Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM FY 2016 – FY 2021

2016 STATE REPORT ON TRANSPORTATION

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Governor

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Secretary

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation ("MDOT" or "Department"), its transportation business units – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA), Maryland Transit Administration (MTA) – and related authorities to the Department, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project, which includes project details, financial information and construction status as well as a list of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of the Department's financing and budgeting process and instructions for reading PIFs.

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For the hearing impaired, Maryland Relay 711.

For further information about this document or to order a hard copy, please contact Ms. Melinda Gretsinger at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: www.ctp.maryland.gov.

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six-year capital investment program for transportation, the FY 2016-2021 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. MDOT last updated the MTP, a 20-year vision for Maryland's transportation system, and released it in January 2014. The MTP is updated every four to five years through an extensive outreach effort with the public, local jurisdictions, and state agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the MTP website at www.mdot.maryland.gov/MTP. The CTP contains projects and programs across the Department. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of the Department as embodied in the goals outlined in the MTP, our mission, and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs. The mission of the Department of Transportation is to be a customer-driven transportation leader that delivers safe, efficient, intelligent and exceptional transportation solutions in order to connect our customers to life's opportunities.

While the existing revenues will go a long way towards addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use these resources strategically and efficiently to ensure that transportation investments address the Department's mission and goals, as well as the Department wide results we strive to achieve, including, to:

- Facilitate economic opportunity in Maryland;
- Provide a safe and secure transportation experience;
- Provide exceptional customer service;
- Provide an efficient, well connected transportation experience;
- Use resources wisely;
- Deliver transportation solutions and services of great value;
- Communicate effectively with our customers;
- Be a good neighbor;
- Be a good steward of our environment; and
- Be fair and reasonable to our partners.

Facilitate Economic Opportunity in Maryland

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to attracting a competent workforce. Transportation infrastructure provides value, and investing in Maryland's transportation system creates jobs and supports Maryland industries and businesses. MDOT works to ensure its investments support a healthy and competitive state economy. It will do this by undertaking projects that improve access to jobs as well as improve freight and commodity flows and the movement of goods and services in and through Maryland.

The Hogan-Rutherford Administration has declared Maryland "Open for Business" and has challenged MDOT to facilitate economic opportunity and to help create jobs. To do this, MDOT must focus on fixing our highways and bridges and addressing congestion issues all around the State by employing efficient and innovative transportation solutions. Toward that end, this year's CTP adds several new projects to address long-standing transportation issues across the State. Cost savings and reallocation have allowed the Department to be in the fortunate position to move these projects forward to address many of the State's needs and invest public dollars in the most efficient and cost effective way while supporting economic development and creating or supporting jobs.

Freight

Freight activity in Maryland and throughout the East Coast is expected to double by 2030. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the state, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with local and state officials and freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.

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

Transit-Oriented Development (TOD)

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

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

Provide a Safe & Secure Transportation Infrastructure

MDOT will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do. It is critical that we commit to safety and security in our designs, in our construction, as well as how we operate and maintain the State's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. The Department works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of the Department. Despite increases in vehicle miles traveled, reported traffic crashes declined in Maryland to 442 in 2014, the lowest since 1948. This continues the trend seen between 2012 and 2013 when there were 45 less fatalities (a 9% decrease from 511 fatalities in 2012.) The State Highway Administration is continuing its tradition of using data and other techniques to identify, and then systematically address safety concerns that arise from congestion and operational issues.

Recent investments to enhance public safety and security include projects at BWI Marshall Airport to create state-of-the-art passenger security screening areas between Concourses B and C and between Concourses D and E. These projects are providing for a post-security connection between concourses A, B and C, as well as between concourses D and E (the International Terminal).

On June 25, 2015, Governor Larry Hogan announced construction funding for MD 404 from US 50 to the Denton Bypass, which includes widening of MD 404 from a two-lane road to a four-lane divided highway with a median to improve safety for a length of 11.3 miles. Procurement is anticipated to begin in Winter 2015/2016 with a construction start in Spring 2017 using one Design-Build contract. This is one example of how we are prioritizing important safety projects around the State.

Provide an Efficient, Well Connected Transportation Experience

MDOT will provide an easy, reliable transportation experience throughout the system including enhancing connections and developing world class transportation facilities and services. The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan-Rutherford Administration intends to change that and has directed MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.

Congestion results when traffic demand approaches or exceeds the available capacity of the highway network. Traffic demands fluctuate significantly depending on the season of the year, the day of the week, and even the time of day. Further, the capacity, often mistaken as constant, can change because of weather, work zones, traffic incidents, or other non-recurring events. This means MDOT has to be vigilant and flexible and provide solutions that fit the nature of the problem in any given corridor. Projects within this CTP are intended to provide Maryland with the best possible solutions for the current situation and fit within the appropriate context for the problems they are trying to address.

Use Resources Wisely

MDOT receives resources from our customers and they expect excellent products and services in return. In order to better serve our customers, MDOT must maximize the value of every dollar we spend. MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. Over the last few years, SHA has reduced the number of structurally deficient bridges from 81 in April of 2014 to 69 in April of 2015, a 15% decrease and one of the lowest percentages (3%) of any State DOT in the United States. In addition, SHA spent more than $287 million in FY 2015 on resurfacing roads, a 12% increase over FY 2014.

On the transit side, the MTA is continuing to invest in Automatic Vehicle Location (AVL) systems to obtain a more accurate picture of bus performance. MTA is also developing an Asset Management Plan, which will analyze asset information currently collected to provide insight into long term maintenance and capital replacement needs.

Deliver Transportation Solutions and Services of Great Value

MDOT will deliver transportation solutions on time and within budget. We will use strategies to ensure that the transportation solution meets the needs of our customers and eliminates unnecessary costs.

Transit

In June 2015 Governor Larry Hogan announced $135 million in targeted investments to transform and improve transit throughout the Baltimore metropolitan area. The multi-phase plan will create an interconnected transit system, known as BaltimoreLink, and includes redesigning the entire local and express bus systems throughout the Baltimore Region and adding 12 new high-frequency, color-coded bus routes, CityLink, that improve connections to jobs and other transit modes. The BaltimoreLink system will deliver a unified transit network and includes renaming existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include transitways, transit hubs and transit signal priority.

A major component of the BaltimoreLink system is CityLink that will improve reliability and better connect riders to Amtrak, Commuter Bus lines, Light RailLink, MARC commuter trains, Metro SubwayLink and other services in Baltimore and the surrounding suburbs. In Baltimore City, new CityLink routes will run every 10 minutes during peak periods and every 15 minutes during the midday. The new CityLink buses will be specially branded and travel on color-coded routes with easy-to-read signage and detailed maps that will make the system easier to use. The CityLink bus routes, Light RailLink and Metro SubwayLink will form an interconnected, one-transfer system. On the new system, a rider will be able to get from any stop to any other stop with only one transfer.

BALTIMORE LINK

Our plan will provide more people access to 745,000 jobs through an interconnected transit system:

- Over 130,000 more jobs will be accessible via high-frequency transit compared to the existing network – a 36.7% increase
- 205,000 more people will have access to high-frequency transit compared to the existing network – a 34% increase
- 30,000 more people will have access to transit by increasing the service area by approximately 18 square miles

To learn more about BaltimoreLink, visit the MDOT website.

In order to be more transparent and open, MTA posted a Transit Performance Improvement Plan on its website focusing on on-time performance, reliability and farebox recovery, which will be updated quarterly.

For more information, visitwww.mta.maryland.gov/mta-performance-improvement

MDOT is currently implementing a Public-Private Partnership (P3) delivery method for the Purple Line. The Purple Line is a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will provide a direct connection to the Metrorail Red, Green and Orange lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line will also connect to MARC, Amtrak, and local bus services.

A shortlist of four proposer teams was selected in January 2014, the Request for Proposals was released in July 2014, and P3 proposals were submitted and are currently under review. The expected outcome of the P3 process will be a 35-year, performance-based agreement between MDOT/MTA and the selected private partner. The private partner, also referred to as the concessionaire, will be responsible for key aspects of final design, construction, financing, operations, and maintenance of the Purple Line asset over the agreement term. In addition to state transportation funds, the Purple Line is funded with federal funds, local contributions, and investments by the private partner. *For more information, visit www.purplelinemd.com.*

Highway

MDOT is developing a Practical Design Strategy that is called Practical Transportation which takes the concept of Practical Design and applies it to more than the design of highway projects. The goal of Practical Design is to assess the value of an individual project to meet the specific purpose and needs of the project in the context of its surrounding environment considering project costs, the physical environment and the community In addition to developing an approach on new projects, MDOT is also evaluating projects currently in the pipeline to identify Practical Transportation solutions that improve the quality of life (live, work, learn, and play) of the citizens of Maryland, and all users of the transportation system and support economic development. MDOT is also working to develop an engineering policy that incorporates Transportation Design Solutions into MDOT workflows.

Be a Good Neighbor

As the owner of statewide transportation facilities, MDOT must work with our neighbors to find solutions that work for our customers and is sensitive to our neighbors. This includes examining all of the modes of travel including flying, driving, riding transit and even freight coming into the port.

One way to connect better and work with our neighbors is to provide better bicycle and pedestrian connections. MDOT works to provide safe infrastructure so that people can choose to walk or bike to meet their daily needs. Working with local partners to support walking and bicycling is an essential element of Cycle Maryland initiatives. Promoting biking and walking as transportation modes holds many benefits for Maryland residents, including the potential to reduce congestion and emissions associated with auto-travel, while promoting activity for a healthier Maryland. Several recent studies have also highlighted strong rates of economic return that bicycle and pedestrian projects can have, supporting job-creation, tourist activity and cost-savings for household transportation budgets.

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This CTP includes over $200 million for bicycle and pedestrian supportive projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan.

Be a Good Steward of our Environment

MDOT will be accountable to our customers for the wise use of limited resources and our impacts on the environment when designing, building, operating and maintaining Maryland's transportation system. MDOT's commitment to Environmental Stewardship is one aspect of a larger commitment to use innovative and forward-looking strategies to ensure our transportation system protects our natural, cultural and community resources.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and using project mitigation to support the State's broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting mandated water quality targets.

MDOT is working to reduce air emissions and managing energy consumption related to the transportation industry. These issues are being addressed by continued efforts to provide alternatives to traveling by single occupant vehicles. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

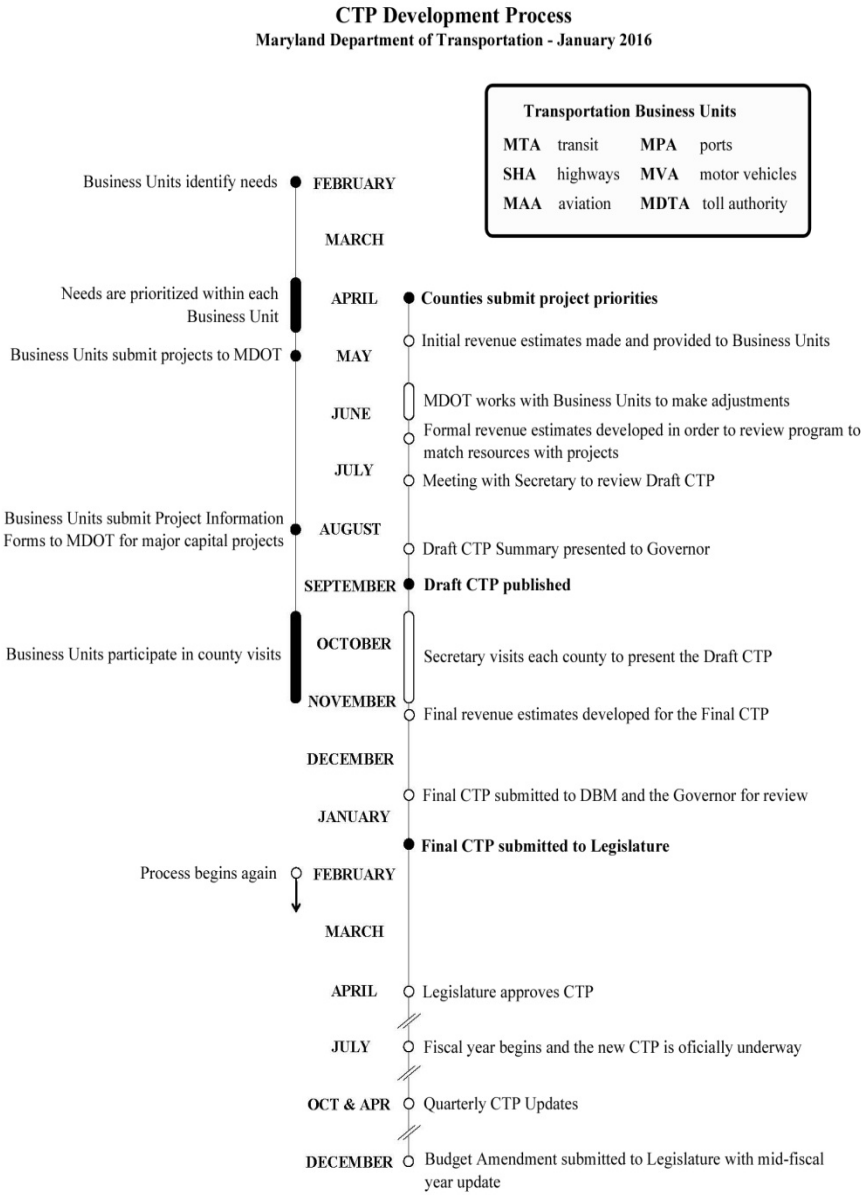
MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations (MPOs), the Maryland Department of the Environment, local governments, and the private and not-for-profit sectors.

Process for CTP Development

The CTP takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the State by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. MDOT uses the following criteria to identify projects and programs that respond to the State's transportation priorities.

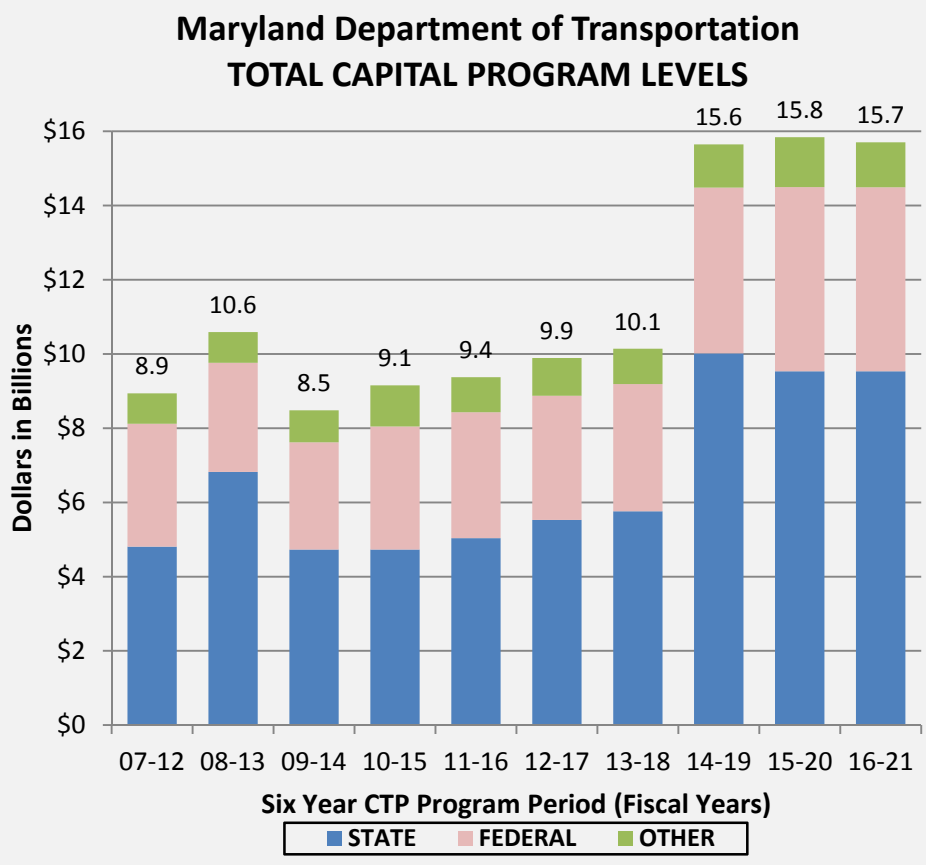
These criteria include:

- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports state plans and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which will provide funding that will enable 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

As Maryland's economy continues to recover, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21st century. Total projected revenues amount to $28.5 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Funds to accommodate the Governor's pledge to restore local Highway User Revenues have been reserved, pending legislation.

Pertinent details are as follows:

- Opening Balance: MDOT's goal is to transition to a $150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.

- Motor Fuel Tax: This revenue is projected to be $6.8 billion over the six-year period. As of January 1, 2016, the motor fuel taxes were 32.6 cents per gallon gasoline and the 33.35 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 2.4 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increases to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective January 1, 2016 is 8.0 cents per gallon. The sales and use tax is estimated to average 12.2 cents per gallon.

- Motor Vehicle Titling Tax: This source is projected to yield $5.1 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. Following the recent national down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate $3.7 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 $939 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share will be 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.

- Federal Aid: This source is projected to contribute $5.5 billion for operating and capital programs. This amount does not include $618 million received directly by the WMATA. The majority of federal aid is capital; only $570 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues: These revenues are projected to provide a six-year total of $2.8 billion, with $1.1 billion from MTA, $305 million from MPA, and $1.4 billion from MAA. MTA revenues primarily include rail and bus fares, which will be indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that $3.5 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 $176 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit and other multimodal projects through September 30, 2020. The FAST Act includes some policy changes, a new focus on freight and provides funding certainty for five full years through September 2020 including built-in inflation from existing funding levels.

The bill focuses on freight establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs. Authorization does not mean appropriation. While Congress authorized a five year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For FFY 16, Congress has appropriated the transportation bill at the authorized amounts. Maryland is expected to receive approximately $610 million in FY 2016 inflated up to $666 million in FY 2020 in highway formula funding and $240 million in FY 2016 inflated up to $257 million in FY 2020 in transit formula funding.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2016 - FY 2021 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 $593 million in highway formula funding and $160 million in transit formula funding in FFY 2016 for MDOT projects. The Purple Line has received strong ratings from the Federal Transit Administration and is moving through the process to be eligible for New Starts funding. The FFY 2016 Consolidated Appropriations Act supports the Obama Administration's request for $900 million for Maryland's Purple Line, with $100 million set aside for the Purple Line if the Full Funding Grant agreement is signed in FFY 2016.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2015 was 94.0

percent. Given that Congress has passed a long term bill with inflation built in, this CTP assumes an OA level of 94.0 percent for FFY 2016 and an OA level of 90.0 percent for FY 2017 through 2021.

Washington Metropolitan Area Transit Authority — WMATA

The Washington Metropolitan Area Transit Authority (WMATA) is expected to receive a significant allocation of FAST Act federal formula funds for bus and rail preservation activities. In FFY 2016, the Washington, D.C. Metropolitan Region expects to receive approximately $360 million under the FAST Act and if fully appropriated, would represent an increase of 8 percent over current levels. This amount is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC) and the Maryland Transit Administration (MTA) subject to an agreement that, if consistent with the prior year, would leave WMATA with approximately $310 million in formula funding. Additionally, FFY 2016 funding of $148.5 million is provided through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that authorizes federal funding of up to $1.5 billion over 10 years. The combined federal funding of more than $458.5 million is a critical complement to WMATA's largest single source of funding - the $1.3 billion in combined operating and capital subsidies provided by the region's State and local jurisdictions each year. The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, the District of Columbia and the Commonwealth of Virginia. The jurisdictions demonstrate their commitment by providing more than 40 percent of the funding for WMATA's $3.1 billion annual budget.

MDOT's first priority for WMATA is to fix the existing system by prioritizing safety and state of good repair investments. To this end, this CTP includes a total of $300 million ($50 million each year in FFY 2016 through 2021) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds to match federal grants provided from FFY 2010 through FFY 2015. In FY 2016 through FY 2021, federal grants are expected to provide $2.9 billion in funding to WMATA's capital program. This compares with $3.2 billion in State and local funding in FY 2016 through FY 2021, combining annual pay-as-you-go contributions of $2.2 billion and $1 billion in proceeds from debt issuances wherein State and Local governments agree to cover debt service payments,

The Federal Transit Administration's (FTA) 2014 audit of WMATA's financial management and procurement practices and the resulting drawdown restrictions on WMATA's federal aid have impacted the agency's ability to deliver on its capital projects. Additionally, the fatal Smoke Incident at the L'Enfant Plaza station in January 2015 and subsequent FTA Safety Management Inspection report yielded recommendations that will require additional investment to address safety deficiencies. The FFY 2015 Consolidated Appropriations Act requires future funding for WMATA to be tied to their ability to successfully address the audit findings and that system safety projects receive highest priority when allocating funding. Consistent with this direction, MDOT will work with WMATA and regional partners to ensure that safety and state of good repair projects are prioritized and that WMATA implements adequate controls and properly manages and accounts for every taxpayer dollar it receives.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAA estimates annual AIP entitlement funding will range from $3.5 million to $4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The MAA received $16.9 million of entitlement and discretionary AIP funding in FFY 2015 toward the Runway Safety Area, Standard and Pavement Improvement program, plus $2.6 million of Voluntary Airport Low Emissions (VALE) funding for PC Air and 400 Hz power on terminal passenger boarding bridges. The MAA received $30 million of federal discretionary funds in FFY 2014, and $21 million in FFY 2013. The MAA received $16.9 million of entitlement and discretionary AIP funding in FFY 2015 toward the Runway Safety Area, Standard and Pavement Improvement program, plus $2.6 million of Voluntary Airport Low Emissions (VALE) funding for PC Air and 400 Hz power on terminal passenger boarding bridges.

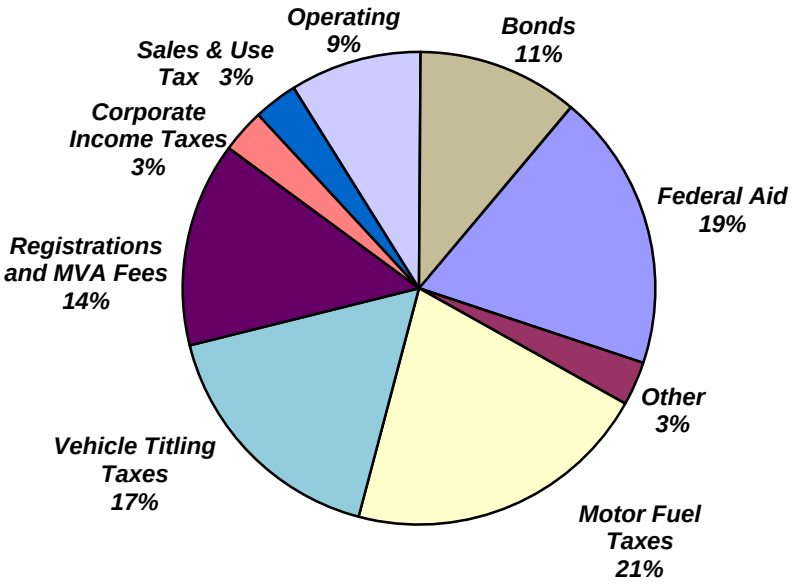
Port of Baltimore

The Water Resources Reform and Development Act (WRRDA) reauthorization bill, enacted by Congress in May 2014, authorizes U.S. Army Corps of Engineers (COE) projects. This bill includes the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore. This legislation is necessary to support high priority projects such as maintaining deepened navigation channels and harbor maintenance, as well as key dredge placement projects such as Poplar Island and Mid-Chesapeake Bay Island. MDOT continues to work with the Maryland Congressional Delegation to ensure this critical funding is available to maintain access to the thriving Port of Baltimore.

WHERE THE MONEY COMES FROM…

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation the, FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Where The Money Comes From

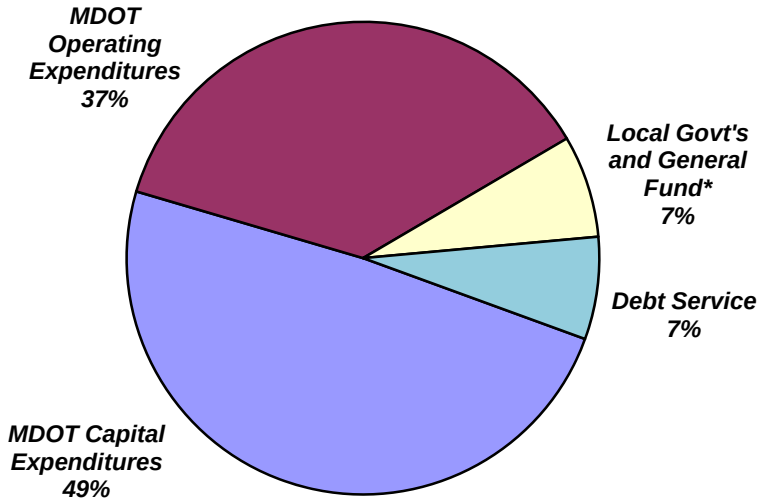


Total projected Trust Fund revenues amount to $28.5 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

WHERE THE MONEY GOES…

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2016 - 2021 CTP totals about $15.7 billion, $14.5 billion of which comes through the Trust Fund and $1.2 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



**Includes local HUR restoration, pending legislation*

Capital Expenditures

FY 2016-2021 CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	254.8	78.5	1.0	334.3	2.1
MVA	132.3	1.6	0.0	133.9	0.9
MAA **	429.0	44.9	165.3	639.2	4.1
MPA	898.4	11.0	0.0	909.4	5.8
MTA	1,484.1	1,910.0	349.9	3,744.0	23.8
WMATA	963.4	0.0	617.9	1,581.3	10.1
SHA	5,373.5	2,910.5	79.5	8,363.4	53.3
TOTAL	9,535.5	4,956.5	1,213.5	15,705.4	100.0

Note: Figures may not add perfectly due to rounding.

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

TSO – Transportation Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- to report on progress toward achieving the goals and objectives in the MTP and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to set performance targets.

The performance measures were developed and will continue to be developed and updated periodically in a collaborative effort between the Secretary's Office, the transportation business units, and, every 4-5 years, with the AR-Advisory Committee. These performance measures were last updated January 2014. The AR documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT has undertaken Managing for Results (MFR) 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.

The FAST Act requires the Secretary, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. USDOT continues to establish measures. The emphasis areas are:

- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS);
- Performance of the Interstate System and the remainder of the NHS;
- Bridge condition on the NHS;
- Fatalities and serious injuries (both number and rate per vehicle mile traveled) on all public roads;
- Traffic congestion;
- On-road mobile source emissions; and
- Freight movement on the Interstate System.

MDOT expects to be working with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements once the regulations and guidance are promulgated and demonstrate the effectiveness of MDOT's programs. To the extent these measures can be combined they will, but MDOT may be required to develop multiple reporting and metrics to address these requirements.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into transportation business units responsible for different modes of travel. Projects in the Consolidated Transportation Program (CTP) are listed under the transportation business unit responsible for the project's delivery.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the Maryland Transportation Plan (MTP). It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project over the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities and to obtain environmental approvals.

Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Construction – This last stage includes the costs of actually building the designed facility.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs. One example is the I-270/US15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties.

The CTP also contains information on minor projects. These projects are smaller in scope and cost. They also can include road resurfacing, safety improvements, and sidewalk and bicycle trail construction. Following this introduction is an explanation of some of the significant changes from last year's CTP. This section lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP. The CTP also includes information regarding the economic trends and assumptions and future revenue projects that inform the capital programming process.

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

PROJECT CASH FLOW

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2015-2020 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, $722.1 million worth of projects have been added to the CTP. Of that amount thirty-nine projects at a cost of $721.1 million were added to the Construction Program. One project at a cost of $1.0 million was added to the Development and Evaluation Program (D&E). In addition, fifteen projects were moved from the D&E Program to the Construction Program at a cost of $1.02 billion. One project was moved from the Construction Program to the D&E Program at a cost of $12.9 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Transit Administration	
Light Rail Safety Improvements	22.8
Bus Network Improvements	37.0
Agencywide Elevator and Escalator Rehabilitation	12.0
Agencywide Radio and Telecommunications Upgrade	28.7
State Highway Administration	
MD 47, Barrelville Road; MD 47, Bridge over North Branch (Allegany)	6.9
MD 36, Mount Savage Road; MD 36, Bridge over Jennings Run (Allegany)	4.1
US 40, Pulaski Highway; US 40, Bridges over Little and Big Gunpowder Falls (Baltimore)	12.4
I-695, Baltimore Beltway; I-695, Bridge on Crosby Road over I-695 (Baltimore)	6.9
US 1, Washington Boulevard; US 1, Bridge over CSX (Baltimore)	25.2
I-83, Harrisburg Expressway; I-83, Bridge over Padonia Road (Baltimore)	10.9
MD 137, Mount Carmel Road; MD 37, Bridge over I-83 (Baltimore)	4.8
MD 86, Lineboro Road; MD 86, Bridge over South Branch of Gunpowder River (Carroll)	6.2

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
MD 496, Bachmans Valley Road; MD 496, Bridge over Big Pipe Creek (Carroll)	3.6
MD 222, N. Main Street; MD 222, Aiken Avenue (Cecil)	4.6
MD 234, Budds Creek Road; MD 234, Bridge over Gilbert Swamp Run (Charles)	4.0
US 40 ALT, Old National Pike; US 40, Old National Pike, Ivy Hill Drive to Middletown Parkway (Frederick)	14.6
MD 355, Urbana Pike; MD 355, Urbana Pike (Frederick)	9.2
MD 355, Urbana Pike; MD 355, Bridge over CSX (Frederick)	6.9
MD 180, Jefferson Pike; North of I-70 to Bridge 10140 (Frederick)	31.0
MD 140, Main Street; MD 140, Bridge over Flat Run (Frederick)	6.2
US 15, Catoctin Mountain Highway; US 15, Bridge over MD 26 (Frederick)	6.6
US 219, Chestnut Ridge Road; US 219, Interchange at I-68 (Garrett)	96.7
MD 39, Hutton Road; MD 39, Bridge over Youghiogheny River (Garrett)	6.2
MD 32, Patuxent Freeway; MD 32, Bridge onTriadelphia Road over MD 32 (Howard)	5.9
I-95; I-95, Montgomery Road Overpass to I-895 Interchange (Howard)	12.8
I-270, Eisenhower Highway; I-270, Active Traffic Management and Innovative Congestion Management (Montgomery)	100.0
I-495, Capital Beltway; I-495, Resurface from I-270Y to Seminary Road (Montgomery)	10.7
MD 355, Frederick Road; MD 355, Bridge over Little Bennett Creek (Montgomery)	5.2
MD 195, Carroll Avenue; MD 195, Bridge over Sligo Creek and Sligo Creek Parkway (Montgomery)	12.2
I-95/I-495, Capital Beltway; I-95/I-495, Bridge over Suitland Road (Prince George's)	33.5
I-95, Capital Beltway; I-95, Resurface I-495 to MD 212 (Prince George's)	13.0
I-95/I-495, Capital Beltway; I-95/I-495, Bridges over Suitland Parkway (Prince George's)	15.0

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
US 50, John Hanson Highway; US 50, south of Lottsford Vista Road to Anne Arundel County Line (Prince George's)	12.9
MD 349, Nanticoke Road; MD 349, Bridge 2201500 over Windsor Creek (Wicomico)	3.3
Maryland Transportation Authority	
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems	40.1
I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems	13.1
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges	43.9
Point Breeze - Renovate Building 2330	11.3
Remove, Replace, and Upgrade Sign Structures - Northern Region	20.7
Total	**721.1**

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
State Highway Administration		
I-70 and I-695, Baltimore Beltway; I-70 / I-695 Triple Bridges (Baltimore)	Planning	1.0
MD 32 Sykesville Road; MD 32 from MD 26 to I-70 (Howard) (Carroll)	Planning	1.3
	Total	**2.3**

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

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
Motor Vehicle Administration	
Project Core (Enterprise Management System)	16.3
Maryland Aviation Administration	
International Concourse Extension at BWI Marshall Airport	105.2
State Highway Administration	
US 50, John Hanson Highway; US 50, MD 70 to MD 2 (Anne Arundel)	26.6
MD 175, Annapolis Road; MD 175, from Brock Ridge to MD 295 Interchange (Anne Arundel)	111.4
MD 140, Reisterstown Road; MD 140, from Garrison View Road to Painters Mill Road (Baltimore)	17.7
MD 2/4, Solomons Island Road; MD 2/4, from Fox Run Blvd. to Commerve Lane (Calvert)	29.7
MD 404, Shore Highway; MD 404, US 50 to MD 309 and west of Hillsboro Road to Holly Road (Talbot, Queen Anne's, Caroline)	160.5
MD 85, Buckeystown Pike; MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick)	118.1
MD 32, Sykesville Road; From MD 108 to Linden Church Road (Howard)	16.5
MD 32, Patuxent Freeway; MD 32, MD 108 to I-70 (Howard)	90.0
US 1, Baltimore Avenue; US 1, from MD 193 to College Ave. (Prince George's)	56.1
I-95/I-495, Capital Beltway; I-95/I-495, Access to Greenbelt Metro Station (Prince George's)	152.1
MD 5, Point Lookout Road; MD 5, Camp Brown Road to Ranger Station (St. Mary's)	19.6
MD 5, Point Lookout Road; MD 5, at Abell Street/Moakley Street (St. Mary's)	13.7
US 113, Worcester Highway; US 113, Public Landing to Massey Branch (Phase 4). (Worcester)	86.4
Total	**1,019.9**

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

PROJECT DESCRIPTION	JUSTIFICATION	TOTAL COST ($ MILLIONS)
State Highway Administration		
BRAC Intersections near Bethesda Naval Center; BRAC Intersections Improvements near Bethesda Naval Center. (State Wide)	Will be moved to breakout projects.	12.9
	Total	**12.9**

PROJECTS REMOVED FROM THE D&E PROGRAM

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

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
Maryland Aviation Administration		
Exit Lane Technology at BWI Marshall Airport	Engineering	Project moved from D&E to Minor Program, Project #2028
State Highway Administration		
US 29, Colesville Road/Columbia Pike, and MD 384, Colesville Road; US 29, Colesville Road/Columbia Pike, and MD 384, Colesville Road BRT Study (Montgomery)	Planning	Bus Rapid Transit (BRT) project moved to the MTA program.
MD 97, Georgia Avenue; MD 97, Multimodal transit study between Glenmount and Olney (Montgomery)	Planning	Montgomery County was funding Planning. County decided not to pursue this as BRT route.
MD 355, Wisconsin Avenue/Rockville Pike/Hungerford Drive/Frederick Road/Frederick Avenue; MD 355, Bethesda to Clarksburg BRT Study (Montgomery)	Planning	Bus Rapid Transit (BRT) project moved to the MTA program.

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
State Highway Administration		
MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)	Construction	Moved to the System Preservation Program

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2015-2020 CTP, for the following four major projects:

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Aviation Administration		
Homeowner Assistance Program	Federal funding usage requires noise map update.	FY 2015 to FY 2016
State Highway Administration		
MD 30 Bus. Main Street;MD 30, North Woods Trail to CSX Railroad (Carroll)	Construction delayed due to Town of Hampstead constructing water and sewer upgrades	FY 2016 to FY 2017
MD 355, Rockville Pike;MD 355, Woodmont Avenue/Glenbrook Parkway to South Wood Drive/South Drive (Montgomery)	Montgomery County is performing the Advertisement and Construction of this project. Delayed to match Montgomery County's project schedule.	FY 2015 to FY 2016
I-270, Eisenhower Highway;I-270, Interchange at Watkins Mill Road extended (Montgomery)	Due to the scope of the project being revised	FY 2016 to FY 2017

COST & SCOPE CHANGES

In total, one-hundred and fifty-five major construction projects experienced significant changes in project cost or scope, for a net increase of $471.0 million. One-hundred projects increased in cost by a total of $1.17 billion, while forty-nine projects experienced decreases totaling $691.8 million. The scope of five projects changed, which caused a net increase totalling $16.5 million, while two projects experienced a reduction in scope totalling $18.7 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 2015 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed twenty-three major projects in FY 2015, at a total cost of $3.88 billion. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
B/C Connector at BWI Marshall Airport	112.6
Maryland Port Administration	
Masonville Vessel Berth Construction	23.2
Maryland Transit Administration	
MARC West Baltimore Station Parking Expansion	10.6
Central Maryland Transit Maintenance Facility	14.8
State Highway Administration	
I-68, National Freeway, and MD 51, Industrial Boulevard; I-68, Rehabilitate Bridge over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51. (Allegany)	18.5
I-68, National Freeway; I-68, Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave. (Allegany)	10.8
MD 648, Baltimore Annapolis Boulevard; Replace Bridge over Cattail Creek (Anne Arundel)	1.4
MD 234, Budds Creek Road; MD 234, Replace Bridge over Allens Fresh Run (Charles)	3.3
US 15, Catoctin Mountain Highway; Replace Bridge on Motter Ave. (Frederick)	15.5
US 219, Garrett Highway; Replace Bridge over Cherry Creek (Garrett)	3.3
MD 24, Rocks Road; MD 24, South of Sharon Road to North of Stirrup Run Culvert (Harford)	9.0
MD 7, Philadelphia Road; MD 7, Replace Bridge over James Run (Harford)	4.0
I-95; I-95 South, Welcome Center truck parking expansion (Howard)	5.7
I-95/I-495, Capital Beltway; Resurface Roadway from D'arcy Road to Arena Drive (Prince George's)	11.2
MD 4, Pennsylvania Avenue; MD 4, Replace Bridges over MD 223 (Prince George's)	25.7
MD 822, University of Maryland Eastern Shore Access Road; MD 822, at MD 675 (Somerset)	5.4
I-70, Eisenhower Memorial Highway; I-70, Replace Bridges over MD 63 (Washington)	15.3

FY 2015 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

PROJECT DESCRIPTION		TOTAL COST ($ MILLIONS)
Maryland Transportation Authority		
I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks		14.7
I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas		7.7
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs		47.2
I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge		35.5
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)		1,097.6
MD 200, InterCounty Connector		2,386.6
	Total	**3,879.6**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	**TOTAL COST ($ MILLIONS)**
Rehabilitation and resurfacing of sixty-six (66) segments of highway	228.6
Rehabilitation or replacement of twenty-two (22) bridges	57.1
Safety and Geometric Improvements at ten (10) locations	11.1
Fifty-three (53) projects including highway safety, facilities and equipment, environmental preservation, enhancements, crash prevention, guardrail end treatments, ADA, drainage, commuter action improvements, minor reconstruction, traffic management, intelligent transportation systems and intersection capacity improvements	65.7
Two hundred fifty-seven (257) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	114.8
Total	**477.3**

AWARDS

Highlights of the projects awarded by the Department during FY 2015 are listed below:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MAA	Daily Garage Repairs	2.2
MAA	Replace Passenger Boarding Bridges	6.5
MAA	Renovation and Expansion of Concourse C IT Suite	3.0
MPA	Building Repairs - Agency Wide	5.8
MPA	Expanded Dredge Material Containment Facility - Cox Creek	116.0
MTA	Refurbish Reisterstown Plaza Metro Station	3.4
MTA	Light Rail - Construct a Pushbutton Routing System (North Avenue)	2.0
MTA	Construction, Repairs and Maintenance of Facility Control and Communication System	12.0
SHA	US 15 - Monocacy Boulevard Interchange	35.9
SHA	I-695 over Benson Avenue, Leeds Avenue, US 1 and Amtrak	42.8
SHA	MD 210 Livingston Road/Kerby Hill Road Interchange	87.0
SHA	MD 331 - Bridge 20034 over Choptank River	55.7
MdTA	Replace Static Scales - JFK Memorial Highway, Hatem and W.P. Lane Jr. Bridges	12.5
MdTA	Renovate Headquarters	2.6
	Total	387.4

DEPARTMENT OF TRANSPORTATION
FY 2017 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	120.5
Major Projects	143.7	Major IT Projects	J06I0008	0.1
System Preservation Minor Projects	44.7	Other Funds	Other	75.6
Development and Evaluation Program	0.9			
Capital Salaries, Wages and Other Support Costs	6.9			
MAA TOTAL	196.2			196.2

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	116.9
Major Projects	80.8	Major IT Development	J03D0008	0
System Preservation Minor Projects	21.5			
Development and Evaluation Program	9.9			
Capital Salaries, Wages and Other Support Costs	4.8			
MPA TOTAL	117.0			116.9

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	663.5
Major Projects	640.2	Major IT Development	J05H0108	11.8
System Preservation Minor Projects	70.5	Other Funds	Other	58.4
Development and Evaluation Program	10.5			
Capital Salaries, Wages and Other Support Costs	12.5			
MTA TOTAL	733.7			733.7

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	25.2
Major Projects	7.1	Major IT Development	J04E0008	4.4
System Preservation Minor Projects	21.3			
Development and Evaluation Program	0			
Capital Salaries, Wages and Other Support Costs	1.2			
MVA TOTAL	29.6			29.6

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	1,489.0
Major Projects	447.8	County and Municipality Capital Program	J02B0103	70.7
System Preservation Minor Projects	1,096.6	Major IT Development	J02B0108	7.5
Development and Evaluation Program	45.8	Other Funds	Other	23.0
SHA TOTAL	1,590.2			1,590.2

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	143.5
Major Projects	260.4	WMATA Capital Costs	J01A0105	153.6
System Preservation Minor Projects	86.3	Major IT Development	J01A0108	0.3
Development and Evaluation Program	49.6	Other Funds	Other	100.9
Capital Salaries, Wages and Other Support Costs	2.0			
TSO TOTAL	398.3			398.3

DEPARTMENT TOTAL

Construction Program		
Major Projects	1,580.0	
System Preservation Minor Projects	1,340.9	
Development and Evaluation Program	116.7	
Capital Salaries, Wages and Other Support Costs	27.4	
GRAND TOTAL	3,065.0	3,064.9

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2017 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
The Secretary's Office (J01A01)						
The Secretary's Office	28.2	-	-	-	-	28.2
Operating Grants-in-Aid	12.9	-	-	-	-	12.9
Facilities and Capital Equipment	-	143.5	0.9	-	-	144.4
WMATA Operating Grants	323.4	-	-	-	-	323.4
WMATA Capital Grants	-	153.6	99.9	-	-	253.5
Information Technology Services	42.0	0.3	-	-	-	42.3
Subtotal	406.5	297.4	100.8	-	-	804.7
Debt Service Requirements (J01A04)						
Debt Service Requirements	-	-	-	-	309.9	309.9
State Highway Administration (J02B01)						
State System Construction and Equipment	-	1.489.0	23.0	-	-	1.512.0
State System Maintenance	261.1	-	-	-	-	261.1
County & Municipality Capital Program	-	4.8	-	65.9	-	70.7
Highway Safety Operating Program	10.6	-	-	-	-	10.6
County & Municipality Program	-	-	-	177.4	-	177.4
Major IT Development	-	7.5	-	-	-	7.5
Subtotal	271.7	1,501.3	23.0	243.3	-	2,039.3

Maryland Port Administration (J03D00)						
Port Operations	51.6	-	-	-	-	51.6
Port Facilities and Capital Equipment	-	116.9	-	-	-	116.9
Subtotal	51.6	116.9	-	-	-	168.5
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	192.1	-	-	-	-	192.1
Facilities and Capital Equipment	-	25.2	-	-	-	25.2
Motor Vehicle Highway Safety Program	14.8	-	-	-	-	14.8
Major IT Development	-	4.4	-	-	-	4.4
Subtotal	206.9	29.6	-	-	-	236.5
Maryland Transit Administration (J05H00)						
Transit Administration	55.1	-	-	-	-	55.1
Bus Operations	355.7	-	-	-	-	355.7
Rail Operations (Includes MARC)	239.4	-	-	-	-	239.4
Capital Equipment (Includes MARC)	-	663.5	58.3	-	-	721.8
Statewide Programs Operations	137.8	-	-	-	-	137.8
Major IT Development	-	11.8	-	-	-	11.8
Subtotal	788.0	675.3	58.3	-	-	1,521.6
Maryland Aviation Administration (J06100)						
Airport Operations	187.2	-	-	-	-	187.2
Facilities and Capital Equipment	-	120.5	75.6	-	-	196.1
Major IT Development	-	0.1	-	-	-	0.1
Subtotal	187.2	120.6	75.6	-	-	383.4
DEPARTMENT TOTAL	1,911.9	2,741.1	257.7	243.3	309.9	5,463.9

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

	CURRENT YEAR 2016	BUDGET YEAR 2017	Planning Years 2018	2019	2020	2021	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Motor Vehicle Administration	23.2	29.6	28.6	18.6	17.2	16.6	133.9
Maryland Aviation Administration	241.5	196.1	91.3	35.6	34.2	40.5	639.2
Maryland Port Administration	121.2	116.9	220.9	212.8	130.0	107.5	909.4
Maryland Transit Administration	465.8	733.6	862.3	690.0	523.3	469.0	3,744.0
Washington Metropolitan Area Transit	249.3	253.4	255.8	265.3	273.4	284.1	1,581.3
State Highway Administration	1,410.9	1,590.1	1,598.7	1,304.9	1,211.4	1,247.4	8,363.4
TOTAL CAPITAL	2,616.0	3,064.5	3,081.5	2,560.1	2,204.3	2,179.0	15,705.4
Special Funds	1,605.3	1,720.6	1,902.3	1,609.0	1,370.9	1,327.4	9,535.4
Federal Funds	771.4	1,086.2	978.3	771.2	644.1	705.5	4,956.5
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5
OPERATING PROGRAM							
The Secretary's Office	83.1	83.1	85.0	87.0	89.0	91.0	518.2
Motor Vehicle Administration	204.7	207.0	213.0	220.0	225.0	230.0	1,299.7
Maryland Aviation Administration	186.9	187.2	192.0	197.0	202.0	206.0	1,171.1
Maryland Port Administration	51.0	51.6	52.0	53.0	54.0	55.0	316.6
Maryland Transit Administration	763.3	788.1	799.0	821.0	841.0	859.0	4,871.4
WMATA Grants (WMATA)	320.4	323.4	346.0	350.0	379.0	394.0	2,112.8
State Highway Administration	262.0	271.6	280.0	288.0	295.0	301.0	1,697.6
TOTAL OPERATING	1,871.4	1,912.0	1,967.0	2,016.0	2,085.0	2,136.0	11,987.4
Special Funds	1,773.9	1,813.7	1,870.0	1,919.0	1,988.0	2,039.0	11,403.6
Federal Funds	96.6	97.2	97.0	97.0	97.0	97.0	581.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT YEAR 2016	BUDGET YEAR 2017	Planning Years 2018	2019	2020	2021	SIX - YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipal Program	169.3	177.4	179.0	183.0	184.0	187.0	1,079.7
County and Municipal Program - HUR Restoration	-	-	101.0	150.0	200.0	252.0	703.0
County and Municipal Capital	70.8	70.7	-	-	-	-	141.5
TOTAL DISTRIBUTION OF SHARED REVENUES	240.1	248.1	280.0	333.0	384.0	439.0	1,924.2
Special Funds	174.2	182.3	-	-	-	-	356.5
Federal Funds	65.9	65.9	-	-	-	-	131.8
DEBT SERVICE REQUIREMENTS							
	-	-	-	-	-	-	-
Special Funds	282.7	309.9	354.0	344.0	340.0	401.0	2,031.6
DEPARTMENT TOTAL	4,727.5	5,224.6	5,328.5	4,909.1	4,673.3	4,754.0	29,617.0
Special Funds	3,836.1	4,026.5	4,126.3	3,872.0	3,698.9	3,767.4	23,327.1
Federal Funds	933.9	1,249.3	1,075.3	868.2	741.1	802.5	5,670.1
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5

A – WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

B – Includes County and Municipality transfer funds from the federal government.

