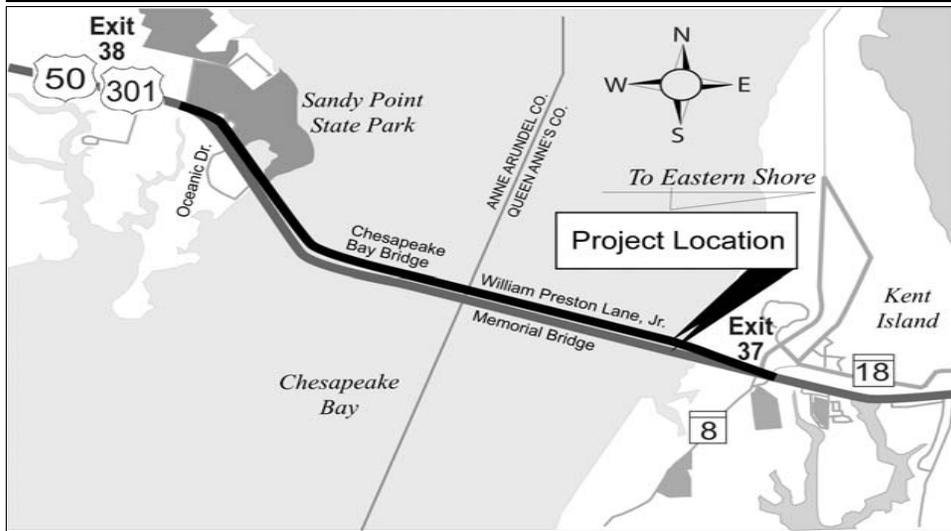
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

STATUS: Engineering and construction are 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)	TOTAL EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,419	2,307	1,112	0	0	0	0	0	1,112	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,180	28,640	4,540	0	0	0	0	0	4,540	0
Total	36,599	30,947	5,652	0	0	0	0	0	5,652	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound spans of the Bay Bridge 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 bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

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.

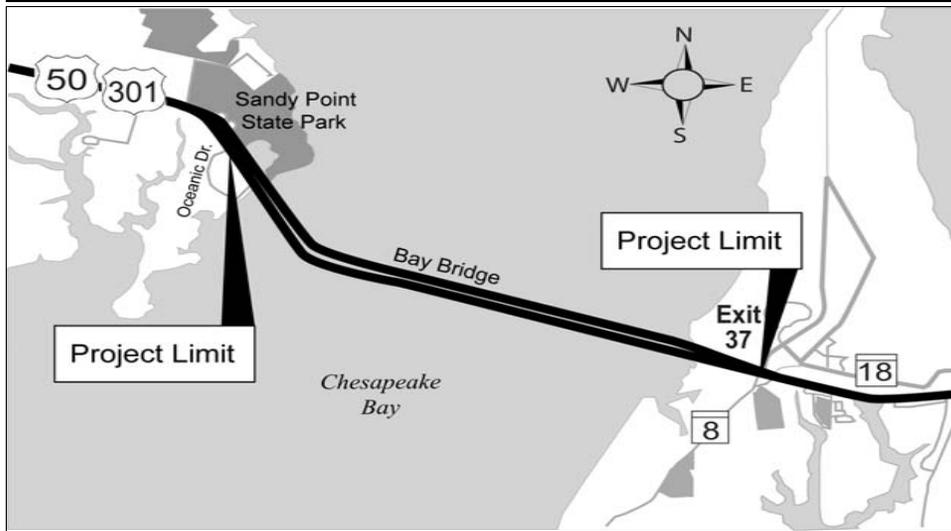
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)

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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	1,775	869	0	0	0	0	0	869	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	51,413	42,870	8,543	0	0	0	0	0	8,543	0
Total	54,057	44,645	9,412	0	0	0	0	0	9,412	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span

DESCRIPTION: Replace 5KV feeder cable on the eastbound span of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated 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 |

ASSOCIATED IMPROVEMENTS:

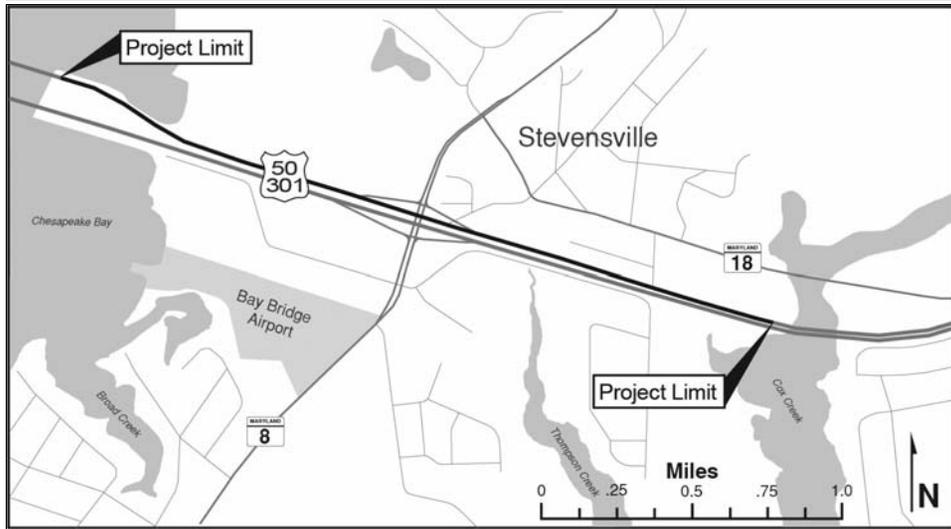
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 30)

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering and construction are underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,818	1,797	21	0	0	0	0	0	0	21	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	37,775	21	5,199	26,990	5,565	0	0	0	0	37,754	0
Total	39,593	1,818	5,220	26,990	5,565	0	0	0	0	37,775	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$7.5 million to reflect actual bid price and by \$7.1 million for design changes to accommodate design changes in the Crossover Automated Lane Closure System and the Eastbound Span Deck Rehabilitation projects.



PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

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 |

ASSOCIATED IMPROVEMENTS:

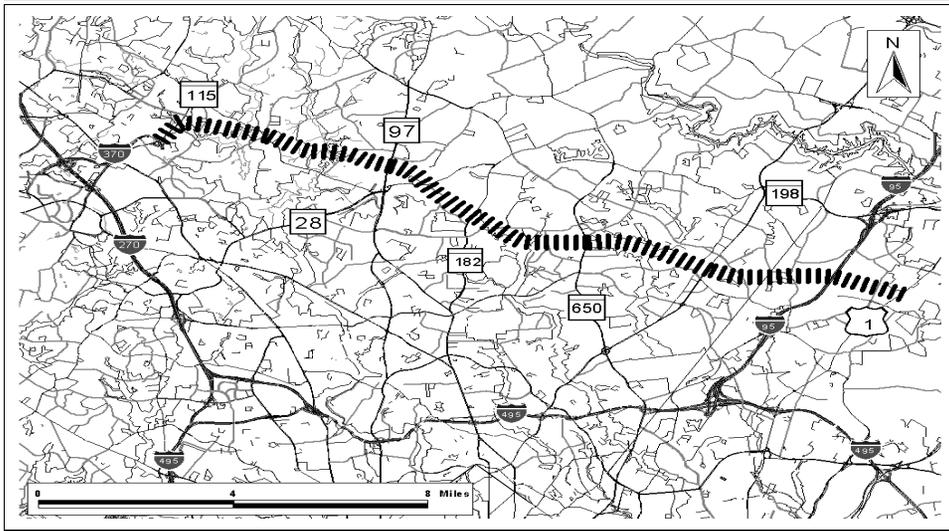
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 29)

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response on the bridge for incidents and construction work.

STATUS: Engineering and construction are 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)	TOTAL EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,225	1,175	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,718	13	805	8,678	6,397	825	0	0	16,705	0
Total	17,943	1,188	855	8,678	6,397	825	0	0	16,755	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$4.7 million due to scope refinement at 100% design and environmental permits work.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County 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 |

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 7, 8, Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 9, Montgomery County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 26, Prince George's County - SHA)