C – Capital Program WMATA Grants line includes federal funds received by WMATA directly.

D – "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

E – Debt Service for County Bonds is not included in FY 2018 - 2021

F – Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), 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 2016-FY 2021 CTP/STP:

	Federal Fiscal Year					
	2016	**2017**	**2018**	**2019**	**2020 - 21**	**TOTAL**
National Highway Performance Program (NHPP)	341.3	303.3	299.9	338.7	516.4	1,799.6
Surface Transportation Program (STP)	132.6	161.0	182.3	150.5	297.8	924.2
Congestion Mitigation/Air Quality (CMAQ)	58.7	58.7	57.3	84.1	107.3	366.1
Highway Safety Improvement Program (HSIP)	6.6	31.3	48.7	31.7	60.4	178.7
Statewide Planning & Research (SPR)	17.9	10.2	10.4	10.6	21.8	70.9
Transportation Alternative Program (TAP)	14.0	13.0	12.9	12.8	23.8	76.5
Special Federal Appropriations	4.3	5.7	0.7	0.6	6.4	17.7
Urbanized Area Formula	103.0	105.0	100.0	121.0	208.0	637.0
New Starts, Fixed Guideway, Modernization & Bus	41.0	41.0	42.0	42.0	60.0	226.0
Elderly and Persons with Disabilities	-	5.0	-	7.0	-	12.0
Rural Area Formula	5.1	5.1	5.1	5.1	10.2	30.6
TOTALS	724.5	739.3	759.3	804.1	1,312.1	4,339.3

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 2016 - FY 2021 CTP/STIP:

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2016**	**2017**	**2018**	**2019**	**2020 - 21**	**TOTAL**
Environmental Projects						
National Highway Performance Program	10.8	7.5	3.0	2.6	10.5	34.4
Surface Transportation Program	12.9	7.4	7.2	3.6	19.6	50.7
Transportation Alternative Program	9.4	13.4	13.3	12.8	24.5	73.4
Highway Safety	1.4	0.5	0.4	0.3	1.6	4.2
Safety and Spot Improvements						
National Highway Performance Program	16.8	14.0	11.4	8.1	19.1	69.4
Surface Transportation Program	46.0	30.9	25.6	18.3	48.8	169.6
Congeston Mitigation/Air Quality	1.1	0.8	0.7	0.4	0.9	3.9
Highway Safety	10.6	6.8	5.8	4.6	13.5	41.3
Resurfacing and Rehabilitation						
National Highway Performance Program	53.4	37.8	35.5	22.6	53.6	202.9
Surface Transportation	69.5	49.3	46.3	29.4	69.9	264.4
Highway Safety	1.2	0.9	0.8	0.5	1.2	4.6
Bridge Replacement and Rehabilitation						
National Highway Performance Program	65.4	49.0	55.0	41.5	90.2	301.1
Surface Transportation	4.2	3.1	3.5	2.6	5.8	19.2
Urban Reconstruction/Revitalization						
National Highway Performance	8.0	6.2	6.8	5.1	10.1	36.2
Surface Transportation	14.9	11.6	12.6	9.6	18.7	67.4
Congestion Management						
National Highway Performance Program	1.9	1.4	1.4	0.8	2.0	7.5
Surface Transportation Program	4.4	3.1	3.4	1.9	4.1	16.9
Congestion Mitigation/Air Quality	3.8	2.8	2.8	1.8	4.7	15.9
TOTALS	335.7	246.5	235.5	166.5	398.8	1,383.0

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

The following listing estimates system preservation program levels for FY 2016 through FY 2021. Anticipated projects for FY 2016 and FY 2017 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2016	2017	2018	2019	2020	2021	
The Secretary's Office							
Information Technology Project	10.0	11.8	7.4	5.5	5.6	5.4	45.7
Minor Projects	54.5	74.4	7.8	7.4	2.1	2.1	148.3
TOTAL	64.5	86.2	15.2	12.9	7.7	7.5	194.0
Motor Vehicle Administration							
Building Improvements	4.5	6.6	8.0	6.4	6.9	5.8	38.2
Information Technology	13.3	14.6	12.5	9.4	7.3	7.7	64.8
Safety	0.1	-	-	-	-	-	0.1
TOTAL	17.9	21.2	20.5	15.8	14.2	13.5	103.1
Maryland Aviation Administration							
Airport Technology	5.5	1.7	1.2	1.2	1.2	1.2	12.0
Airside Development	4.5	3.7	-	-	-	-	8.2
Annual	1.9	1.4	0.1	0.1	0.1	0.1	3.7
Baltimore/Washington	4.9	5.9	23.2	22.3	23.5	25.3	105.1
Consol Rental Car Facility	2.4	2.7	-	-	-	-	5.1
Environmental Compliance	1.1	0.6	-	-	-	-	1.7
Equipment	8.6	5.9	2.7	2.7	-	4.5	24.4
Information Technology CTIPP	2.0	0.6	-	-	-	-	2.6
International Infrastructure	3.5	2.1	-	-	-	-	5.6

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2016	2017	2018	2019	2020	2021	
Maryland Aviation Administration							
Landside Development	3.0	0.6	-	-	-	-	3.6
Martin State	1.7	1.0	-	-	-	-	2.7
Regional Aviation	3.9	3.0	2.4	2.4	2.4	2.4	16.5
Security	1.7	1.0	-	-	-	-	2.7
Terminal Development	26.0	14.4	-	-	-	-	40.4
TOTAL	70.7	44.6	29.6	28.7	27.2	33.5	234.3
Maryland Port Administration							
All Terminals	8.9	7.1	24.9	32.9	22.3	22.4	118.5
Dundalk Marine Terminal	9.2	6.0	18.8	5.8	-	-	39.8
Facilities and Equipment	1.9	1.0	1.2	1.2	1.2	1.2	7.7
North Locust Point	-	-	0.6	0.8	-	-	1.4
Open-Ended Consulting	5.7	5.3	7.5	7.5	7.6	6.7	40.3
Port-Wide	1.2	0.6	0.6	2.5	0.5	0.7	6.1
World Trade Center	1.5	1.5	2.9	1.2	1.2	1.2	9.5
TOTAL	28.4	21.5	56.5	51.9	32.8	32.2	223.3
Maryland Transit Administration							
Agency Wide	25.3	28.9	27.6	22.3	19.0	26.8	149.9
Bus	8.4	11.7	11.4	5.4	5.0	8.4	50.3
Freight	5.6	5.0	3.5	0.1	0.4	1.5	16.1
Information Technology	1.4	1.0	-	-	-	-	2.4
Light Rail	11.2	8.6	12.9	4.1	5.0	9.5	51.3
LOTS	0.5	0.5	0.8	0.7	0.5	0.5	3.5
MARC	5.4	4.4	4.4	3.1	5.1	5.1	27.5
Metro	8.8	9.2	8.5	6.4	8.7	7.8	49.4
Mobility	1.8	1.1	1.8	0.7	2.0	1.0	8.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2016	2017	2018	2019	2020	2021	
Maryland Transit Administration							
New Starts	4.5	-	-	-	-	-	4.5
TOTAL	72.9	70.4	70.9	42.8	45.7	60.6	363.3
State Highway Administration							
Safety, Congestion Relief, Highway & Bridge	773.9	796.3	727.4	535.1	496.6	660.4	3.989.7
Total Maximum Daily Load	64.6	74.0	123.2	109.7	108.1	108.0	587.6
Noise Barriers	17.2	12.3	2.3	2.2	2.3	1.2	37.5
Enhancements	11.9	16.7	16.6	16.0	15.7	14.7	91.6
Facilities	34.8	22.2	18.7	20.5	17.4	20.3	133.9
Communications	18.6	6.1	6.0	5.9	5.8	4.8	47.2
Equipment	25.5	22.5	22.5	22.1	18.6	17.4	128.6
Environmental Compliance	8.6	8.9	8.0	7.9	7.7	6.7	47.8
Truck Weight	4.2	9.4	7.2	5.7	5.0	4.0	35.5
TOTAL	959.3	968.4	931.9	725.1	677.2	837.5	5,099.4
CTP SYSTEM PRESERVATION PROJECTS	**1,213.7**	**1,212.3**	**1,124.6**	**877.2**	**804.8**	**984.8**	**6,217.4**

MAJOR BRIDGE PROJECTS

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

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Allegany County	
	Construction Program	
1.	I-68, National Freeway, and MD 51, Industrial Boulevard -- Interstate	I-68, Rehabilitate Bridge over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	I-68, Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
3.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
4.	MD 47, Barrelville Road -- Secondary	MD 47, Bridge over North Branch
	Baltimore County	
	Construction Program	
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridge over Padonia Road
3.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
4.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Milford Mill Road
6.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
9.	MD 25, Falls Road -- Secondary	MD 25, Bridge to Georges Run
10.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
12.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
13.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls

MAJOR BRIDGE PROJECTS (Cont'd.)

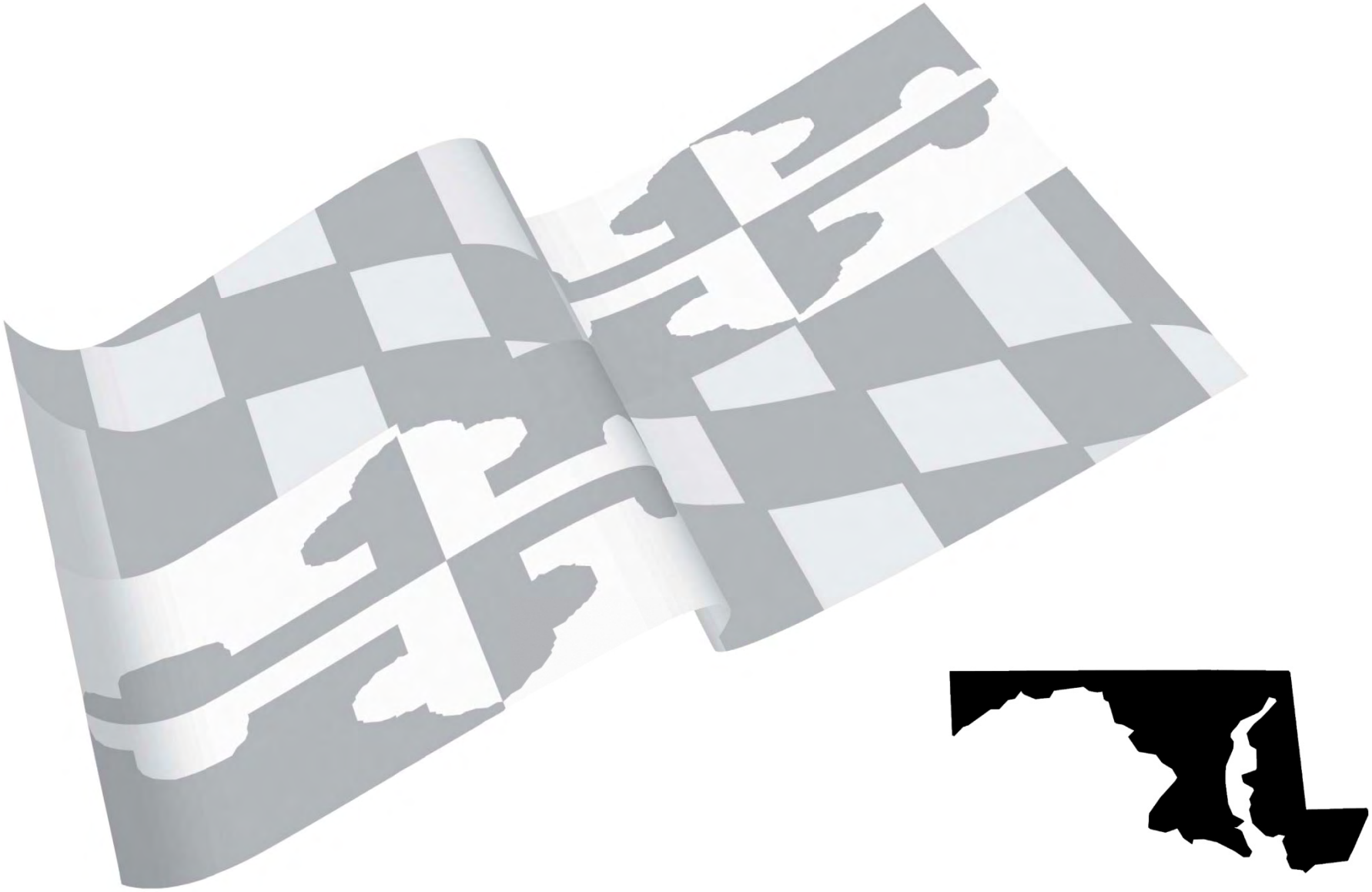
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Calvert County	
	Construction Program	
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek
	Caroline County	
	Construction Program	
3.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
	Carroll County	
	Construction Program	
2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River
3.	MD 496, Bachmans Valley Road -- Secondary	MD 496, Bridge over Big Pipe Creek
	Cecil County	
	Construction Program	
1.	MD 222, N. Main Street -- Secondary	MD 222, Aiken Avenue
2.	MD 272, Mauldin Ave -- Secondary	MD 272, Replace Bridge over Amtrak
	Charles County	
	Construction Program	
1.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
2.	MD 234, Budds Creek Road -- Secondary	MD 234, Replace Bridge over Allens Fresh Run
	Frederick County	
	Construction Program	
2.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
4.	MD 75, Green Valley Road -- Secondary	MD 75, Replace Bridge over Haines Branch

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Frederick County	
	Construction Program	
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Urbana Pike
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX
	Garrett County	
	Construction Program	
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River
	Howard County	
	Construction Program	
3.	MD 32, Patuxent Freeway -- Primary	MD 32, Bridge onTriadelphia Road over MD 32
	Montgomery County	
	Construction Program	
8.	MD 193, University Boulevard -- Secondary	MD 193, Replace Bridge over I-495
9.	MD 195, Carroll Avenue -- Secondary	MD 195, Bridge over Sligo Creek and Sligo Creek Parkway
11.	MD 355, Frederick Road -- Secondary	MD 355, Bridge over Little Bennett Creek
	Prince George's County	
	Construction Program	
3.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
4.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
8.	MD 4, Pennsylvania Avenue -- Primary	MD 4, Replace Bridges over MD 223

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Somerset County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
	St. Mary's County	
	Construction Program	
3.	MD 5, Point Lookout Road -- Secondary	MD 5, Replace Bridge over Eastern Branch
	Talbot County	
	Construction Program	
2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
	Washington County	
	Construction Program	
1.	I-70, Eisenhower Memorial Highway -- Interstate	I-70, Replace Bridges over MD 63
2.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River
	Wicomico County	
	Construction Program	
1.	MD 349, Nanticoke Road -- Secondary	MD 349, Bridge 2201500 over Windsor Creek
	Worcester County	
	Construction Program	
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
	Development and Evaluation Program	
4.	US 50, Ocean Gateway -- Primary	US 50, Replace Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

The Maryland Department of Transportation has various funding programs for bicycles and pedestrian programs. Program funds are used for both design and construction. Several programs are administered as competitive grant programs, in which available funds are awarded to projects managed by local governments and other partners. Funds that have been awarded through these programs, but not yet spent are identified below as "ongoing grant awards and earmarks".

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Ongoing Grant Awards and Earmarks	**Projects currently funded for construction** as of December 2015	**FY16-21 Ped/Bike Program Funding^**
Retrofit Sidewalk Program		**7,834,000**	**30,200,000**
Retrofit Bicycle Program		**7,231,000**	**20,800,000**
ADA Program		**24,000,000**	**60,400,000**
Urban Reconstruction		**3,826,450**	**18,781,500***
Primary/Secondary Program		**8,946,252**	**8,946,252****
Bikeways Program	**10,494,000**	**--**	**14,233,000**
Bikeshare Program	**1,256,300**	**--**	**0**
Transportation Enhancements/Alternatives Program	**45,747,740**	**--**	**45,800,000*****
Recreational Trails	**3,943,000**	**--**	**5,610,000*****
Safe Routes to School Program	**7,932,556**	**--**	**0^^**
Federal Earmark Projects	**17,411,917**	**--**	**0^^^**
Total	**86,785,513**	**51,837,702**	**204,770,752**

^Includes planning, design and construction funds

*Funding is estimated as a portion of total program funding based on recent bike/ped expenditures

**Additional funding is expected as major projects advance to construction and bicycle and pedestrian costs are itemized

***Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects

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

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF DECEMBER 2015

The following projects, funded for construction as of December 2015, are typical of projects that will be developed through the bicycle and pedestrian programs.

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 16-17)

Calvert County	
Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd	755,000
Cecil County	
MD 267 - Market St to MD 7C	985,000
MD 272 - Irishtown Road to Church Street	1,070,000
Charles County	
MD 210 - Ruth B Swann Dr to Wooster Dr	519,000
Montgomery County	
MD 355 - Grafton Street to Bradley Lane	1,760,000
Statewide	
Various locations in District 7	2,745,000
TOTAL	**7,834,000**

Retrofit Bicycle Program (Fiscal years 16 - 17)

Anne Arundel County	
MD 170 - MD 648 to Andover Road	1,605,000
Baltimore County	
US 1 - US 1 Alt. to Baltimore City Line	4,224,000
Montgomery County	
MD187 - Lincoln Drive to Charles Street	1,402,000
TOTAL	**7,231,000**

ADA Program (Fiscal years 16 - 17)

TOTAL	**24,000,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Urban Reconstruction (Fiscal years 16 - 17)

Baltimore County	
US 40 - Intersection improvements at Mohr's Lane	324,045
($5,685,000 total construction cost, estimated $324,045 for ped/bike elements)	
Calvert County	
MD 231 - Heritage Blvd to MD765A, MD 765A from Old Fields Lane to Armory Road	197,961
($3,473,000 total construction cost, estimated $197,961 for ped/bike elements)	
Frederick County	
MD 144 FB - through Town of New Market to Bye Alley	458,280
($8,040,000 total construction cost, estimated $458,280 for ped/bike elements)	
Harford County	
MD 755 - Willoughby Beach Road to MARC Station	381,900
($6,700,000 total construction cost, estimated $381,900 for ped/bike elements)	
Prince George's County	
MD 5 - Curtis Lane and Branch Avenue to south of Suitland Parkway	563,730
($9,890,000 total construction cost, estimated $563,730 for ped/bike elements)	
MD 201 - Kenilworth Towers to Riverdale Road	544,749
($9,557,000 total construction cost, estimated $544,749 for ped/bike elements)	
MD 4 – Forestville Road to MD 458 (Silver Hill Road)	1,355,785
($23,785,700 total construction cost, estimated $1,355,785 for ped/bike elements)	
TOTAL	**3,826,450**

Primary/Secondary Program (FY2016-17)

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

Anne Arundel County			
MD 175 - Disney Road to Reece Road	shoulders	1.1 miles	165,000
	sidewalks	1.1 miles	151,008
MD 175 - Mapes Road to Reece Road	shoulders	0.6 miles	90,000
	sidewalks	0.6 miles	82,368

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Baltimore County			
MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
Caroline County			
MD 404 - MD 309 to Cemetery Road	shoulders	1.1 miles	163,500
MD 404 - US 50 to MD 309	shoulders	9.1 miles	1,365,000
MD 331 - Bridge over Choptank River	shoulders	0.1 miles	15,000
Carroll County			
MD 30 Bus. - Hampstead Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648
Cecil County			
MD 272 - Bridge over Amtrak	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
MD 222 - Bridge over Rock Run	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
Frederick County			
US 15 - Monocacy Boulevard	sidewalks	1.0 miles	137,280
	wide curb lanes	1.0 miles	150,000
US 40 ALT - Old National Pike	sidewalks	2.1 miles	288,288
Montgomery County			
I-270 - Watkins Mill Road Extended	sidewalks	0.5 miles	68,640
MD 97 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280
MD 97 - 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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

MD 320 - Anacostia Tributary	pedestrian bridge	0.0 miles	1,500,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640
Prince George's County			
I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 337 - at MD 218 and I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000
MD 500 - MD 208 to MD 410	sidewalks	1.0 miles	137,280
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
Queen Anne's County			
US 301 - at MD 304	shoulders	0.1 miles	15,000
MD 404 - west of MD 309 to Cemetery Rd (Ph. 1B)	shoulders	1.1 miles	165,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Somerset County			
MD 822 - at MD 675	sidewalks	0.5 miles	68,640
US 13 - Bridge over Pocomoke	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
Saint Mary's County			
MD 5 - south of Camp Brown Road to the Roger Statio	shoulders	2.0 miles	300,000
Wicomico County			
MD 349 - Bridge over Windsor Creek	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
Worcester County			
US 113 - Massey Branch to Five Mile Branch	shoulders	4.6 miles	690,000
US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000

wide curb lanes	8.9	miles	sub-total	1,335,000
shoulders	26.2	miles	sub-total	3,928,500
pedestrian bridge	1.0	bridge	sub-total	1,500,000
sidewalks	15.9	miles	sub-total	2,182,752

TOTAL **8,946,252**

ONGOING GRANT AWARDS AND EARMARKS

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

Bikeways Program

Typical projects, awarded FY2016

Department of Natural Resources, Construction of Upper Chesapeake Rail Trail	398,966
Hagerstown, Marsh Run Trail Design and City bicycle improvements	90,000
Salisbury, Fitzwater Street bicycle improvements design	32,000

TOTAL ONGOING AWARDS **10,494,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Bikeshare Program

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

Transportation Enhancements/Alternatives Program

Allegany County	
Amtrak Station Entryway Improvement	243,000
Anne Arundel County	
Broadneck Peninsula trail	1,808,868
Baltimore City	
Jones Falls Greenway Phase V	2,050,000
Herring Run Greenway	1,980,000
Downtown Baltimore Bicycle Network	1,220,000
Baltimore Waterfront Promenade	2,000,000
Inner Harbor Crosswalks and Bicycle Way Finding	1,050,000
Inner Harbor Jones Falls Trail Enhancement	313,728
Potomac Street Two-Way Cycle Track	568,431
Calvert County	
Bohemia Trail	1,354,588
Solomon's Island Road Sidewalks	904,440
Caroline County	
Town of Federalsburg Gerardi Blvd Sidewalk	40,000
Charles County	
Indian Head Boardwalk	1,504,100
Indian Head Trailhead Restroom	360,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Carroll County	
Town of Sykesville Sidewalks	53,048
Frederick County	
Ballenger Creek Trail Phase IV	360,000
Carroll Creek Park Trail Phase II	5,959,000
Howard County	
Patuxent Branch Trail Paving- ADA improvements	1,092,000
Montgomery County	
Ethan Allen Gateway Streetscape	1,255,123
Flower Avenue Green Street Project	1,040,330
Sligo Creek Trail Improvement	548,000
Falls Road East Shared Use Path	99,703
North Branch	2,000,000
Prince George's County	
Bowie Heritage Trail	404,297
City of College Park Hollywood Road Sidewalk Feasibility Study	36,000
Queen Anne's County	
Cross County Connector Trail, Grasonville	3,431,084
St. Mary's County	
Three Notch Trail Phase VI	1,789,000
MD 5 Pedestrian and Bicycle Trail	1,741,000
Talbot County	
Easton Rail Spur Line	827,000
Dutchman's Lane Sidewalk	600,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Washington County		
Western Maryland Rail Trail Phase IV		2,450,000
City of Hagerstown Marsh Run Multi-Use Trail		200,000
National Park Service, C&O Canal NHP Rehabilitation of the Conococheague Creek Aqueduct		6,240,000
Wicomico County		
Northeast Collector Road Bikepath Phase II		225,000
	TOTAL	**45,747,740**

Recreational Trails Program

Typical projects, awarded FY2016		
Adkins Arboretum Bridge deck repair and visitor guide		23,987
Department of Natural Resources, Greenbriar State Park Red Trail Extension		39,000
Mid-Atlantic Off-Road Enthusiasts, Inc. Patuxent River State Park Trail Project		40,000
Queen Anne's County Cross Island Trail repair		30,000
Town of Union Bridge Wetlands Park trail Extension		40,000
	TOTAL ONGOING AWARDS	**3,943,000**

Safe Routes to School

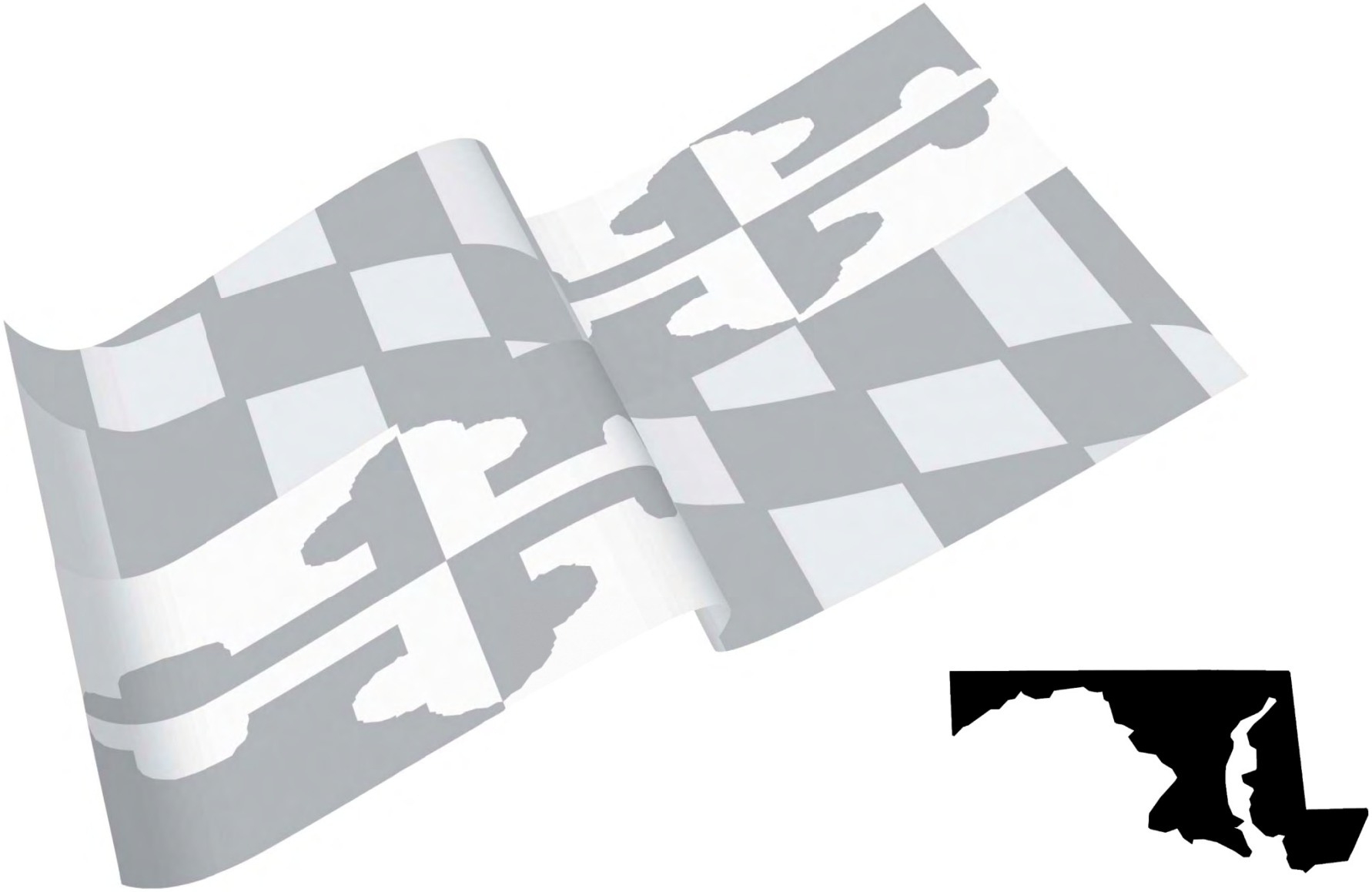
Typical projects		
Hagerstown Access Improvements in Vicinity of Bester Elementary		375,000
Prince George's County		677,993
St. Michael's Elementary		196,800
Takoma Park		152,377
	TOTAL ONGOING AWARDS	**7,932,556**

Federal Earmark Projects

Allegany County	
Allegany Highlands Trail	559,717
Anne Arundel County	
South Shore Trail	1,600,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Baltimore City	
Gwynns Falls Trail/CSX Bridge	335,000
Reconstruct East North Avenue (US 1)	4,000,000
MLK Boulevard & West Baltimore Street	2,000,000
St. Mary's County	
St. Mary's College Safety and Traffic Calming Improvements	1,500,000
Montgomery County	
Rockville Intermodal Access, Maryland Avenue and Market Street	3,200,000
Complete Streets Near Metro Stations	827,200
Long Branch Village Center Access Improvements	750,000
Coppin State University ADA Improvements	2,640,000
TOTAL ONGOING AWARDS	**17,411,917**



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2016

The following is a list of General Aviation Airport Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

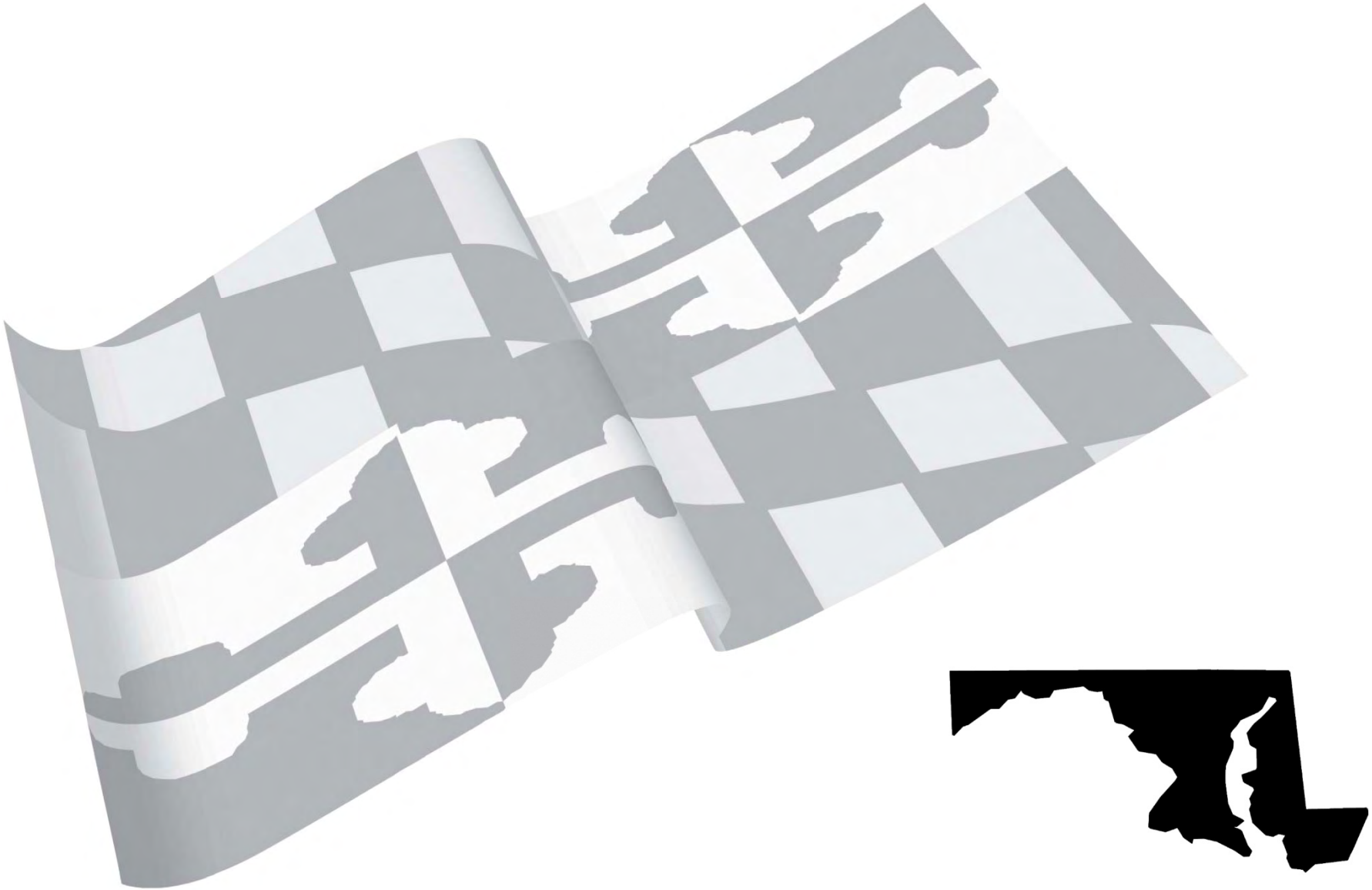
		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany	Greater Cumberland Regional	0	266	89	355
Anne Arundel	Tipton Airport	434	310	119	863
Baltimore City	Pier 7 Heliport	0	407	45	452
Carolin County	Ridgely Airport	0	450	50	500
Carroll County	Carroll County Regional	150	8	8	166
Dorchester County	Cambridge-Dorchester Regional	2,790	232	181	3,203
Frederick County	Frederick Municipal Airport	2,754	241	206	3,201
Garrett County	Garrett County Airport	207	20	14	241
Harford County	Harford County Airport	0	569	63	632
Montgomery County	Montgomery County Airpark	2,033	382	202	2,617
Prince George's County	College Park Airport	0	55	19	74

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2016

The following is a list of General Aviation Airport Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Queen Anne's County	Bay Bridge Airport	0	93	31	124
St. Mary's County	St. Mary's County Regional Airport	2,766	153	154	3,073
Talbot County	Easton Airport	528	174	78	780
Washington County	Hagerstown Regional Airport	1,306	133	67	1,506
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	554	228	97	879
Worcester County	Ocean City Municipal Airport	0	319	106	425
	Total		$4,040		



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.

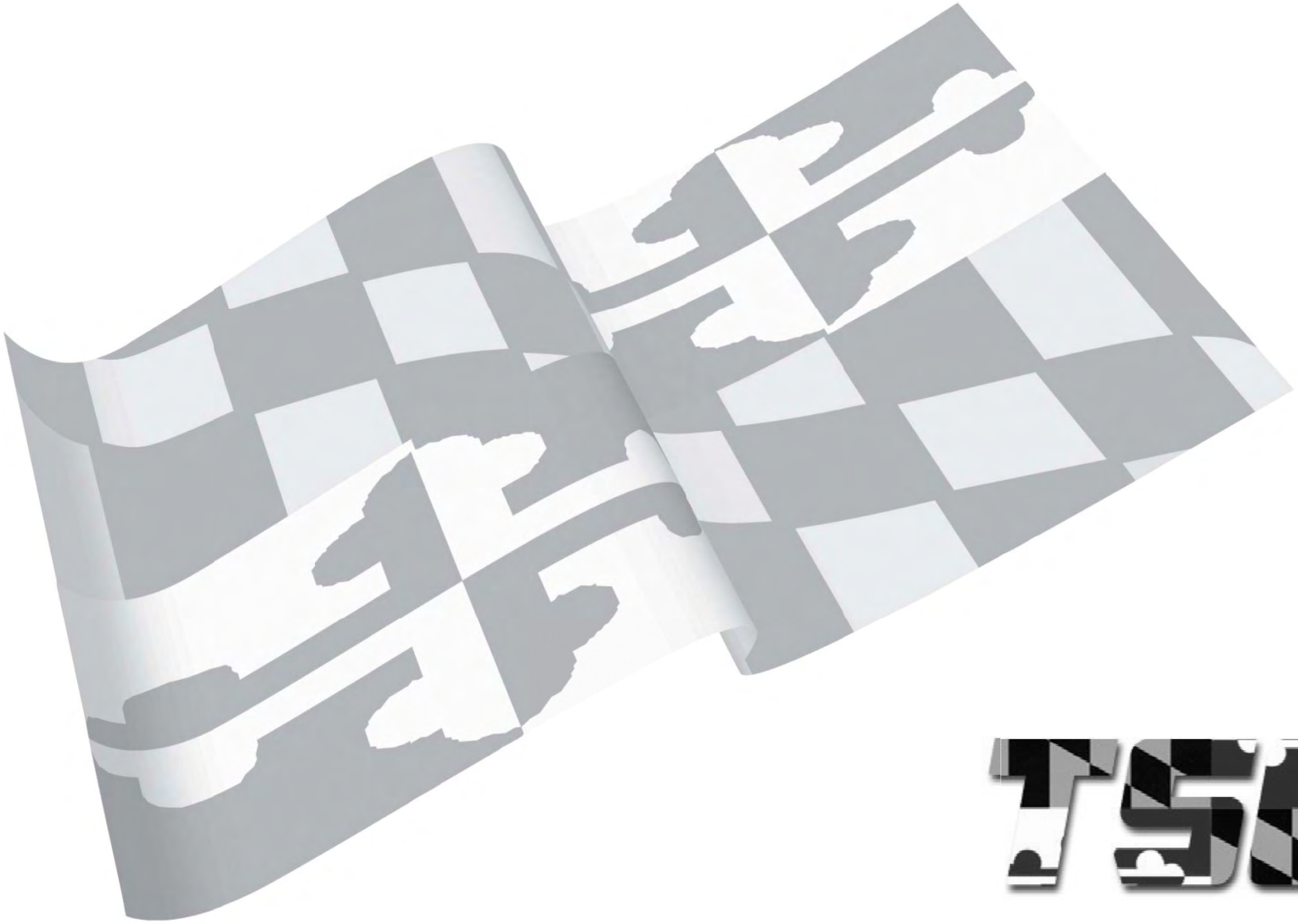
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately $4.6 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

PROJECT	ESTIMATED TOTAL 6-YEAR COSTS ($000'S)
THE SECRETARY'S OFFICE	
High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel	57,322
High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge	17,846
State-Owned Freight Rail	25,910
Intermodal Rail Incentive Program	6,000
Baltimore Rail Study	1,468
Canton Railroad Grant	3,729
MOTOR VEHICLE ADMINISTRATION	
Performance Registration Information Systems Management (PRISM)	728
MARYLAND PORT ADMINISTRATION	
Hart-Miller Island Related Projects	32,781
Dredge Material Placement and Monitoring	334,657
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	60,174
Terminal Security Program	1,742
Pearce Creek Waterline Project	14,184
Chrome Ore Processing Residue Remediation	45,119
Marine Terminal Property Acquisition	21,501
Port of Baltimore Export Expansion Project	29,614
Dredge Material Management Program	47,082
TERMINAL-WIDE SYSTEM PRESERVATION	207,548

MARYLAND TRANSPORTATION AUTHORITY	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	74,693
US 301 Replace Harry W. Nice Memorial Bridge	54,424
Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK	7,620
Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	10,194
STATE HIGHWAY ADMINISTRATION	
STATEWIDE Railroad Safety & Spot Improvements	18,400
Truck Weigh Program – Statewide	35,500
ALLEGANY I-68 Bridges, Rehab MD 51 bridge over CSX, Canal Parkway and I-68 bridge over Wills Creek/CSX/Municipal Street I-68 Bridges, Rehab Bridges over Kelly Road and CSXT US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	4,500
ANNE ARUNDEL MD 295, study to widen to 6 lanes and interchange improvements (capacity) US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge	25,733
BALTIMORE COUNTY I-83 interstate construction projects I-83 safety improvements, resurfacing, bridge replacement I-695 interstate construction projects (system preservation) I-695 upgrades to 8 lanes I-695 traffic management strategies I-695 bridge replacement, widening, safety improvements	190,532
CALVERT MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	27,772
CAROLINE MD 404 upgrade to 4 lane divided highway (capacity improvements) MD 331 replace bridge over Choptank River (bridge replacement)	214,427
CHARLES US 301 Project Planning Study (capacity improvements study)	4,321

FREDERICK I-270 / US 15 Corridor study I-70 improvements (capacity, widening, operational improvements) US 15 / US 40 improvement study (operational and safety improvements) MD 180 and MD 351 (capacity and operational improvements)	5,011
GARRETT US 219 North I-68 to Pennsylvania State Line (capacity improvements)	90,000
HARFORD MD 22, intersection improvements (safety and operational improvements) MD 159 improvements study (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	48,573
HOWARD I-95 South Welcome Center truck parking expansion I-70 capacity needs study US 29 improvements (operational, safety and capacity improvements) US 1 improvements study (operational improvements) MD 32 improvements study (safety and capacity improvements)	25,267
MONTGOMERY I-95 / I-495 managed lanes study (capacity improvements) I-270 multimodal corridor study (capacity improvements) US 29 improvements (capacity improvements) MD 355 grade separated crossing over CSX Multiple projects for bridge replacement and safety, capacity, and operational improvements	22,370
PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge MD 4, Suitland Parkway Interchange (capacity improvement) US 301 Project Planning Study (capacity study) MD 3 upgrade study MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements) US 50 traffic capacity study MD 197 capacity study MD 201 capacity study	379,315

QUEEN ANNE'S US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	204,281
TALBOT MD 404 upgrade to 4 lane divided highway (capacity, safety and operational study) MD 331 replace bridge over Choptank River (bridge replacements)	198,797
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	94,814
WORCESTER US 113, capacity improvements	122,461



THE SECRETARY'S OFFICE

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

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	11.7	6.9	6.9	18.0	5.0	4.3	52.9
System Preservation Minor Projects	64.6	86.2	15.1	12.9	7.7	7.5	194.1
Development & Evaluation Program	25.6	49.6	-	-	-	-	75.2
SUBTOTAL	101.9	142.7	22.0	30.9	12.8	11.9	322.2
Capital Salaries, Wages & Other Costs	2.1	2.0	1.9	2.0	2.0	2.0	12.1
TOTAL	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Special Funds	77.1	92.2	23.9	32.9	14.8	13.9	254.8
Federal Funds	26.9	51.6	-	-	-	-	78.5
Other Funds		1.0	-	-	-	-	1.0

PROJECT: Transportation Enhancement Program

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added FY21 funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Total	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Federal-Aid	238,272	164,872	9,400	13,400	13,300	12,800	12,700	11,800	73,400	0

STIP REFERENCE #State6

PROJECT: Transportation Emission Reduction Program

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added FY21 funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,079	49,041	4,009	3,789	3,871	4,187	4,045	4,137	24,038	0
Total	73,079	49,041	4,009	3,789	3,871	4,187	4,045	4,137	24,038	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Bikeways Network Program

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

JUSTIFICATION: Infrastructure for walking and biking is a core element of Maryland's multimodal transportation strategy. The program helps implement MDOT's Bicycle and Pedestrian Master Plan and Strategic Trails Plan by filling priority missing links in the statewide bicycling network, connecting and extending on-road and off-road bicycle facilities and improving connections to 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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

STATUS: Over 100 bikeways projects have been awarded in four grant cycles. Approximately 25 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $2.3M in funding for FY17 grant cycle.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,595	4,362	3,893	3,130	3,010	3,000	1,000	200	14,233	0
Total	18,595	4,362	3,893	3,130	3,010	3,000	1,000	200	14,233	0
Federal-Aid	1,295	1,093	202	0	0	0	0	0	202	0

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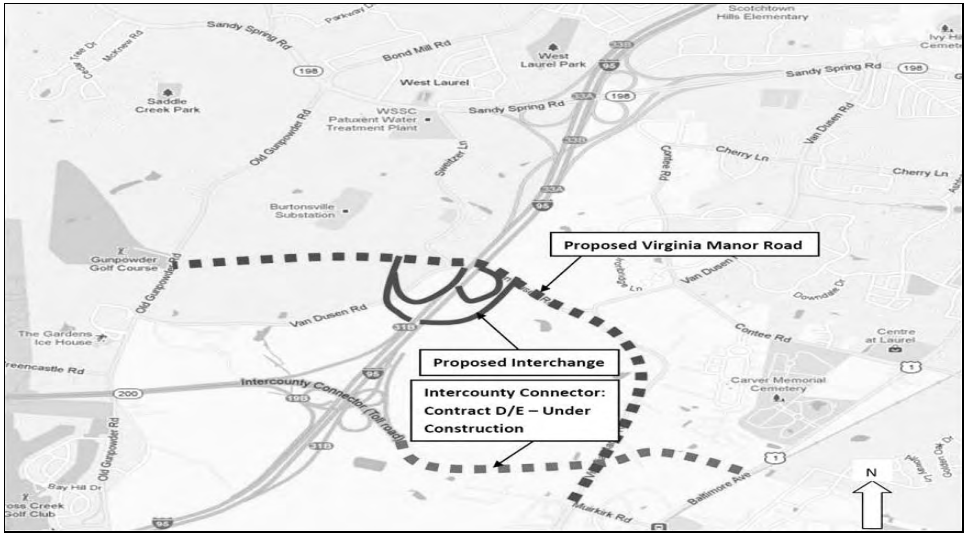


PROJECT: Virginia Manor Road Relocated (Konterra Drive), Old Gunpowder Road to Ritz Road

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: MD 200, InterCounty Connector (MdTA - Line 18)

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

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

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

STATUS: Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. Virginia Manor Road has been renamed Konterra Drive from Old Gunpowder Road to Ritz Road. The relocation of a Washington Suburban Sanitary Commission (WSSC) water line along Konterra Drive is underway and expected to be completed in FY 16. The $11M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	3,000	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,000	12,344	3,805	0	0	10,851	0	0	14,656	0
Total	30,000	15,344	3,805	0	0	10,851	0	0	14,656	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0165

PROJECT: State-Owned Freight Rail

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: None.

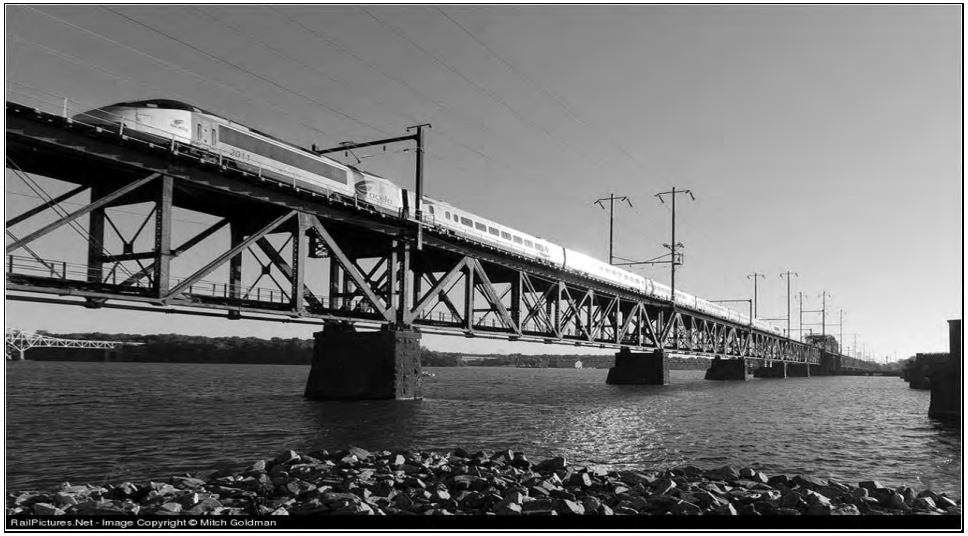
STATUS: Engineering and construction efforts are ongoing.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project budgets increased by $6.3M due to addition of FY21 funding and new funding to support design for rehabilitation of track between Massey and Chestertown.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,084	31,174	7,933	6,689	4,891	1,220	2,126	3,051	25,910	0
Total	57,084	31,174	7,933	6,689	4,891	1,220	2,126	3,051	25,910	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

MTA 0212, 0213 & 0590



PROJECT: Amtrak's Susquehanna River Bridge

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-39)

STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	4,154	7,000	10,846	0	0	0	0	17,846	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	22,000	4,154	7,000	10,846	0	0	0	0	17,846	0
Federal-Aid	22,000	4,154	7,000	10,846	0	0	0	0	17,846	0

0181

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-39)

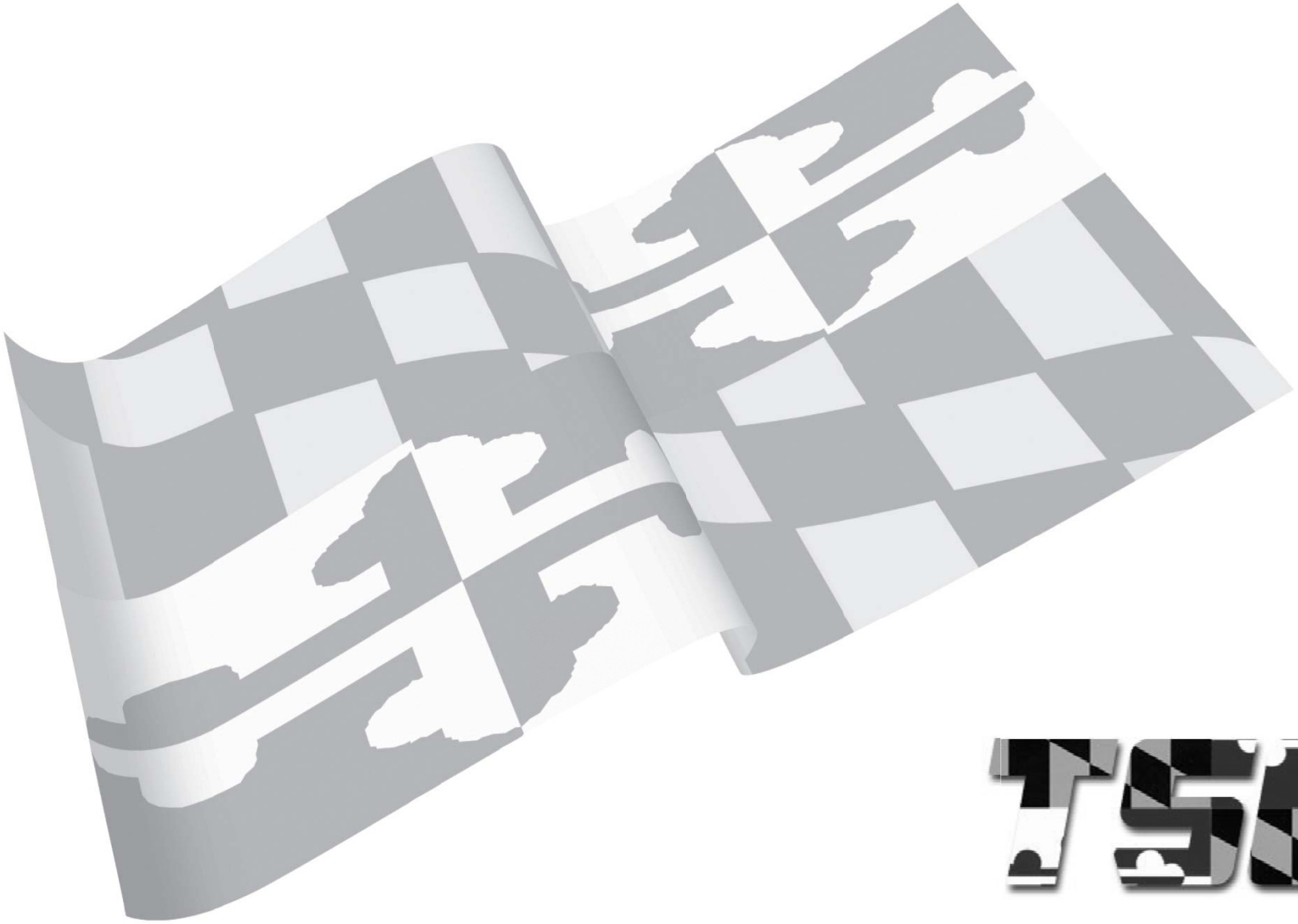
STATUS: Environmental planning and preliminary engineering is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	2,678	18,591	38,731	0	0	0	0	57,322	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	60,000	2,678	18,591	38,731	0	0	0	0	57,322	0
Federal-Aid	60,000	2,678	18,591	38,731	0	0	0	0	57,322	0

0158



THE SECRETARY'S OFFICE

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

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	11.7	6.9	6.9	18.0	5.0	4.3	52.9
System Preservation Minor Projects	64.6	86.2	15.1	12.9	7.7	7.5	194.1
Development & Evaluation Program	25.6	49.6	-	-	-	-	75.2
SUBTOTAL	101.9	142.7	22.0	30.9	12.8	11.9	322.2
Capital Salaries, Wages & Other Costs	2.1	2.0	1.9	2.0	2.0	2.0	12.1
TOTAL	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Special Funds	77.1	92.2	23.9	32.9	14.8	13.9	254.8
Federal Funds	26.9	51.6	-	-	-	-	78.5
Other Funds		1.0	-	-	-	-	1.0

PROJECT: Transportation Enhancement Program

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

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

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

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

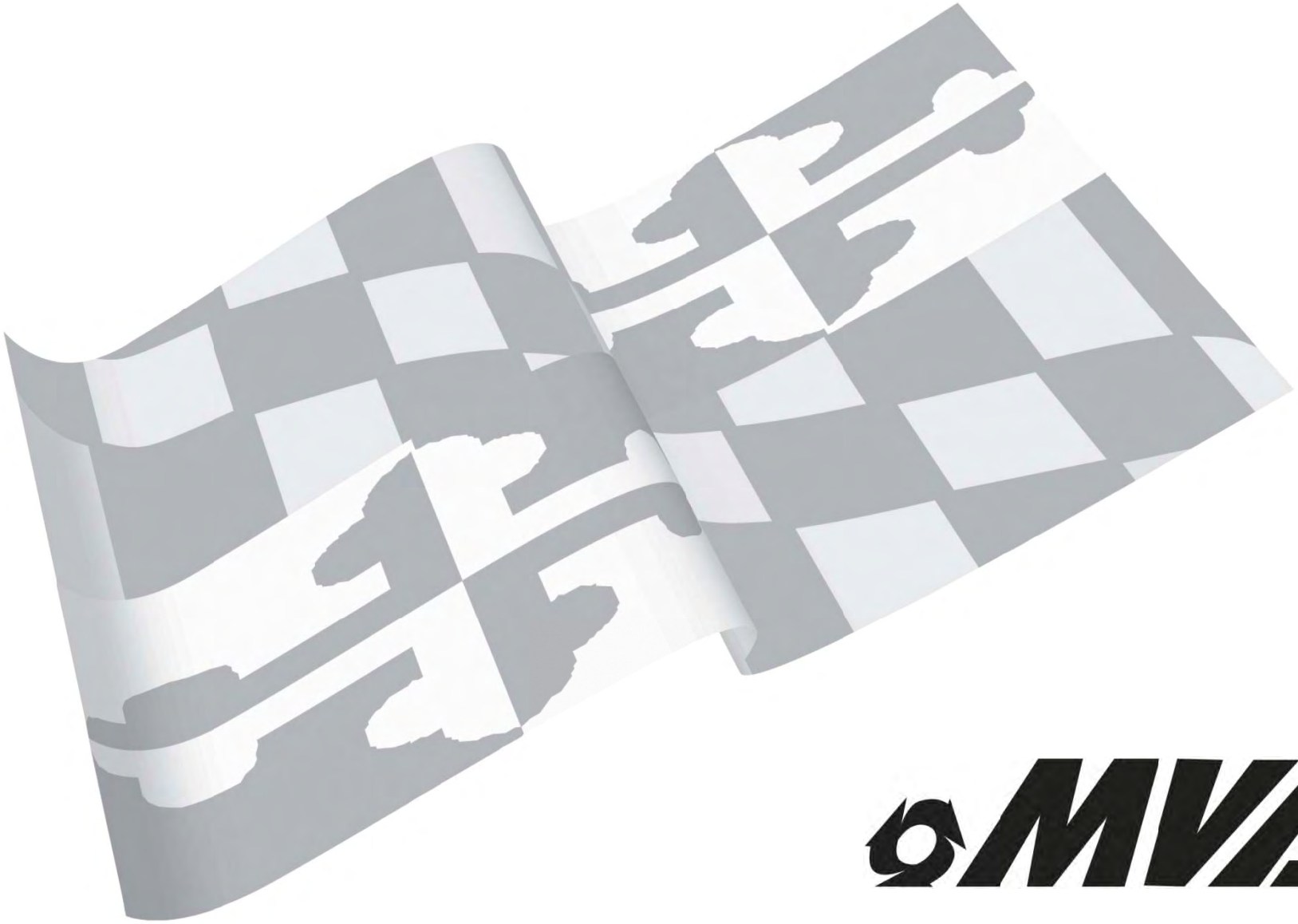
STATUS: Projects approved for funding appear in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added FY21 funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Total	300,415	208,815	11,900	16,700	16,600	16,000	15,700	14,700	91,600	0
Federal-Aid	238,272	164,872	9,400	13,400	13,300	12,800	12,700	11,800	73,400	0

STIP REFERENCE #State6



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	4.1	7.1	6.9	1.6	1.6	1.7	23.1
System Preservation Minor Projects	17.9	21.3	20.5	15.8	14.2	13.5	103.2
Development & Evaluation Program	-	-	-	-	-	-	-
SUBTOTAL	22.0	28.4	27.4	17.4	15.9	15.2	126.3
Capital Salaries, Wages & Other Costs	1.2	1.2	1.2	1.3	1.3	1.4	7.6
TOTAL	23.2	29.6	28.6	18.6	17.2	16.6	133.9
Special Funds	21.8	29.5	28.6	18.6	17.2	16.6	132.3
Federal Funds	1.5	0.1	-	-	-	-	1.6

PROJECT: Real ID Act

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Security System Preservation & Improvement (Line 4, Item No. 18)
DLS/POS Migration (Line 4, Item No. 16)

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,295	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,012	1,064	321	375	252	0	0	0	948	0
Total	4,307	3,359	321	375	252	0	0	0	948	0
Federal-Aid	1,771	1,450	321	0	0	0	0	0	321	0

0659

PROJECT: Alternative Service Delivery Systems

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: Project Core (MVA Line - 3)

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

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

EXPLANATION: New Kiosks provide customers with the ability to receive real-time registration stickers, the option to pay in-cash or with a credit card, and the capability to receive certified and non-certified driving records, as well as the option to order scenic and personalized license plates. Providing this advanced functionality is a benefit to the public and enhances customer satisfaction.

STATUS: MVA customers currently complete more than 50% of core service transactions by using US mail, telephone, internet, kiosk, mobile office or County Treasurer office. A MVA web site redesign and additional options for renewing and obtaining a driver license via alternative service delivery systems are recent and current initiatives.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Total cost increased by $1.5 million for planned spending in FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,779	1,234	0	103	106	109	112	115	545	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,978	17,192	1,169	2,224	1,780	1,495	1,536	1,582	9,786	0
Total	28,757	18,426	1,169	2,327	1,886	1,604	1,648	1,697	10,331	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534

PROJECT: Project Core (Enterprise Management System)

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

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

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

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

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

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

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

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

STATUS: The planning phase of the project is near completion. A scope of work including requirements for implementation was developed and reviewed. Vendor proposals will be solicited later this year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from Development and Evaluation Program to Construction Program. An increase of $9M was added to fund initial construction phases of project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,279	4,500	2,600	179	0	0	0	0	2,779	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	9,000	0	0	4,250	4,750	0	0	0	9,000	0
Total	16,279	4,500	2,600	4,429	4,750	0	0	0	11,779	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0688

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions		
	Building Improvements		
1	Columbia Express Office Relocation (0674)	440	Complete
	Information Technology		
2	Inventory Management (0692)	331	Complete

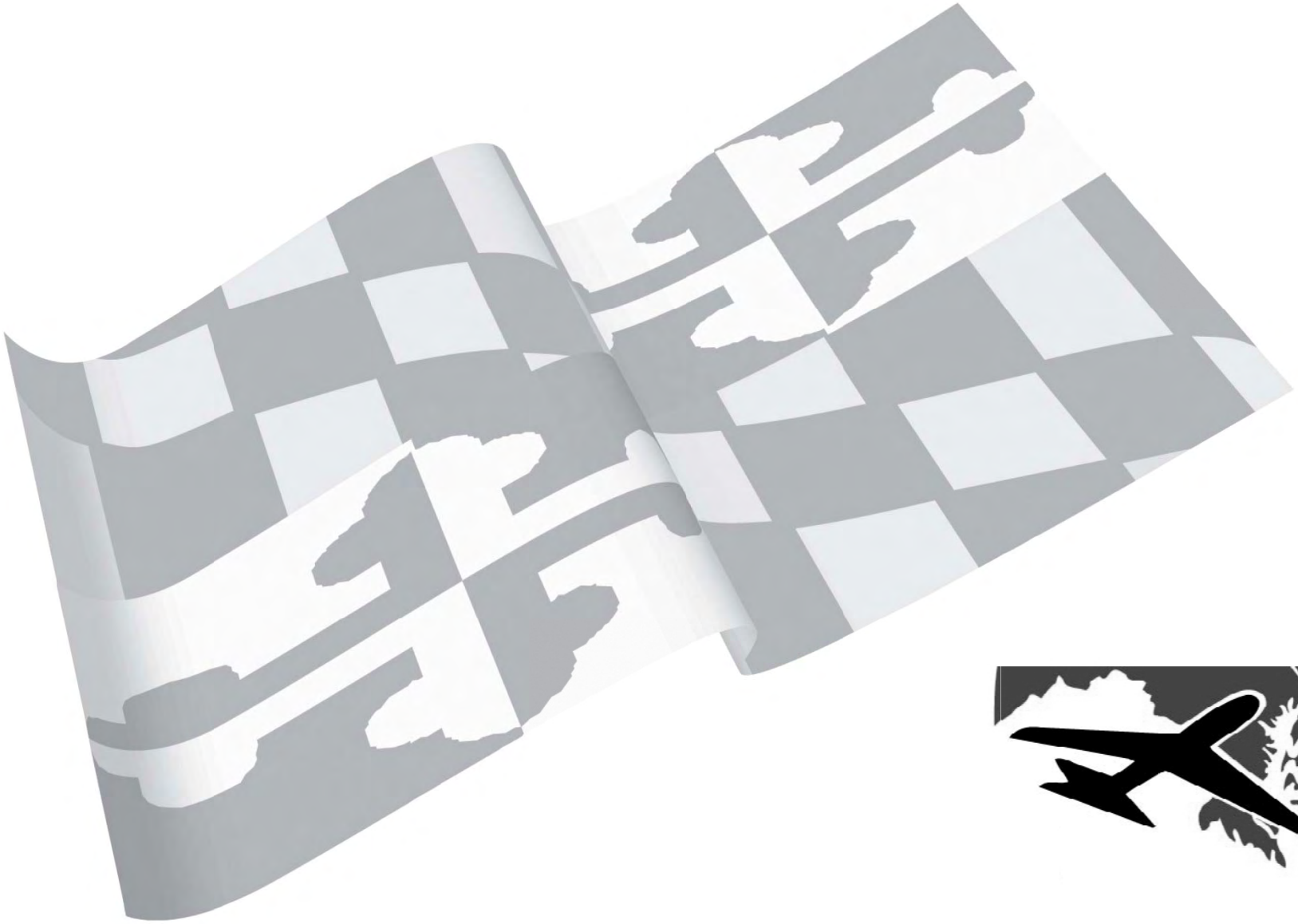
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017		
	Building Improvements		
3	Building and Interior Modification (0598)	1,024	Ongoing
4	Comprehensive Planning Services (0536)	1,760	Ongoing
5	Environmental Management System Improvements (0668)	1,176	Ongoing
6	Glen Burnie Office Systems Preservation (0512)	1,538	Ongoing
7	OIR Office Systems Preservation (0698)	1,170	Ongoing
8	VEIP Preservation (0686)	2,604	Ongoing
9	Essex Branch Office Expansion (0675)	207	Underway
10	Frederick Branch Renovation (0694)	700	Underway
11	Glen Burnie Reconstruction (0552)	723	Underway
12	Salisbury Branch Renovation (0693)	218	Underway
	Information Technology		
13	Business Process Reengineering (0699)	1,200	Ongoing
14	Central Document Processing System Preservation (0651)	1,013	Ongoing
15	Computer Equipment System Preservation (0645)	4,447	Ongoing
16	DLS/POS Migration (0681)	2,911	Ongoing
17	Network Switch System Preservation (0649)	1,550	Ongoing
18	Security System Preservation & Improvement (0518)	1,608	Ongoing
19	System Preservation (0597)	4,560	Ongoing
20	Telecommunication System Preservation & Improvement (0545)	1,253	Ongoing
21	Central Issuance (0772)	4,461	Underway
22	Data Loss Protection (0697)	400	Underway
23	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	188	Underway
24	DIWS II (0684)	3,460	Underway
25	Driver Law Test System (0695)	171	Underway
26	Performance Registration Information Systems Management (0778)	728	Underway

MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)

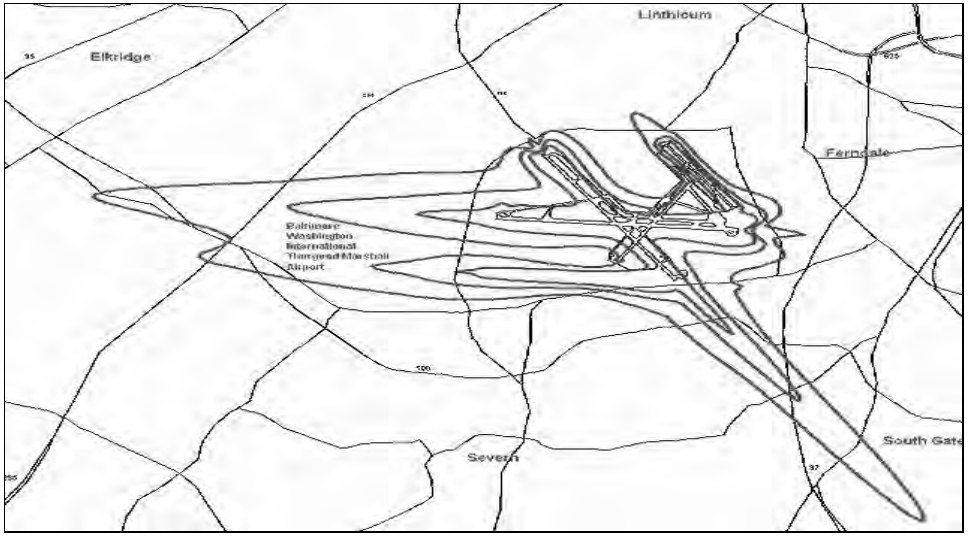
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Safety		
27	Maryland Highway Safety Office Bicycle Programs (0777)	130	Ongoing



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	162.5	143.6	55.6	0.9	0.9	0.9	364.6
System Preservation Minor Projects	70.7	44.7	29.5	28.6	27.1	33.5	234.2
Development & Evaluation Program	1.8	0.9	-	-	-	-	2.7
SUBTOTAL	235.0	189.2	85.2	29.5	28.1	34.4	601.4
Capital Salaries, Wages & Other Costs	6.5	6.9	6.1	6.1	6.1	6.1	37.8
TOTAL	241.5	196.1	91.3	35.6	34.2	40.5	639.2
Special Funds	132.9	115.0	85.3	29.6	29.9	36.2	429.0
Federal Funds	22.3	5.5	4.3	4.3	4.3	4.3	44.9
Other Funding *	86.2	75.6	1.7	1.7	-	-	165.3
Other Funding Breakdown*							
CFC	2.4	2.7	-	-	-	-	5.2
PFC	43.2	72.9	1.7	1.7	-	-	119.5
PFC Bond	40.1	-	-	-	-	-	40.1
TSAOTA	0.5	-	-	-	-	-	0.5
	86.2	75.6	1.7	1.7	-	-	165.3



PROJECT: Homeowner Assistance Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project delayed from FY 2015 to FY 2016 pending FAA approval of updated noise maps.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	460	442	3	3	3	3	3	3	18	0
Right-of-way	28,115	22,496	937	937	937	936	936	936	5,619	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,575	22,938	940	940	940	939	939	939	5,637	0
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

1002

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

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

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

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

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increase of $1.5 results from bid prices for additional conduit replacement requested by FAA.

USAGE: Accommodate projected annual passener growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	147	147	0	0	0	0	0	0	0	0
Engineering	11,001	10,414	587	0	0	0	0	0	587	0
Right-of-way	503	8	495	0	0	0	0	0	495	0
Construction	60,730	44,892	14,455	1,383	0	0	0	0	15,838	0
Total	72,381	55,461	15,537	1,383	0	0	0	0	16,920	0
Federal-Aid	22,066	19,955	2,111	0	0	0	0	0	2,111	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7805, 7806, 7807, 7808, 7809, 7810, 7813, 7865, 7866

PROJECT: Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA), and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runway 15R-33L, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

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

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

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

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

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

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

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

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

STATUS: RSA compliant and pavement rehabilitation complete in Summer 2015.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	146	77	69	0	0	0	0	0	69	0
Engineering	27,866	26,740	977	149	0	0	0	0	1,126	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	123,601	119,275	4,326	0	0	0	0	0	4,326	0
Total	151,613	146,092	5,372	149	0	0	0	0	5,521	0
Federal-Aid	41,193	40,789	404	0	0	0	0	0	404	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.

7731, 7743, 7755, 7769, 7811, 7812, 7815, 7816, 7817,
7818, 7819, 7820, 7821, 7826, 7827, 9800

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decrease of $1.1 million due to cost savings.

USAGE: Accommodate projected annual passenger growth.

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

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

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

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

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

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decrease of $4.3 million resulting from Airfield Standards and Pavement Rehabilitation Project bid.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	146	77	69	0	0	0	0	0	69	0
Engineering	8,898	8,135	763	0	0	0	0	0	763	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	104,610	27,191	48,054	29,365	0	0	0	0	77,419	0
Total	113,654	35,403	48,886	29,365	0	0	0	0	78,251	0
Federal-Aid	30,437	9,751	17,969	2,717	0	0	0	0	20,686	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7726, 7836, 7837, 7846, 7847, 7855, 7856, 7857

PROJECT: D/E Connector at BWI Marshall Airport

DESCRIPTION: The terminal improvements in this project include the relocation and consolidation of the Concourses D and E passenger screening checkpoints, the addition of a secure-side connector between Concourses D and E, new holdrooms and gates with immigration access, the conversion of the existing Concourse D and E entrances into egress space, baggage screening improvements, and improved passenger amenities.

PURPOSE & NEED SUMMARY STATEMENT: The project will significantly reduce congestion in the passenger security screening checkpoints, bring existing terminal facilities in compliance with current fire/life safety codes, enhance baggage handling capacity, and provide passengers with ease of movement between concourses without the need to exit and return through security.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Enabling projects completed in FY 2015. Construction began February 2015 with schedule completion of April 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increase of $11.1 million is the result of higher than expected bids.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	462	462	0	0	0	0	0	0	0	0
Engineering	14,679	14,173	506	0	0	0	0	0	506	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	122,266	18,037	47,180	57,049	0	0	0	0	104,229	0
Total	137,407	32,672	47,686	57,049	0	0	0	0	104,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

PROJECT: Parking Revenue Control System at BWI Marshall Airport

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Project complete December 2015.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,320	1,152	168	0	0	0	0	0	168	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,483	5,451	3,032	0	0	0	0	0	3,032	0
Total	9,803	6,603	3,200	0	0	0	0	0	3,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1270

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

PROJECT: Loading Bridge Replacement Program at BWI Marshall Airport

DESCRIPTION: This project consists of the purchase and installation of 13 new passenger loading bridges. All new passenger loading bridges on international common use gates are being equipped with PCAir, 400 HZ power units and bag slides. A Federal Airport Improvement Program Voluntary Airport Low Emissions (VALE) grant was received for the purchase and installation of the PCAir and 400 HZ power units.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Replacement of the aged passenger loading bridges supports the safe movement of passengers on and off aircraft. The addition of PCAir and 400 HZ power units will facilitate alternative fuel usage and improve air quality. BWI Marshall supports the movement of people, goods and State economy.

STATUS: Multi-year construction program began Fall 2014.

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

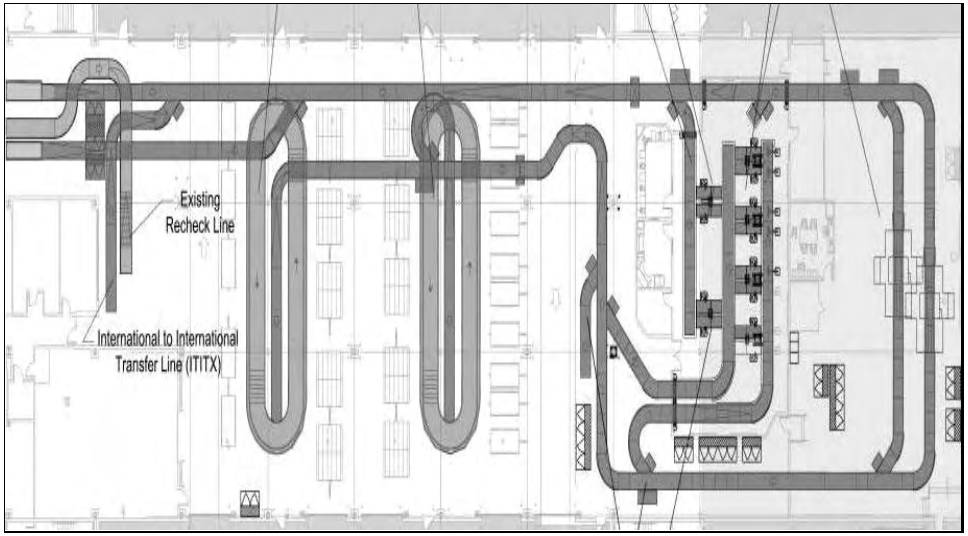
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,549	835	285	429	0	0	0	0	714	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,935	2,572	3,570	4,793	0	0	0	0	8,363	0
Total	12,484	3,407	3,855	5,222	0	0	0	0	9,077	0
Federal-Aid	1,825	0	794	1,031	0	0	0	0	1,825	0

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: International Checked Baggage Inspection System at BWI Marshall Airport

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: International Building Expansion - (MAA Line 12, Item 123)

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

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

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

STATUS: Construction began October 2015 with completion March 2017.

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

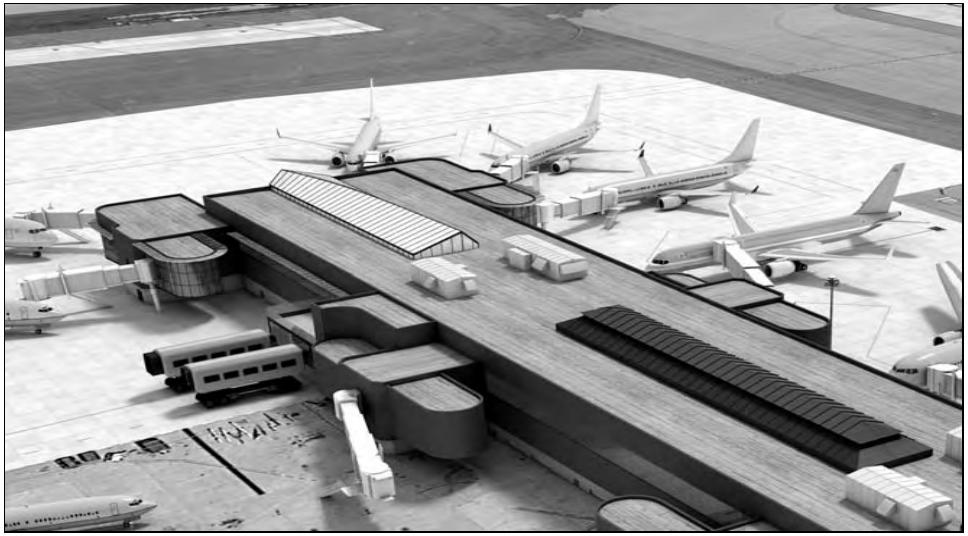
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	512	30	427	55	0	0	0	0	482	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,574	10	8,554	13,010	0	0	0	0	21,564	0
Total	22,086	40	8,981	13,065	0	0	0	0	22,046	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8997

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increase of $6.1 million is the result of higher than expected bids.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: International Concourse Extension at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: North Cargo area security complete. Apron and stormwater management construction to begin early 2016. Primary building structure to advertise in early FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from Development and Evaluation Program to Construction Program.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	271	265	6	0	0	0	0	0	6	0
Engineering	13,218	1,940	11,278	0	0	0	0	0	11,278	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	105,007	6	13,830	36,468	54,703	0	0	0	105,001	0
Total	118,496	2,211	25,114	36,468	54,703	0	0	0	116,285	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2047, 2048, 9693, 9694

PROJECT: Environmental Assessment at Martin State Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment to complete in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,875	1,214	661	0	0	0	0	0	661	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	1,875	1,214	661	0	0	0	0	0	661	0
Federal-Aid	258	258	0	0	0	0	0	0	0	0

2010, 2011, 2012

PROJECT: Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study necessary for the environmental assessment of Phase 1 capital projects shown on the Airport Layout Plan (ALP) to be completed by 2020.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Scope development underway with anticipated start in early 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	1,146	854	0	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	1,146	854	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions		
	Airside Development		
1	BWI Noise Exposure Map (1913)	252	Complete
2	Terminal Building Head Knocker Protection (1924)	945	Complete
	Consol Rental Car Facility		
3	CRCF Exterior Facility Improvements (1973)	1,003	Complete
4	CRCF Garage Improvements (1971)	2,573	Complete
5	CRCF Interior Facility Improvements (1970)	1,319	Complete
6	CRCF Signage Revisions (1975)	272	Complete
	Equipment		
7	ARFF Eqmt Repl - Rescue Truck Unit #30001 (1993)	1,080	Complete
8	ARFF Equip Repl - Ambulance Unit #30094 (1994)	298	Complete
9	BWI ARFF Equip Repl - SCBA Equipment (2060)	650	Complete
10	Fuel Farm Backup Generator (2051)	238	Complete
11	MTN Equip Repl - Tractor #9898 (1989)	68	Complete
12	Snow Equip - Multi Task Snow Removal Units (2) (1983)	1,397	Complete
13	Snow Equip Repl - Runway Blowers (4) (1995)	2,404	Complete
	Landside Development		
14	Long Term Parking Lot B Pavement Rehab Ph 1 (2029)	1,329	Complete
15	MAA 991 Leasehold Improvements (9501)	352	Complete
16	Parking Lot Bus Shelter Replacement (2021)	2,999	Complete
17	Terminal Road Overhead Sign Structure Replacement (2020)	830	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions (cont'd)		
	Martin State		
18	MTN Overhead Voltage Pole Replacements (2046)	564	Complete
19	MTN Public Parking Area Pavement Rehab (2031)	901	Complete
	PMP Airfield Improvement		
20	Taxiway A Pavement Rehabilitation (7738)	5	Complete
21	Taxiway R Repairs (7763)	459	Complete
	Regional Aviation		
22	MAA Regional Aircraft Avionics Upgrade (2055)	64	Complete
	Security		
23	TSA Baggage Screening Improvements Ph 1 (9000)	1,273	Complete
	Terminal Development		
24	MER 3-4 Sanitary Sewer Line Evaluation and Remediation (2024)	1,309	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017		
	Airport Technology		
25	IT Equipment (1456)	2,400	Ongoing
26	Airport Project Administration System (AirPass) (2040)	883	Spring, 2016
27	BWI - CDC Phase 2 - Statewide System Access (2042)	598	Underway
28	BWI Radio Console Replacement (2036)	621	Underway
29	BWI Website Redevelopment (2080)	256	Underway
30	Conc C LL IT Systems Room Expansion (2049)	2,425	Underway
	Airside Development		
31	Comp Pavement Markings FY15 (1909)	200	Spring, 2016
32	Comprehensive Paving FY 2016 (2108)	3,600	Spring, 2016
33	BWI New Air Traffic Control Tower (1939)	55	Underway
34	Comprehensive Paving FY 2013 (1908)	4,341	Underway
	Annual		
35	Facility Management Program (7600)	200	Ongoing
36	MAA Noise Prop AA Sewer Assessment (1905)	96	Ongoing
37	Parking Garage Structure Inspection (1463)	158	Ongoing
38	Real Estate Administrative Services (7019)	50	Ongoing
39	Real Estate Property Services (7018)	50	Ongoing
40	Utility Designating (2017)	200	Ongoing
41	Prof Services GIS, SUE and Engineering Data (2016)	1,400	Spring, 2016
42	Security and Life Safety Systems CAD Update (2079)	600	Spring, 2016
43	Bridge Inspection (SHA Consultant) (1023)	150	Underway
44	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
45	Roadway Sign & Retaining Wall Structure Inspection (1906)	20	Underway
46	Terminal Spaceframe Inspection (7000)	340	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Annual (cont'd)		
47	Wildlife Deterrent Unit Inspections (1904)	13	Underway
48	Wildlife Mitigation (2006)	6	Underway
	Baltimore/Washington		
49	Building Permits and Inspections (1390)	100	Ongoing
50	Comp Construction Mgmt & Inspection (8016)	474	Ongoing
51	Comp Environmental Planning (1900)	204	Ongoing
52	Fire Protection Engineer Services (1173)	400	Ongoing
53	Wildlife Management Plan (1181)	120	Ongoing
54	Comp Environmental Planning (1899)	783	Spring, 2016
55	BWI Aerial Photogrammetry & Airspace Analysis (1959)	626	Underway
56	BWI Hotel (2008)	11	Underway
57	BWI Master Plan (1013)	12	Underway
58	Capital Financial Services (2018)	500	Underway
59	Comp Acoustical Services Contract (1918)	400	Underway
60	Comp Airport Planning Services (1901)	13	Underway
61	Comp Airport Planning Services (1949)	944	Underway
62	Comp Airport Planning Services (1951)	856	Underway
63	Comp Arch Eng Design Services (1954)	200	Underway
64	Comp Arch Eng Design Services (1955)	350	Underway
65	Comp Arch Eng Design Services (1956)	225	Underway
66	Comp Arch Eng Design Services (1957)	213	Underway
67	Comp Arch Eng Design Services (1958)	212	Underway
68	Comp Arch Eng Design Services-1 (1915)	9	Underway
69	Comp Arch Eng Design Services-2 (1912)	15	Underway
70	Comp Commercial Facilities & Business Planning Services (1274)	125	Underway
71	Comp Const Mgmt Services (1952)	346	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Baltimore/Washington (cont'd)		
72	Comp Construction Mgmt & Inspection (1953)	600	Underway
73	Comp Profressional Program Mgmt (1916)	100	Underway
74	Comp Real Estate Services (1919)	400	Underway
75	Comprehensive AIT Services (1292)	400	Underway
76	MBE Support Services (1950)	160	Underway
77	Pavement Management BWI/MTN (1943)	1,194	Underway
78	Wildlife Management Services (2019)	100	Underway
79	Wildlife Management Services (2078)	700	Underway
	Consol Rental Car Facility		
80	CRCF Articulated Buses FY16 (2092)	600	Spring, 2016
81	CRCF Bus Maintenance Facility Impv FY16 (2091)	325	Spring, 2016
82	CRCF Customer Service Bldg Impv FY16 (2090)	3,200	Spring, 2016
83	CRCF - New Tenant Access Road and Walkway (1978)	772	Underway
84	CRCF Bus Fleet Refurbishment (1972)	78	Underway
85	CRCF Facility Assessment (1979)	100	Underway
86	CRCF Walkway to Tenant Parking (1976)	82	Underway
	Environmental Compliance		
87	Comp Environmental Compliance (9407)	317	Ongoing
88	Comp Environmental Compliance (9408)	183	Ongoing
89	Terminal Environmental Mitigation (8105)	150	Ongoing
90	Comp Environmental Compliance (2056)	1,000	Underway
91	Stream and Wetland Restoration Mitigation Services (1948)	60	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Equipment		
92	ARFF Equip Rehab - Tanker-43 #9836 (2076)	125	Summer, 2016
93	ARFF Equip Repl - Ambulance #30324 (2000)	325	Summer, 2016
94	Equip Repl - MTN Tractor #9897 (2058)	74	Summer, 2016
95	Equip Repl - Paint Truck #30091 (2075)	312	Summer, 2016
96	Equip Repl - Tractors (4) (2074)	310	Summer, 2016
97	Snow Equip Repl - De-Icing Truck #9952 (2073)	187	Summer, 2016
98	Snow Equip Repl - Dump Trucks (2) (2002)	113	Summer, 2016
99	Snow Equip Repl - Front End Loader #9634 (2066)	347	Summer, 2016
100	Snow Equip Repl - Front End Loader #9891 (2069)	347	Summer, 2016
101	Snow Equip Repl - Front End Loader #9931 (2070)	347	Summer, 2016
102	Snow Equip Repl - Front End Loader #9944 (2071)	347	Summer, 2016
103	Snow Equip Repl - Tandum Dump #9834 (2067)	106	Summer, 2016
104	Snow Equip Repl - Tandum Dump #9856 (2068)	166	Summer, 2016
105	Snow Equip Repl - Tractor Trailer #9949 (2072)	156	Summer, 2016
106	ARFF Equip Repl - Brush-43 #30026 (2065)	110	Underway
107	ARFF Equip Repl - Tower Unit #30089 (1999)	1,264	Underway
108	Equip - Intl Trash Compactor Replacements (2059)	90	Underway
109	MAA Shuttle Bus Mid-Life Overhaul (1930)	2,129	Underway
110	Operating Vehicles (2053)	375	Underway
111	Portable Snowmelters (New) (9402)	5,000	Underway
112	Snow Equip - Multi-Tasking Unit New (1) (2063)	701	Underway
113	Snow Equip - Multi-Tasking Unit New (1) (2064)	701	Underway
114	Snow Equip Rehab - Broom #30057 (2062)	195	Underway
115	Snow Equip Rehab - Broom #30095 (2077)	195	Underway
116	Snow Equip Rehab - Broom Unit #30171 (2061)	195	Underway
117	Snow Equip Repl - Front End Loader #9932 (2001)	334	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

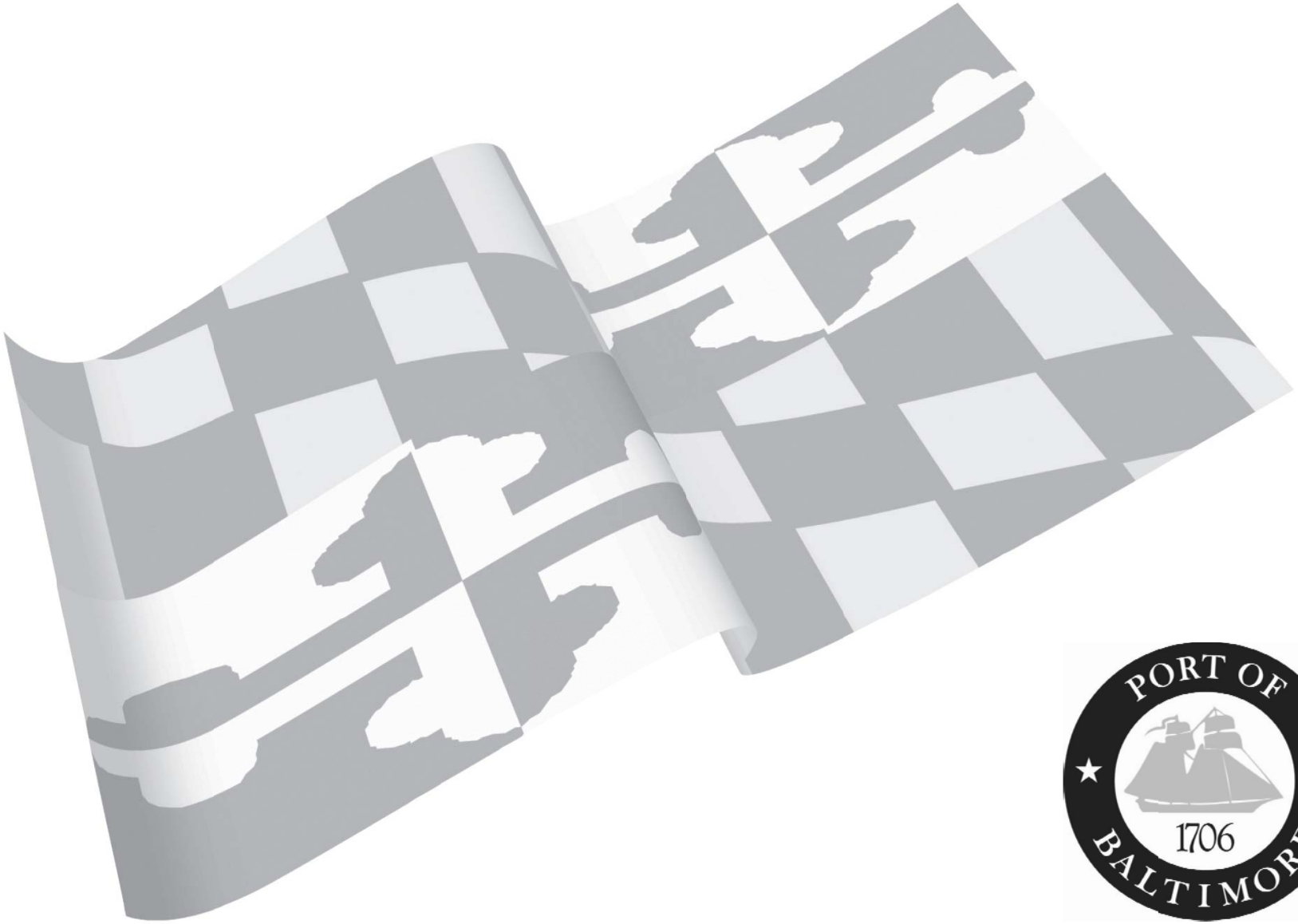
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Information Tech CTIPP		
118	Permanent Noise Monitoring System Replacement (7405)	1,438	Spring, 2016
119	Airport Road Electronic Signage Repl - Design Only (2044)	129	Underway
120	BWI Integrated Security Systems (7403)	5	Underway
121	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	852	Underway
122	MD DOIT Oversight (2081)	200	Underway
	Intl Infrastructure		
123	Air Handler 6 and 7 Replacement (9698)	400	Underway
124	Conc Infrastructure Improvements (9695)	2,518	Underway
125	International Building Expansion (9700)	1,358	Underway
126	International Building Outfall Pipe (9696)	165	Underway
127	Mobile Lounges (9697)	426	Underway
128	New North Terminal Substation NT - D1 (9699)	680	Underway
	Landside Development		
129	Air Cargo Drive North Pavement Rehabilitation (2030)	7	Underway
130	BWI Hotel - Former Four Points (2038)	756	Underway
131	Daily Garage Inspection Repairs (1921)	2,114	Underway
132	MD 170 Sign Changes (2050)	741	Underway
	Martin State		
133	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2016
134	MTN Air Traffic Control Tower (1121)	950	Summer, 2017
135	MTN Obstruction Removal (9431)	319	Summer, 2017
136	MTN - Corporate Hangar Roof Replacement (2043)	4	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Martin State (cont'd)		
137	MTN Storm Drain Pipe Replacement (2057)	1,297	Underway
138	MTN Trailer Replacement (2052)	52	Underway
139	MTN Water Supply for Fire System (1433)	7	Underway
	PMP Airfield Improvement		
140	Emergency Taxiway Repairs (7774)	45	Underway
	Regional Aviation		
141	Aid to Public/Private Airports (MAPA-90%) (1106)	3,325	Underway
142	Regional Aviation Program (1107)	1,525	Underway
143	Statewide Aviation Grants (AIP-5%) (1105)	2,000	Underway
	Security		
144	Exit Lane Technology (2028)	200	Underway
145	Security Initiatives (1298)	1,600	Underway
146	TSA Baggage Screening Improvements Ph 2 (8999)	203	Underway
147	TSA Piers A/B Bag Screening Equip Replacement (8998)	696	Underway
	Terminal Development		
148	County Sewer and Water Capital Improvements (1028)	1,200	Ongoing
149	Terminal Leasehold Modifications (7500)	475	Ongoing
150	Terminal Interior / Exterior Modifications - SBR (2215)	1,209	Spring, 2016
151	Terminal Office Relocation Phase 3 (9013)	4,650	Spring, 2016
152	Terminal Space Frame Painting (1926)	494	Spring, 2016

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Terminal Development (cont'd)		
153	ADA Restroom Access and Improvements (9418)	1	Underway
154	Central Terminal Elevator Upgrade (2033)	547	Underway
155	Common Use Domestic Facilities (7503)	757	Underway
156	Conc C Holdroom & Terminal Charging Stations (2035)	162	Underway
157	Concourse B International Ticket Counters (2054)	7,712	Underway
158	Lease Agreement Assets (9884)	108	Underway
159	NT Substation Replacements (2032)	1,554	Underway
160	Observation Gallery & C Corridor Improvements (9881)	6	Underway
161	Terminal and ARFF Glass Improvements (2045)	2,584	Underway
162	Terminal Improvement Project (7017)	1,581	Underway
163	Terminal Interior / Exterior Modifications (2014)	420	Underway
164	Terminal Interior / Exterior Modifications (2114)	5,492	Underway
165	Terminal Interior / Exterior Modifications (2214)	11,157	Underway
166	Terminal Wide Restroom Mirror Replacement (2041)	317	Underway



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	79.2	80.8	147.1	144.8	81.4	60.2	593.6
System Preservation Minor Projects	28.5	21.5	56.5	52.0	32.7	32.2	223.4
Development & Evaluation Program	8.7	9.9	12.4	11.0	10.7	9.8	62.5
SUBTOTAL	116.4	112.2	216.0	207.8	124.8	102.3	879.5
Capital Salaries, Wages & Other Costs	4.7	4.8	4.9	5.0	5.1	5.2	29.9
TOTAL	121.1	117.0	220.9	212.8	129.9	107.5	909.4
Special Funds	118.6	110.2	219.2	212.8	130.0	107.5	898.4
Federal Funds	2.6	6.7	1.7	-	-	-	11.0

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island operated as a dredge material placement site since 1984. The southern part of the island is developed for use as a wildlife habitat. On December 31, 2009 Hart-Miller Island ceased accepting dredge material. Department of Natural Resources approved the design for wildlife habitat at the North cell of the island; dewatering and site improvements are underway.