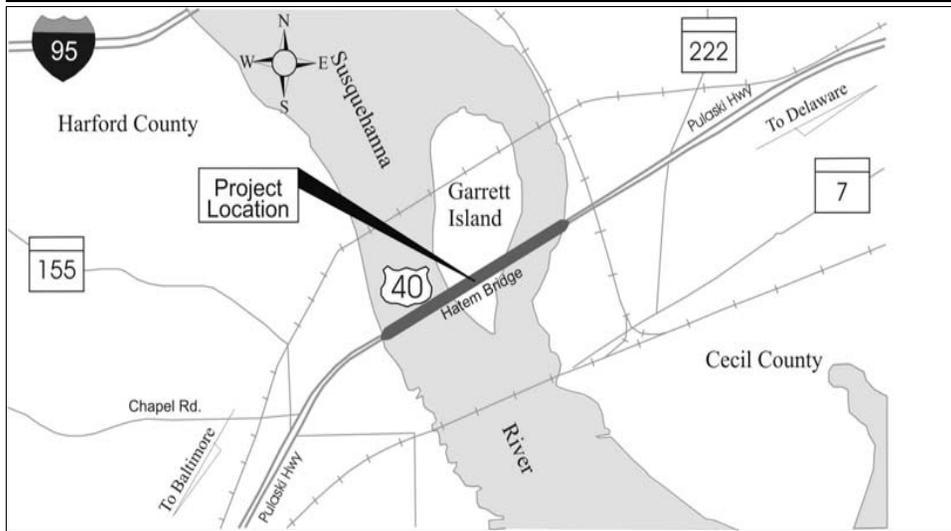
EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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)	TOTAL EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	29,657	29,657	0	0	0	0	0	0	0	0	
Engineering	75,183	75,183	0	0	0	0	0	0	0	0	
Right-of-way	244,550	243,425	1,125	0	0	0	0	0	1,125	0	
Construction	2,027,888	2,017,366	1,375	2,500	2,500	2,500	1,647	0	10,522	0	
Total	2,377,278	2,365,631	2,500	2,500	2,500	2,500	1,647	0	11,647	0	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct mainline MD 40 and service roads north of the Hatem Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

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

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

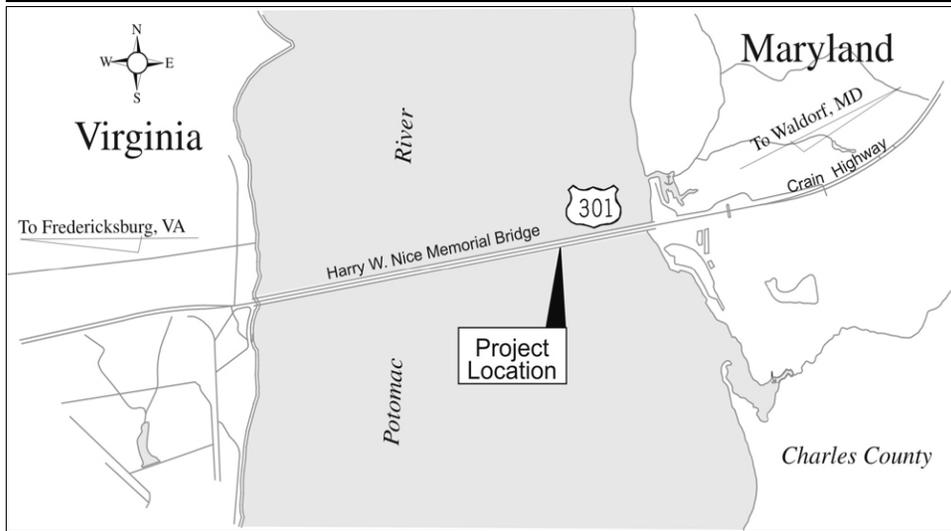
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Changing to cashless tolling at the Hatem Bridge will provide toll collection at highway speeds through the electronic methods of E-Zpass and video tolling.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,587	2,587	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,929	313	1,404	5,150	1,013	49	0	0	7,616	0	
Total	10,516	2,900	1,404	5,150	1,013	49	0	0	7,616	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: 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 is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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 new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning is complete. Engineering and right-of-way acquisition are underway. Construction is scheduled to begin in the spring of 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost decreased by \$132.8 million to reflect actual bid price.