PURPOSE & NEED SUMMARY STATEMENT: The capacity of the island was needed to allow dredging of the Port's harbor and shipping channels. Hart-Miller Island represented one of the most cost efficient dredge disposal options available while it operated.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

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

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

EXPLANATION: The dredge 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 final configuration of the cell is determined.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The program was decreased by $1.5 million due to revised schedule. Funds are added to the program to meet future operating costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,557	7,116	120	333	370	583	551	484	2,441	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,870	65,530	3,807	3,868	5,967	8,322	4,126	4,250	30,340	0
Total	105,427	72,646	3,927	4,201	6,337	8,905	4,677	4,734	32,781	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004

PROJECT: Dredge Material Placement and Monitoring

DESCRIPTION: This program` involves the placement and monitoring of material dredged from the Port of Baltimore channels. Costs associated with this program are for construction of containment sites; monitoring during placement; dredge placement site operations; and beneficial use projects.

JUSTIFICATION: The Governor's Strategic Plan for Dredge Material Management identifies either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 1,900 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

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

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

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

ASSOCIATED IMPROVEMENTS:
Hart-Miller Island Related Projects -- Line 1
Dredge Material Program -- Line 11
Masonville Vessel Berth - Line 8

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Program decreased by $24 million by removing funding for Coke Point option. MPA continues to pursue other options for dredge material placement.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	27,723	18,060	1,120	1,100	2,669	2,932	915	927	9,663	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	754,847	381,356	30,425	50,762	110,741	88,186	51,206	42,171	373,491	0
Total	782,570	399,416	31,545	51,862	113,410	91,118	52,121	43,098	383,154	0
Federal-Aid	700	651	49	0	0	0	0	0	49	0

1900, 5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5260, 5305, 5309, 5311, 5418

PROJECT: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4) and Phase III (Berth 3).

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. Phase II funds activity at Berth 4; Phase III funds Berth 3 (and a portion of Berth 2).

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Funding of this project allows vessels with deeper drafts to make future calls at the Dundalk Marine Terminal. These vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

STATUS: Construction for Phase I was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: This project increased by $11.7M as additional funds were programmed to accomplish more berth reconstruction.

USAGE: Increase in larger, deeper vessel calls.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,669	34,495	8,493	5,161	6,500	33,520	6,500	0	60,174	0
Total	95,074	34,900	8,493	5,161	6,500	33,520	6,500	0	60,174	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158, 3181

PROJECT: Terminal Security Program

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Increased by $1.3M due to the inclusion of two new projects.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	454	454	0	0	0	0	0	0	0	0
Construction	44,931	42,838	1,630	374	89	0	0	0	2,093	0
Total	45,385	43,292	1,630	374	89	0	0	0	2,093	0
Federal-Aid	21,572	20,811	347	347	67	0	0	0	761	0

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

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 93 departures are scheduled for the 2016 cruise season. Current projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; and erect new cruise entrance which will improve vehicular circulation

PURPOSE & NEED SUMMARY STATEMENT: This facility is close to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95. This facility was converted from a lumber warehouse and can accommodate one cruise embark per day.

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

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

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

ASSOCIATED IMPROVEMENTS: None

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

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

EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

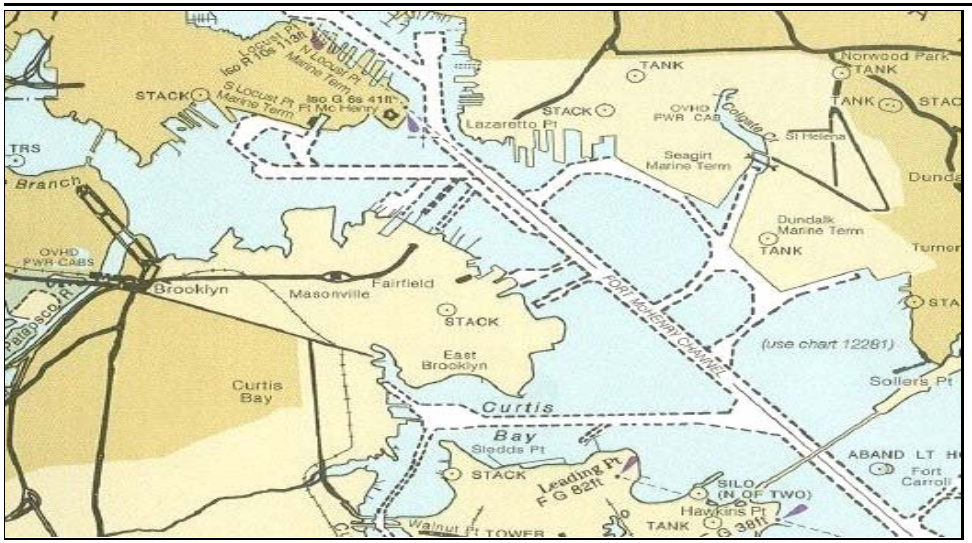
STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,331	1,355	2,193	585	2,198	0	0	0	4,976	0
Total	6,331	1,355	2,193	585	2,198	0	0	0	4,976	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1628, 1635, 1636, 1637, 1640, 1641, 1644, 1646, 1655, 1658



PROJECT: Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land adjacent to or in the vicinity of existing marine terminals at the Port of Baltimore.

PURPOSE & NEED SUMMARY STATEMENT: The desired parcels will allow for greater capacity at exisitng terminals and will be used to store autos and RoRo equipment for security processing or other space needs. Expanding existing terminals is more cost effective than building new terminals.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] 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
- [X] Community Vitality
- [X] Economic Prosperity

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

STATUS: MPA will acquire the ICTF which is adjacent to Seagirt Marine Terminal.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: $14.2M was added to this line to allow MPA to purchase the Intermodal Container Transfer Facility (ICTF) from the MdTA. MPA has managed this site since the late 1980s.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	30,043	8,542	14,261	0	0	7,240	0	0	21,501	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,043	8,542	14,261	0	0	7,240	0	0	21,501	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080
1080

PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Remediation of the affective areas located at the DMT will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor.
The application of Corrective Measures will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by truck, vessel or rail.

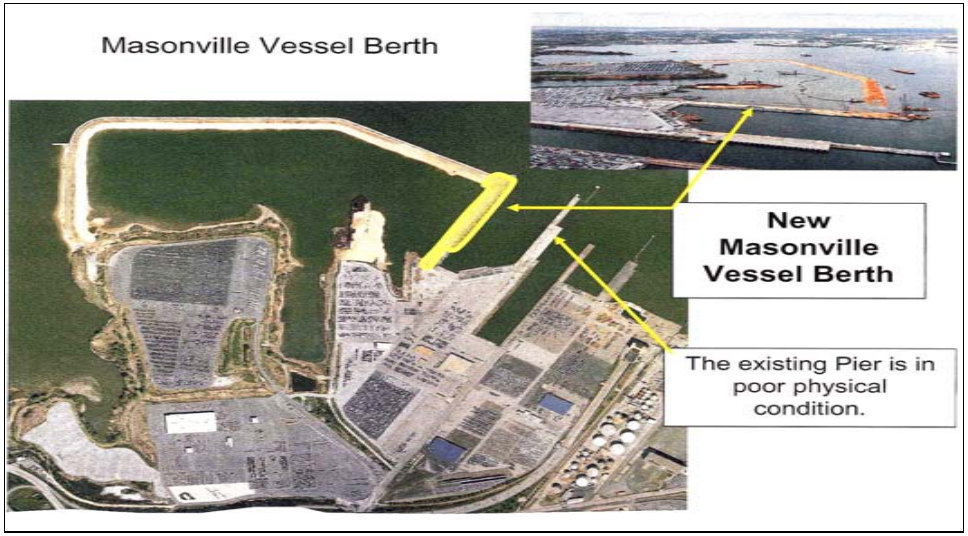
STATUS: The Corrective Measures Alternative Analysis was approved by Maryland Department of the Environment in July 2012. Corrective actions are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Increase of $2.3M was added to this project to reflect funding for FY 21($12.4M) minus revised cost estimates.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,438	507	152	112	162	165	168	172	931	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	78,531	34,343	3,488	3,778	2,840	3,900	17,947	12,235	44,188	0
Total	79,969	34,850	3,640	3,890	3,002	4,065	18,115	12,407	45,119	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0

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



PROJECT: Masonville Vessel Berth Construction

DESCRIPTION: This project will construct a 968-foot long and 130-feet wide berth, capable of accommodating the world's fleet of Auto and Roll-on/Roll-off ships. The new berth will have a deck load rating of 1000 psf, allowing for flexibility in loading heavy cargo or military equipment. Being a wharf, it will be much less susceptible to damage due to vessel strike, ice movement or debris. Masonville Vessel Berth will not have the wind restrictions of the existing pier. This berth will be dredged to 42 feet.

PURPOSE & NEED SUMMARY STATEMENT: This new structure will supplement Fairfield Marine Terminal Pier 4, a pier of World War II vintage that is currently near the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore finished calendar year 2014 as # 1 in the nation for auto exports.

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

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

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

ASSOCIATED IMPROVEMENTS: Dredge Material Placement and Monitoring - Line 2
Port of Baltimore Export Expansion Project -- Line 9

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

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

EXPLANATION: A new berth is necessary to handle increased cargo volumes.

STATUS: Open for Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,203	23,203	0	0	0	0	0	0	0	0
Total	23,203	23,203	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1760

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

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

PURPOSE & NEED SUMMARY STATEMENT: The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it is expanded in 2016. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land at Fairfield Marine Terminal, which is needed for cargo storage (and cost avoidance to replace failing bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Dredging is substantially complete. Rail improvements and Fairfield Basin filling is in contracting.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: This program increased by $4 million due to expanded scope of this project in order to obtain economies of scale within contracts.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,857	13,243	10,045	11,021	8,548	0	0	0	29,614	0
Total	42,857	13,243	10,045	11,021	8,548	0	0	0	29,614	0
Federal-Aid	10,000	0	2,000	6,336	1,664	0	0	0	10,000	0

2711, 2712, 5239

PROJECT: Pearce Creek Waterline Project

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

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

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: Dredge Material Management Program - Line 10

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

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

EXPLANATION: This project plays an integral role in the reactivation of the Pearce Creek DMCF. Dredge material collected from the C&D Canal and placed in the Pearce Creek DMCF will save the State millions of dollars of its share of transporation cost to alternative placement locations such as Poplar Island.

STATUS: The waterline has been designed. It was advertised in late calendar year 2015. It is expected to be underway in Winter 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,184	0	3,500	3,684	7,000	0	0	0	14,184	0
Total	14,184	0	3,500	3,684	7,000	0	0	0	14,184	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5250

PROJECT: Dredge Material Management Program

DESCRIPTION: This project conducts detailed studies with the US Army Corp of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredge Material Management program emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation.

JUSTIFICATION: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

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

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

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

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

STATUS: Feasibility studies are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Add Funding for FY 2021

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	87,123	59,408	5,386	4,106	3,193	6,209	4,554	4,267	27,715	0
Engineering	58,030	24,705	2,368	5,245	9,186	4,773	6,182	5,571	33,325	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,141	2,643	998	500	0	0	0	0	1,498	0
Total	149,294	86,756	8,752	9,851	12,379	10,982	10,736	9,838	62,538	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions		
	All Terminals		
1	Agency Wide Tenant Alteration - III (1731)	1,950	Complete
2	Concrete Deck Repair III (1821)	673	Complete
3	Environmental Best Practices (1738)	2,660	Complete
4	Environmental Remediation (1400)	1,348	Complete
5	EPC Capital Projects (1829)	100	Complete
6	Fendering Redesign and Replacement (1129)	470	Complete
7	Paving Repair VII (1766)	3,059	Complete
8	Paving Repairs (1703)	9,075	Complete
	Dundalk Marine Terminal		
9	Berth 11-13A Row Pile Replacement (3157)	237	Complete
10	Berth 6/7 Rail Rehabilitation (1135)	1,101	Complete
11	Bldg 91A Roof and Siding Replacement; Generator (3129)	1,404	Complete
12	Building 91A HVAC Replacement - EPC Program (3135)	178	Complete
13	DMT High Voltage Feeder (1123)	4,053	Complete
14	Heavy Load Pads Berth 12 (1137)	2,118	Complete
15	High Mast Lighting - APM area DMT (1112)	874	Complete
16	Main Line Rail Survey and Replacement (1141)	811	Complete
17	Mobile Crane - DMT (3156)	3,370	Complete
18	Rail Car Reader (3069)	66	Complete
19	Shed 4 Door Repair (3159)	10	Complete
	Facilities and Equipment		
20	Crane Elevator Rehabilitation (3056)	180	Complete
21	Crane Harness Repair (3057)	105	Complete
22	Crane Trolley Rail Support System (3055)	171	Complete

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions (cont'd)		
	Facilities and Equipment (cont'd)		
23	Dump Truck FY 14 (3060)	403	Complete
24	Emergency Crane Repair Diesel #8 - DMT (3234)	46	Complete
25	Fender Replacement Program (3147)	675	Complete
26	Maintenance Boat (3063)	250	Complete
27	Mobile Restroom Trailers (3064)	146	Complete
28	Paceco Crane Rehabilitation (3066)	520	Complete
29	Rehabilitation of Big Red Crane (3065)	295	Complete
30	Replace Electrical Crane 11 - DMT (3059)	412	Complete
	Masonville Auto Terminal		
31	Berth 4 Approach Slab Reconstruction (1747)	2,556	Complete
32	Kurt Iron Environmental Phase I - Clean-up (1210)	1,664	Complete
	Open-Ended Consulting		
33	Construction Management Inspection FY13- FY14 (1270)	3,660	Complete
34	Engineering Survey Consultants (1241)	77	Complete
35	Portwide Egineering & Design FY 11 - STV (1259)	1,630	Complete
36	Portwide Egineering & Design FY 11 - Moffat & Nichols (1257)	2,675	Complete
37	Portwide Egineering & Design FY 11 - WBCM (1256)	2,941	Complete
38	Portwide Egineering & Design FY 11 - WRA (1258)	1,896	Complete
	Port - Wide		
39	Fiber Cable Installation from DMT to FSK/MdTA (3213)	125	Complete
40	Open Ended Studies - Planning (3112)	554	Complete
41	Telecommunciations Network & Voicemail System Upgrade (3211)	330	Complete

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions (cont'd)		
	South Locust Point		
42	Cruise trerminal Flood Repairs (1652)	25	Complete
43	Shed 11C Roll-up Door Repair (1642)	46	Complete
44	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete
	World Trade Center		
45	ADA Restroom Renovations (3400)	208	Complete
46	LAN Room Cooling and Emergency Power (3481)	347	Complete
47	New Roof Deck & Guardrail Waterproofing (1523)	666	Complete
48	Rehbilitation of Shaft # 1 - WTC (3452)	258	Complete
49	Relocated Security/Safety & Bldg System to Command Cen. (3450)	362	Complete
50	Seal WTC Building Columns (3490)	1,068	Complete
51	Storm Drain Cover Replacement - WTC (3470)	144	Complete

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

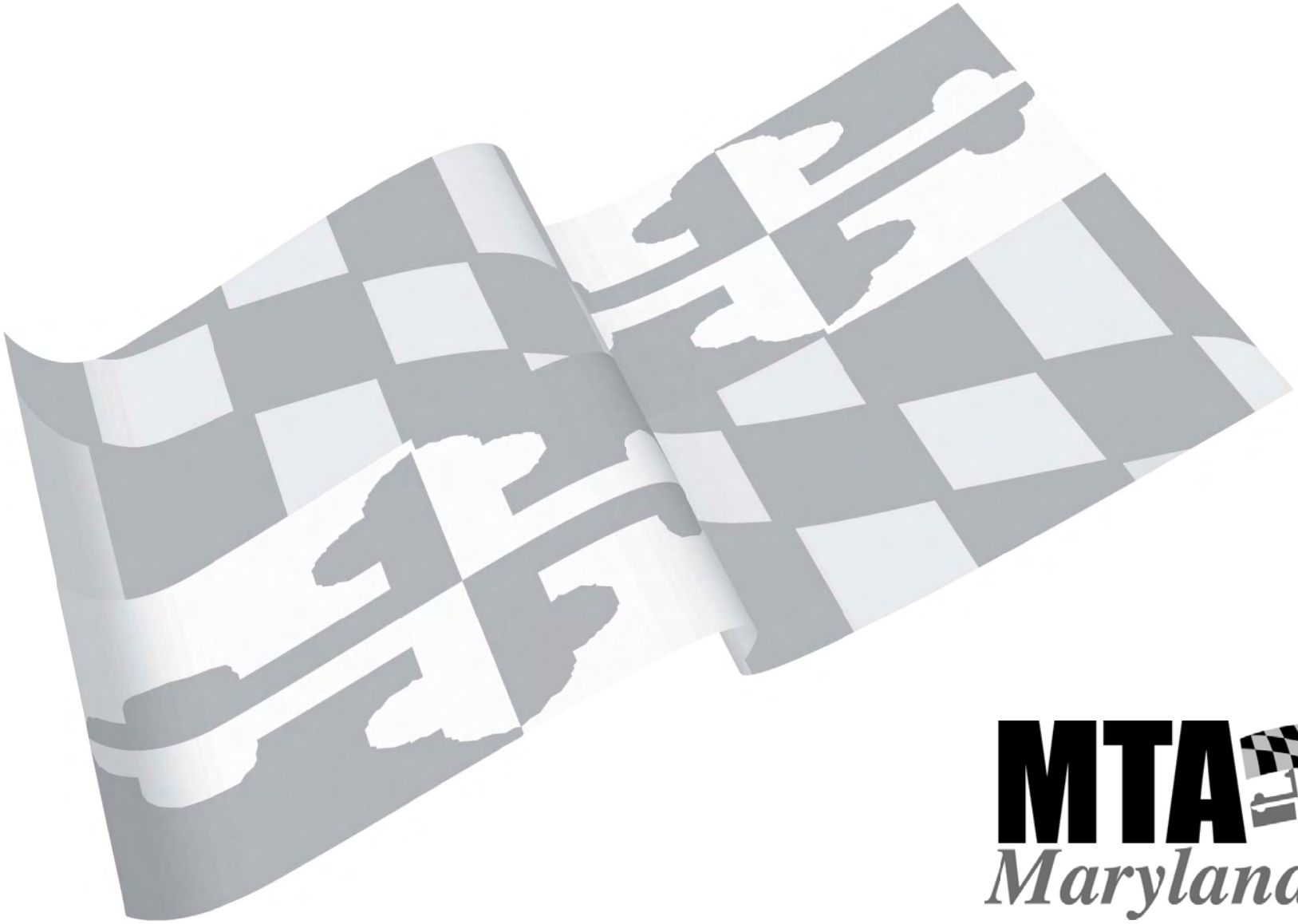
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017		
	All Terminals		
52	MARAMA Dray Truck Program (1831)	627	Ongoing
53	Open Ended Building Maintenance Contract (1832)	2,850	Ongoing
54	Stormwater Construction and Retrofit Program (1411)	750	Spring, 2016
55	Agency Wide Berth Substructure Repairs V (1830)	496	Underway
56	Agency Wide Berth Substructure Repairs VI (1839)	5,558	Underway
57	Agency Wide Bollard Repair (1833)	450	Underway
58	Concrete Deck Repair IV (1838)	100	Underway
59	Demolition 3 Cranes (1835)	636	Underway
60	GIS Deployment (1851)	560	Underway
61	Hawkins Point O&M (1707)	1,034	Underway
62	Paving Repair VIII (1836)	84	Underway
63	Paving Repairs IX (1842)	2,200	Underway
64	Storm Water Pollution Prevention (1410)	9	Underway
65	Stormwater Drain Structure Inspection and Rehab Prog (1412)	675	Underway
	Dundalk Marine Terminal		
66	Mestek Over - Dimensional Gate (3146)	500	FY 2017
67	Stormwater Mgt 3 Jellyfish 2 Sites (3184)	400	FY 2017
68	Demolition of 96 D Hanger & Police Bldg (3145)	200	Spring, 2016
69	DMT Back Gate and Mestek Demolition (3155)	734	Spring, 2016
70	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	4,200	Spring, 2016
71	Berth 1 & 2 Cut Off Wall (3180)	2,400	Underway
72	Crane 10 Demolition (3168)	500	Underway
73	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	655	Underway
74	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	3,829	Underway
75	DMT Variable Message Sign Replacement (3164)	60	Underway
76	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	1,005	Underway

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Dundalk Marine Terminal (cont'd)		
77	Rehabilitation of Portions of Dunmar - Police HQ (3144)	246	Underway
	Facilities and Equipment		
78	Equipment and Infrastructure Preservation (3029)	450	Ongoing
79	Sprinkler Repairs (3038)	243	Ongoing
80	Facility Capital Equipment (3233)	600	Underway
81	Railroad Crane Inspection and Construction (3106)	908	Underway
	Masonville Auto Terminal		
82	Fairfield Building HVAC Replacement (1749)	30	Underway
	Open-Ended Consulting		
83	Inspection Surveys (1827)	200	Spring, 2016
84	PE Inspection Diver IV (1826)	192	Spring, 2016
85	Comprehensive Facility Inspection Diving (1725)	224	Underway
86	Construction Management Insp. FY15-17 (1272)	600	Underway
87	Construction Management and Inspection FY15-17 O&L (1273)	280	Underway
88	Construction Management Insp. FY 15-17 (1271)	1,600	Underway
89	Drainage Improvement Design DMT (1274)	550	Underway
90	Portwide Engineering and Design - Balance (1211)	4,689	Underway
91	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	241	Underway
92	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	1,163	Underway
93	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	322	Underway
94	Portwide Engineering Design FY 13 - FY WBCM (1262)	309	Underway

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	Port - Wide		
95	Network Attached Storage Expansion (3210)	190	Fall, 2016
96	Brass System Upgrade (3120)	220	Underway
97	CTIPP Equipment (3124)	723	Underway
98	Open Ended Planning Studies IV (3127)	200	Underway
99	Open Ended Studies - Planning III (3128)	36	Underway
	World Trade Center		
100	Reception Desk & Related Projects - WTC (3175)	250	FY 2017
101	Chiller Replacement & Cooling Tower - WTC (3430)	40	Underway
102	Emergency Heating Repairs at World Trade Center (3455)	125	Underway
103	EPC Miscellaneous Projects (3453)	92	Underway
104	Tenant Renovation - Meridian WTC (3107)	1,050	Underway
105	Transformer Replacment - WTC Tenants (3480)	200	Underway
106	WTC 18th Floor Renovations Phase I (3108)	285	Underway
107	WTC Restroom Renovations (3454)	900	Underway

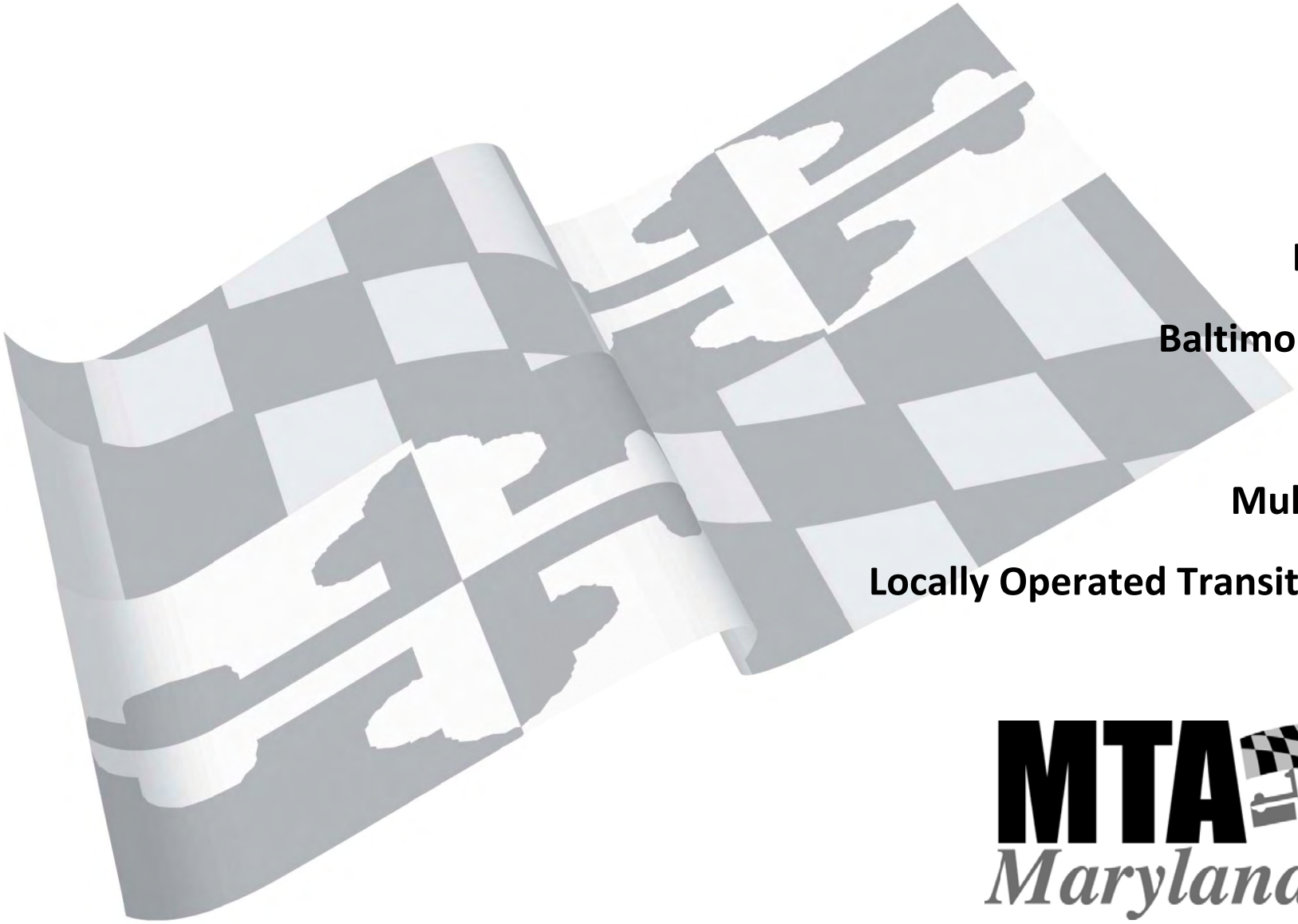


MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	379.5	640.2	776.2	634.3	463.6	394.3	3,288.1
System Preservation Minor Projects	72.9	70.5	70.9	42.7	45.7	60.7	363.5
Development & Evaluation Program	2.2	10.5	2.2	-	-	-	14.8
SUBTOTAL	454.6	721.1	849.3	677.0	509.3	455.0	3,666.3
Capital Salaries, Wages & Other Costs	11.2	12.5	13.0	13.0	14.0	14.0	77.7
TOTAL	465.8	733.6	862.3	690.0	523.3	469.0	3,744.0
Special Funds	299.2	217.5	363.3	288.6	201.4	114.0	1,484.1
Federal Funds	140.1	457.8	416.4	342.0	245.0	308.7	1,910.0
Other Funding	26.5	58.3	82.6	59.4	76.9	46.3	349.9



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

MTA CONSTRUCTION PROGRAM

PROJECT: MARC Maintenance, Layover, & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition, and construction of maintenance, layover, and storage facilities. Includes construction for the Washington Mid-Day Storage Yard, design and construction funding for storage tracks at the MARC Martin State Airport facility, and acquisition and improvements at the Riverside Maintenance Facility.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The storage facility upgrades will reduce interference with Amtrak operations at Washington Union Station and Penn Station and provide urgently needed fleet storage away from the passenger platforms at the station.

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 39
MARC Northeast Maintenance Facility - Line 40

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $34.9M due to the addition of the Riverside Maintenance Facility project and an increase to the funding for the Martin State Airport project to fully fund the construction.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,106	477	237	392	0	0	0	0	629	0
Engineering	9,263	8,610	453	200	0	0	0	0	653	0
Right-of-way	29,797	1,805	0	0	2,992	0	0	25,000	27,992	0
Construction	44,268	36,797	171	0	3,000	4,300	0	0	7,471	0
Total	84,434	47,689	861	592	5,992	4,300	0	25,000	36,745	0
Federal-Aid	59,471	30,469	552	473	4,661	3,316	0	20,000	29,002	0

0208, 1177, 1217

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 39

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

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

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

STATUS: Ongoing projects on the Penn Line include Hanson Interlocking, block tie replacement, and low-level platform rehabilitation at Union Station. Track improvements on the Camden Line are ongoing.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $20.9M due to the addition of the Northeast Corridor Commission contribution ($16.2M) and the addition of FY 2021 ($4.7M).

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,616	5,101	1,464	494	257	600	600	100	3,515	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	264,836	155,303	11,318	12,956	20,405	24,774	18,980	21,100	109,533	0
Total	273,452	160,404	12,782	13,450	20,662	25,374	19,580	21,200	113,048	0
Federal-Aid	198,404	112,362	10,225	10,759	16,529	19,105	12,464	16,960	86,042	0

0183, 0687, 1460

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches, and mid-life overhaul of 26 MARC IIA coaches.

PURPOSE & NEED SUMMARY STATEMENT: Overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service. 54 new railcars will replace 12 Gallery coaches scheduled for retirement. The remainder of the new vehicles will be used for expanded service.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Final acceptance of the 54 MARC IV coaches will occur in FY 2016. Procurement is underway for the overhaul of MARC III vehicles. Specification development for the MARC IIA coaches will begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $6.0M due to the addition of FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,649	181	468	0	0	0	1,000	0	1,468	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	216,375	160,251	9,693	7,725	14,006	12,400	6,300	6,000	56,124	0
Total	218,024	160,432	10,161	7,725	14,006	12,400	7,300	6,000	57,592	0
Federal-Aid	163,627	119,846	7,986	6,180	11,204	9,545	4,066	4,800	43,781	0

1263, 1304, 1450

PROJECT: MARC Locomotives - Overhauls and Replacements

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $5.7M to fund the procurement of an eighth locomotive.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	561	548	13	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,955	0	4,765	14,455	24,000	18,000	11,735	0	72,955	0
Total	73,516	548	4,778	14,455	24,000	18,000	11,735	0	72,968	0
Federal-Aid	53,741	10	3,822	11,564	18,089	11,218	9,038	0	53,731	0

1440, 1444

PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. If the on-board computer determines the train cannot operate safely within the restrictions, it applies the brakes thus preventing any potential accidents. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Ensure the safe operation of MARC service.

STATUS: Construction is underway with completion expected in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $2.5M to fund additional FRA requirements.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,531	4,289	9,742	2,500	0	0	0	0	12,242	0
Total	16,555	4,313	9,742	2,500	0	0	0	0	12,242	0
Federal-Aid	11,055	3,420	7,635	0	0	0	0	0	7,635	0

1380

PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: Construct a transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queuing area, kiss and ride parking, and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail.

PURPOSE & NEED SUMMARY STATEMENT: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

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

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

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

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 36
Purple Line: Montgomery County Funded Projects - Line 37

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

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

EXPLANATION: This transit center project will expand and improve the multimodal connectivity of MARC, Metrorail, and Bus for Silver Spring passengers.

STATUS: Facility is open to the public.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:
Montgomery County provided an additional $16.5M to cover ongoing remediation costs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	7,786	7,786	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	130,135	113,289	16,846	0	0	0	0	0	16,846	0
Total	138,746	121,900	16,846	0	0	0	0	0	16,846	0
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0

Project total reflects a $70.9 million local contribution from Montgomery County.
0254

PROJECT: MARC West Baltimore Station Parking Expansion

DESCRIPTION: Expand MARC commuter parking capacity from 316 to 638 spaces. In addition, project will reconnect divided communities by rebuilding the 400 block of North Payson Street, introducing streetscape features, a community garden, and station artwork.

PURPOSE & NEED SUMMARY STATEMENT: Parking demand regularly exceeds the capacity of the existing lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate potential transit oriented development.

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 39

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

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

EXPLANATION: This project includes expanded parking capacity to accommodate MARC ridership growth.

STATUS: Construction was completed in FY 2015 and the lot is open to service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	841	841	0	0	0	0	0	0	0	0
Engineering	1,485	1,485	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,256	8,141	115	0	0	0	0	0	115	0
Total	10,582	10,467	115	0	0	0	0	0	115	0
Federal-Aid	1,785	1,785	0	0	0	0	0	0	0	0

1089

PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing station; including a more passenger-friendly station with additional seating as well as a new pedestrian overpass connecting the garage and station.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment Program - Line 39

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	405	405	0	0	0	0	0	0	0	0
Engineering	2,422	1,979	443	0	0	0	0	0	443	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,448	1,278	1,030	500	1,000	4,000	2,640	0	9,170	0
Total	13,275	3,662	1,473	500	1,000	4,000	2,640	0	9,613	0
Federal-Aid	7,765	443	1,178	400	800	3,200	1,744	0	7,322	0

1209, 1358

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $8.8M due to the addition of the BWI Rail Station Improvements project from the MARC Growth and Investment Program.

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

PROJECT: Homeland Security

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

PURPOSE & NEED SUMMARY STATEMENT: This project enhances MTA's capabilities to protect critical infrastructure, provide law enforcement with resources to increase their physical presence, train employees and transit riders to be aware of security related issues, and develop and enhance processes, standards, voice and video communication systems and cooperative agreements with local partners.

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

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

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

ASSOCIATED IMPROVEMENTS:
Closed Circuit Television (CCTV) Improvements - Line 23

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

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

EXPLANATION: This project enhances MTA's systems, law enforcement resources, and physical infrastructure.

STATUS: Construction is underway. FY 2009 and FY 2012 Homeland Security grants were completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $1.4M due to the addition of the FY 2015 Homeland Security grant.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,129	2,129	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,190	27,493	9,928	740	29	0	0	0	10,697	0
Total	40,319	29,622	9,928	740	29	0	0	0	10,697	0
Federal-Aid	38,957	29,318	9,440	199	0	0	0	0	9,639	0

1384, 1432, 1433, 1434, 1448, 1454, 1468

PROJECT: Freight Bridge Rehabilitation

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

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

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

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

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

STATUS: Chestertown culvert repair will be completed in FY 2016. The next cycle of bridge and culvert inspections will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $2.3M to fully fund the next cycle of bridge and culvert inspections and repairs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,408	4,224	751	507	325	325	276	0	2,184	0
Right-of-way	60	0	30	30	0	0	0	0	60	0
Construction	18,496	10,996	1,506	1,157	1,082	775	1,480	1,500	7,500	0
Total	24,964	15,220	2,287	1,694	1,407	1,100	1,756	1,500	9,744	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213

PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: The mid-life overhaul began in FY 2014. Ongoing minor overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

USAGE: In FY 2015 Light Rail annual ridership was 7.1 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	3,022	100	100	100	100	100	100	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,693	56,683	16,714	32,946	64,848	12,993	7,809	700	136,010	0
Total	196,315	59,705	16,814	33,046	64,948	13,093	7,909	800	136,610	0
Federal-Aid	109,672	22,971	12,056	25,096	49,549	0	0	0	86,701	0

1153, 1346

PROJECT: Light Rail Safety Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Project design is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project added to Construction Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	221	221	0	0	0	0	0	0	0	0
Engineering	1,201	612	320	269	0	0	0	0	589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,418	363	0	6,255	5,200	3,200	3,200	3,200	21,055	0
Total	22,840	1,196	320	6,524	5,200	3,200	3,200	3,200	21,644	0
Federal-Aid	223	223	0	0	0	0	0	0	0	0

0489, 1465, 1466

PROJECT: Metro Railcar and Signal System Overhauls and Replacement

DESCRIPTION: Replacement of Metro railcars and repair of critical equipment such as traction motors, gearboxes, axles, and wheels as well as repair and replacement of signal system and associated components.

PURPOSE & NEED SUMMARY STATEMENT: On-going overhauls for Metro vehicle subsystems is required to reduce system failures and improve reliability. The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety. Metro's wayside signaling system has become difficult to maintain due to parts obsolescence. The replacement of the signaling systems with modern equipment will enhance passenger comfort and convenience, ensure better reliability, and improve safety.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Overhaul of the Metro vehicles and signal system will ensure safe, reliable service to the end of their useful life at which time they will be replaced.

STATUS: The next five-year overhaul cycle will start in FY 2016. Procurement for the signaling system and fleet replacement will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased $262.9M due to the combination of the Metro Railcar Overhauls and Replacement project with the Metro Signal System Preservation and Replacement project.

USAGE: In FY 2015 Metro annual ridership was 12.8 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	2,280	364	0	0	0	0	0	364	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	598,760	22,317	5,356	18,088	69,799	145,799	168,696	89,271	497,009	79,434
Total	601,404	24,597	5,720	18,088	69,799	145,799	168,696	89,271	497,373	79,434
Federal-Aid	301,719	10,038	2,289	11,124	54,985	99,043	57,016	67,224	291,681	0

0091, 1281, 1321, 1415, 1445

PROJECT: Metro Safety Improvements

DESCRIPTION: Funding to rebuild track interlockings that have reached the end of their useful life and to provide repairs and keep Metro tracks in a state of good repair.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

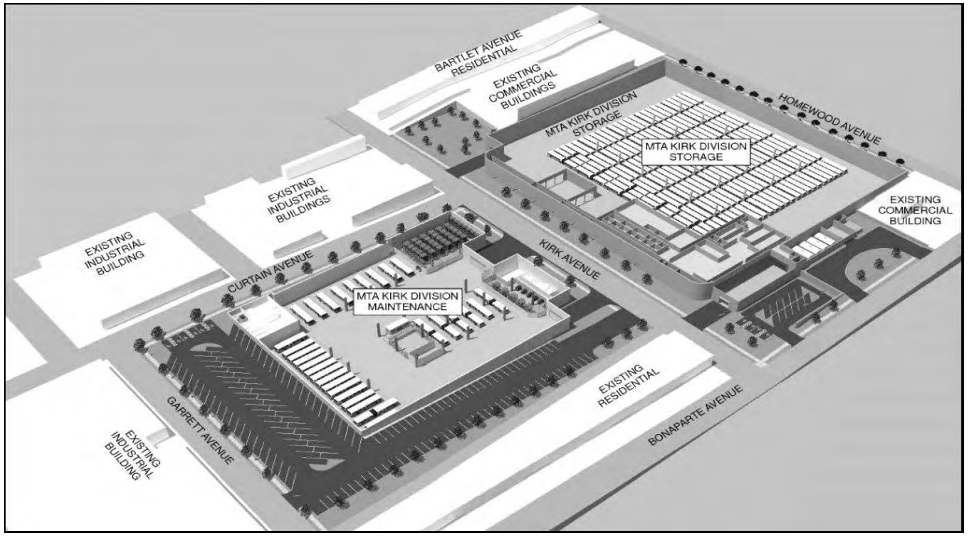
STATUS: The Reisterstown Plaza West, Portal, and Rogers Avenue interlocking projects were combined with major construction planned in FY 2016. Construction for the Maintenance of Way project began in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $29.0M due to the addition of funding to complete the Rogers Avenue portion of the interlocking project ($5.0M), the addition of FY 2021 ($4.0M), and the addition of the Metro Maintenace of Way project ($20.0M)

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,107	3,657	1,626	500	0	0	0	324	2,450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,617	3,503	8,660	13,904	140	4,000	4,000	7,410	38,114	0
Total	47,724	7,160	10,286	14,404	140	4,000	4,000	7,734	40,564	0
Federal-Aid	10,434	3,017	5,225	2,192	0	0	0	0	7,417	0

1223, 1464



PROJECT: Kirk Bus Facility Replacement

DESCRIPTION: Construct replacement for the existing Kirk Bus Division. Phase I of the project will construct a new maintenance facility on an expanded site. Phase II will construct an enclosed storage/operations facility.

PURPOSE & NEED SUMMARY STATEMENT: The existing Kirk facility is obsolete, severely constrained, and cannot adequately support MTA's current fleet. MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new sustainable buildings, substantial operational efficiencies will be realized and the community's environmental justice concerns will be addressed.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction of Phase I is underway to be completed in FY 2016. Design of Phase II is underway with construction expected to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $4.9M due to unforseen site conditions for Phase I and additional requirements for Phase II.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,337	3,337	0	0	0	0	0	0	0	0
Engineering	11,056	10,150	886	20	0	0	0	0	906	0
Right-of-way	4,329	2,456	1,147	358	368	0	0	0	1,873	0
Construction	133,721	33,795	19,334	8,114	36,478	36,000	0	0	99,926	0
Total	152,443	49,738	21,367	8,492	36,846	36,000	0	0	102,705	0
Federal-Aid	93,348	31,155	17,170	6,716	29,476	8,831	0	0	62,193	0

0705

PROJECT: Bus Procurement

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 19

STATUS: Forty-one 40-foot hybrid diesel-electric buses were delivered and put in service in FY 2015. Procurement for 87 40-foot clean diesel buses is underway with delivery expected in FY 2016 and 2017. Specification development for a five-year bus procurement is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $53.6M due to the addition of FY 2021 and additional funding for BaltimoreLink implementation.

USAGE: In FY 2015 Bus annual ridership was 72.1 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	700	172	528	0	0	0	0	0	528	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	405,373	187,582	231	52,300	41,214	37,950	38,096	48,000	217,791	0
Total	406,073	187,754	759	52,300	41,214	37,950	38,096	48,000	218,319	0
Federal-Aid	269,005	123,304	152	41,791	32,971	29,514	7,553	33,720	145,701	0

1172, 1447

PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MTA buses with a unified, integrated, state-of-the-art suite of on-board bus equipment as well as fixed-end systems at operations and security monitoring centers, allowing MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will provide a unified infrastructure on-board buses and will fully integrate security and monitoring systems.

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Network Improvements - Line 19
CAD/AVL Systems - Line 21

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

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

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

STATUS: Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,813	4,159	654	0	0	0	0	0	654	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,870	2,219	0	9,602	11,049	10,000	0	0	30,651	0
Total	37,683	6,378	654	9,602	11,049	10,000	0	0	31,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333

PROJECT: Bus New Main Shop

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project will provide a new facility for major repair and improve the use of existing maintenance facility by freeing space for additional bus bays and other areas designated for minor repairs.

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	2,107	2,107	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,427	21,421	19,006	0	0	0	0	0	19,006	0
Total	42,632	23,626	19,006	0	0	0	0	0	19,006	0
Federal-Aid	29,785	16,995	12,790	0	0	0	0	0	12,790	0

1196

PROJECT: Bus Network Improvements

DESCRIPTION: Funding to implement improvements throughout the bus network including planning, design, and construction for transitways (dedicated bus lanes), transit hubs, and transit signal prioritization. This project includes a portion of the Governor Hogan's $135M BaltimoreLink initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improvements to the bus network will meet the needs of MTA customers and better connect riders to jobs and other transit modes through a high-frequency network.

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Procurement - Line 16
Bus Communications Systems Upgrade - Line 17

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

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

EXPLANATION: This project includes enhancements to the Baltimore Bus network including transit signal priority and transit hubs.

STATUS: Planning and design for the transit hubs, transitways, and Transit Signal Priority (TSP) are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project added to Construction Program

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	1,500	500	0	0	0	0	2,000	0
Engineering	7,315	0	1,815	2,500	3,000	0	0	0	7,315	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,685	0	1,685	11,000	11,000	4,000	0	0	27,685	0
Total	37,000	0	5,000	14,000	14,000	4,000	0	0	37,000	0
Federal-Aid	28,800	0	3,200	11,200	11,200	3,200	0	0	28,800	0

1463, 1469, 1470, 1471

PROJECT: Mobility Vehicle Procurement

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Eighty-four cutaways were delivered in FY 2015. Procurement for a five year contract is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $11.8M due to the addition of FY 2021.

USAGE: In FY 2015 Demand Response Mobility annual ridership was 1.7 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,205	50,533	5,267	2,633	10,744	6,600	9,677	11,751	46,672	0
Total	97,205	50,533	5,267	2,633	10,744	6,600	9,677	11,751	46,672	0
Federal-Aid	51,751	19,160	0	2,106	8,064	5,280	7,741	9,400	32,591	0

0541

PROJECT: CAD/AVL Systems

DESCRIPTION: Procurement of new Computer-Aided Dispatch and Automated Vehicle Location system. CAD/AVL provides radio data channel expansion to improve the bus fleet's voice and data communication. Project includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state-of-the-art replacements. The vehicle location systems will be used to provide real-time vehicle arrival information to patrons.

PURPOSE & NEED SUMMARY STATEMENT: The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real-time management and scheduling adherence as well as providing real-time information to patrons.

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Communications Systems Upgrade - Line 17

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

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

EXPLANATION: This project provides upgrades for the bus fleet communication systems, enabling better tracking of buses and improves the quality of information available to patrons.

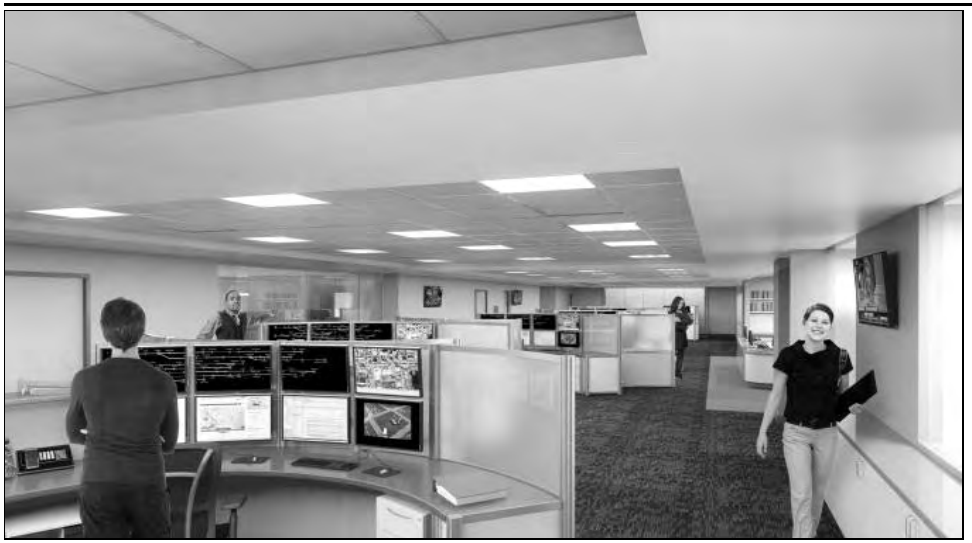
STATUS: Real-time information was made available to patrons in FY 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost decreased by $13.5M due to the successful completion and removal of the CAD/AVL Improvements project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	240	240	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,932	3,446	486	0	0	0	0	0	486	0
Total	4,172	3,686	486	0	0	0	0	0	486	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1418



PROJECT: Central Control Center

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Information systems installation and facility renovations are underway and are scheduled to be completed in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,392	1,387	5	0	0	0	0	0	5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,322	13,858	464	0	0	0	0	0	464	0
Total	15,714	15,245	469	0	0	0	0	0	469	0
Federal-Aid	0	14	-14	0	0	0	0	0	-14	0

1282, 1381

PROJECT: Closed Circuit Television (CCTV) Improvements

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Homeland Security - Line 9

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

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

EXPLANATION: This project enhances surveillance capabilities to improve safety.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $1.2M to fully fund Phase IV.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,197	26,966	1,231	0	0	0	0	0	1,231	0
Total	28,227	26,996	1,231	0	0	0	0	0	1,231	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0

1090

PROJECT: Southern Maryland Commuter Bus Initiative

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Dunkirk construction was completed in FY 2015. Waldorf construction completed in Fall of 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

USAGE: In FY 2015 Commuter Bus annual ridership was 3.7 million.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,765	1,765	0	0	0	0	0	0	0	0
Engineering	2,091	2,091	0	0	0	0	0	0	0	0
Right-of-way	3,370	3,370	0	0	0	0	0	0	0	0
Construction	13,115	9,077	3,938	100	0	0	0	0	4,038	0
Total	20,341	16,303	3,938	100	0	0	0	0	4,038	0
Federal-Aid	15,501	12,276	3,225	0	0	0	0	0	3,225	0

1035, 1038

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

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

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

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 27
Prince George's County Local Bus Program - Line 28
Locally Operated Transit Systems - Line 49

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost decreased by $22.32M due to the completion and removal of the ARRA projects.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	135	103	32	0	0	0	0	0	32	0
Engineering	35,957	24,078	2,550	3,129	1,550	1,550	1,550	1,550	11,879	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	216,147	109,784	12,413	14,011	13,598	22,002	21,606	22,733	106,363	0
Total	252,239	133,965	14,995	17,140	15,148	23,552	23,156	24,283	118,274	0
Federal-Aid	213,055	113,470	11,385	13,581	12,893	20,258	21,593	19,875	99,585	0

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

PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems - Line 49

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $2.1M due to additional federal funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,041	29,633	1,060	2,722	4,207	6,207	6,207	5,005	25,408	0
Total	55,041	29,633	1,060	2,722	4,207	6,207	6,207	5,005	25,408	0
Federal-Aid	43,611	23,288	848	2,450	3,978	6,064	4,579	2,404	20,323	0

0210

PROJECT: Montgomery County Local Bus Program

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25
Takoma-Langley Transit Center - Line 29
Corridor Cities Transitway (CCT) - Line 38

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $9.3M due to the addition of FY 2021 ($2.0M) and the addition of funding for the BRT studies ($7.3M).

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,280	0	4,000	3,280	0	0	0	0	7,280	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	80,255	51,922	13,863	2,000	6,470	2,000	2,000	2,000	28,333	0
Total	87,535	51,922	17,863	5,280	6,470	2,000	2,000	2,000	35,613	0
Federal-Aid	25,896	9,663	8,572	0	2,861	1,600	1,600	1,600	16,233	0

0892, 0894, 1438, 1462

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

JUSTIFICATION: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25
Takoma-Langley Transit Center - Line 29

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,827	5,827	1,500	1,500	500	500	500	500	5,000	0
Total	10,827	5,827	1,500	1,500	500	500	500	500	5,000	0
Federal-Aid	4,000	0	1,200	1,200	400	400	400	400	4,000	0

0893

PROJECT: Takoma/Langley Park Transit Center (ARRA)

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

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 27
Prince George's County Local Bus Program - Line 28
Purple Line - Line 36
Purple Line: Montgomery County Contributions - Line 37

STATUS: Construction is underway and scheduled to complete in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,988	2,988	0	0	0	0	0	0	0	0
Right-of-way	12,851	12,851	0	0	0	0	0	0	0	0
Construction	18,455	9,103	9,352	0	0	0	0	0	9,352	0
Total	34,770	25,418	9,352	0	0	0	0	0	9,352	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0

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

1164

PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Construction of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, Anne Arundel County, Prince George's County, and the City of Laurel.

PURPOSE & NEED SUMMARY STATEMENT: The project will reduce operating costs associated with maintenance support and will support local bus service in Central Maryland.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project will reduce operating costs while providing an updated maintenance facility.

STATUS: Construction was completed in FY 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,429	1,429	0	0	0	0	0	0	0	0
Right-of-way	3,002	3,002	0	0	0	0	0	0	0	0
Construction	10,386	10,386	0	0	0	0	0	0	0	0
Total	14,817	14,817	0	0	0	0	0	0	0	0
Federal-Aid	6,466	6,466	0	0	0	0	0	0	0	0

A $5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.

1273

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 a next generation system.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Operating system software and various component overhauls are underway. Specification development for system replacement is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost decreased by $26.4M due to the completion and removal of the Transit Pass Equipment project (-$56.5M), the addition of the Fare Collection Replacement project ($28.6M) and the addition of FY 2021 ($1.5M) for the ongoing preservation project.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	0	150	700	0	0	0	0	850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,589	3,969	1,534	3,725	6,882	10,287	25,892	8,300	56,620	0
Total	61,439	3,969	1,684	4,425	6,882	10,287	25,892	8,300	57,470	0
Federal-Aid	10,467	227	0	0	4,800	0	0	5,440	10,240	0

1329, 1429, 1459

PROJECT: Agencywide Roof Replacement

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Light Rail North Avenue complex roof repairs will be complete in FY 2016. Engineering is underway for Metro roof replacements and construction will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $1.6M due to the addition of FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,305	2,216	733	375	481	100	100	300	2,089	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,661	6,106	3,000	1,930	2,625	3,400	3,900	2,700	17,555	0
Total	27,966	8,322	3,733	2,305	3,106	3,500	4,000	3,000	19,644	0
Federal-Aid	10,833	4,593	312	1,844	2,484	1,600	0	0	6,240	0

0300

PROJECT: Agencywide Elevator and Escalator Rehabilitation

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Condition assessment will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project added to Construction program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,000	0	0	0	0	0	0	12,000	12,000	0
Total	12,000	0	0	0	0	0	0	12,000	12,000	0
Federal-Aid	9,600	0	0	0	0	0	0	9,600	9,600	0

1457, 1458

PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MTA radio users from 490 MHz to the MD FiRST Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

PURPOSE & NEED SUMMARY STATEMENT: The 490 MHz network will no longer be useable beginning in FY 2022 due to Federal Law 112-96, which requires all 490 MHz users to move to an alternate spectrum by January 1, 2022. This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

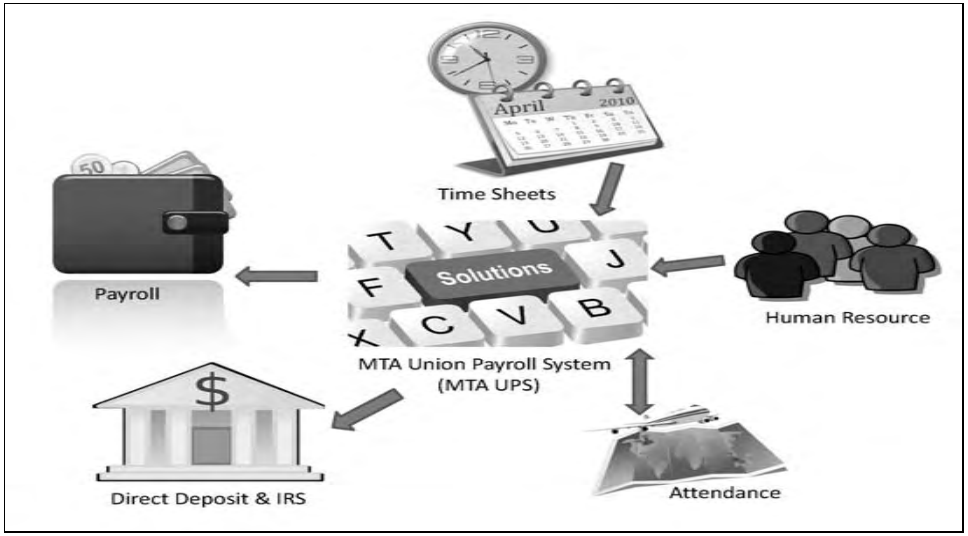
STATUS: Development of a Project Management Plan will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project added to Construction program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	0	300	300	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,080	0	0	1,734	5,524	8,857	6,334	5,631	28,080	0
Total	28,680	0	300	2,034	5,524	8,857	6,334	5,631	28,680	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1456



PROJECT: Union Payroll System

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

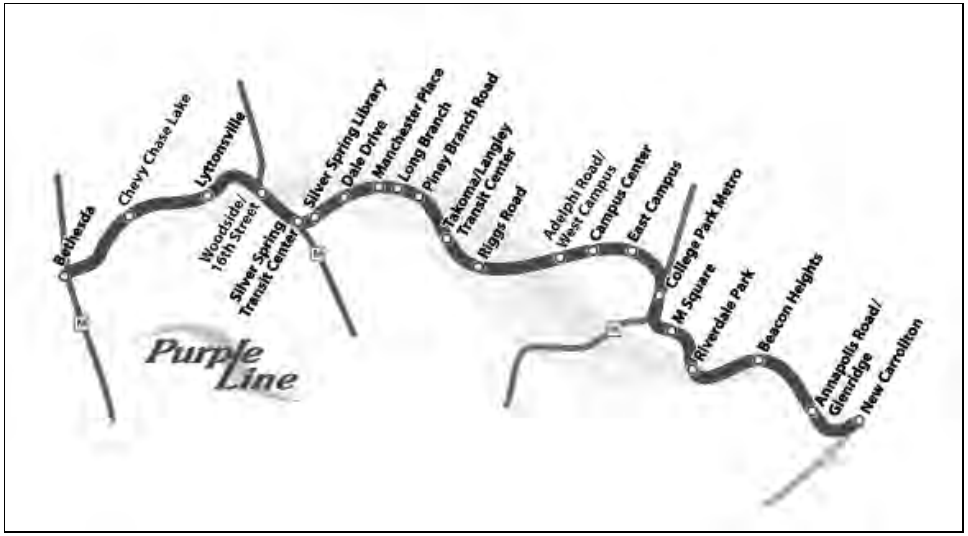
STATUS: Specification development underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	679	132	250	297	0	0	0	0	547	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,272	205	0	874	2,500	693	7,000	0	11,067	0
Total	11,951	337	250	1,171	2,500	693	7,000	0	11,614	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1441



PROJECT: Purple Line

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center - Line 6
Takoma/Langley Park Transit Center - Line 29
Purple Line: Montgomery County Funded Projects - Line 37

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

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

EXPLANATION: The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced compared to No Build.

STATUS: Solicitation process underway to select concessionaire to design, build, finance, operate and maintain.

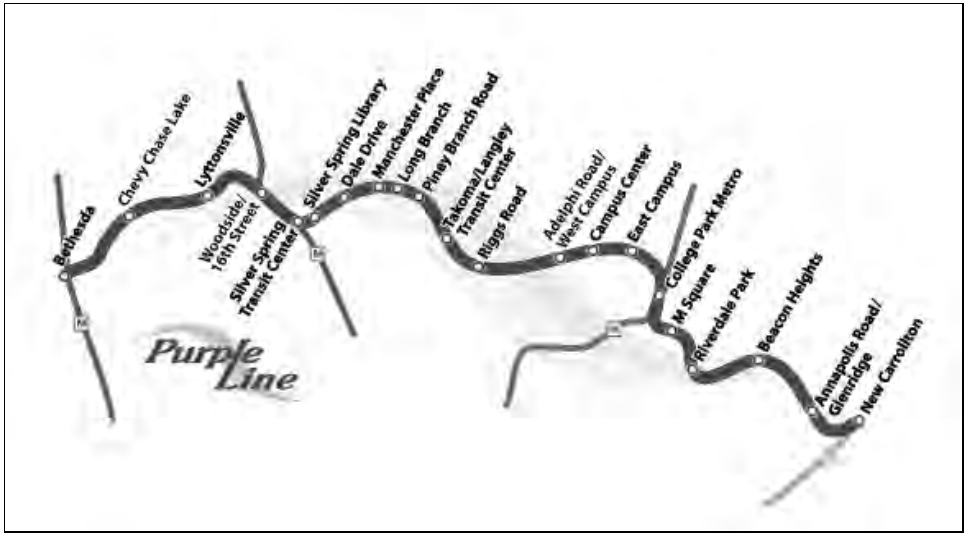
POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	231,485	157,843	31,961	10,164	8,546	8,485	7,932	6,554	73,642	0
Right-of-way	263,595	14,341	63,565	101,812	73,831	10,046	0	0	249,254	0
Construction	914,104	0	67,174	237,024	230,623	159,469	66,568	112,567	873,425	40,679
Total	1,462,191	225,191	162,700	349,000	313,000	178,000	74,500	119,121	1,196,321	40,679
Federal-Aid	936,432	27,432	11,000	297,000	136,000	116,000	116,000	116,000	792,000	117,000

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Total Estimated Cost decreased by $342.0M due to reductions in project scope and adjustments to private investment through a public private partnership to design, build, finance, operate, and maintain the project.

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



PROJECT: Purple Line: Montgomery County Funded Projects

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center - Line 6
Takoma/Langley Park Transit Center - Line 29
Purple Line - Line 36

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

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

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

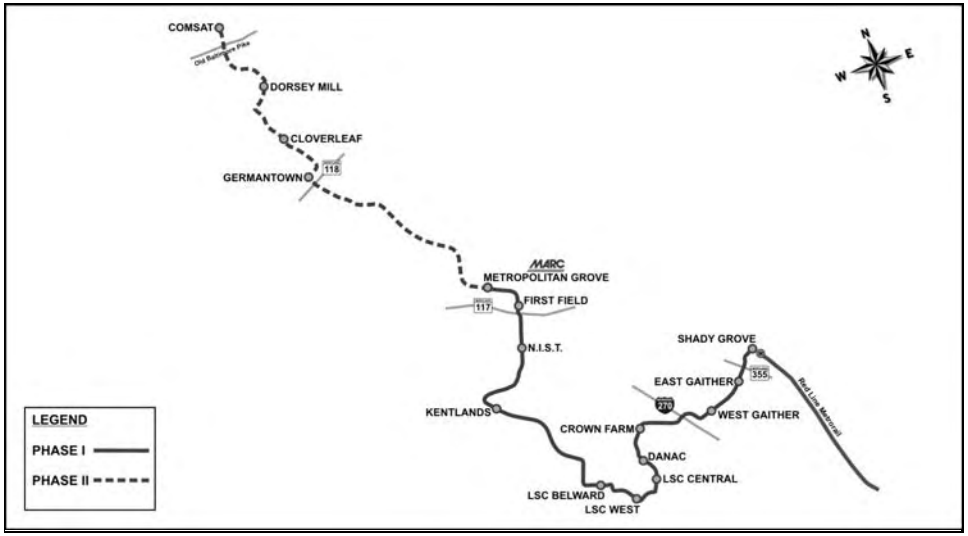
STATUS: Planning and design activities underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $25.9M to reflect additional Montgomery County contributions to the Purple Line. These elements of the project are entirely county funded.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	186,389	0	288	40,728	64,107	41,840	39,426	0	186,389	0
Total	186,389	0	288	40,728	64,107	41,840	39,426	0	186,389	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1453



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The Corridor Cities Transitway (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.

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

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

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

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

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

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

EXPLANATION: The CCT will serve a corridor with rapidly developing residential and employment sites, particularly in the Life Sciences Center in Rockville and Gaithersburg.

ASSOCIATED IMPROVEMENTS:
Montgomery County Local Bus Program - Line 27
SHA-M-1 - I-270/Watkins Mill Road Extended
SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
SHA-F-9 - MD 85 (D&E)

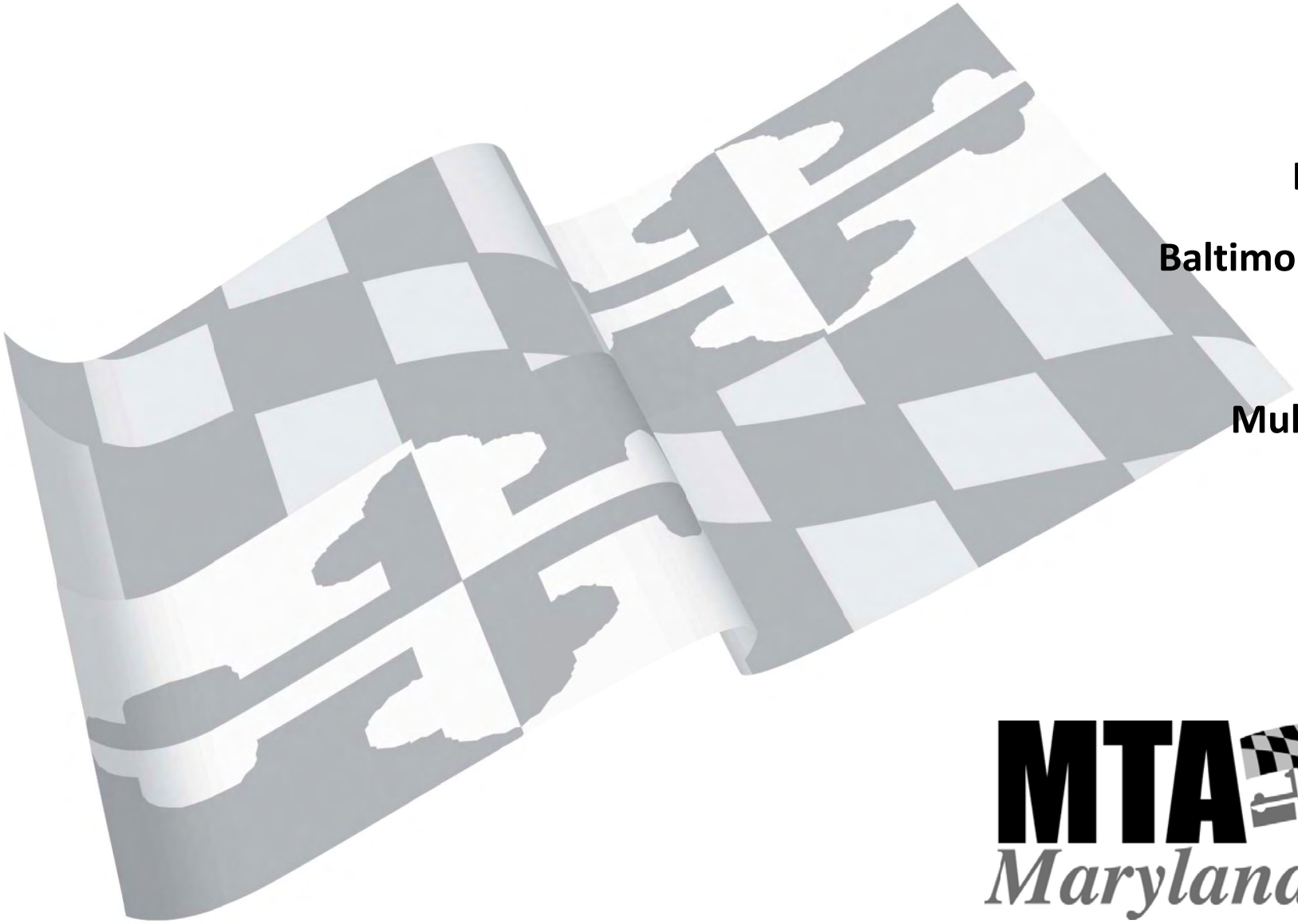
STATUS: Completion of 30% design of Phase 1 occurred in November 2015. Coordination with stakeholders and corridor preservation continues for Phase 2.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	36,071	32,408	3,663	0	0	0	0	0	3,663	0
Engineering	40,000	0	0	13,000	14,000	13,000	0	0	40,000	0
Right-of-way	39,740	0	0	0	19,740	20,000	0	0	39,740	0
Construction	145,000	0	0	0	0	0	0	0	0	145,000
Total	260,811	32,408	3,663	13,000	33,740	33,000	0	0	83,403	145,000
Federal-Aid	4,390	1,501	0	0	0	2,889	0	0	2,889	0

1108



MARC

Light Rail

Baltimore Metro

Bus

Multi-Modal

MTA Maryland

MTA DEVELOPMENT & EVALUATION PROGRAM

PROJECT: MARC Growth and Investment Program

DESCRIPTION: Funding to plan and engineer the long-term expansion of the MARC Train System to meet the needs of Maryland commuters. Current work includes planning an design of a replacement West Baltimore Station.

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

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MARC Maintenance, Layover & Storage Facilities - Line 1
MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
MARC West Baltimore Station Parking Expansion - Line 7
MARC BWI Rail Station Upgrades & Repairs - Line 8

STATUS: West Baltimore station engineering will begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost decreased by $4.0M due to the BWI Station Improvements project moving to Line 8 of the Construction program and the MARC Bayview Station moving to the Minor program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,777	1,527	250	0	0	0	0	0	250	0
Engineering	3,366	0	0	1,207	2,159	0	0	0	3,366	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,143	1,527	250	1,207	2,159	0	0	0	3,616	0
Federal-Aid	1,725	-2	200	965	562	0	0	0	1,727	0

1290

PROJECT: MARC Northeast Maintenance Facility

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Maintenance, Layover & Storage Facilities - Line 1
MARC Growth and Investment Program - Line 39

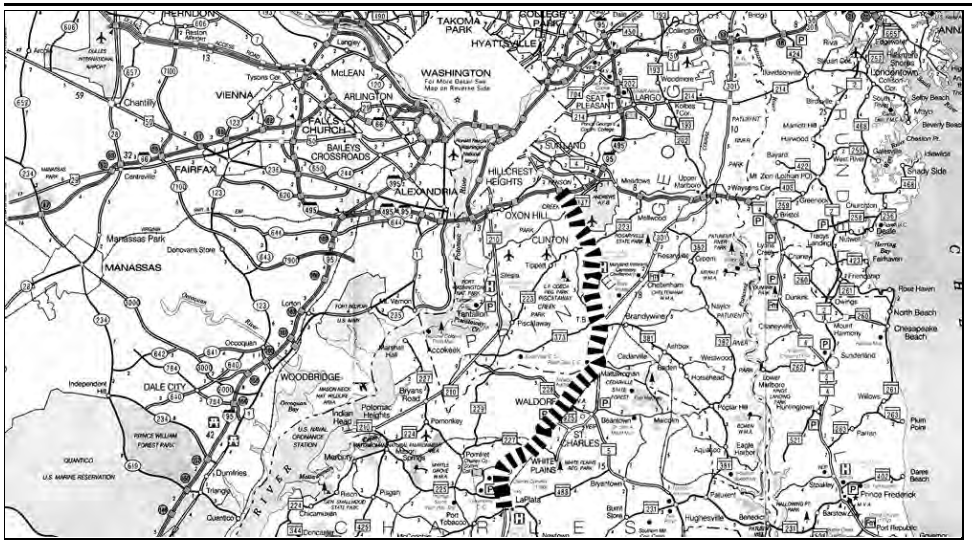
STATUS: Project currently in Planning Development and Design. FONSI was received in October 2015.

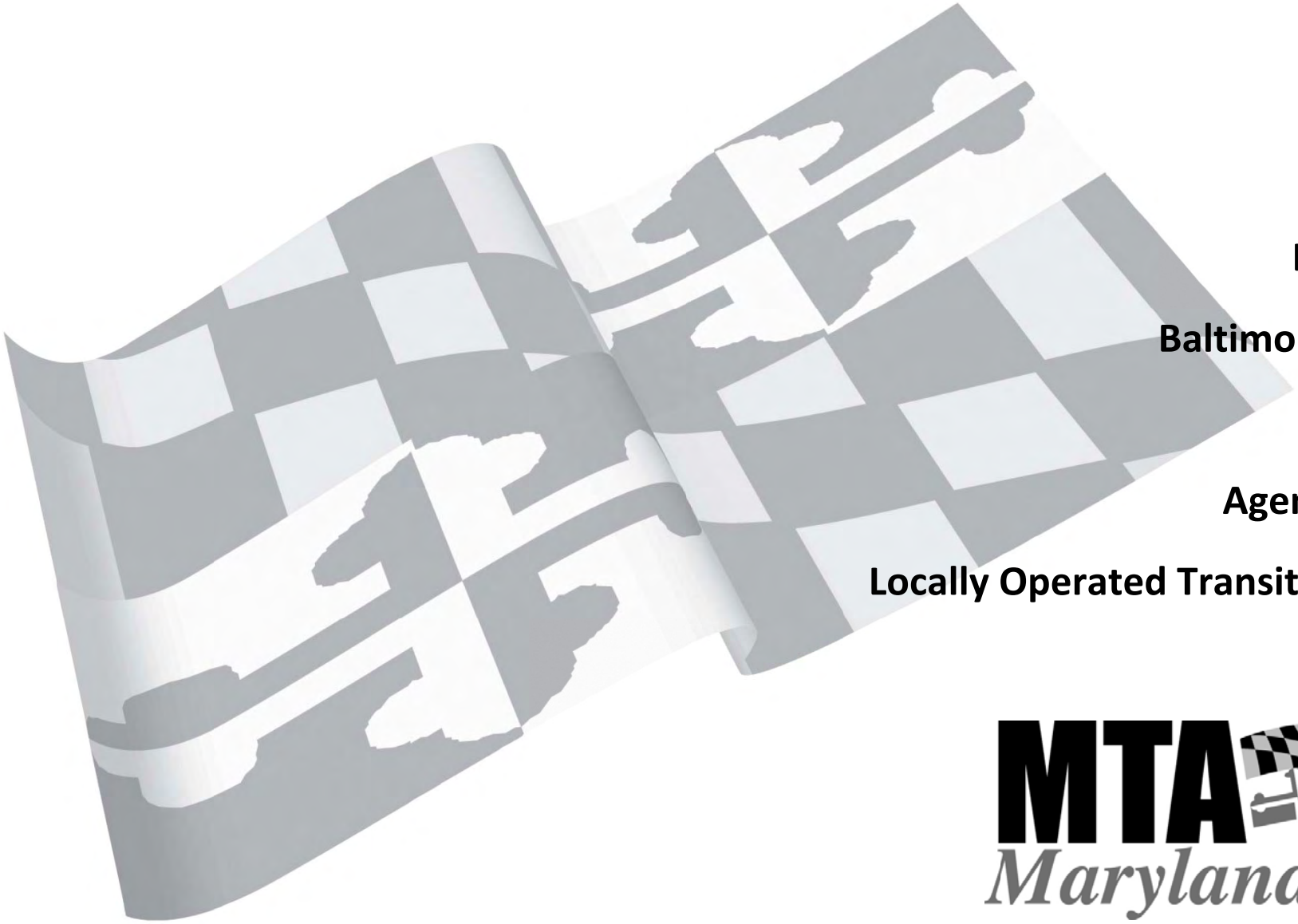
SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project cost increased by $5.0M to initiate budget and out year project development.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,441	4,391	50	0	0	0	0	0	50	0
Engineering	1,704	0	150	7,654	0	0	0	0	7,804	-6,100
Right-of-way	6,100	0	0	0	0	0	0	0	0	6,100
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,245	4,391	200	7,654	0	0	0	0	7,854	0
Federal-Aid	9,264	2,981	160	6,123	0	0	0	0	6,283	0

1208


WASHINGTON
VIENNA
ARLINGTON
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
HILLCREST HEIGHTS
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
LARGO
SEAT PLEASANT
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
McLEAN
Chantilly
Centreville
Manassas Park
Dumfries
Triangle
Quantico
Prince Frederick
Chesapeake Beach
North Beach
Solomons
Leonardtown
Lexington Park
Charlotte Hall
Hughesville
Waldorf
Bryantown
Pomfret
Port Tobacco
Indian Head
Pomonkey
Brandywine
Aquasco
Upper Marlboro
Mount Rainier
Bladensburg
Cheverly
Glenarden
Greenbelt
Beltsville
Laurel
Bowie
Crofton
Odenton
Annapolis
Eastern Shore
Chesapeake Bay
Potomac River
Patuxent River
Chesapeake Beach
Sunderland
Dunkirk
Owings
Prince Frederick
Dares Beach
Plum Point
Lusby
Solomons
Leonardtown
Lexington Park
Charlotte Hall
Hughesville
Port Republic
Benedict
Bryantown
Waldorf



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2015 COMPLETIONS		
1	Scheduling System (0513)	4,755	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2016 AND 2017		
2	Access Control (1213)	2,009	Ongoing
3	ADA Compliance (0266)	994	Ongoing
4	Bicycle Initiatives (1449)	605	Ongoing
5	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	6,109	Ongoing
6	Capital Program Support Fund (1239)	4,397	Ongoing
7	Communications Systems Upgrades & Support (1367)	2,129	Ongoing
8	Energy Savings Improvements (1422)	324	Ongoing
9	Engineering Standards (0221)	684	Ongoing
10	Environmental Compliance (1149)	4,997	Ongoing
11	Guaranteed Ride Home (1419)	25	Ongoing
12	Information Technology Preservation Fund (1396)	309	Ongoing
13	Miscellaneous Planning Studies (0510)	1,814	Ongoing
14	New IT Equipment (1103)	1,736	Ongoing
15	Non-Revenue Vehicles (1079)	2,221	Ongoing
16	Owner-Controlled Insurance Program (0832)	3,627	Ongoing
17	Parking Lot Improvements (0177)	5,762	Ongoing
18	Parking Lot Inspection & Repaving (0470)	578	Ongoing
19	Rail Purchase (0660)	3,027	Ongoing
20	Safety and Infrastructure Improvements (1070)	1,045	Ongoing
21	Station Signage Improvements (0843)	5,624	Ongoing
22	Telephone Communications Systems (0493)	478	Ongoing
23	Transit Oriented Design Fund (1190)	297	Ongoing
24	Wicomico Demolition and Hazmat Abatement (1392)	100	Ongoing
25	Asset Management (1435)	339	Underway
26	Baltimore Red Line (0862)	4,506	Underway
27	Capital Beltway South Side Transit Study D&E (1420)	29	Underway
28	MAXIMO (1168)	986	Underway
29	Police Dispatch CAD Records Management (1393)	643	Underway
30	Police Radios (1439)	2,400	Underway
31	TMDL Compliance (1452)	2,719	Underway
32	Transit Development Plan (1442)	975	Underway