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 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	35,466	28,466	7,000	0	0	0	0	0	7,000	0
Right-of-way	4,907	907	2,000	1,000	1,000	0	0	0	4,000	0
Construction	590,120	0	20,986	44,073	161,266	194,071	117,294	52,430	590,120	0
Total	635,788	34,668	29,986	45,073	162,266	194,071	117,294	52,430	601,120	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

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 and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,784	10,726	1,000	910	455	228	114	57	2,764	2,294
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,978	15,847	44,380	8,292	4,722	3,941	4,115	4,438	69,888	17,243
Total	118,762	26,573	45,380	9,202	5,177	4,169	4,229	4,495	72,652	19,537
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

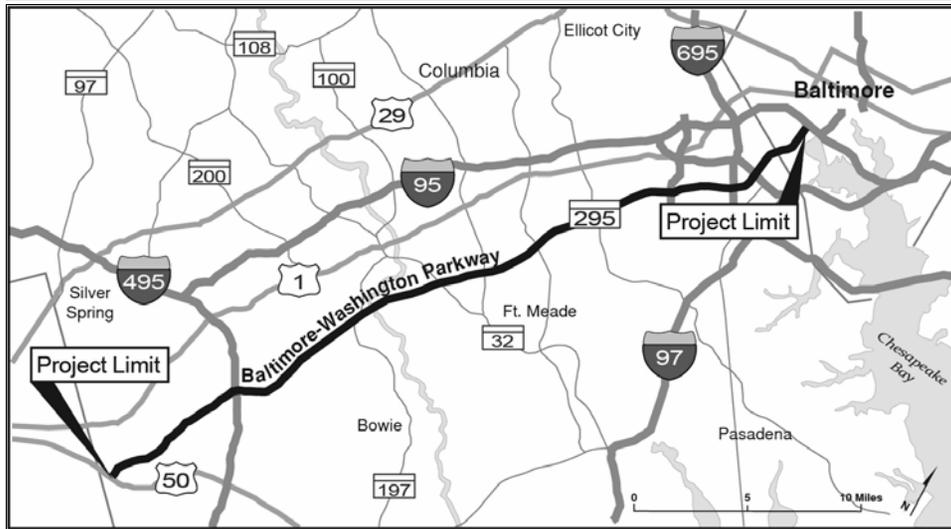
JUSTIFICATION: In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning		5,000	2,513	1,500	987	0	0	0	0	2,487	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	2,513	1,500	987	0	0	0	0	2,487	0
Federal-Aid		0	0	0	0	0	0	0	0	0	0



PROJECT: Traffic Relief Plan: MD 295

DESCRIPTION: Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

JUSTIFICATION: MD 295 carries more than 120,000 people daily, and is congested 7 hours per day.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning has not started.

SIGNIFICANT CHANGE FROM FY 2019 - 24 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 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	25	0	25	0	0	0	0	0	25	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	25	0	25	0	0	0	0	0	25	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2019 Completions</u>			
<u>F.S.KEY BRIDGE</u>			
1	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	667	Complete
2	Renovate Second Floor of Administration Building 303 (2406)	6,935	Complete
3	Replace Underground Storage Tanks (2202)	2,618	Complete
<u>FORT MCHENRY TUNNEL</u>			
4	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	8,243	Complete
<u>HATEM BRIDGE</u>			
5	Rehabilitate Substructure and Superstructure (2368)	7,759	Complete
<u>MULTI-AREA</u>			
6	DYNAC Traffic Control System Upgrade (2468)	498	Complete
7	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	3,267	Complete
8	On-Call Sign Structures (2298)	2,584	Complete
9	On-Call Structural Repairs and Miscellaneous Modifications (2415)	15,443	Complete
10	Replace Uninterruptible Power Supplies (2413)	394	Complete
<u>W. P. LANE BRIDGE</u>			
11	Replace Bay Bridge Staging Dock (2392)	5,158	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
12	Administration Building Roof Replacement and Envelope Rehabilitation (2439)	3,452	Underway
13	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	582	Underway
14	I-895 Frankfurst Interchange Modifications (Engineering only) (2487)	207	Underway
15	I-895 TMDL Stream Restoration Upstream of BY052X01 (2454)	2,595	Underway
16	Mill and Overlay Bridge Decks (2437)	6,820	Underway
17	Rehabilitate BHT Tunnel Lighting System (Engineering only) (2529)	175	Underway
18	Repair Slopes and Drainage (2380)	3,249	Underway
19	Replace Bridges on I-895 over I-695 (Engineering only) (2527)	1,000	Underway
<u>F.S.KEY BRIDGE</u>			
20	Building Renovations at FSK Campus (2319)	5,689	Underway
21	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	36	Underway
22	Maintenance & Repair of Curtis Creek Drawbridges (2420)	710	Underway
23	MDTA Police Training Academy (Engineering only) (2521)	494	Underway
24	Police Headquarters Building Envelope Renovations (2438)	3,464	Underway
25	Protection of Concrete Substructure of FSK Bridge (Engineering only) (2514)	103	Underway
<u>FORT MCHENRY TUNNEL</u>			
26	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South (Engineering only) (2508)	478	Underway
27	Cleaning and Painting Various Bridges (Engineering only) (2511)	100	Underway
28	Convert to Cashless Tolling at the Fort McHenry Tunnel (Engineering only) (2517)	2,285	Underway
29	Fatigue Retrofits on I-95 (Engineering only) (2449)	97	Underway
30	Install Fire Suppression System (Engineering only) (2505)	700	Underway
31	Install Fresh Air Duct Lighting (2367)	708	Underway
32	MDTA Police Vehicle Storage Garage (Engineering only) (2499)	585	Underway
33	Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall (Engineering only) (2458)	693	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>FORT MCHENRY TUNNEL (cont'd)</u>			
34	Renovate 1st and 5th Floors at East Vent Building (2364)	500	Underway
35	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2513)	521	Underway
<u>HATEM BRIDGE</u>			
36	Cleaning and Painting of the Hatem Bridge (Engineering only) (2512)	100	Underway
<u>INTERCOUNTY CONNECTOR</u>			
37	ICC Fiber Optic Utility Tracer Wire (2482)	1,991	Underway
<u>KENNEDY HIGHWAY</u>			
38	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	183	Underway
39	Maintenance Facility 2 Building Renovations (2440)	1,005	Underway
40	Maintenance Facility Complex (Engineering only) (2500)	965	Underway
41	Replace I-95 Bridge over CSXT (Engineering only) (2436)	388	Underway
42	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge (Engineering only) (2509)	90	Underway
43	Substation and Electrical Equipment Replacement (2484)	2,351	Underway
44	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2452)	516	Underway
<u>MULTI-AREA</u>			
45	Allocated Reserve - Enhancement Projects (2445)	1,823	Ongoing
46	Allocated Reserve - System Preservation Projects (2325)	26,836	Ongoing
47	10-Year Equipment Budget - FY 2018 through FY 2027 (2471)	11,197	Underway
48	Bay TMDL Stormwater Retrofits - Phase IV (2404)	2,211	Underway
49	Bay TMDL Stormwater Retrofits - Phase VI (2444)	1,059	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