MARYLAND TRANSIT ADMINISTRATION - LINE 42 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2016 AND 2017 (cont'd)		
33	Transit Info Center Telephone Systems Update (1395)	465	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2015 COMPLETIONS		
34	Wireless LAN D&E (1210)	1,250	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2016 AND 2017		
35	Bus Lifts (1096)	3,179	Ongoing
36	Facilities Rehabilitation (0193)	10,361	Ongoing
37	Maintenance Support Improvement Fund (0554)	5,407	Ongoing
38	Division Maintenance Facility Ventilation Improvements (1073)	32	Underway
39	Hybrid Battery Replacement (1436)	1,132	Underway
40	Wash Replacement (1421)	10	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	FREIGHT IMPROVEMENTS -- FY 2016 AND 2017		
41	Capital Improvement Program (0590)	6,088	Ongoing
42	Grade Crossing Rehabilitation Fund (0212)	4,553	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2016 AND 2017		
43	Balance Weight Assembly (1254)	992	Ongoing
44	Bridge Preservation (0248)	480	Ongoing
45	Drainage Improvements (0856)	7,051	Ongoing
46	Electrical Box Replacement (1187)	303	Ongoing
47	Facilities and Station Rehabilitation (0005, 1189, 1227)	3,331	Ongoing
48	Grade Crossing Repair (1048)	3,551	Ongoing
49	Interlocking Renewals Fund (1451)	500	Ongoing
50	Rail Installation (0797)	1,358	Ongoing
51	Railroad Worker Protection Equipment (1364)	242	Ongoing
52	Refurbish North Ave Carwash (1188)	194	Ongoing
53	Light Rail Vehicle Cameras D&E (1211)	63	Underway
54	North Ave Yard Route Push Button System (0451)	1,556	Underway
55	PA/LED Signs Replacement (1294)	139	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2016 AND 2017		
56	Miscellaneous Facility Improvements and Rehabilitation (0199)	2,135	Ongoing
57	Parking Lot Improvements (1006)	3,320	Ongoing
58	Structural Inspection D&E (1376)	601	Ongoing
59	System Preservation Fund (0634)	3,193	Ongoing
60	New Bayview Station D&E (1292)	80	Underway
61	PA/LED Signs (0430)	463	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2016 AND 2017		
62	Bridge & Elevated Structures Rehabilitation Fund (0239)	4,198	Ongoing
63	Miscellaneous System Preservation Improvements (0179, 1186, 1293)	4,311	Ongoing
64	Rail Installation Program (0868)	2,306	Ongoing
65	Train Control Systems (0840)	1,286	Ongoing
66	Tunnel Structural Repairs (0529)	2,882	Ongoing
67	Owings Mills Platform Rehabilitation (1413)	419	Underway
68	PA/LED Signs (1295)	2	Underway
69	Station Emergency Telephones (1288)	2,428	Underway
70	Third Rail Cover Board (1425)	203	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	MOBILITY IMPROVEMENTS -- FY 2016 AND 2017		
71	Miscellaneous Improvements Fund (1166)	2,303	Ongoing
72	Traveling Trainer Program (JARC) (1427)	312	Underway
73	Traveling Trainer Program (New Freedom) (1428)	335	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2015 COMPLETIONS		
1	2 Small Buses	130	Complete
2	2 Small Replacement Buses	143	Complete
3	EVAP Diagnostic Smoke Machine	1	Complete
4	Preventive Maintenance	323	Complete
	ANNAPOLIS FY 2015 COMPLETIONS		
1	5 Radios	4	Complete
2	Bike Racks	12	Complete
3	Preventive Maintenance FY15	180	Complete
	ANNE ARUNDEL COUNTY FY 2015 COMPLETIONS		
1	See Annapolis for Projects		
	BALTIMORE CITY FY 2015 COMPLETIONS		
1	Ridesharing (FY15)	80	Complete
	CALVERT COUNTY FY 2015 COMPLETIONS		
1	2 Small Buses	118	Complete
2	2 Small Buses	115	Complete
3	Electronic Fareboxes	65	Complete
4	Radio System and Radios	24	Complete
5	Ridesharing	9	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CAROLINE COUNTY FY 2015 COMPLETIONS		
1	1 Medium Replacement Bus	115	Complete
2	1 Small Bus	61	Complete
3	Preventive Maintenance	97	Complete
	CARROLL COUNTY FY 2015 COMPLETIONS		
1	2 Small Expansion Buses	120	Complete
2	2 Small Replacement Buses	120	Complete
3	Preventive Maintenance	70	Complete
	CECIL COUNTY FY 2015 COMPLETIONS		
1	1 Medium Expansion Bus	226	Complete
2	2 Bus Wraps	5	Complete
3	2 Medium Replacement Buses	451	Complete
4	2 Small Buses	146	Complete
5	5 Fareboxes	4	Complete
6	5 Passenger Counters	1	Complete
7	Bus Shelters	68	Complete
8	Preventive Maintenance	104	Complete
	CHARLES COUNTY FY 2015 COMPLETIONS		
1	2 Small Replacement Buses	105	Complete
2	Bus Stop Signs	8	Complete
3	Preventive Maintenance	227	Complete
4	Preventive Maintenance	227	Complete
5	Transit Facility Feasibility Study	300	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	DORCHESTER COUNTY FY 2015 COMPLETIONS		
1	2 Small Buses	137	Complete
2	Cambridge Parking Lot Upgrade	18	Complete
3	Inspection Camera	1	Complete
4	Preventive Maintenance	60	Complete
5	Tire Changer/Balancer	32	Complete
6	Vehicle Lift	8	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 COMPLETIONS		
1	Action in Maturity - 1 Expansion Small Bus	520	Complete
2	Action in Maturity - Preventive Maintenance	6	Complete
3	Allegany County HRDC, Inc - 2 Expansion Small Buses	96	Complete
4	Allegany County HRDC, Inc - Preventive Maintenance	13	Complete
5	Appalachian Parent Assoc - 1 Small Replacement Bus	52	Complete
6	Appalachian Parent Assoc - Misc Support Equip.	14	Complete
7	Appalachian Parent Association - 2 Small Buses	120	Complete
8	ARC of Baltimore - 2 Small Buses	121	Complete
9	ARC of Montgomery County - 2 Small Replacement Buses	104	Complete
10	ARC of Northern Chesapeake - 1 Expansion Small Bus	52	Complete
11	ARC of Northern Chesapeake - 1 Small Replacement Bus	52	Complete
12	ARC of Northern Chesapeake - Preventive Maintenance	14	Complete
13	ARC of Northern Chesapeake Region - 2 Small Buses	120	Complete
14	ARC of Prince George's - 1 Small Replacement Bus	52	Complete
15	ARC of Washington County - 1 Small Replacement Bus	52	Complete
16	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Complete
17	Bay Community Support Services - 1 Small Bus	60	Complete
18	Bay Community Support Services - 4 Expansion Lift Equipped Mini Vans	144	Complete
19	Bay Community Support Services - Preventive Maintenance	13	Complete
20	Bayside Community Network - 2 Capital Maintenance Items Walker Racks	1	Complete
21	Bayside Community Network - 2 Small Replacement Buses	96	Complete
22	Bayside Community Network - Preventive Maintenance	19	Complete
23	Bayside Community Network- 2 Small Buses	121	Complete
24	Benedictine School for Exceptional Children - 1 Small Replacement Bus	52	Complete
25	Center for Life Enrichment - 2 Small Buses	120	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 COMPLETIONS (cont'd)		
26	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	52	Complete
27	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus	52	Complete
28	Chesapeake Care Resources, Inc. - Preventive Maintenance	18	Complete
29	Chi Centers - 1 Small Bus	60	Complete
30	CHI Centers - 2 Small Replacement Buses	104	Complete
31	Daybreak Adult Day Services - 1 Small Replacement Bus	52	Complete
32	Daybreak Adult Day Services - Preventive Maintenance	9	Complete
33	Delmarva Community Transit - 4 Small Replacement Buses	260	Complete
34	Delmarva Community Transit - Preventive Maintenance	29	Complete
35	Diakon - 1 Small Replacement Bus	52	Complete
36	Dove Pointe - 1 Small Bus	61	Complete
37	Dove Pointe, Inc. - 2 Expansion Small Buses	104	Complete
38	Dove Pointe, Inc. - Preventive Maintenance	33	Complete
39	Easter Seals Baltimore - 1 Small Replacement Bus	52	Complete
40	Easter Seals Baltimore - Preventive Maintenance	9	Complete
41	Easter Seals Hagerstown - 1 Small Bus	61	Complete
42	Easter Seals Hagerstown - 1 Small Replacement Bus	52	Complete
43	Easter Seals Hagerstown - Preventive Maintenance	9	Complete
44	Easter Seals Silver Spring - 1 Expansion Small Bus	52	Complete
45	Easter Seals Silver Spring - 1 Small Bus	60	Complete
46	Easter Seals Silver Spring - Preventive Maintenance	8	Complete
47	Freedom Landing - 1 Small Replacement Bus	52	Complete
48	Freedom Landing - Preventive Maintenance	3	Complete
49	Friends Aware - 1 Minivan	41	Complete
50	Friends Aware - 1 Replacement Mini-Van	36	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 COMPLETIONS (cont'd)		
51	Friends Aware - 1 Small Replacement Bus	52	Complete
52	Friends Aware - Preventive Maintenance	18	Complete
53	Hopkins Elder Plus - 1 Small Replacement Bus	52	Complete
54	Hopkins Elder Plus - Preventive Maintenance	16	Complete
55	HUMANIM - 1 Small Expansion Bus	52	Complete
56	HUMANIM - 1 Small Replacement Bus	52	Complete
57	Jewish Council for Aging - 1 Small Expansion Bus	52	Complete
58	Kent Center - 1 Small Bus	62	Complete
59	Lifestyles, Inc - 1 Small Expansion Bus	52	Complete
60	Mosaic - 1 Small Expansion Bus	52	Complete
61	Mosaic - 1 Small Replacement Bus	52	Complete
62	Mosaic - Preventive Maintenance	20	Complete
63	Mount Zion Baptist Church - 1 Small Replacement Bus	52	Complete
64	Pleasant Day - 1 Small Replacement Bus	52	Complete
65	Progress Unlimited, Inc. - 2 Small Buses	120	Complete
66	Progress Unlimited, Inc. - 2 Small Expansion Buses	104	Complete
67	Progress Unlimited, Inc. - ADP Software	3	Complete
68	Prologue Inc - 2 Small Buses	120	Complete
69	Prologue, Inc. - 2 Small Replacement Buses	104	Complete
70	Providence Center - 1 Small Replacement Bus	52	Complete
71	Somerset Community Services, Inc - 1 Small Expansion Bus	52	Complete
72	Somerset Community Services, Inc - 1 Small Replacement Bus	52	Complete
73	Somerset Community Services, Inc. - 2 Small Buses	120	Complete
74	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	60	Complete
75	Spring Dell - 1 Small Replacement Bus	52	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2015 COMPLETIONS (cont'd)		
76	Spring Dell - 16 On Board Surveillance Cameras	28	Complete
77	Spring Dell - 3 Small Buses	180	Complete
78	Spring Dell - Preventive Maintenance	26	Complete
79	St Mary's Adult Medical Daycare - 1 Small Bus	60	Complete
80	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - 1 Small Replacement Bus	52	Complete
81	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - Preventive Maintenance	9	Complete
82	St. Mary's Adult Medical Day Care, Inc. - 1 Small Replacement Bus	52	Complete
83	St. Mary's Adult Medical Day Care, Inc. - Preventive Maintenance	3	Complete
84	The League for People with Disabilities - 1 Small Expansion Bus	52	Complete
85	UCP of Central Maryland - 1 Small Expansion Bus	52	Complete
86	UCP of Central Maryland - 1 Small Replacement Bus	52	Complete
87	UCP of Central Maryland - 2 Small Replacement Buses	104	Complete
88	Washington County CAC - 1 Small Expansion Bus	52	Complete
89	Washington County CAC - Preventive Maintenance	16	Complete
90	Washington County Community Action Council - 3 Small Buses	183	Complete
91	Washington County HDC - 2 Small Expansion Buses	104	Complete
92	Way Station - 2 Small Buses	120	Complete
93	Way Station - 3 Small Expansion Buses	156	Complete
94	Way Station - Preventive Maintenance	10	Complete
95	Worcester County Comm on Aging - 1 Computer	1	Complete
96	Worcester County Comm on Aging - Preventive Maintenance	6	Complete
97	Worcester County Commission on Aging - 1 Minivan	40	Complete
98	Worcester County Developmental Center - 1 Expansion Mini-Van	36	Complete
99	Worcester County Developmental Center - 1 Small Expansion Bus	52	Complete
100	Worcester County Developmental Center - Preventive Maintenance	19	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	FREDERICK COUNTY FY 2015 COMPLETIONS		
1	Preventive Maintenance	600	Complete
2	Preventive Maintenance	70	Complete
	GARRETT COUNTY FY 2015 COMPLETIONS		
1	1 Small Bus	50	Complete
2	Preventive Maintenance	191	Complete
	HARFORD COUNTY FY 2015 COMPLETIONS		
1	Non-Revenue Vehicle	28	Complete
2	Preventive Maintenance	57	Complete
3	Training PCs, AudioVisual Training Equipment & Software	10	Complete
	HOWARD COUNTY FY 2015 COMPLETIONS		
1	1 Small Hybrid Bus	104	Complete
2	Bus Shelters	50	Complete
	OCEAN CITY FY 2015 COMPLETIONS		
1	Bus Barn Roof Repairs	125	Complete
2	Passenger Shelters and Parts	30	Complete
3	Preventive Maintenance	600	Complete
	QUEEN ANNE'S COUNTY FY 2015 COMPLETIONS		
1	Preventive Maintenance	45	Complete
	SOMERSET COUNTY FY 2015 COMPLETIONS		
1	See Tri-County Council for the Lower Eastern Shore Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2015 COMPLETIONS		
1	Preventive Maintenance	50	Complete
	TALBOT COUNTY FY 2015 COMPLETIONS		
1	See Caroline County for Projects		
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2015 COMPLETIONS		
1	1 Laptop	2	Complete
2	1 Medium Replace Bus	142	Complete
3	1 Minivan	45	Complete
4	1 Minivan	45	Complete
5	1 Small Bus	62	Complete
6	4 Small Buses	243	Complete
7	Bus Security Cameras	30	Complete
8	Expansion Mini Van	45	Complete
9	GPS Hardware	4	Complete
10	ID Card Machine	4	Complete
11	Maintenance Facility Support Vehicle	40	Complete
12	Maintenance Shop Equipment	15	Complete
13	Office Equipment	9	Complete
14	Preventive Maintenance	900	Complete
15	Shop Equipment	18	Complete
	WASHINGTON COUNTY FY 2015 COMPLETIONS		
1	Farebox Equipment	40	Complete
2	Preventive Maintenance	150	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WICOMICO COUNTY FY 2015 COMPLETIONS		
1	See Tri-County Council for the Lower Eastern Shore for Projects		
	WORCESTER COUNTY FY 2015 COMPLETIONS		
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ALLEGANY COUNTY FY 2016 AND 2017		
1	2 Small Replacement Buses	95	FY 2016
2	Computers - 4	6	FY 2016
3	Vehicle Cameras APC	237	FY 2016
4	Replacement HD Bus	380	FY 2017
5	Replacement Bus 12/2	55	FY 2017
6	Replacement Bus 8/2	55	FY 2017
7	Security System for Transit Facility	8	FY 2017
8	Shop Equipment	3	FY 2017
9	Vehicle Parking Addition	12	FY 2017
10	Preventive Maintenance	350	Ongoing
11	Preventive Maintenance	321	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ANNAPOLIS FY 2016 AND 2017		
1	Maintenance Shop Rehabilitation	105	FY 2016
2	Preventive Maintenance	350	FY 2016
3	40 Bus Stop Shelters	200	Underway
4	Bus Stop Lighting and Signs	220	Underway
5	Bus Wash Rehabilitation	261	Underway
6	Electronic Farebox System	300	Underway
7	Facility Cameras & Lighting	65	Underway
8	Facility HVAC Rehabilitation	174	Underway
9	Operations Control Center	50	Underway
10	Preventive Maintenance	180	Underway
11	Support Vehicle	70	Underway
12	Surveillance Cameras	221	Underway
13	Tech Assistance	20	Underway
14	Tire Storage Facility	152	Underway
15	Vehicle Farebox	1	Underway
	ANNE ARUNDEL COUNTY FY 2016 AND 2017		
1	See Annapolis for Projects		
2	Ridesharing	193	Ongoing
	BALTIMORE CITY FY 2016 AND 2017		
1	Ridesharing (FY16)	80	FY 2016
	BALTIMORE COUNTY FY 2016 AND 2017		
1	Ridesharing (FY16)	170	FY 2016
2	Ridesharing (FY15)	170	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CALVERT COUNTY FY 2016 AND 2017		
1	2 Electronic Fareboxes	30	FY 2016
2	2 Fleet Radios	5	FY 2016
3	Dispatch Software	32	FY 2016
4	Fleet Radios	10	FY 2016
5	Fleet Radios	38	FY 2016
6	Preventive Maintenance	34	FY 2016
7	Ridesharing	9	FY 2016
8	2 Small Replacement Buses	148	FY 2017
9	4 Medium Replacement Buses	633	FY 2017
10	Electronic Fareboxes	30	FY 2017
11	In-Vehicle Camera System	50	FY 2017
12	Preventive Maintenance	36	FY 2017
13	Replacement Small Bus	67	FY 2017
14	Preventive Maintenance	136	FY 2018
15	Preventive Maintenance	125	Ongoing
	CAROLINE COUNTY FY 2016 AND 2017		
1	Block Heater Outlet	11	Underway
2	Denton Parking Bus Shelter	9	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CARROLL COUNTY FY 2016 AND 2017		
1	2 Small Expansion Buses	122	FY 2017
2	2 Small Replacement Buses	122	FY 2017
3	6 Small Replacement Buses	366	FY 2017
4	Preventive Maintenance	200	FY 2017
5	Preventive Maintenance	200	Ongoing
6	Preventive Maintenance	200	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CECIL COUNTY FY 2016 AND 2017		
1	1 Security Door	6	FY 2016
2	11 Tablets	7	FY 2016
3	Preventive Maintenance	150	FY 2016
4	Transit Hub Study/Needs	70	FY 2016
5	1 Replacement Bus 35'	226	FY 2017
6	2 Expansion 35' HD Buses	451	FY 2017
7	2 Small Bus Replacements	152	FY 2017
8	3 Bus Wraps	13	FY 2017
9	3 Surveillance Cameras	18	FY 2017
10	Automated Stop Annunciators	82	FY 2017
11	Bus Wraps	6	FY 2017
12	Mobile Radios	29	FY 2017
13	Preventive Maintenance	55	Ongoing
14	Preventive Maintenance	150	Ongoing
15	3 Bus Wraps	16	Underway
16	NextBus Passenger Info System	64	Underway
17	North Bus Canopy Expansion	90	Underway
18	Route Match System	53	Underway
	CENTRAL MD NON-PROFIT FY 2016 AND 2017		
1	Central MD Reg. Trans	1,139	FY 2016
2	Partners in Care	294	FY 2016
3	Sojourner-Douglass	409	FY 2016
4	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
5	New Freedom Program	542	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CHARLES COUNTY FY 2016 AND 2017		
1	1 Small Expansion Bus	148	FY 2017
2	3 Medium Replacement Buses	466	FY 2017
3	3 Small Replacement Buses	227	FY 2017
4	4 GenFare Fareboxes	60	FY 2017
5	4 Replacement Buses	592	FY 2017
6	Onboard Security Camera System	138	FY 2017
7	Preventive Maintenance	227	FY 2018
8	Preventive Maintenance	227	Ongoing
9	Feasibility Study Phase II	300	Underway
10	P&R Facility Improvements	232	Underway
11	Rt 301 P&R Improvements	232	Underway
	DORCHESTER COUNTY FY 2016 AND 2017		
1	Generator	3	FY 2016
2	Oil Storage Delivery System	4	FY 2016
3	Preventive Maintenance	75	FY 2016
4	1 Medium Replacement Bus	113	FY 2017
5	3 Small Replacement Buses	210	FY 2017
6	Preventive Maintenance	60	Ongoing
7	10 AVL Units	42	Underway
8	3.5 Ton Jack	1	Underway
9	Circuit Tester	1	Underway
10	Safety Cabinet	1	Underway
11	Smoke Machine	3	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	EASTERN SHORE NON-PROFITS FY 2016 AND 2017		
1	Job Access and Reverse Commute (JARC) Program	47	Ongoing
2	New Freedom Program	882	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2016 AND 2017		
1	Action in Maturity - Preventive Maintenance	12	FY 2016
2	Adult Day Care Corp. of Calvert County - Preventive Maintenance	3	FY 2016
3	Allegany County HRDC, Inc. - Preventive Maintenance	27	FY 2016
4	Appalachian Parent Association - Preventive Maintenance	39	FY 2016
5	ARC of Northern Chesapeake - Preventive Maintenance	22	FY 2016
6	ARC of Washington County - Preventive Maintenance	15	FY 2016
7	Associated Catholic Charities - 3 Small Buses & Preventive Maintance	198	FY 2016
8	Bayside Community Network - Preventive Maintenance	30	FY 2016
9	Center for Life Enrichment - Preventive Maintenance	33	FY 2016
10	Charles County Nursing and Rehabilitation - Preventive Maintenance	24	FY 2016
11	Chesapeake Care Resources, Inc. - Preventive Maintenance	33	FY 2016
12	Comprehensive Housing Assist. - Preventive Maintenance	3	FY 2016
13	Daybreak Adult Day Services - Preventive Maintenance	21	FY 2016
14	Diakon - Preventive Maintenance	3	FY 2016
15	Dorchester Co. Comm. Of Aging - Preventive Maintenance	17	FY 2016
16	Dove Pointe, Inc. - Preventive Maintenance	57	FY 2016
17	Easter Seals Baltimore - Preventive Maintenance	24	FY 2016
18	Easter Seals Hagerstown - Preventive Maintenance	18	FY 2016
19	Easter Seals Silver Spring - Preventive Maintenance	24	FY 2016
20	Freedom Landing - Preventive Maintenance	9	FY 2016
21	Friends Aware - Preventive Maintenance	42	FY 2016
22	Hopkins Elder Plus - Preventive Maintenance	53	FY 2016
23	HUMANIM - Preventive Maintenance	20	FY 2016
24	Jewish Council of Aging (Wash) - Preventive Maintenance	109	FY 2016
25	Kent Center - 1 Small Bus & Preventive Maintenance	69	FY 2016

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2016 AND 2017 (cont'd)		
26	Lifestyles, Inc. - Preventive Maintenance	2	FY 2016
27	Mosaic - Preventive Maintenance	56	FY 2016
28	Partners in Care - Preventive Maintenance	5	FY 2016
29	Progress Unlimited, Inc. - Preventive Maintenance	76	FY 2016
30	Shore Up! - Preventive Maintenance	12	FY 2016
31	Spring Dell - Preventive Maintenance	45	FY 2016
32	St. Mary's Nursing Center, Inc. - Preventive Maintenance	6	FY 2016
33	Star Community - Preventive Maintenance	3	FY 2016
34	The League for People with Disabilities - Preventive Maintenance	7	FY 2016
35	Unified Community Connections - Preventive Maintenance	12	FY 2016
36	Washington County HDC - Preventive Maintenance	6	FY 2016
37	Winter Growth - Preventive Maintenance	2	FY 2016
38	Wocester County Comm on Aging - Preventive Maintenance	15	FY 2016
39	Worcester County Developmental Center - Preventive Maintenance	42	FY 2016
40	Action in Maturity 1 Replacement Bus	60	FY 2017
41	Appalachian Parent Assn - 1 Small Replacement Bus	60	FY 2017
42	ARC of Montgomery County - 3 Small Expansion Buses	180	FY 2017
43	ARC of Prince George's County - 2 Small Replacement Buses	120	FY 2017
44	ARC of Prince George's County - 1 Expansion Bus	60	FY 2017
45	ARC of Washington County - 1 Small Replacement Bus	60	FY 2017
46	Bayside Community Network - 1 Small Replacement Bus	60	FY 2017
47	Center for Life Enrichment - 2 Small Replacement Buses	120	FY 2017
48	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	60	FY 2017
49	Cheasapeake Care Resources, Inc. - 2 Small Replacement Buses	120	FY 2017
50	CHI Centers - 2 Small Replacement Buses	120	FY 2017

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2016 AND 2017 (cont'd)		
51	Comprehensive Housing Assist. - 1 Expansion Bus	60	FY 2017
52	Daybreak Adult Day Services - 1 Small Replacement Bus	60	FY 2017
53	Delmarva Community Transit - 1 Small Replacement Bus	60	FY 2017
54	Diakon - 1 Small Replacement Bus	60	FY 2017
55	Dorchester Co. Comm. of Aging - 1 Repacement Bus	60	FY 2017
56	Dove Point, Inc. - 2 Small Replacement Buses	120	FY 2017
57	Easter Seals Baltimore - 2 Small Expansion Buses	120	FY 2017
58	Easter Seals Hagerstown - 1 Small Replacement Bus	60	FY 2017
59	Easter Seals Silver Spring - 2 Small Expansion Buses	120	FY 2017
60	Family & Childrens Services of Central MD - 1 Expansion Bus	60	FY 2017
61	Freedom Landing - 1 Expansion Minivan	40	FY 2017
62	Freedom Landing - 1 Small Replacement Bus	60	FY 2017
63	Friends Aware - 1 Small Replacement Bus	60	FY 2017
64	Hopkins Elder Plus - 2 Small Replacement Buses	120	FY 2017
65	HUMANIM - 2 Small Replacement Buses	120	FY 2017
66	Jewish Council for Aging - 3 Small Replacement Buses	180	FY 2017
67	Lifebridge Health - 1 expansion Bus & 2 Replacement Buses	180	FY 2017
68	Lifebridge Health- Equipment	72	FY 2017
69	Lifestyles, Inc. -1 Small Expansion Bus	60	FY 2017
70	Lower Shore Enterprises - 2 Replacement Buses	120	FY 2017
71	Progress Unlimited, Inc. 2 Small Expansion Buses	120	FY 2017
72	Providence Center - Equipment	53	FY 2017
73	Spring Dell - 2 Small Replacement Buses	120	FY 2017
74	St. Mary's Adult Medical Day Care, Inc. - Preventive Maintenance	6	FY 2017
75	Star Community - 1 Replacement Bus	60	FY 2017

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2016 AND 2017 (cont'd)		
76	The League for People with Disabilities - 2 Small Expansion Buses	120	FY 2017
77	Unified Community Connections - 1 Replacement Bus	60	FY 2017
78	Winter Growth - 1 Replacement Bus	60	FY 2017
79	ARC of Montgomery County - Preventive Maintenance	25	Ongoing
80	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Ongoing
81	ARC of Washington County - Preventive Maintenance	13	Ongoing
82	Charles County Nursing and Rehabilitation - Preventive Maintenance	9	Ongoing
83	Lifestyles, Inc - Preventive Maintenance	3	Ongoing
84	Pleasant Day - Preventive Maintenance	15	Ongoing
85	Progress Unlimited, Inc. - Preventive Maintenance	10	Ongoing
86	Somerset Community Services, Inc - Preventive Maintenance	11	Ongoing
87	St. Mary's Nursing Center, Inc - Preventive Maintenance	5	Ongoing
88	The League for People with Disabilities - Preventive Maintenance	5	Ongoing
89	UCP of Central Maryland (aka UCC) - Preventive Maintenance	15	Ongoing
90	Washington County HDC - Preventive Maintenance	7	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	FREDERICK COUNTY FY 2016 AND 2017		
1	Infrastructure Electric Bus	125	FY 2016
2	Preventive Maintenance	700	FY 2016
3	Ridesharing	123	FY 2016
4	2 Electric Buses	1,200	FY 2017
5	2 Small Replacement Buses	170	FY 2017
6	3 Electric Buses	1,590	FY 2017
7	APC for Buses (27)	150	FY 2017
8	AVL and Infrastructure for 27 Buses	125	FY 2017
9	Preventive Maintenance	70	FY 2017
10	Preventive Maintenance	70	Ongoing
11	Preventive Maintenance	600	Ongoing
12	Ridesharing	123	Ongoing
13	1 Small Bus	60	Underway
	GARRETT COUNTY FY 2016 AND 2017		
1	AVL	21	FY 2016
2	3 Small Bus Replacement	180	FY 2017
3	Preventive Maintenance	215	FY 2017
4	2 Small Buses	120	FY 2018
5	On Board Cameras	75	FY 2018
6	Preventive Maintenance	202	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HARFORD COUNTY FY 2016 AND 2017		
1	A/C Training Room	15	FY 2016
2	AVL - Communications/Signage	165	FY 2016
3	AVL Additions VLLU	40	FY 2016
4	AVL-IVR	60	FY 2016
5	AVL-Passenger Count	131	FY 2016
6	Bus Wash Renovations	30	FY 2016
7	Operator Training Room A/C	25	FY 2016
8	Ridesharing	88	FY 2016
9	Vehicle Video Security System	150	FY 2016
10	1 Medium Bus	198	FY 2017
11	1 Medium Lowfloor Bus	196	FY 2017
12	Preventive Maintenance	200	FY 2017
13	Preventive Maintenance	100	Ongoing
14	Preventive Maintenance	200	Ongoing
15	Ridesharing	88	Ongoing
16	Bus Shelters	130	Underway
17	Bus Stop Info Signs	15	Underway
18	Bus Wash Renovation	55	Underway
19	Call Center Phone	13	Underway
20	Garage Door Repair	30	Underway
21	Heavy Duty Jack	17	Underway
22	Maintenance Equipment	17	Underway
23	Portable Bus Lift	40	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HOWARD COUNTY FY 2016 AND 2017		
1	Ridesharing	130	FY 2016
2	Ridesharing	130	Ongoing
3	4 Hybrid Sedans	100	Underway
4	Bus IT Package	78	Underway
5	Central Maryland Operations Facility	750	Underway
6	Electric Bus Project	3,778	Underway
7	Voucher Card System	179	Underway
	MONTGOMERY COUNTY FY 2016 AND 2017		
1	Bus Replacement	7,000	FY 2016
2	Ridesharing	372	FY 2016
3	Ridesharing	372	Ongoing
	OCEAN CITY FY 2016 AND 2017		
1	Preventive Maintenance	600	FY 2016
2	3 40' Bus Replacements	1,362	FY 2017
3	3 Large Replacement Buses	1,362	FY 2017
4	Preventive Maintenance - Money Counters	15	FY 2017
5	Transit Facility & Bus Barn D&E	1,250	FY 2017
6	3 Heavy Duty Replacement Buses	1,362	FY 2018
7	Preventive Maintenance	600	Ongoing
8	Bus Barn Fire Suppression	15	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	PRINCE GEORGE'S COUNTY FY 2016 AND 2017		
1	Ridesharing	269	FY 2016
2	Ridesharing	269	Ongoing
3	Bus Stop Improvements	500	Underway
4	Bus Stop Improvements	500	Underway
	QUEEN ANNE'S COUNTY FY 2016 AND 2017		
1	Preventive Maintenance	50	FY 2016
2	Bus Cameras	40	FY 2017
3	Bus Wash Facility Renovation	70	Underway
	SOMERSET COUNTY FY 2016 AND 2017		
1	See Tri-County Council for the Lower Eastern Shore Projects		
	SOUTHERN MD NON-PROFITS FY 2016 AND 2017		
1	Job Access and Reverse Commute (JARC) Program	100	Ongoing
2	New Freedom Program	400	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2016 AND 2017		
1	24 Bus Cameras	45	FY 2016
2	Preventive Maintenance	94	FY 2016
3	2 Medium Replacement Buses	387	FY 2017
4	2 Medium Replacement Buses	233	FY 2017
5	4 Medium Replacement Buses	500	FY 2017
6	3 Medium Buses	414	FY 2018
7	Preventive Maintenance	50	Ongoing
8	Brake Lathe	14	Underway
9	New Bus Shelter-California P&R	12	Underway
	TALBOT COUNTY FY 2016 AND 2017		
1	See Caroline County for Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

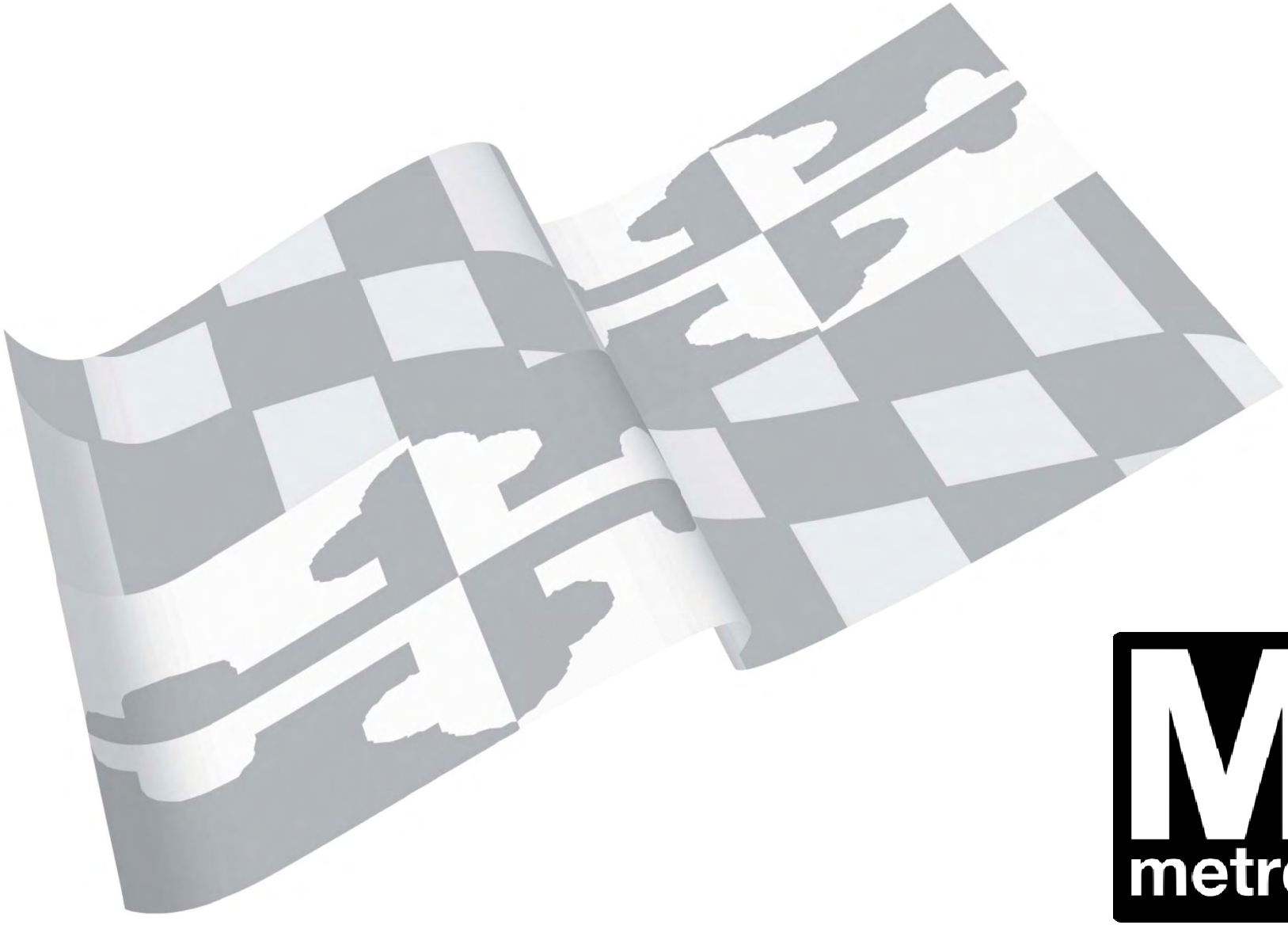
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2016 AND 2017		
1	Preventive Maintenance	850	FY 2016
2	2 Medium Replacement Buses	300	FY 2017
3	2 Minivans Replacement	90	FY 2017
4	3 Small Replacement Buses	210	FY 2017
5	EAM Maintenance Software	80	FY 2017
6	Expansion - Small Bus	62	FY 2017
7	Expansion Bus	62	FY 2017
8	Maintenance Shop Equipment	28	FY 2017
9	Medium Bus Replacement	116	FY 2017
10	Server and Data Storage	15	FY 2017
11	Facility Construction Phase III	1,557	FY 2018
12	Preventive Maintenance	850	Ongoing
13	Mobility Management	143	Underway
14	Passenger Amenities	75	Underway
15	Trapeze Call Back Module	16	Underway
16	Trapeze Cert. Module	16	Underway

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2016 AND 2017		
1	1 Small Replacement Bus	74	FY 2017
2	Fuel Monitoring System	16	FY 2017
3	Pressure Washer for Bus	13	FY 2017
4	Preventive Maintenance	250	FY 2017
5	Route Match Notification System	27	FY 2017
6	Small Bus Replacement	70	FY 2017
7	Vehicle Lift System	47	FY 2017
8	Preventive Maintenance	250	Ongoing
9	1 Small Bus	51	Underway
10	On-Board Surveillance Cameras	80	Underway
11	On-Vehicle Video Surveillance	82	Underway
12	Passenger Shelter Installs	100	Underway
	WESTERN MD NON-PROFITS FY 2016 AND 2017		
1	Washington Co CAC	100	FY 2016
2	Job Access and Reverse Commute (JARC) Program	34	Ongoing
3	New Freedom Program	68	Ongoing
	WICOMICO COUNTY FY 2016 AND 2017		
1	See Tri-County Council for the Lower Eastern Shore for Projects		
2	Preventive Maintenance	250	Ongoing
	WORCESTER COUNTY FY 2016 AND 2017		
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	KENT COUNTY		
1	See Caroline County for Projects		



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	249.3	253.4	255.8	265.3	273.4	284.1	1,581.3
Special Funds	130.7	153.6	155.9	165.4	173.5	184.2	963.4
Federal Funds - WMATA *	118.6	99.9	99.9	99.9	99.9	99.9	617.9

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

PROJECT: WMATA Capital Improvement Program

DESCRIPTION: This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2016 - 2021 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 2016 - 2021 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board.

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

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

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

ASSOCIATED IMPROVEMENTS:
Matching Funds - Line 3

STATUS: The FY 2016 - 2021 CIP was adopted by the WMATA Board of Directors on May 28, 2015 and subsequently amended on June 25, 2015.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The project cost increased $204.1M due to the addition of FY 2021, in which $18.5M of the $222.6M shown was previously programmed in prior years.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,729,586	1,520,751	188,266	188,711	193,657	203,742	211,872	222,587	1,208,835	0
Total	2,729,586	1,520,751	188,266	188,711	193,657	203,742	211,872	222,587	1,208,835	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9004, 9006

PROJECT: Project Development Program

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Project increased $1.1 million due to the addition of funding in FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,612	14,156	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	20,612	14,156	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital Iimprovement Program -- Line 1

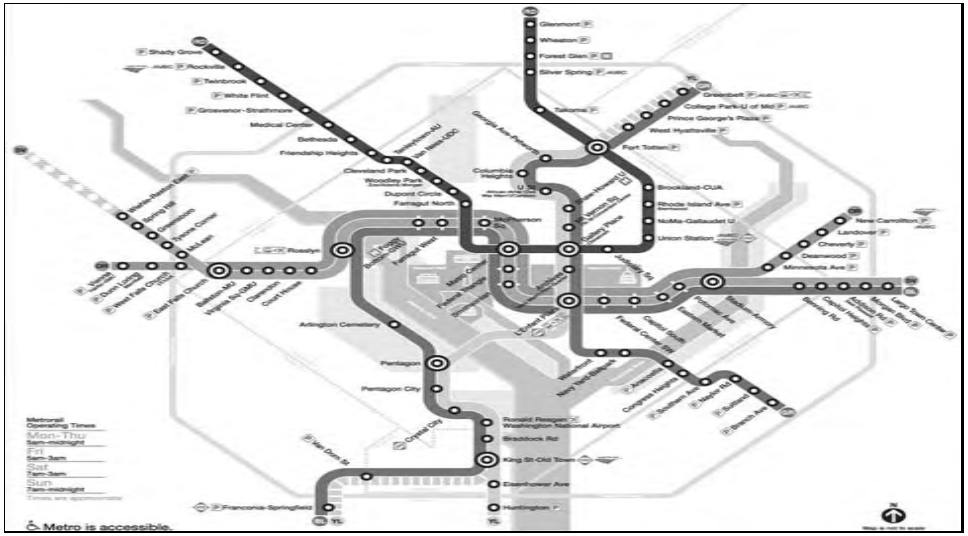
STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2015 is $148.5M. Maryland will provide $49.5M in FY 2016 for its portion of the match.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The project cost increased $50.0M due to the addition of funding in FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	550,000	246,691	49,500	53,200	50,609	50,000	50,000	50,000	303,309	0
Total	550,000	246,691	49,500	53,200	50,609	50,000	50,000	50,000	303,309	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

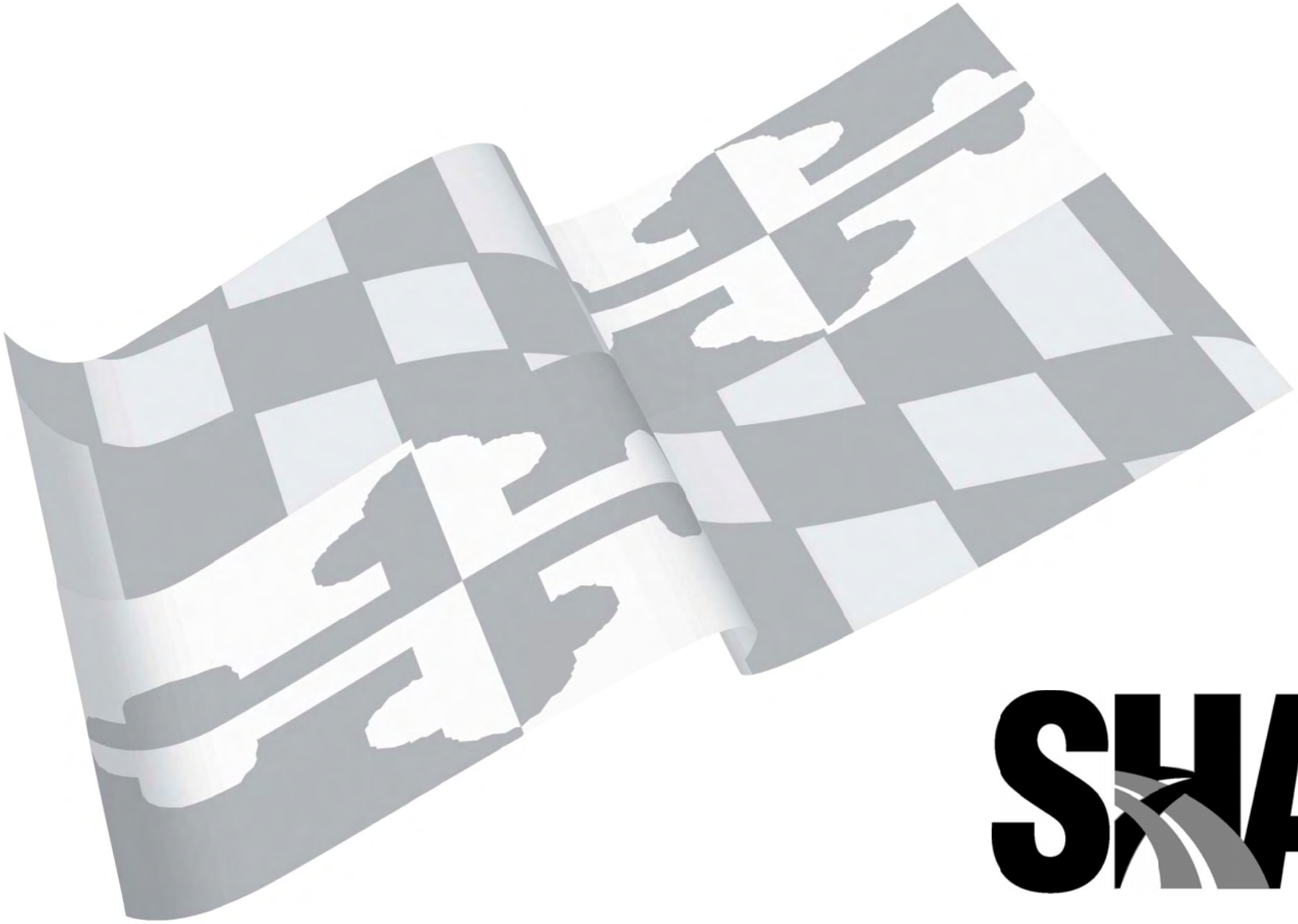
STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5M during the FY 2016-2021. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The project cost increased $10.5M due to the addition of FY 2021.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	125,461	62,761	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0
Total	125,461	62,761	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9010

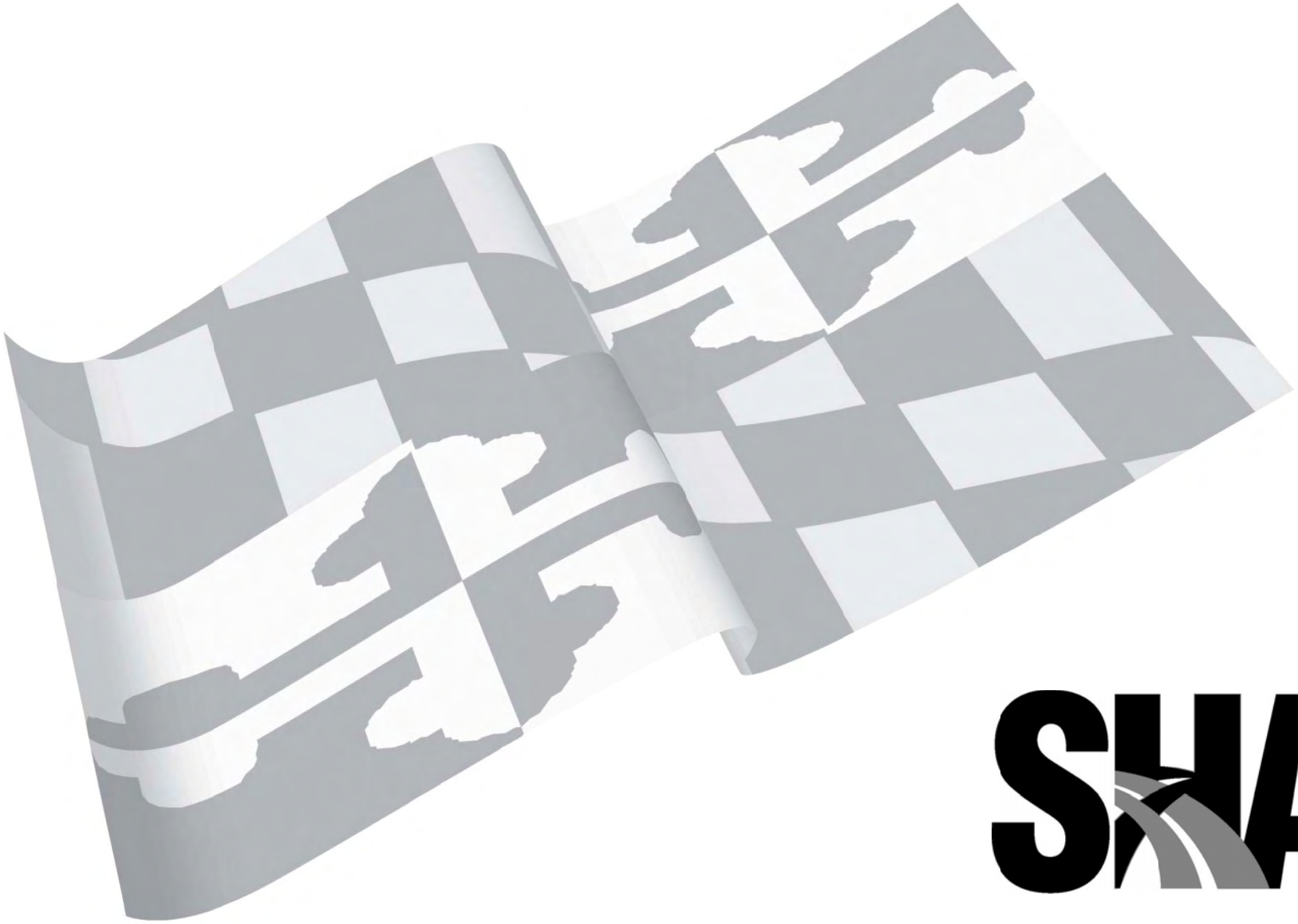


SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	298.0	447.8	504.9	433.2	392.3	284.3	2,360.5
Safety, Congestion Relief and Community Enhancements	959.3	968.4	931.9	725.2	677.3	837.4	5,099.5
Other System Preservation	27.6	26.0	25.9	26.2	25.2	26.2	157.1
Reimbursables	15.0	24.0	18.0	20.0	15.0	15.0	107.0
Programs 3 & 8	79.8	78.2	77.2	77.0	77.6	77.8	467.6
Development & Evaluation Program	31.2	45.8	40.8	23.4	24.0	6.7	171.9
TOTAL	1,410.9	1,590.2	1,598.7	1,305.0	1,211.4	1,247.4	8,363.6
Special Funds	824.9	1,002.5	1,026.0	861.1	804.1	854.9	5,373.5
Federal Funds	577.9	564.6	555.9	424.8	394.7	392.5	2,910.4
Other Funds	8.1	23.0	16.8	19.0	12.6	-	79.5



SHA

SHA STATEWIDE

PROJECT: Coordinated Highway Action Response Team (CHART)

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	187,433	115,663	13,730	12,800	11,700	11,380	11,080	11,080	71,770	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	252,121	218,991	7,670	8,900	10,900	1,820	1,520	2,320	33,130	0
Total	439,554	334,654	21,400	21,700	22,600	13,200	12,600	13,400	104,900	0
Federal-Aid	357,844	324,800	8,688	6,206	6,712	3,709	3,629	4,100	33,044	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

PURPOSE & NEED SUMMARY STATEMENT: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,450	200	150	250	200	200	200	250	1,250	0
Engineering	17,947	8,747	1,550	1,450	1,550	1,550	1,550	1,550	9,200	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	60,979	41,229	2,900	3,800	3,350	3,250	3,250	3,200	19,750	0
Total	80,671	50,471	4,600	5,500	5,100	5,000	5,000	5,000	30,200	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 (2015) - N/A

PROJECTED (2035) - N/A

PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	51,142	43,892	1,500	1,750	1,000	1,000	1,000	1,000	7,250	0
Right-of-way	538	538	0	0	0	0	0	0	0	0
Construction	326,603	296,353	15,700	10,550	1,300	1,200	1,300	200	30,250	0
Total	378,283	340,783	17,200	12,300	2,300	2,200	2,300	1,200	37,500	0
Federal-Aid	243,698	226,298	7,200	6,200	1,200	1,100	1,200	500	17,400	0

CLASSIFICATION:

STATE - N/A

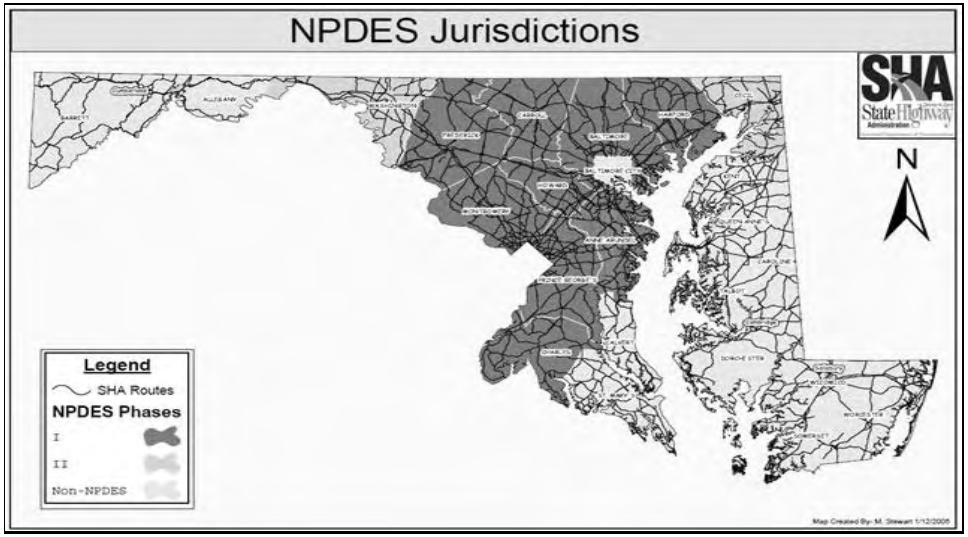
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	21,150	1,000	2,200	2,550	4,250	3,750	3,700	3,700	20,150	0
Engineering	378,500	47,700	46,650	31,250	69,400	61,800	60,900	60,800	330,800	0
Right-of-way	2,650	1,000	200	200	350	300	300	300	1,650	0
Construction	309,900	74,900	15,550	40,000	49,200	43,850	43,200	43,200	235,000	0
Total	712,200	124,600	64,600	74,000	123,200	109,700	108,100	108,000	587,600	0
Federal-Aid	59,594	50,794	200	0	0	0	0	8,600	8,800	0

CLASSIFICATION:

STATE - N/A

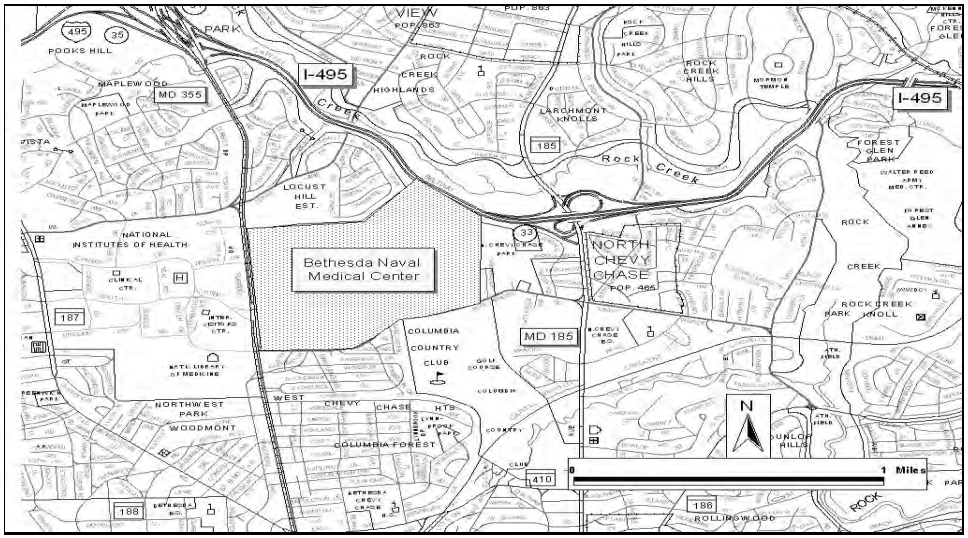
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 3) (Montgomery County Line 6)
MD 187, at West Cedar Lane (Montgomery County Line 7)
MD 320, at Sligo Creek (Montgomery County Line 10)
MD 355, at Cedar Lane (Montgomery County Line 12)
MD 355, Woodmont Ave. to South Wood Rd. (Montgomery County Line 13)

STATUS: Project Complete. Office of Economic Adjustments has contributed $38.2 million towards the BRAC improvements.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Associated improvements are in the Montgomery County Construction program. Moved from the Construction Program to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,896	12,467	200	179	50	0	0	0	429	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	12,896	12,467	200	179	50	0	0	0	429	0
Federal-Aid	3,752	3,323	200	179	50	0	0	0	429	0

CLASSIFICATION:

STATE - N/A

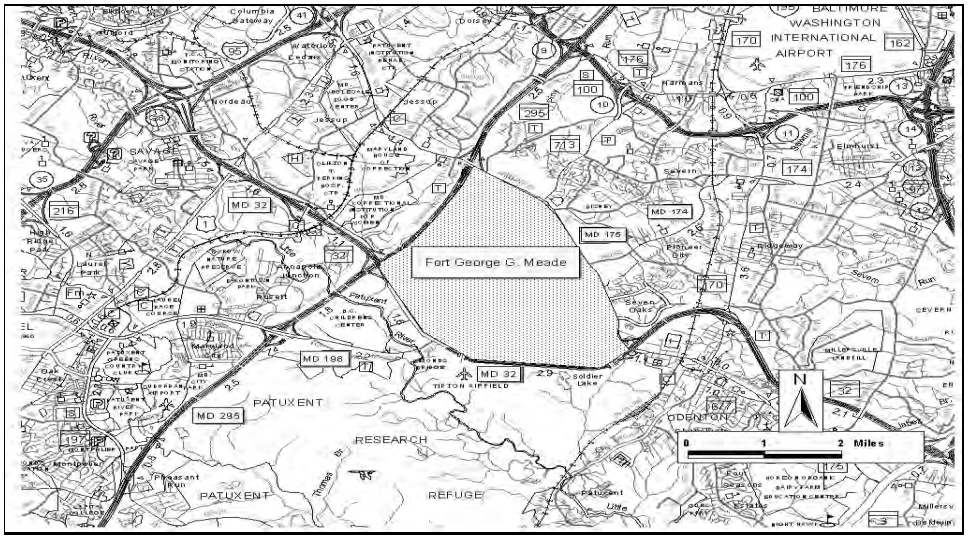
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Maples/Reece Roads (Anne Arundel County Line 2)
MD 175, Disney Road to Reece Road (Anne Arundel County Line 4)
MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)
MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

STATUS: Project complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Associated improvements are in the Anne Arundel County Construction program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	223	29	0	0	0	0	0	29	0
Engineering	7,484	7,484	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	7,736	7,707	29	0	0	0	0	0	29	0
Federal-Aid	1,223	1,196	27	0	0	0	0	0	27	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Harford County Line 1)
MD 22, at Beards Hill Road (Harford County Line 2)
MD 22, at MD 462 (Harford County Line 3)
US 40, at MD 7/MD 159 (Phase 2 - Harford County Line 5)
Perryman, Access Study (Harford County Line 7)

STATUS: Project complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Associated improvements are in the Harford County Construction program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,358	9,018	340	0	0	0	0	0	340	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	9,358	9,018	340	0	0	0	0	0	340	0
Federal-Aid	4,840	4,500	340	0	0	0	0	0	340	0

CLASSIFICATION:

STATE - N/A

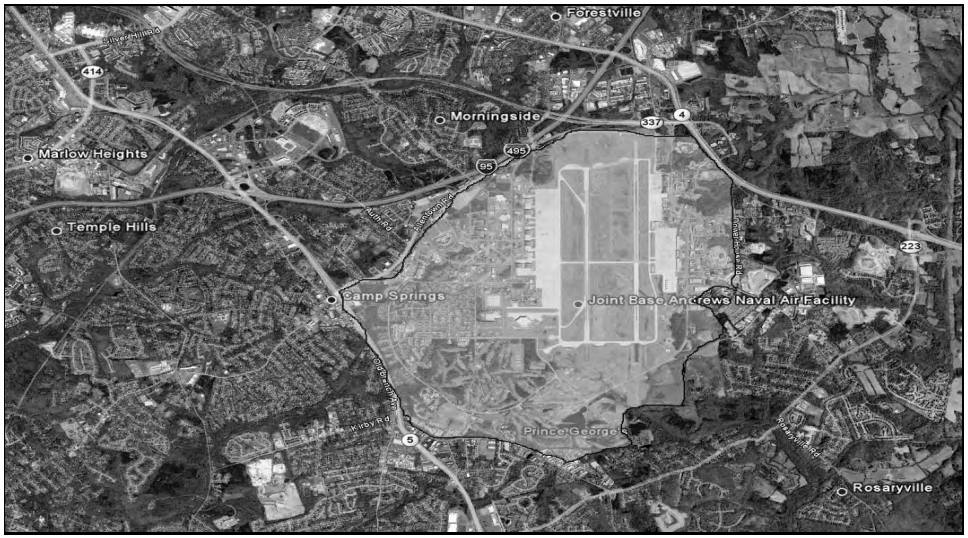
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Andrews Air Force Base

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Andrews Air Force Base is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/495, Branch Ave. Metro Access (Prince George's Line 1)
MD 4, at Suitland Parkway (Prince George's Line 9)
MD 337, at MD 218 and I-495 NB Off Ramp (Prince George's Line 14)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 17)
MD 4, MD 223 to I-95 (Prince George's Line 19)
MD 5, US 301 to I-95 (Prince George's Line 20)

STATUS: Project complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Associated improvements are in the Prince George's County Construction program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,298	2,298	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	2,298	2,298	0	0	0	0	0	0	0	0
Federal-Aid	2,263	2,263	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

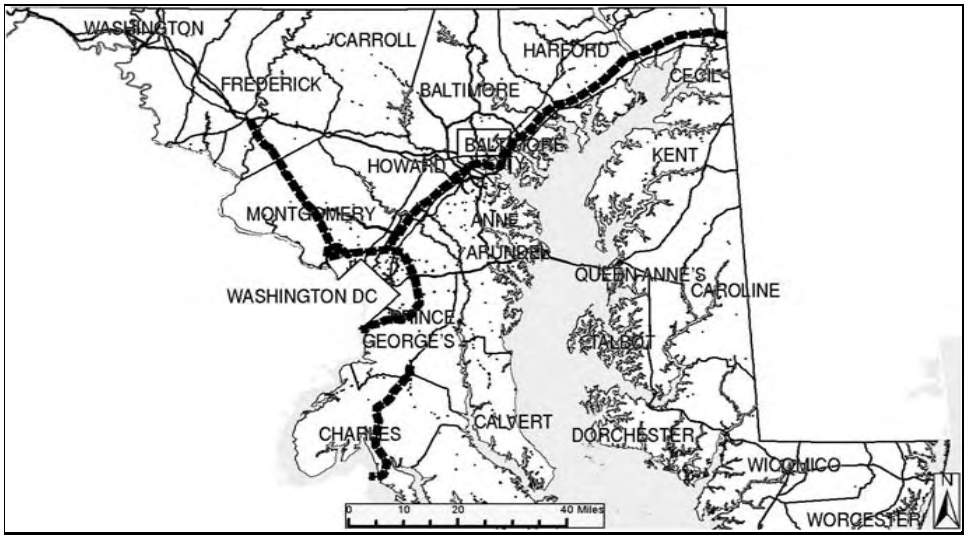
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95/495, I-270 and US 301.