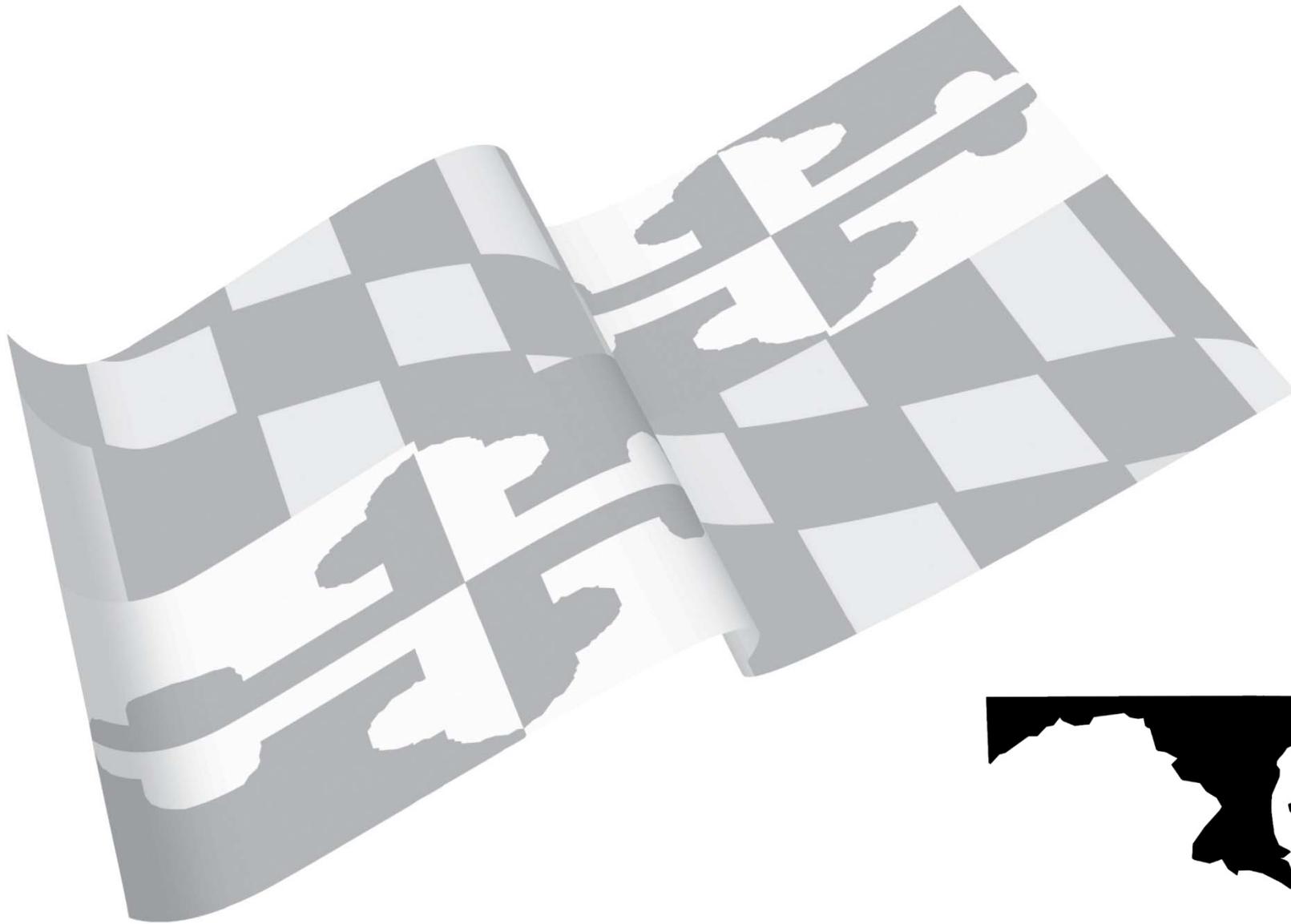
MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
50	Clean and Paint Bridges on BHT Thruway and JFK Highway (2466)	1,855	Underway
51	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	250	Underway
52	Furnish and Install License Plate Recognition Systems (2360)	1,084	Underway
53	Install E-ZPass Back-Up Site (2225)	638	Underway
54	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	235	Underway
55	Mainline Small Drainage System Preservation (2421)	140	Underway
56	Maximo 7.6 Software (2478)	68	Underway
57	On-Call Building Systems Rehabilitation/Replacement (2524)	411	Underway
58	On-Call Drainage and Stormwater BMP Remediation III (2496)	2,518	Underway
59	On-Call Drainage and Stormwater Remediation (2422)	239	Underway
60	On-Call Electrical and ITS - #3 (2418)	2,798	Underway
61	On-Call Electrical and ITS (2345)	20	Underway
62	On-Call Electrical/ITS (2498)	4,493	Underway
63	On-Call Facility/Building Repairs (2523)	440	Underway
64	On-Call Miscellaneous Paving Repairs (2485)	7,075	Underway
65	On-Call Signs, Sign Lights and Sign Structures (2426)	2,931	Underway
66	On-Call Signs, Sign Lights, and Sign Structures (2507)	3,983	Underway
67	On-Call Structural Repairs & Miscellaneous Modifications (2479)	5,425	Underway
68	On-Call Structural Repairs & Miscellaneous Modifications (2480)	5,261	Underway
69	On-Call Structural Repairs & Miscellaneous Modifications (2537)	3,207	Underway
70	On-Call Structural Repairs & Miscellaneous Modifications (2538)	3,207	Underway
71	Outfall Rehabilitation - Phase 1 (Engineering only) (2489)	699	Underway
72	Program Logic Controller (PLC) System Upgrade on BHT & FMT (Engineering only) (2506)	142	Underway
73	Program Management Services for System Preservation (Engineering only) (2235)	5,000	Underway
74	Radio Rebroadcast and Radiax in BHT & FMT (Engineering only) (2497)	127	Underway
75	Replace Police In Car Digital Video System (2456)	2,517	Underway
76	Rubrick Enterprise Backup Software (2520)	1,400	Underway
77	Small Drainage Rehabilitation (2483)	8,016	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
78	Upgrade Fire Alarm and Security Systems (2358)	771	Underway
<u>NICE BRIDGE</u>			
79	Install Communications Tower (2424)	1,251	Underway
80	Rehabilitate Substructure and Superstructure (2395)	268	Underway
<u>POINT BREEZE</u>			
81	MDTA Contract Life Cycle Manangement (Software) (2503)	1,250	Underway
82	MDTA Enterprise Budget Planning and Management System (Software) (2502)	750	Underway
83	On-Call Facility and Building Repairs (2400)	281	Underway
<u>W. P. LANE BRIDGE</u>			
84	Construct Project Management Office and Maintenance Equipment Storage Building (2470)	1,184	Underway
85	Convert to Cashless Tolling at the Bay Bridge (Engineering only) (2516)	2,275	Underway
86	Miscellaneous Security Improvements (Engineering only) (2488)	179	Underway
87	On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge (2501)	10,969	Underway
88	Police and Automotive Maintenance Building Generator Replacement (2481)	395	Underway
89	Queue Detection System (Engineering only) (2504)	64	Underway
90	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	128	Underway
91	Replace HVAC at Campus Buildings (2362)	500	Underway