JUSTIFICATION: A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved $2.0 million to Active Traffic Management (ATM) and Innovative Congestion Mitigation (ICM) (Montgomery Line 2).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,055	968	892	1,195	0	0	0	0	2,087	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,055	968	892	1,195	0	0	0	0	2,087	0
Federal-Aid	2,843	815	833	1,195	0	0	0	0	2,028	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in District 4 and District 7; pavement marking	975	Completed
2		Various locations in Baltimore and Harford Counties; joint sealing	1,020	Completed
3		Various locations in Dorchester, Somerset, Wicomico, Worcester Counties; traffic barrier upgrades	1,207	Completed
4		Various locations in Anne Arundel, Calvert, Charles and St. Mary's County; drainage	853	Completed
5		Traffic barrier upgrades at various locations in District 3	1,143	Completed
6	US 50	Ocean Gateway; 0.5 miles west of MD 404 to 0.5 miles east of MD 404; resurface	1,502	Completed
		Bridge Replacement/Rehabilitation		
7		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 3; bridge rehabilitation	11,341	Completed
8		Provide access equipment and MOT Services for bridge inspection/evaluation	6,388	Completed
9		10 existing bridges on US 13, MD 353, MD 12 and US 113; clean/paint bridges	1,551	Completed
		Safety/Spot Improvement		
10		At various locations in District 2; raised pavement markings	553	Completed
11	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,200	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions (cont'd)		
		Traffic Management		
12		Install and modify Traffic Control devices in District 4; signalization	6,022	Completed
13		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Completed
14		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Completed
15		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Completed
		Environmental Preservation		
16		Various interchanges on I 70, I 68 and MD 200; landscaping	847	Completed
17		Landscaping at various locations in District 4 and District 7; landscaping	220	Completed
18		Landscaping at various locations in District 1 and District 2; landscaping	114	Completed
		Sidewalks		
19		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,755	Completed
		Truck Weight		
20		Virtual Weigh Station - Overheight detection	1,200	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
21		At various locations in District 3 - thermo thinline striping; pavement marking	1,669	FY 2016
22		At various locations in Caroline and Talbot Counties; resurface	1,565	FY 2016
23		At various locations in District 5; guard rail	1,051	FY 2016
24		At various locations in District 6; resurface	458	FY 2016
25		At various locations in Montgomery and Prince George's Counties; sidewalks	2,127	FY 2016
26		At various locations in District 7 - thermo thinline striping; pavement marking	1,175	FY 2016
27		At various locations in District 5; sidewalks	3,457	FY 2016
28		At various locations in District 2; mill and resurface	3,664	FY 2016
29		At various locations in District 2 - thermo thinline striping; pavement marking	1,387	FY 2016
30		At various locations in Carroll and Frederick Counties; mill and resurface	20,514	FY 2016
31		At various locations in District 7; patching	1,951	FY 2016
32		At various locations in Kent and Queen Anne's Counties; resurface	1,565	FY 2016
33		At various locations on I-70, I-95, I-195, I-795, I-83, I-695, MD 695 and MD 295; safety and resurface	9,152	FY 2016
34		At various locations in District 1; pavement marking	1,003	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
35		At various routes in Carroll, Frederick and Howard counties; guard rail	2,003	FY 2016
36		At various locations in District 5; pavement marking	1,907	FY 2016
37		At various locations in District 4; pavement marking	1,157	FY 2016
38		At various locations in District 2; sidewalks	1,392	FY 2016
39		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; slurry seal	2,310	FY 2016
40		At various locations in District 5; patching	3,377	FY 2016
41		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; guard rail	599	FY 2016
42		At various locations in Calvert, Charles and St. Mary's counties; joint sealing	913	FY 2016
43		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	1,900	FY 2016
44		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
45		At various locations in District 6; slurry seal	2,974	FY 2016
46		At various locations in District 5; sidewalks	3,023	FY 2016
47		At various locations in District 2; joint sealing	465	FY 2016
48		At various locations in District 4; guardrail	2,302	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
49		At Various Locations in District 4; Joint Sealing	1,435	Under construction
50		At various locations in District 6; resurface	445	Under construction
51		At various locations in District 5; guardrail	933	Under construction
52		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,400	Under construction
53		At various locations in District 7; guardrails	2,313	Under construction
54		Various locations in Districts 3 and 5; pavement marking	2,638	Under construction
55		Various locations in Districts 1 and 2; pavement marking	2,055	Under construction
56		Various locations; guardrails	2,355	Under construction
57		Various locations in Montgomery and Prince George's Counties; resurface	2,055	Under construction
58		At various locations in District 5; widen and resurface	4,176	Under construction
59		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	FY 2016
60		Various locations in Districts 4 and 7; pavement marking	2,025	Under construction
61		Various locations in District 2; slurry seal	1,186	Under construction
62		Various Locations in Carroll, Frederick and Howard Counties; joint sealing	997	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
63		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	Under construction
64		Various locations in District 3 and 5; thermpolastic thinline striping	1,207	Under construction
65		Various locations in District 2; guardrail	383	FY 2016
66		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
67		Various locations in District 7; guardrail	1,413	Under construction
68		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction
69		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction
70		Install/upgrade Traffic barrier at various locations in District 6	725	Under construction
71		Various Locations in District 5; slurry seal	1,932	Under construction
		Bridge Replacement/Rehabilitation		
72		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	10,952	FY 2016
73		Invert paving and restoration to various structures; miscellaneous	4,192	FY 2016
74		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	FY 2016
75		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	9,838	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
76		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
77		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	11,333	Under construction
78		At various locations on lower Georges Creek Road, National Freeway, Friendsville Road; clean/paint bridges	1,585	Under construction
79		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	FY 2017
80		Install troughs and rehabilitation of joints to 25 bridges in WA and BA counties; joint sealing	3,360	Under construction
81		Bridges 14006, 1402700 and 2001800 in Kent and Talbot counties; clean/paint bridges	1,364	Under construction
82		Invert paving and restoration to various structures; miscellaneous	1,449	Under construction
		Safety/Spot Improvement		
83		At Various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,860	FY 2017
84		At various locations statewide; drainage improvement	3,312	FY 2016
85		At various locations in Prince George's and Montgomery counties; geometric improvements	3,292	FY 2016
86		At various locations in District 2; RPM	603	FY 2016
87		At various locations in Baltimore and Harford counties; rumble strips	1,130	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
88		At various locations in District 4; sidewalks	2,972	FY 2016
89		At various locations in District 6; drainage improvement	8,786	FY 2016
90		ADA at various locations in District 1; sidewalks	4,541	FY 2016
91		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	FY 2016
92		At various locations in District 6; sidewalks	3,392	FY 2016
93		At various locations in District 3; sidewalks	3,494	FY 2016
94		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	FY 2016
95		Various locations in District 7; ADA compliance	2,515	FY 2016
96		At various locations in District 1 and 2; pavement marking	899	Under construction
97		At various locations Statewide; drainage improvement	2,742	Under construction
98		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,712	Under construction
99		At various locations in District 1; rumble strips	505	Under construction
100		At various locations Statewide; drainage improvement	3,120	FY 2016
101		At various locations in District 3; surface treatment	4,164	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
102		Various locations statewide; drainage improvement	2,495	FY 2016
103		Various locations in District 2; rumble strips	232	Under construction
104		ADA Compliance Program in District 1	4,135	FY 2016
105		Various locations in Baltimore and Harford Counties; safety	5,141	Under construction
106		At various locations in District 3; sidewalks	3,744	Under construction
107		Various locations statewide; drainage	1,457	Under construction
108		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Under construction
109		Various locations in District 4; pavement markings	517	Under construction
110		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Under construction
111		Sign Reflectivity Management Statewide; signing	8,000	Under construction
112		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
113	US 13	Ocean Highway; Jones Road to North of Eden Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,975	FY 2016
114	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	760	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Noise Barriers		
115		Noise barrier preservation and remediation - statewide; noise abatement	1,716	FY 2016
116		Noise barrier fire door remediation in district 3; noise abatement	1,354	FY 2016
117		Various locations; noise abatements	1,410	Under construction
118	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	499	Under construction
		Traffic Management		
119		At various locations - sign retroreflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2017
120		At various locations in Districts 1 and 2; signalization	3,793	FY 2016
121		At various locations in Districts 6 and 7; lighting	3,378	Under construction
122		At various locations statewide; signing	6,251	Under construction
123		Light Emitting Diode (LED) Upgrades - Statewide	4,030	FY 2016
124		Modify/Install/Reconstruct Signals; signalization	5,740	FY 2016
125		Tourism and service signing; signing	3,157	FY 2016
126		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	FY 2016
127		APS in Districts 6 and 7; signalization	5,037	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
128		At various locations in District 3; lighting	4,930	FY 2016
129		At various locations in District 3; signalization	6,942	FY 2016
130		At various locations in District 4; lighting	4,268	FY 2016
131		At various locations in District 5; lighting	4,007	FY 2016
132		At various locations in District 6; signing	3,693	FY 2016
133		Various locations in District 3; signing	3,737	FY 2016
134		Various locations in District 6 and 7; lighting	4,875	FY 2016
135		Various locations in District 4; signalization	5,696	Under construction
136		Various locations in District 1 and 2; lighting	4,861	FY 2016
137		Various Locations in District 5; signalization	5,664	FY 2016
138		Various locations in District 4; signing	3,048	Under construction
139		Automatic Traffic Recorders Statewide; miscellaneous	1,988	FY 2016
140		Modify/reconstruct with in Districts 3, 4, 5; signalization	11,503	Under construction
141		Traffic signs and APS in District 3; signalization	7,153	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
142		Sign Structure replacement in District 7	4,777	FY 2016
143		Sign Structure replacement in District 4	4,905	FY 2016
144		Sign Structure replacement in District 3	5,003	FY 2016
145		Various locations in District 3, 4 and 5; signalization	5,671	Under construction
146		Various Locations in Districts 6 and 7; signalization	3,168	Under construction
147		At various locations in District 5; signing	2,295	Under construction
148		Various locations in District 5; signalization	5,935	Under construction
149		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
150		Various Locations in District 1 and 2; signalization	1,064	Under construction
151		Various Locations in District 4; lighting	1,783	Under construction
152		Various Locations in District 1 and 2; signing	1,287	Under construction
153		Various Locations in District3; signalization	2,146	Under construction
154		Various Locations in District 3; signing	2,810	Under construction
155		Various Locations in District 5; signalization	2,104	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
156		Various Locations in District 6 and 7; lighting	930	Under construction
157		Various Locations in District 4; signing	2,999	Under construction
158		Various Locations in District 5; lighting	1,674	Under construction
159		Various Locations in District 3; lighting	1,984	Under construction
160		Various Locations in District 6 and 7; signing	2,170	Under construction
161		Various Locations in District 1 and 2; lighting	1,300	Under construction
162		Various Locations in District 4; signalization	2,048	Under construction
163		Various Locations in District 6 and 7; signalization	1,074	Under construction
164		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
		C.H.A.R.T. Projects		
165		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,802	FY 2016
166		CHART DMS Deployment - Phase 4; miscellaneous	4,283	FY 2016
167		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,509	FY 2016
168		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	3,636	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
169		Road Weather Information Systems Upgrade	500	Under construction
170		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
171		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
172		Back-up Power for CHART Cameras	1,818	Under construction
173		10 CCTV Cameras Project	700	Under construction
174	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	772	Under construction
		Environmental Preservation		
175		Landscape sustainability improvements V for Districts 3 and 5; landscape	428	FY 2016
176		Landscape Sustainability IV at various locations in District 1; landscape	90	FY 2016
177		Landscape Sustainability IV at various locations in District 2; landscape	106	FY 2016
178		At various locations in District 4; landscape	1,274	FY 2016
179		At various locations in District 7; landscape	509	FY 2016
180		I 695 to Mountain Road and various sites; landscape	514	Under construction
181		Various locations in District 3 and 5; landscape	588	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Environmental Preservation (cont'd)		
182		Various locations in District 1 and 2; landscape	400	FY 2016
183		Various locations in District 4 and 7; landscape	468	Under construction
184		Various locations in District 1 and 2; landscape	162	Under construction
185		Various locations in District 3 and 5; landscape	479	Under construction
186		Various interchanges on US 50 and US 13; landscaping	1,087	Under construction
187		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	Under construction
188		Various Interchanges on US 50 and MD 100	1,220	Under construction
189		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	Under construction
190		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
191	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	449	FY 2016
192	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	959	Under construction
193	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	Under construction
194	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Sidewalks		
195		Various locations in District 2; sidewalks	2,506	Under construction
196		Various locations in District 3; sidewalks	3,661	FY 2016
197		At various locations in District 5; sidewalks	2,983	FY 2016
198		At Various locations in District 5; sidewalks	2,006	FY 2016
199		Various locations in District 3; sidewalks	2,613	Under construction
		TMDL Compliance		
200		At various locations in District 7 - group 1 - impervious area removal; drainage improvement	1,371	FY 2016
201		Tree establishment at various locations in District 3; landscape	1,502	FY 2016
202		Tree establishment at various locations in District 4; landscape	3,546	FY 2016
203		SWM at various locations in District 7 - Group 1; drainage improvement	6,544	FY 2017
204		Stream restoration and SWM at DNR Patapsco; wetlands replacement (reimbursed by DNR)	0	FY 2017
205		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,206	FY 2016
206		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
207		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	2,345	Under construction
208		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,737	FY 2016
209	I 97	John Hanson Highway; Grass swales at various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,946	FY 2016
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
210		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
211		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Underway
		Congressional Earmarks		
212		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

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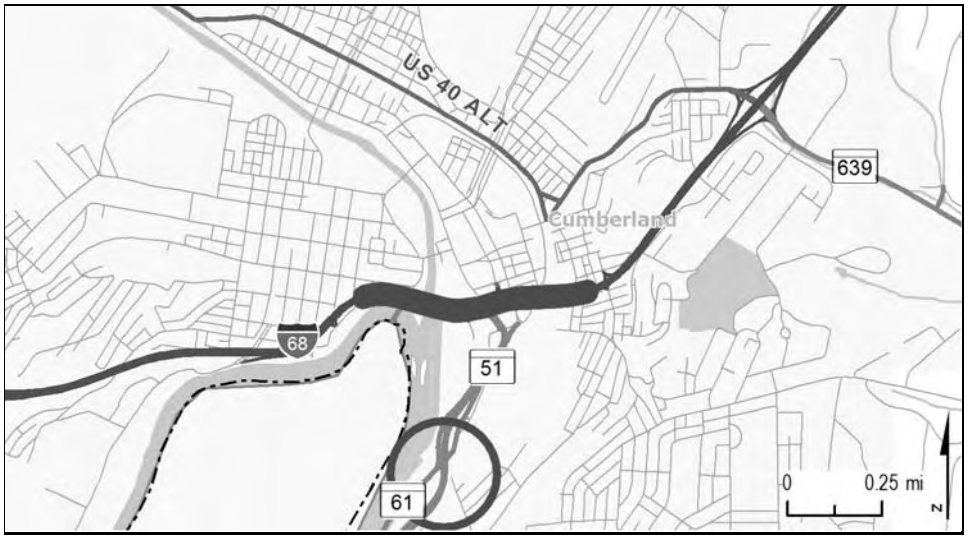
ALLEGANY COUNTY MARYLAND 1789

ALLEGANY COUNTY



PROJECT: I-68, National Freeway, and MD 51, Industrial Boulevard

DESCRIPTION: Rehabilitated I-68 Bridge 01096, including ramp structures 01107, 01108, 01109, 01110, 01111 and 01112, over Wills Creek, CSXT Railroad, and municipal streets, and, MD 51 Bridge 01092 over CSXT Railroad and Canal Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures required rehabilitation including: cleaning, painting, lighting, and superstructure and substructure repairs.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Rehabilitating these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,522	18,159	363	0	0	0	0	0	363	0
Total	18,522	18,159	363	0	0	0	0	0	363	0
Federal-Aid	18,474	18,111	363	0	0	0	0	0	363	0

CLASSIFICATION:

STATE - Principal Arterial

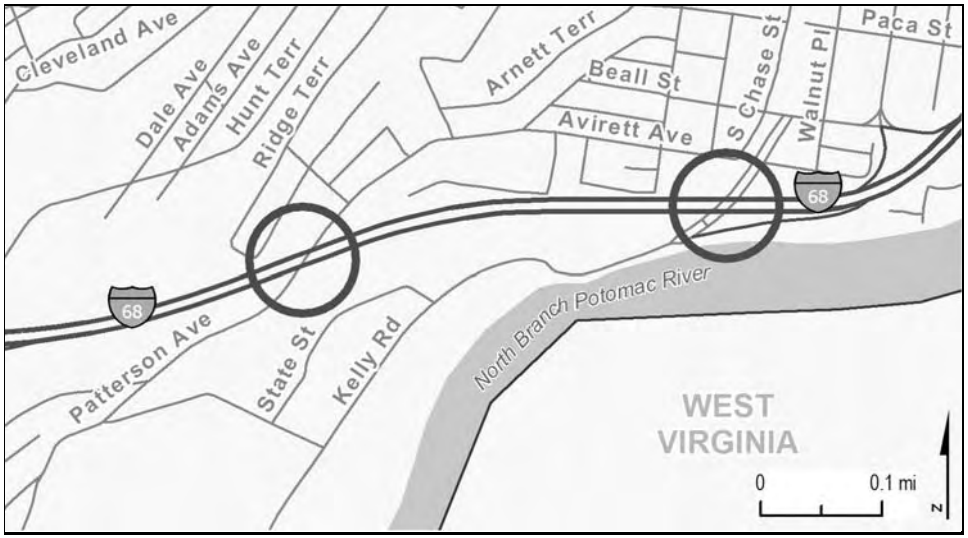
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 49,100

PROJECTED (2035) - 65,550



PROJECT: I-68, National Freeway

DESCRIPTION: Replaced/rehabilitated Bridge deck 01102 over Kelly Road and CSXT Railroad and Bridge deck 01103 over Patterson Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge required rehabilitation including cleaning, painting, lighting, deck, and superstructure and substructure repairs.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Rehabilitating these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	511	511	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,307	10,069	238	0	0	0	0	0	238	0
Total	10,818	10,580	238	0	0	0	0	0	238	0
Federal-Aid	10,613	10,404	209	0	0	0	0	0	209	0

CLASSIFICATION:

STATE - Principal Arterial

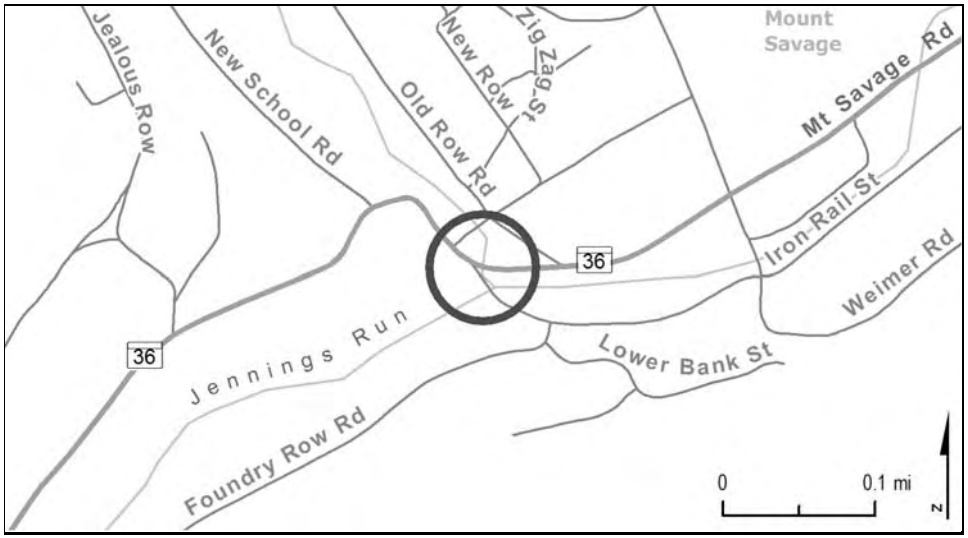
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 13,800

PROJECTED (2035) - 20,750



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	887	244	643	0	0	0	0	0	643	0
Right-of-way	233	0	33	49	49	49	49	4	233	0
Construction	3,000	0	0	780	2,220	0	0	0	3,000	0
Total	4,120	244	676	829	2,269	49	49	4	3,876	0
Federal-Aid	705	194	511	0	0	0	0	0	511	0

CLASSIFICATION:

STATE - Minor Arterial

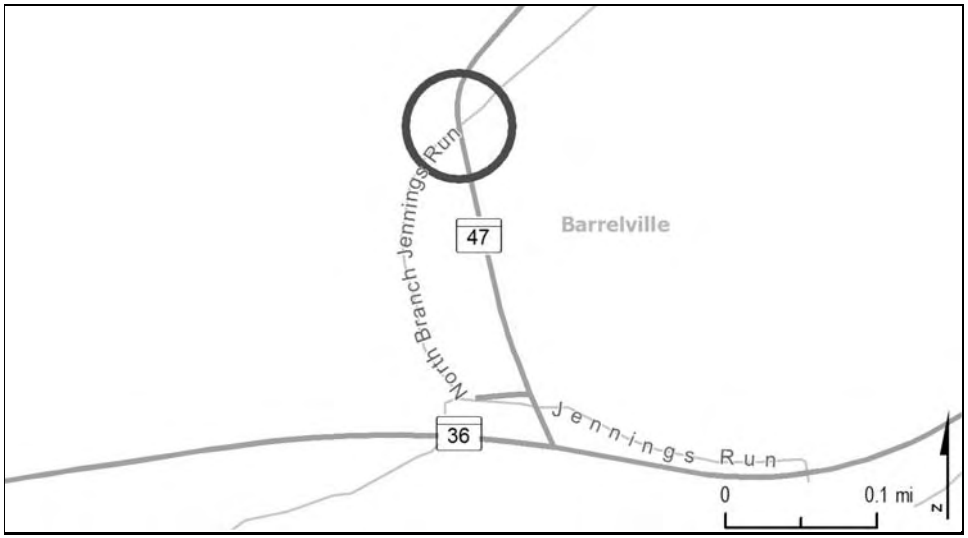
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,350

PROJECTED (2035) - 2,600



PROJECT: MD 47, Barrelville Road

DESCRIPTION: Replace Bridge 01043 over North Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,408	1,039	293	76	0	0	0	0	369	0
Right-of-way	482	392	63	27	0	0	0	0	90	0
Construction	5,000	0	650	2,943	1,407	0	0	0	5,000	0
Total	6,890	1,431	1,006	3,046	1,407	0	0	0	5,459	0
Federal-Aid	4,534	398	682	2,357	1,097	0	0	0	4,136	0

CLASSIFICATION:

STATE - Major Collector

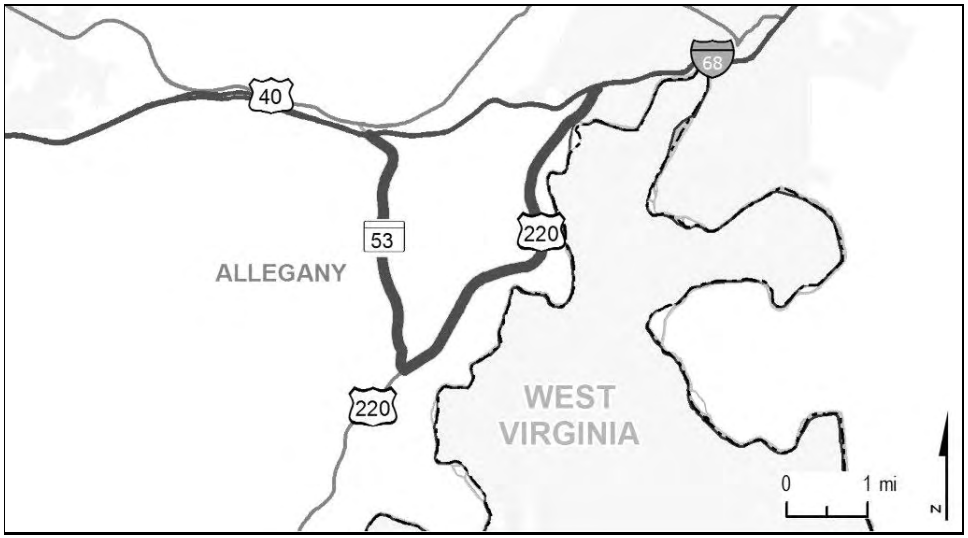
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,400

PROJECTED (2035) - 2,850



PROJECT: US 220, McMullen Highway

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

JUSTIFICATION: Improvements in the US 220 and MD 53 corridors will enhance accessibility and promote economic development.

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

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,202	2,303	500	850	850	1,699	0	0	3,899	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	6,202	2,303	500	850	850	1,699	0	0	3,899	0
Federal-Aid	4,122	1,081	390	663	663	1,325	0	0	3,041	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,400 - 12,600

PROJECTED (2035) - 18,700 - 37,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Allegany County; resurface	5,848	Completed
2	MD 51	Oldtown Road; Town Creek Bridge 0104700 to west of Comerford Drive; resurface	1,700	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Allegany County; resurface	5,567	Under construction
4	MD 51	Oldtown Road; Pack Horse Road to Town Creek Bridge; resurface	1,506	Under construction
		Bridge Replacement/Rehabilitation		
5	MD 956	Patriot Parkway; Bridge 0109800 over Potomac River; bridge deck replacement	3,716	FY 2016
		Safety/Spot Improvement		
6	US 220	McMullen Highway; at Louise Drive; geometric improvements	1,882	Under construction
7	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	500	FY 2017
8	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage improvement	411	FY 2016
		Intersection Capacity Improvements		
9	MD 51	Industrial Boulevard; at Virginia Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,716	FY 2017

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
10		Amtrak Station Entryway Improvement	243	FY 2016
		Establishment of Transportation Museums		
11		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of a exhibition exploring the National Road and C&O Canal	150	FY 2016

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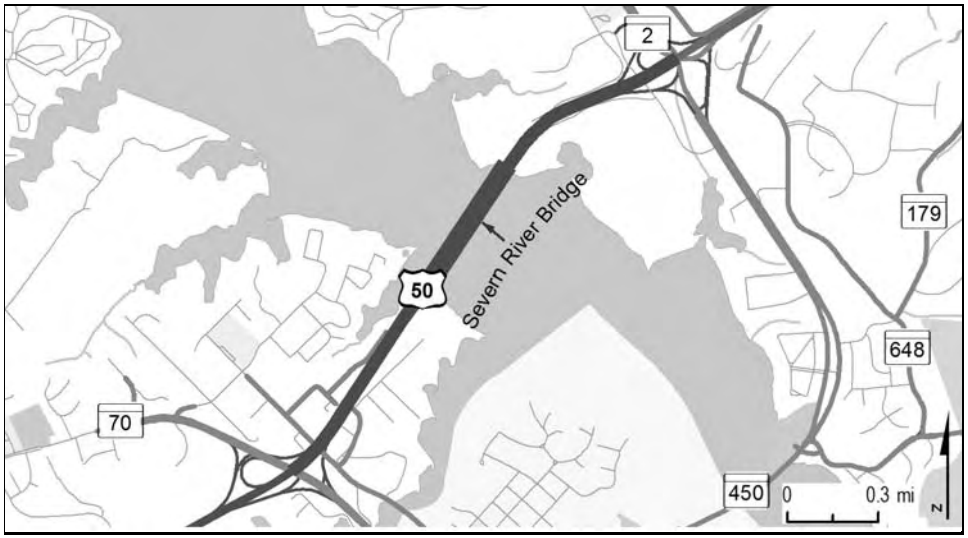
ANNE ARUNDEL COUNTY



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Project to ease congestion on US 50 from MD 70 to MD 2 northbound (1.7 miles) by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate an additional eastbound travel lane.

PURPOSE & NEED SUMMARY STATEMENT: The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This segment of US 50 experiences severe congestion during peak travel hours. An additional eastbound travel lane on the Severn River/Pearl Harbor Memorial Bridge will improve safety and operations along this important commuter corridor.

STATUS: Planning underway. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,563	833	1,000	730	0	0	0	0	1,730	0
Engineering	2,936	0	1,000	1,100	836	0	0	0	2,936	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,067	0	0	0	14,536	6,531	0	0	21,067	0
Total	26,566	833	2,000	1,830	15,372	6,531	0	0	25,733	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

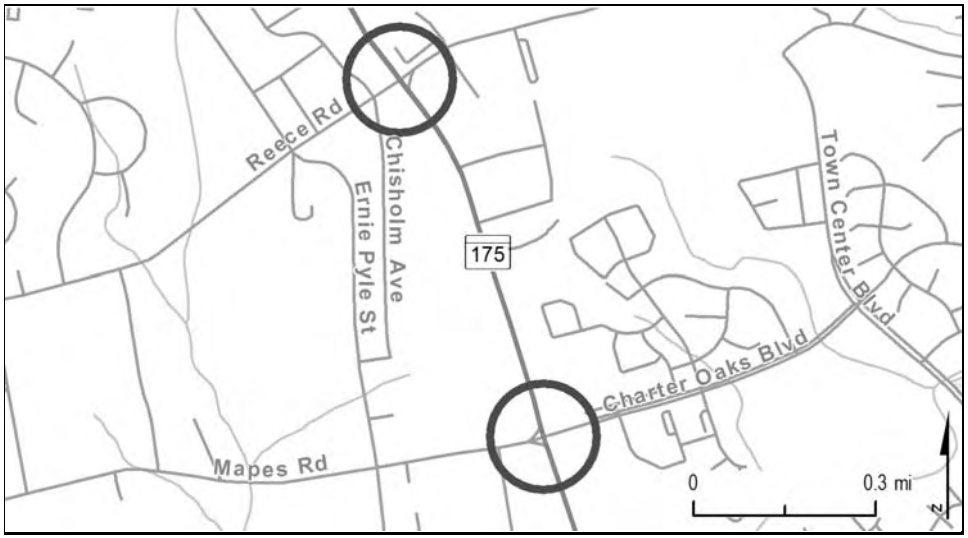
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 126,450

PROJECTED (2035) - 159,900



PROJECT: MD 175, Annapolis Road

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will relieve traffic congestion at these failing intersections as a result of the projected volumes from BRAC.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $9.3 million is due to reduced utility needs.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,401	2,053	1,187	1,161	0	0	0	0	2,348	0
Construction	14,516	3,327	3,621	3,962	3,606	0	0	0	11,189	0
Total	18,917	5,380	4,808	5,123	3,606	0	0	0	13,537	0
Federal-Aid	15,627	4,392	3,975	4,243	3,017	0	0	0	11,235	0

CLASSIFICATION:

STATE - Urban Minor Arterial

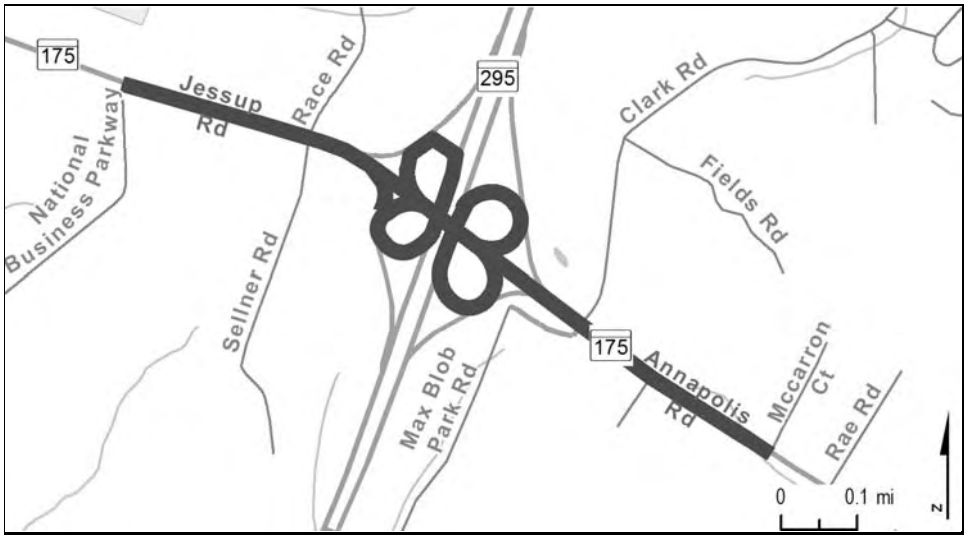
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 65,700



PROJECT: MD 175, Annapolis Road

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece (Line 2)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will address safety concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $81.2 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 175 from MD 295 to MD 170 (Line 7).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	1,294	846	980	480	0	0	0	2,306	0
Right-of-way	26,578	787	5,306	6,000	6,272	8,213	0	0	25,791	0
Construction	81,211	0	0	0	0	6,949	15,678	19,466	42,093	39,118
Total	111,389	2,081	6,152	6,980	6,752	15,162	15,678	19,466	70,190	39,118
Federal-Aid	2,842	997	677	784	384	0	0	0	1,845	0

CLASSIFICATION:

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800 - 38,000

PROJECTED (2035) - 54,300 - 65,700

PROJECT: MD 175, Annapolis Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.0 million is due to reduced inflation.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	882	750	368	0	0	0	0	1,118	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,680	0	0	14,798	12,630	11,946	4,306	0	43,680	0
Total	45,680	882	750	15,166	12,630	11,946	4,306	0	44,798	0
Federal-Aid	35,641	693	589	11,831	9,851	9,318	3,359	0	34,948	0

CLASSIFICATION:

STATE - Urban Minor Arterial

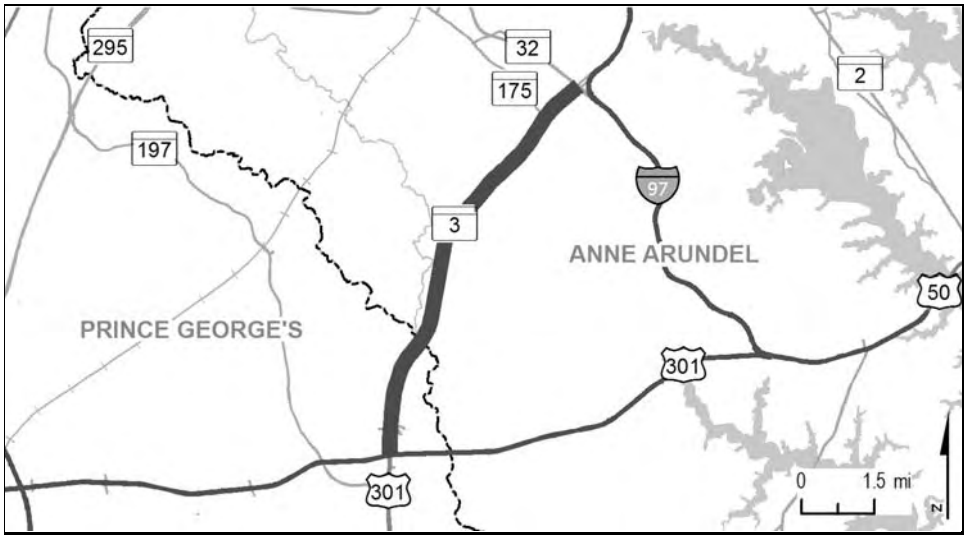
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 65,700



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 24)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 25)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 32)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,750 - 84,700

PROJECTED (2035) - 82,950 - 138,450

PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,554	2,554	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0
Federal-Aid	1,814	1,814	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

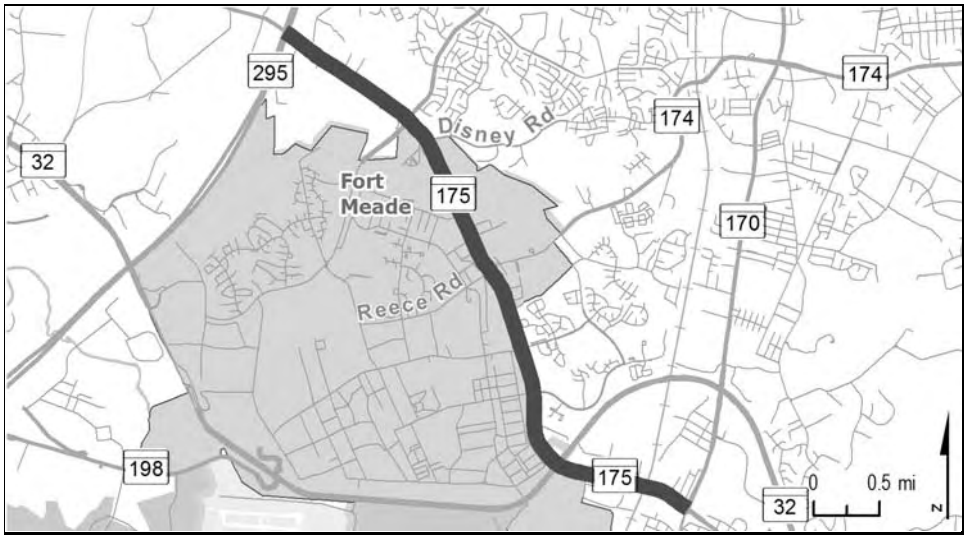
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 98,900

PROJECTED (2035) - 134,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Roads (Line 4)
MD 198, MD 295 to MD 32 (Line 8)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $34.1 million is due to moving the segment from National Business Parkway to McCarron Court to the Construction Program (Line 3).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,629	2,629	0	0	0	0	0	0	0	0
Engineering	5,034	3,962	300	232	540	0	0	0	1,072	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,663	6,591	300	232	540	0	0	0	1,072	0
Federal-Aid	6,984	5,912	300	232	540	0	0	0	1,072	0

CLASSIFICATION:

STATE - Urban Minor Arterial

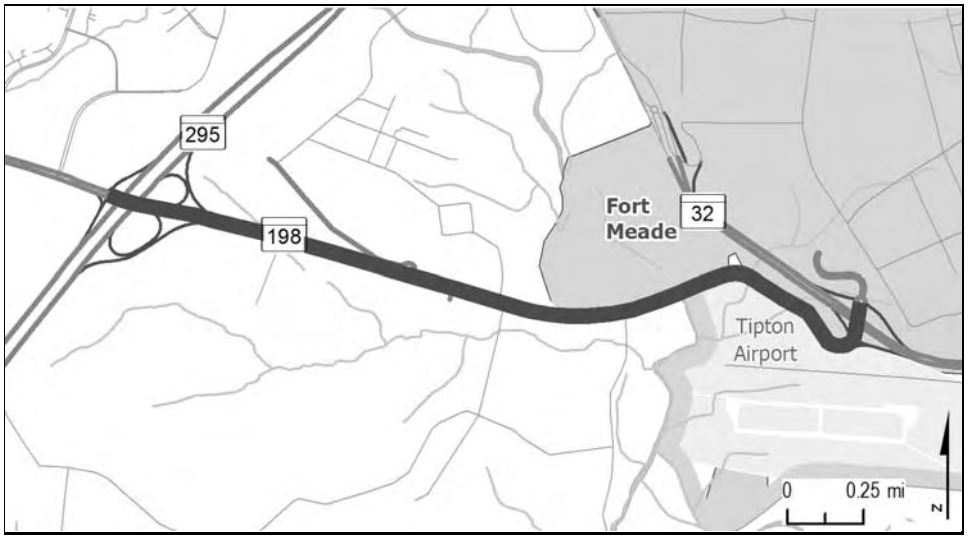
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800 - 38,000

PROJECTED (2035) - 54,300 - 65,700



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Roads (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: County contributed $3.5 million for the planning phase. Engineering underway for segment from Corridor Market Place to MD 295 (Phase 1) and the partial interchange at MD 198 and MD 295.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,500	3,500	0	0	0	0	0	0	0	0
Engineering	2,000	107	650	850	393	0	0	0	1,893	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,500	3,607	650	850	393	0	0	0	1,893	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 (2015) - 26,650

PROJECTED (2035) - 43,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	Completed
2		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	Completed
		Bridge Replacement/Rehabilitation		
3		11 Existing bridges on MD 295 and MD 100; clean/paint bridges	1,539	Completed
4	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean/paint bridges	2,497	Completed
5	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean/paint bridges	4,779	Completed
		Safety/Spot Improvement		
6	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	2,051	Completed
7	MD 10	Arundel Expressway; MD 177 to MD 695; guardrail	1,100	Completed
		Urban Reconstruction		
8	MD 450	West Street; 500 ft east of Chinquapin Round Road to 500 ft west of Admiral Drive; engineering study	1,429	Completed
		Traffic Management		
9		MD 450 and Severn River/Naval Academy Bridge; lighting	399	Completed

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
10		At various locations in Anne Arundel County; patching	1,337	FY 2016
11		At various locations in south Anne Arundel county; mill and resurface	13,188	FY 2016
12		At various locations in north Anne Arundel county; mill and resurface	12,616	FY 2016
13		At various locations in Anne Arundel county; joint sealing	707	FY 2016
14		At various locations in southern Anne Arundel County; resurface	12,967	Under construction
15		At various locations in Northern Anne Arundel county; resurface	12,287	Under construction
16		At Various locations in Anne Arundel County; joint sealing	386	Completed
17	MD 980 B	MD 4 - Service Road; Wrighton Road to Talbot Road; safety and resurface	800	FY 2017
		Safety/Spot Improvement		
18		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
19	MD 2	Solomon's Island Road; at Owensville Sudley Road; geometric improvements	2,496	Under construction
20	MD 2	Solomon's Island Road; at MD 256; geometric improvements	2,888	Under construction
21	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	3,340	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
22	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,671	Under construction
23	MD 32	Sappington Station Road and MD 175; drainage improvement	2,059	Under construction
24	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,567	FY 2016
25	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2016
26	MD 258	Bay Front Road; MD 794; geometric improvements	1,800	FY 2017
27	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,038	Completed
		Urban Reconstruction		
28		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Completed
29	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruction (Funded for preliminary engineering)	2,500	Design Underway
		Noise Barriers		
30	I 97	At Oakdale - Type 1A noise barrier; noise abatement	4,265	Under construction
		Traffic Management		
31	I 97	Washington Boulevard; At US 1 and I-97 - generator back-up systems; signal systemization	71	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
32	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,632	Under construction
33	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	2,105	Under construction
		Environmental Preservation		
34		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US50 to MD3); landscape	3,173	FY 2016
		Commuter Action Improvements		
35	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,862	Completed
		Intersection Capacity Improvements		
36	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,229	Under construction
37	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	FY 2016
		Bicycle Retrofit		
38	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,522	Under construction
		TMDL Compliance		
39	I 97 SB	West of East-West Boulevard; drainage improvement	611	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance (cont'd)		
40	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,621	FY 2016
		Enhancements (cont'd)		
		Rehabilitation/Operation of Historic Transportation Structures (cont'd)		
41		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Underway
		Environmental Mitigation		
42		Rutland Road Fish Passage	748	FY 2016
43		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2016
		Congressional Earmarks		
44		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

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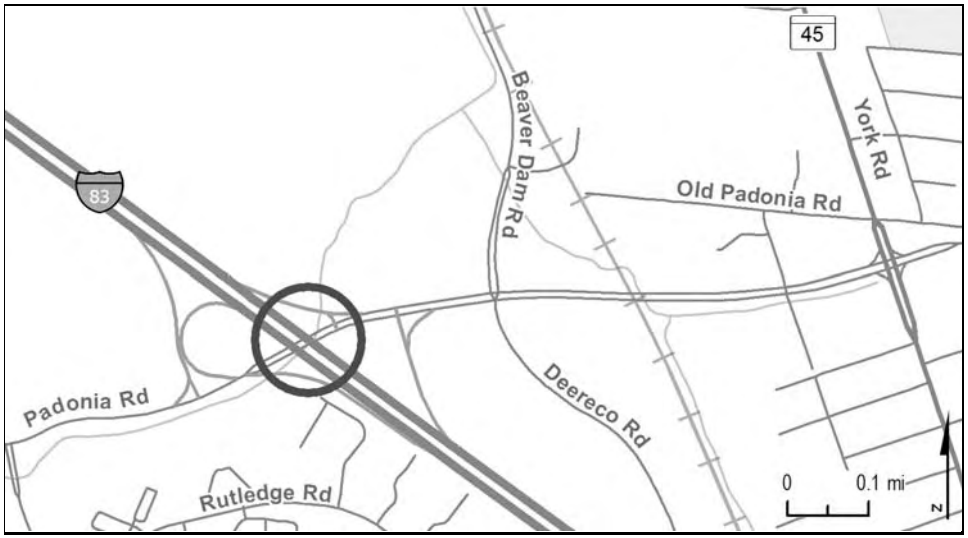
BALTIMORE COUNTY MARYLAND

BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03062 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge carrying northbound and southbound I-83 over Padonia Road was constructed in 1950 and does not allow for shoulders and sidewalks on Padonia Road. Bridge is nearing the end of its structural life.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-83, I-695 to Shawan Road (Line 2)

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

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

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	941	136	393	412	0	0	0	0	805	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	0	2,600	7,400	0	0	10,000	0
Total	10,941	136	393	412	2,600	7,400	0	0	10,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 120,850

PROJECTED (2035) - 141,700

PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Constructed safety and resurfacing improvements on I-83 from I-695 to Shawan Road.