APPENDIX A – CHAPTER 30 SCORES

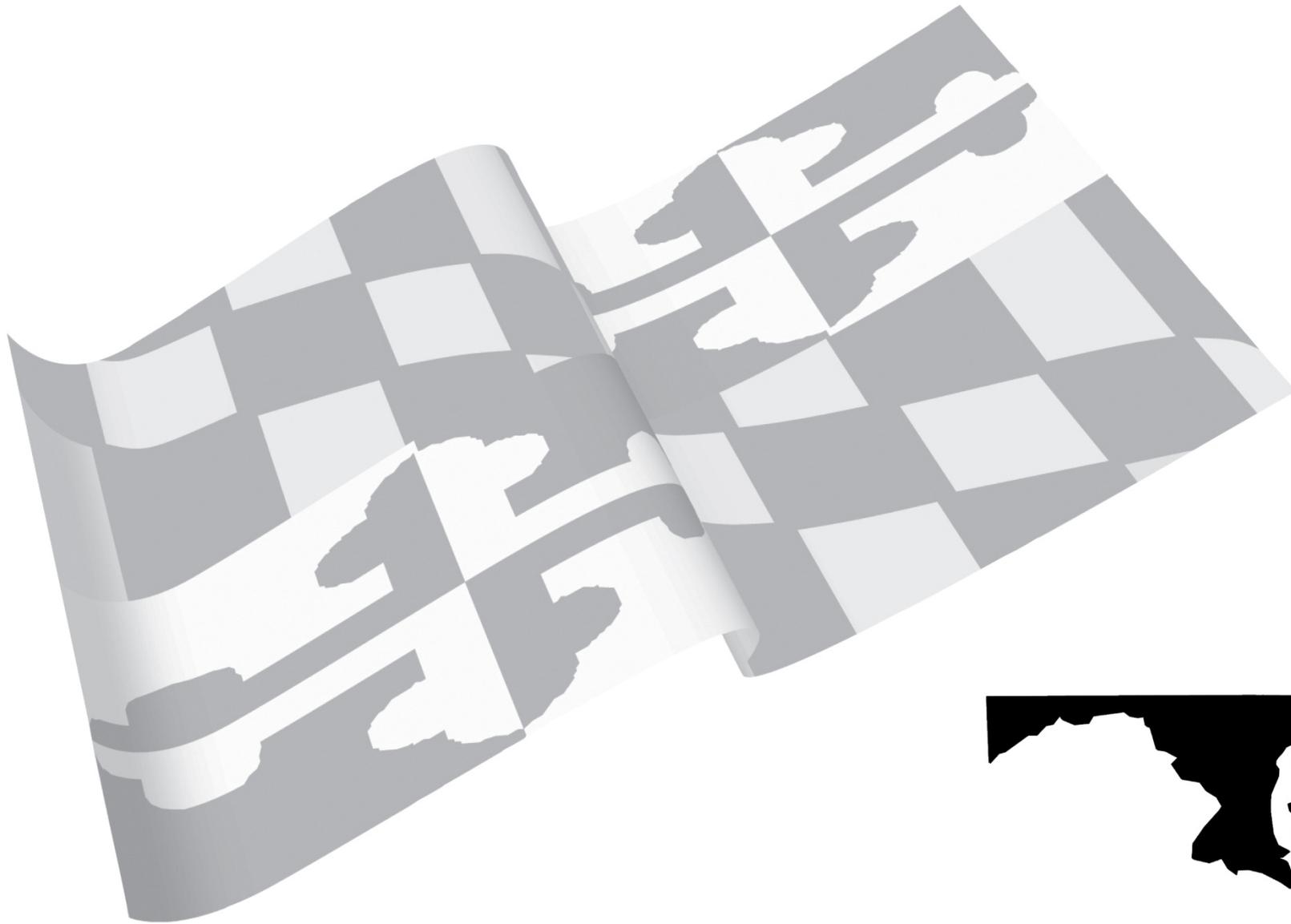
Appendix A: Chapter 30 Project Scores Final FY 20-25 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that was required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major Transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year’s CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 500. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-270 and I-495 (US 40 to Potomac River)	MDOT SHA	500.00	1
US 40 & Otsego Street/Ohio Street Intersection	Harford County	107.30	2
MD 175 (US 1 to Dorsey Run Road)	Howard County	50.07	3
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	50.02	4
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	45.18	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	32.47	6
US 220 and MD 53 at Cresaptown	MDOT SHA	28.69	7
MD 5 (MD 246 to MD 471)	St. Mary's County	21.61	8
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne’s County	20.58	9
I-95 (MD 32 to MD 100)	MDOT SHA	19.89	10
US 29 (Middle Patuxent River to Seneca Drive)	Howard County	18.85	11
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	15.29	12
US 301 @ MD 5 Interchange	MDOT SHA	15.05	13
US 15/US 40 (I-70 To MD 26)	Frederick County	12.73	14
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	10.83	15
I-81 (North of MD 63/68 to Pennsylvania state line)	Washington County	9.11	16
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	8.61	17
MD 210 (MD 228 to Kerby Hill Road)	Prince George’s County	8.01	18
MD 198 (MD 295 to MD 32)	Anne Arundel County	7.91	19
MD 32 (MD 26 to Howard County line)	Carroll County	7.01	20
US 29 @ Industrial Parkway/Tech Road Interchange	MDOT SHA	6.79	21
MD 197 (MD 450 to Kenhill Drive)	Prince George’s County	5.89	22
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George’s County	5.34	23

**Appendix A: Chapter 30 Project Scores
Final FY 20-25 CTP**

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	4.87	24
I-70 (I-270 to Alternate US 40)	Frederick County	4.55	25
I-795 @ Dolfield Boulevard Interchange	Baltimore County	4.09	26
I-70 (US 29 to US 40)	Howard County	3.79	27
BWI Rail Station and Fourth Track	MDOT MTA	3.74	28
MD 223 (MD 4 to Steed Road)	Prince George's County	3.59	29
US 29 Bus Rapid Transit (MD 99 to Silver Spring Metro)	Howard County	3.24	30
MD 4 (I-95/I-495 to MD 223)	Prince George's County	2.85	31
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	2.81	32
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	2.69	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	2.53	34
I-97 (US 50 to MD 32)	Anne Arundel County	2.51	35
Southern Maryland Rapid Transit (Branch Avenue Metro to White Plains)	Charles County & Prince George's County	2.36	36
MD 213 Bypass Chester River Boulevard	Kent County	2.00	37
East-West Light Rail Transit (CMMS to Bayview)	Baltimore County	1.89	38



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.