PURPOSE & NEED SUMMARY STATEMENT: This was a safety and resurfacing project with minor drainage improvements and traffic barrier upgrades.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-83, at Padonia Road, Bridge Replacement (Line 1)
I-695, Bridge over I-695 and MTA Light Rail - Cleaning & Painting (System Preservation Program)
I-83, at Padonia Road - Lighting Reconstruction (System Preservation Program)

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

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

EXPLANATION: I-83 is a major commuter/freight route and links southern Pennsylvania to Baltimore County and Baltimore City. This route was being resurfaced as part of the State's System Preservation and Maintenance Program.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	262	262	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,149	9,558	591	0	0	0	0	0	591	0
Total	10,411	9,820	591	0	0	0	0	0	591	0
Federal-Aid	9,293	8,741	552	0	0	0	0	0	552	0

CLASSIFICATION:

STATE - Principal Arterial

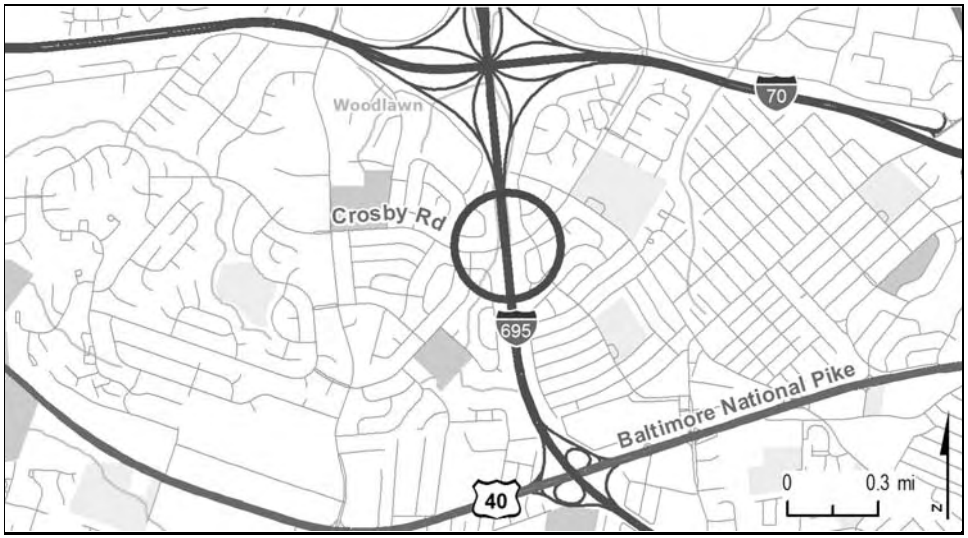
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 152,500

PROJECTED (2035) - 182,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life. Replacement bridge will accommodate ultimate section of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 15)

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

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

EXPLANATION: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. This segment of I-695 is one of the most heavily traveled. The project enhances safety, operation, and accomodates pedestrians and bicycles.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	35	172	220	220	220	73	0	905	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,000	0	0	0	540	2,655	2,385	420	6,000	0
Total	6,940	35	172	220	760	2,875	2,458	420	6,905	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

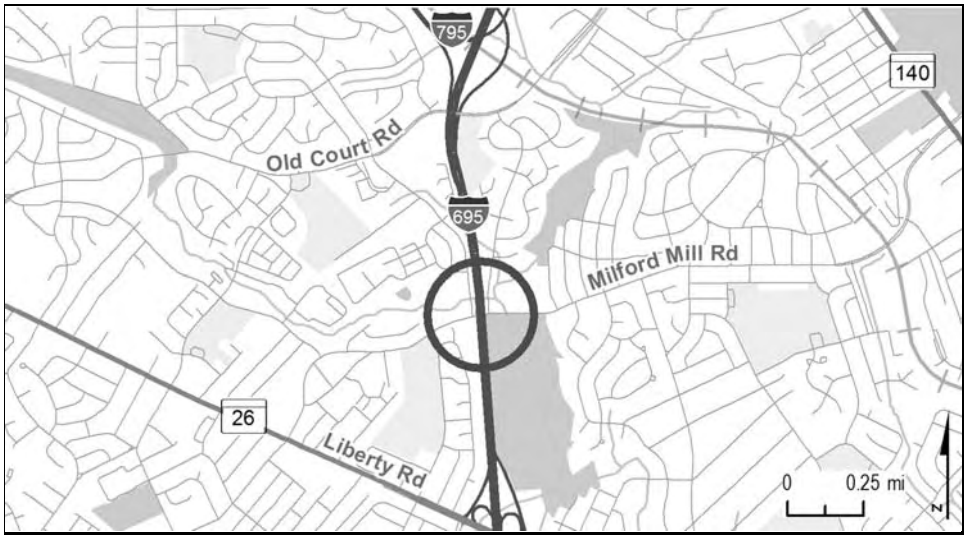
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 12,700

PROJECTED (2035) - 14,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03140 over Milford Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 15)

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

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

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,235	12,984	13,251	0	0	0	0	0	13,251	0
Total	27,670	14,419	13,251	0	0	0	0	0	13,251	0
Federal-Aid	24,601	12,765	11,836	0	0	0	0	0	11,836	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 204,850

PROJECTED (2035) - 249,950

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate for the ultimate configuration of this section of the beltway.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate configuration of this section of the beltway.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $14.8 million is due to a favorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,293	12,293	0	0	0	0	0	0	0	0
Right-of-way	2,596	2,485	50	61	0	0	0	0	111	0
Construction	87,772	6	7,300	14,717	17,206	18,971	22,842	6,730	87,766	0
Total	102,661	14,784	7,350	14,778	17,206	18,971	22,842	6,730	87,877	0
Federal-Aid	70,648	9,730	6,489	13,053	15,194	15,194	10,988	0	60,918	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 195,700

PROJECTED (2035) - 251,600

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 03113 on I-695 Inner Loop over Benson Ave. and Bridge 03114 on I-695 Inner Loop over Leeds Ave., US 1, AMTRAK and Herbert Run. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

PURPOSE & NEED SUMMARY STATEMENT: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 15)

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

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

EXPLANATION: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the entrance of it to US 1.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	3,200	0	0	0	0	0	0	0	0
Right-of-way	4,447	270	1,621	1,816	740	0	0	0	4,177	0
Construction	42,819	7,334	15,431	13,975	6,079	0	0	0	35,485	0
Total	50,466	10,804	17,052	15,791	6,819	0	0	0	39,662	0
Federal-Aid	45,307	9,501	15,353	14,275	6,178	0	0	0	35,806	0

CLASSIFICATION:

STATE - Principal Arterial

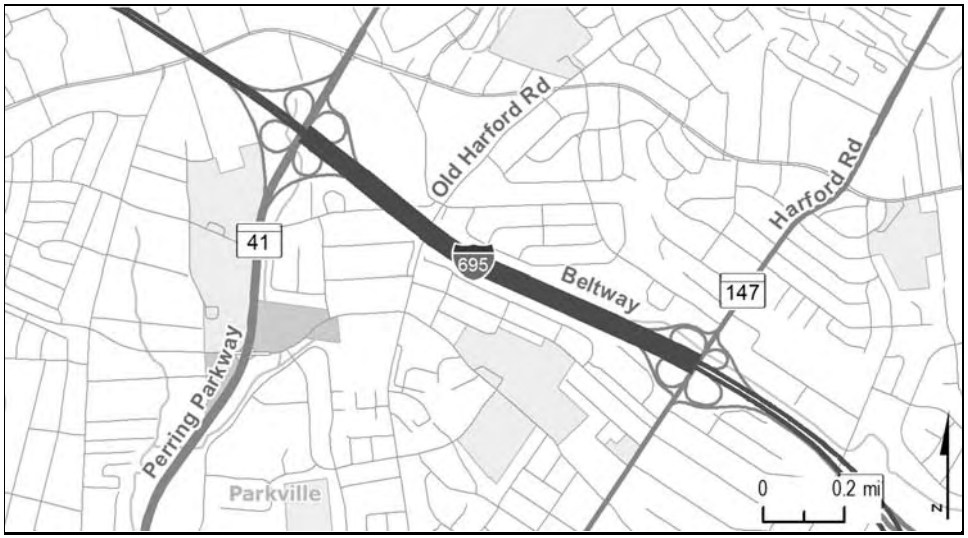
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 202,200
4,600 (Leeds Ave. ramp)

PROJECTED (2035) - 247,800
6,850 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project will provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695; the replacement of the existing Old Harford Road bridge over I-695, and ramp modifications on the Inner Loop of I-695 at the MD 147 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695. The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-83 to I-95 (Line 16)

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

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

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.1 million is due to noise wall design and additional waterline and retaining wall work.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,208	4,664	250	294	0	0	0	0	544	0
Right-of-way	1,964	570	1,394	0	0	0	0	0	1,394	0
Construction	26,319	8,415	8,915	8,989	0	0	0	0	17,904	0
Total	33,491	13,649	10,559	9,283	0	0	0	0	19,842	0
Federal-Aid	5,659	3,939	1,466	254	0	0	0	0	1,720	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 161,500

PROJECTED (2035) - 185,700

PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $3.2 million is due to a favorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,446	1,446	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,235	798	6,895	2,542	0	0	0	0	9,437	0
Total	11,681	2,244	6,895	2,542	0	0	0	0	9,437	0
Federal-Aid	10,029	2,073	5,803	2,153	0	0	0	0	7,956	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

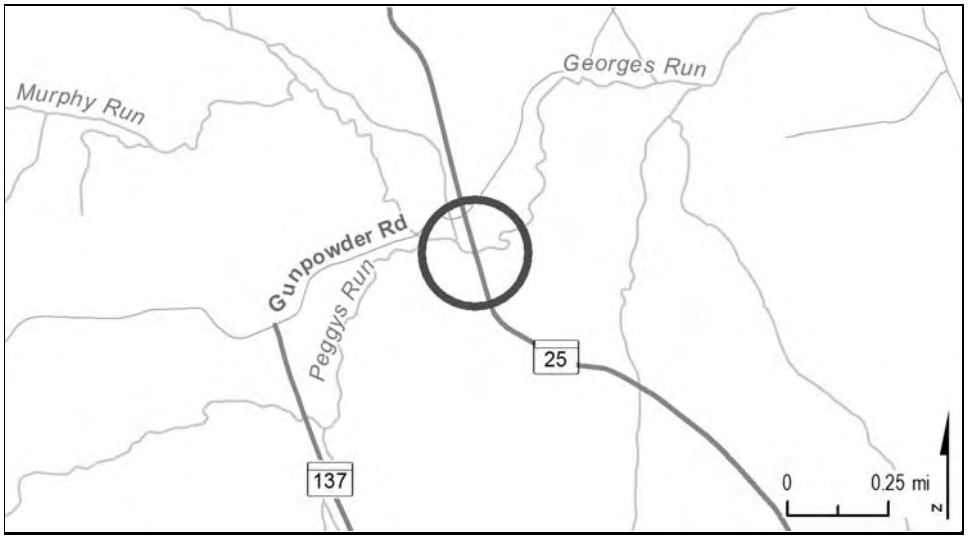
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 76,200

PROJECTED (2035) - 94,200



PROJECT: MD 25, Falls Road

DESCRIPTION: Replace Bridge 03019 to Georges Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridge, constructed in 1932, is nearing the end of its structural life and needs to be replaced.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The bridge serves as an important link along the MD 25 corridor, and is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.8 million is due to an unfavorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	970	970	0	0	0	0	0	0	0	0
Right-of-way	379	94	204	81	0	0	0	0	285	0
Construction	3,713	334	3,214	94	71	0	0	0	3,379	0
Total	5,062	1,398	3,418	175	71	0	0	0	3,664	0
Federal-Aid	3,712	979	2,602	75	56	0	0	0	2,733	0

CLASSIFICATION:

STATE - Rural Major Collector

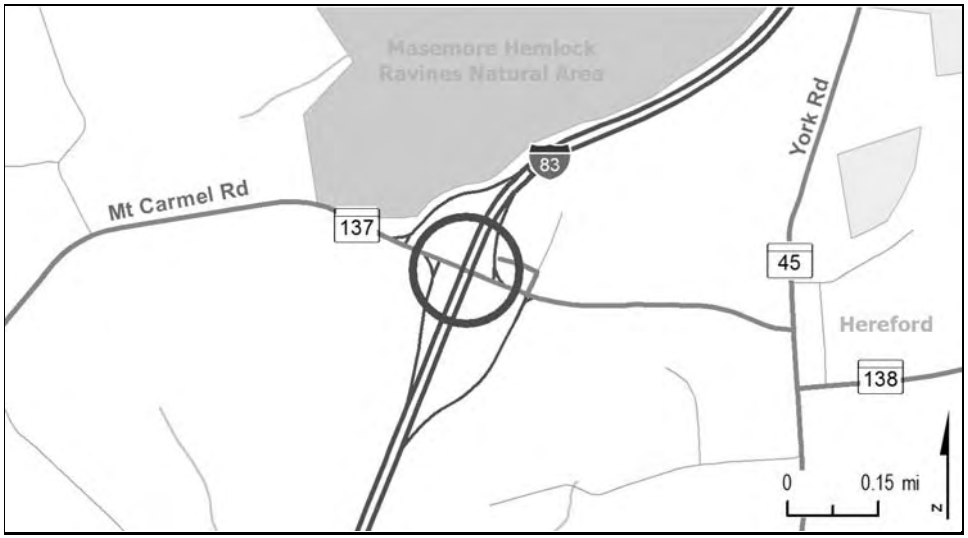
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,850

PROJECTED (2035) - 7,625



PROJECT: MD 137, Mount Carmel Road

DESCRIPTION: Replace Bridge 03050 over I-83.

PURPOSE & NEED SUMMARY STATEMENT: This bridge was constructed in 1955, is listed as structurally deficient, and is nearing the end of its structural life. This project will provide bike and pedestrian accomodations to meet current MDOT policy.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This bridge is structurally deficient. This bridge links communities on either side of I-83. I-83 is a major commuter and freight route and links southern Pennsylvania to Baltimore County and Baltimore City.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	799	339	460	0	0	0	0	0	460	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,040	2,960	0	0	0	4,000	0
Total	4,799	339	460	1,040	2,960	0	0	0	4,460	0
Federal-Aid	612	263	349	0	0	0	0	0	349	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 8,650

PROJECTED (2035) - 11,000

PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements and land scaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the proposed development in the area, including the Transit Oriented Development at the Owings Mills Metro Station and Foundry Row.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Owings Mills Boulevard (Line 19)

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

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

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bike and pedestrian accomodations to current MDOT policy.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $5.2 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 140 from Garrison View Road to Owings Mills Boulevard (Line 18).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	782	331	129	0	0	0	0	460	0
Right-of-way	11,282	2,115	4,158	3,805	1,204	0	0	0	9,167	0
Construction	5,191	0	0	1,419	911	1,323	1,012	526	5,191	0
Total	17,715	2,897	4,489	5,353	2,115	1,323	1,012	526	14,818	0
Federal-Aid	891	523	264	104	0	0	0	0	368	0

CLASSIFICATION:

STATE - Minor Arterial

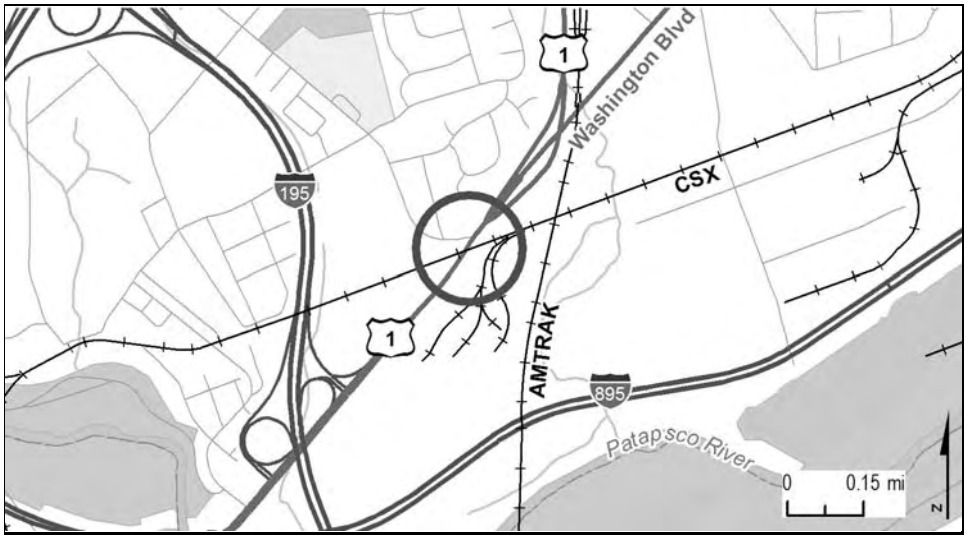
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 39,850

PROJECTED (2035) - 50,650



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 1, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

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

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

EXPLANATION: This structurally deficient bridge links communities in Baltimore and Howard Counties.

STATUS: Construction to begin during fiscal year 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	236	236	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	5,250	19,750	0	0	25,000	0
Total	25,236	236	0	0	5,250	19,750	0	0	25,000	0
Federal-Aid	188	188	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

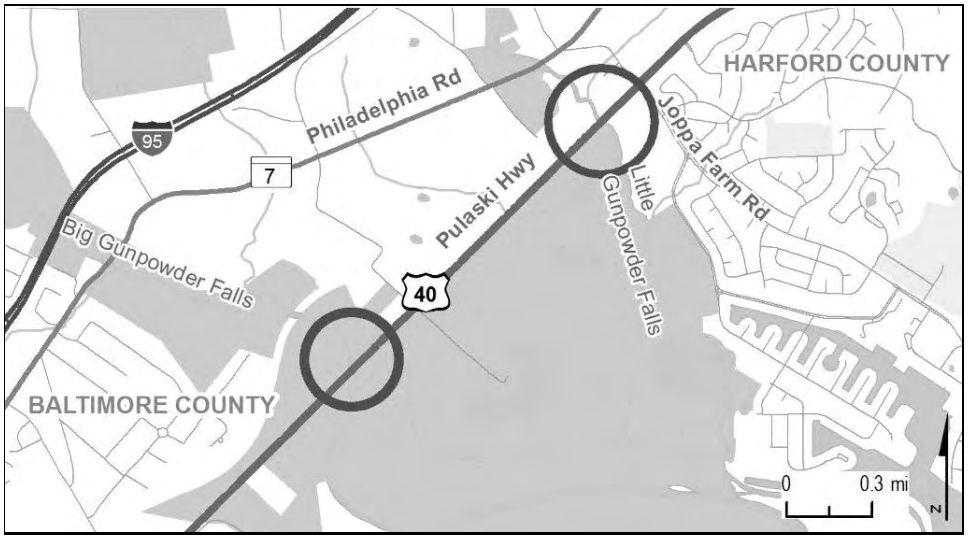
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 23,400

PROJECTED (2035) - 28,500



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace 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, is structurally deficient.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This structurally deficient bridges links communities in Baltimore and Harford Counties.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,436	907	1,529	0	0	0	0	0	1,529	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	3,950	6,050	0	0	0	10,000	0
Total	12,436	907	1,529	3,950	6,050	0	0	0	11,529	0
Federal-Aid	1,938	715	1,223	0	0	0	0	0	1,223	0

CLASSIFICATION:

STATE - Intermediate Arterial

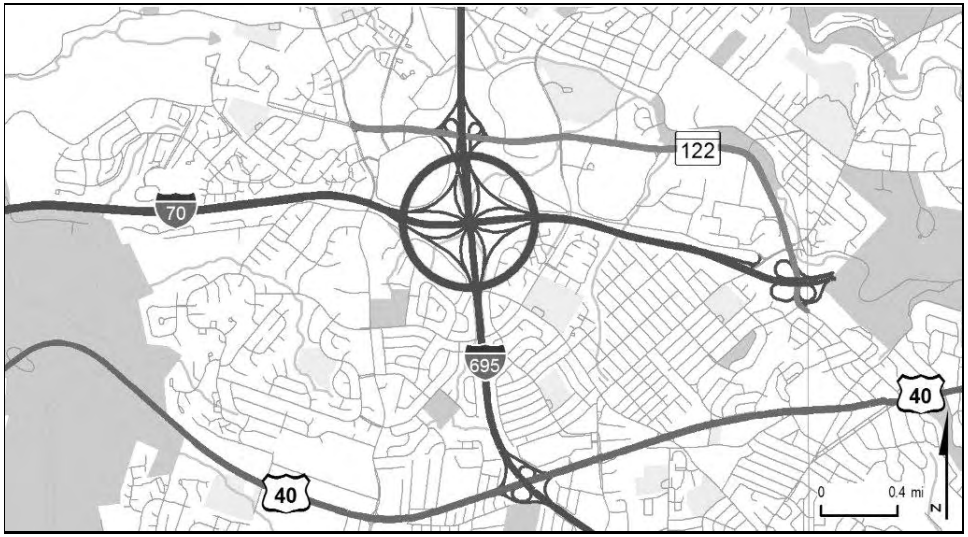
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,675

PROJECTED (2035) - 41,225



PROJECT: I-70 and I-695, Baltimore Beltway

DESCRIPTION: I-70/I-695 Triple Bridges study to replace/rehabilitate bridges, 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904.

JUSTIFICATION: The bridges are nearing the end of their useful life and will need to widened to accommodate the utlimate configuration of the beltway.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, Crosby Road (Line 3)
I-695, I-95 to MD 122 (Line 15)
I-695, Interim improvements (Line 17)

STATUS: Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	0	400	600	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	0	400	600	0	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

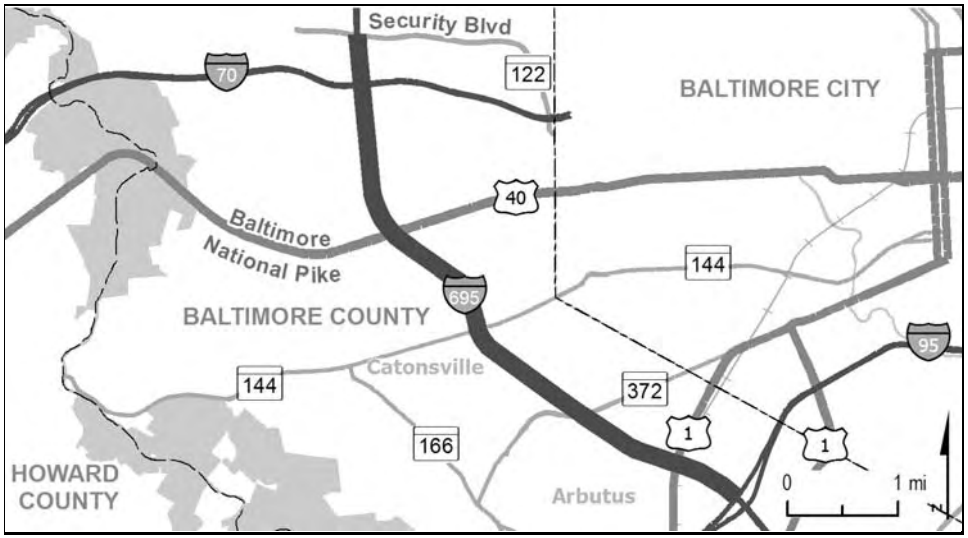
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 210,000

PROJECTED (2035) - 232,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.7 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:

I-695, Crosby Road Bridge Replacement (Line 3)
I-695, US 40 to MD 144, SWOL Widening (Line 5)
I-695, Benson Ave., Leeds Ave. US 1, Amtrak, and Herbert Run Bridge Replacement (Line 6)
I-695, Interim improvements (Line 17)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

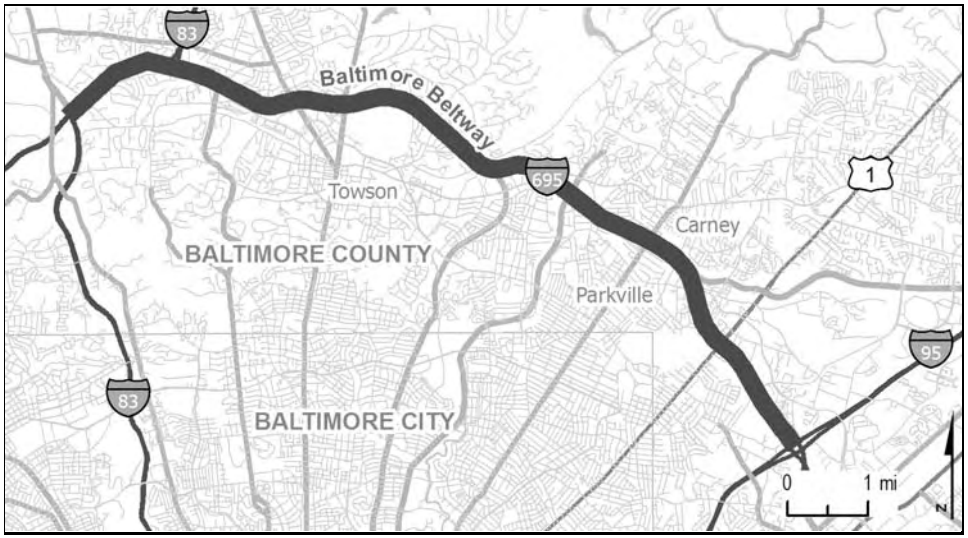
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 221,100

PROJECTED (2035) - 262,350



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (JFK) including the MD 139 (Charles Street) Interchange (11.4 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD 41 to MD 147 (Line 7)
I-695, Interim improvements (Line 17)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

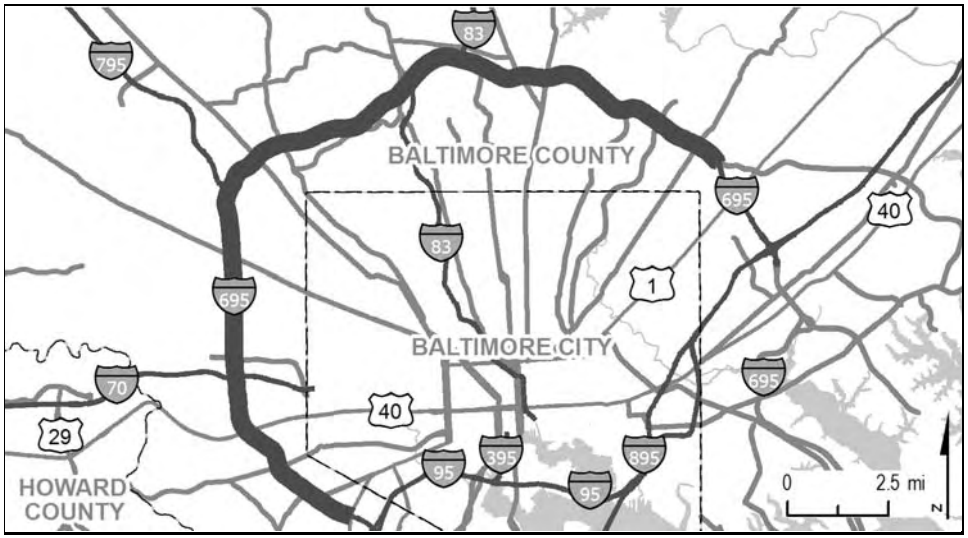
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 222,900

PROJECTED (2035) - 241,900



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

JUSTIFICATION: The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 15)
I-695, I-83 to I-95 (Line 16)

STATUS: Operational studies underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	599	117	321	161	0	0	0	0	482	0
Engineering	10,000	0	850	2,000	7,150	0	0	0	10,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,599	117	1,171	2,161	7,150	0	0	0	10,482	0
Federal-Aid	7,599	117	916	1,561	5,005	0	0	0	7,482	0

CLASSIFICATION:

STATE - Principal Arterial

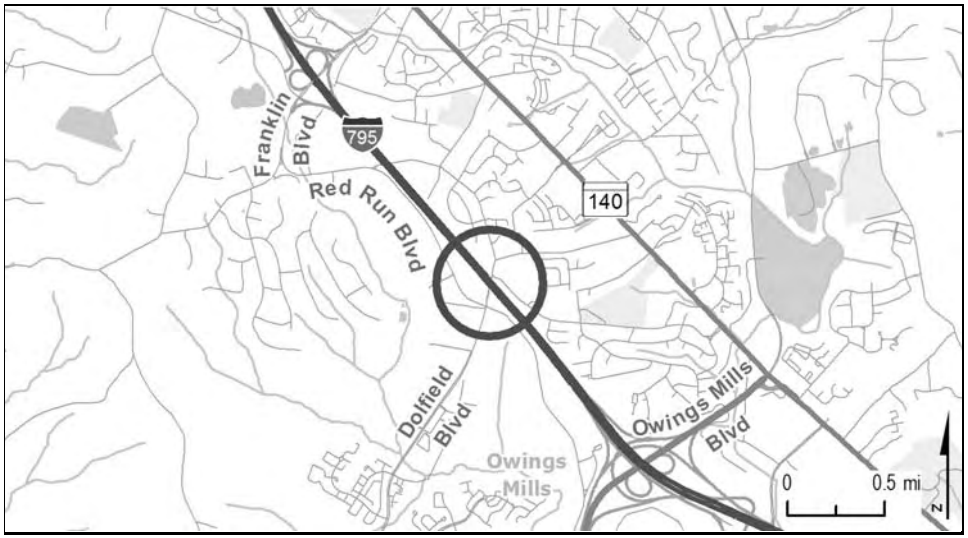
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 161,500 - 222,900

PROJECTED (2035) - 185,700 - 262,350



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from 4 to 6 lanes.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Owings Mills Boulevard (Line 19)

STATUS: Engineering underway. Baltimore County contributed $0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,447	3,297	150	0	0	0	0	0	150	0
Engineering	5,000	491	1,275	1,275	989	970	0	0	4,509	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,447	3,788	1,425	1,275	989	970	0	0	4,659	0
Federal-Aid	4,144	85	1,148	1,148	890	873	0	0	4,059	0

CLASSIFICATION:

STATE - Principal Arterial

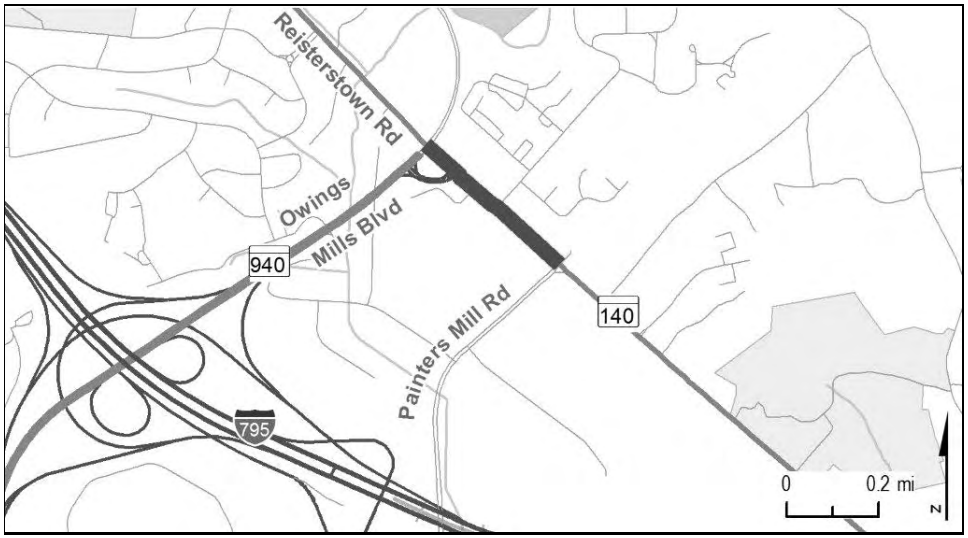
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 77,350

PROJECTED (2035) - 119,900



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard (Phase 2). Bicycle and pedestrian improvements will be provided where appropriate (0.4 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Garrison View Road (Line 11)
I-795, at Dolfield Road (Line 18)

STATUS: Engineering underway..

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $6.5 million is due to moving the segment from Garrison View Road to Painters Mill Road to the Construction Program (Line 8).

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	2,722	500	682	422	0	0	0	1,604	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	2,722	500	682	422	0	0	0	1,604	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 (2015) - 45,950 (MD 140)

PROJECTED (2035) - 50,800 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Baltimore County west of I 83; resurface	5,552	Completed
2		Interstate patching at various locations in Baltimore County	6,623	Completed
3	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,488	Completed
4	US 40	Baltimore National Pike; 950 FT of the bridge over Patapsco River to Pine Street; safety and resurface	3,093	Completed
5	US 40 EB	Ebenezer Road to Days Cove Road; safety and resurface	3,163	Completed
6	MD 131	Seminary Avenue; MD 25 (Falls Road) to MD 45 (York Road); resurface	2,009	Completed
7	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	2,495	Completed
		Bridge Replacement/Rehabilitation		
8		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean/paint bridges	1,333	Completed
		Safety/Spot Improvement		
9	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	Completed
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
10		Hampton National Historic Site	897	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
11		At various locations in east Baltimore County; mill and resurface	18,502	FY 2016
12		Howard County line to US 1; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	8,462	FY 2016
13		At various locations in west Baltimore County; mill and resurface	17,118	FY 2016
14		At various locations in Baltimore County; resurface	7,811	Completed
15		At various locations in Baltimore County; resurface	6,045	Under construction
16		At various locations in Baltimore County; resurface	6,853	Under construction
17	US 1	Belair Road; I-695 to Still Meadow Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,004	FY 2017
18	US 1 AL	Washington Boulevard; I-695 to Baltimore County/City line; resurface	2,367	Under construction
19	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	2,563	Under construction
20	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,624	Under construction
21	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	1,499	Completed
22	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	7,188	Under construction
23	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	5,504	FY 2017

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	MD 138	Sheppard Road; Gunpowder Falls Bridge to JM Pierce Road; resurface	2,287	Under construction
25	MD 140	Reisterstown Road; Milford Mill Road to the Baltimore County/City line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,420	FY 2017
26	MD 140	Reisterstown Road; Woodley Avenue to Glyndon Trace Drive; resurface	548	Completed
27	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,153	Completed
28	I 195	Metropolitan Boulevard; Francis Avenue to Anne Arundel County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,912	FY 2017
29	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	2,999	Under construction
30	I 695	Baltimore Beltway; Stevenson Road to Greenspring Avenue (including ramps); resurface	3,564	Completed
		Bridge Replacement/Rehabilitation		
31		At various locations on Baltimore Beltway, North Point Boulevard and Cove Road; clean/paint bridges	2,184	Completed
32	MD 129	Park Heights Avenue; bridge over I 695; bridge rehabilitation	4,938	Under construction
33	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	7,460	Under construction
34	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,699	FY 2016

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
35	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	4,074	FY 2016
36	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	5,283	Under construction
		Safety/Spot Improvement		
37	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2016
38	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,656	Under construction
39	MD 43	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	432	FY 2016
40	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,073	Under construction
41	I 83	Harrisburg Expressway; at various locations along I 83; guard rail	640	Completed
42	MD 150	Eastern Avenue; Under railroad spur underpass, 800 ft west of Tidewater Lane; drainage improvements	338	Completed
43	MD 150	Eastern Avenue; Marlyn Avenue to Orville Road; ADA improvements	180	Completed
44	I 695	Baltimore Beltway; at Cromwell Bridge Road; drainage improvement	3,432	FY 2017
45	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	6,049	Under construction
46	I 695	Providence Road and I 795; lighting	3,866	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction		
47	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,651	Design Underway
48	US 40	Pulaski Highway; Intersection improvements at Mohr's Lane; urban reconstruction	5,685	FY 2016
		Traffic Management		
49	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	1,253	Completed
50	I 83	At Shawan Road; lighting	1,668	Under construction
51	I 695	Baltimore Beltway; at US 40 (westside); lighting	2,037	Under construction
52	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	1,560	Completed
53	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Rd; signing	7,275	Under construction
54	I 795	Northwest Expressway; I-795 and Franklin, I-795 at MD 140; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,942	FY 2016
		Environmental Preservation		
55	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	2,231	FY 2016
		Intersection Capacity Improvements		
56	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,237	FY 2016

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bicycle Retrofit		
57	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,215	Under construction
		TMDL Compliance		
58		Jones Falls; wetlands replacement	1,876	FY 2017
59		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,139	Under construction

SHA

CITY OF BALTIMORE

1797

BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Enhancements		
		Pedestrian/Bicycle Facilities		
1		Baltimore Waterfront Promenade - Inner Harbor East	2,000	Completed
		Congressional Earmarks		
2		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark $2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium (complete)	0	
3		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.32 million; CO) (Baltimore City Project) (complete)	0	
		Fiscal Years 2017 and 2018		
		Enhancements		
		Pedestrian/Bicycle Facilities		
4		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2016
5		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Underway
		Historic Preservation		
6		St. Paul Place and Preston Gardens	1,778	FY 2016

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Enhancements (cont'd)		
7		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	Underway
		Landscaping/Scenic Beautification/Mitigation (cont'd)		
8		West Baltimore MARC Station Beautification	102	Underway
		Congressional Earmarks		
9		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Design) (Baltimore City Project) (Project on hold)	0	
10		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	
11		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
12		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project) (complete)	0	
13		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
14		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
15		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark $2 million; CO) (Baltimore City Project) (Project on hold)	0	
16		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; PE)	0	

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Congressional Earmarks (cont'd)		
17		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark $2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore (Project on hold)	0	
18		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
19	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

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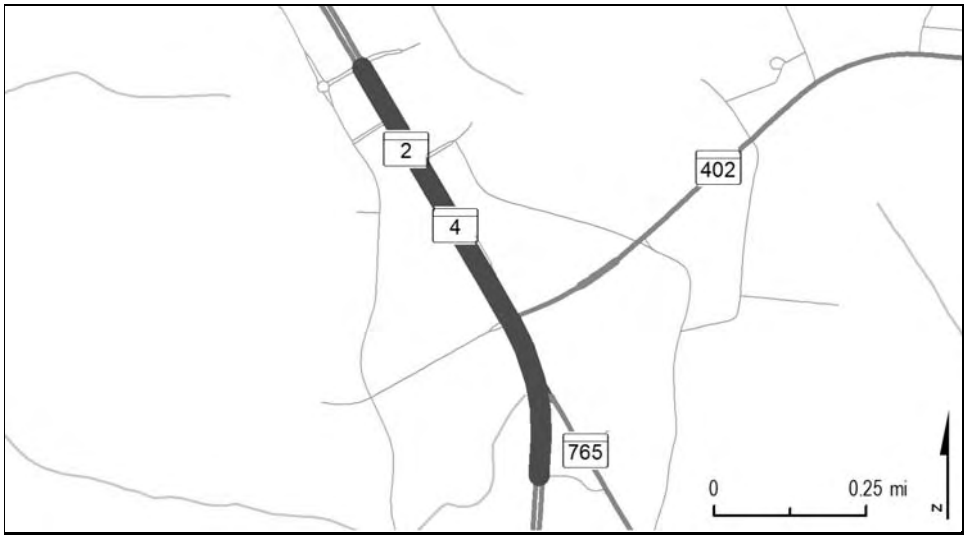
CALVERT COUNTY

ESTABLISHED 1654

CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Widen to a six-lane divided highway with auxillary lanes from Fox Run Boulevard to Commerce Lane (0.8 miles). This is Phase 2 of a five-phase project to upgrade MD 2/4 from north of Stoakley Road to south of MD 765A.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 2/4 corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 2/4, North of Stoakley Road to south of MD 765A (Line 3)
Prince Frederick Boulevard (County Project)

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

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

EXPLANATION: MD 2/4 is a critical link through Southern Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $23.2 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project from MD 2/4 Corridor Improvements from north of Stoakley Road to south of MD 765A (Line 3).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,156	1,911	811	434	0	0	0	0	1,245	0
Right-of-way	3,311	0	50	2,050	1,211	0	0	0	3,311	0
Construction	23,216	0	0	7,197	9,364	6,655	0	0	23,216	0
Total	29,683	1,911	861	9,681	10,575	6,655	0	0	27,772	0
Federal-Aid	2,350	1,105	811	434	0	0	0	0	1,245	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,250

PROJECTED (2035) - 67,250

PROJECT: MD 261, Bayside Road

DESCRIPTION: Replace Bridge 04011 over Fishing Creek. This project will include bicycle and pedestrian accomodations as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1940, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,363	2,363	0	0	0	0	0	0	0	0
Right-of-way	4,921	196	1,899	1,995	831	0	0	0	4,725	0
Construction	20,312	3,438	7,090	9,784	0	0	0	0	16,874	0
Total	27,596	5,997	8,989	11,779	831	0	0	0	21,599	0
Federal-Aid	19,216	3,179	6,682	8,737	618	0	0	0	16,037	0

CLASSIFICATION:

STATE - Major Collector

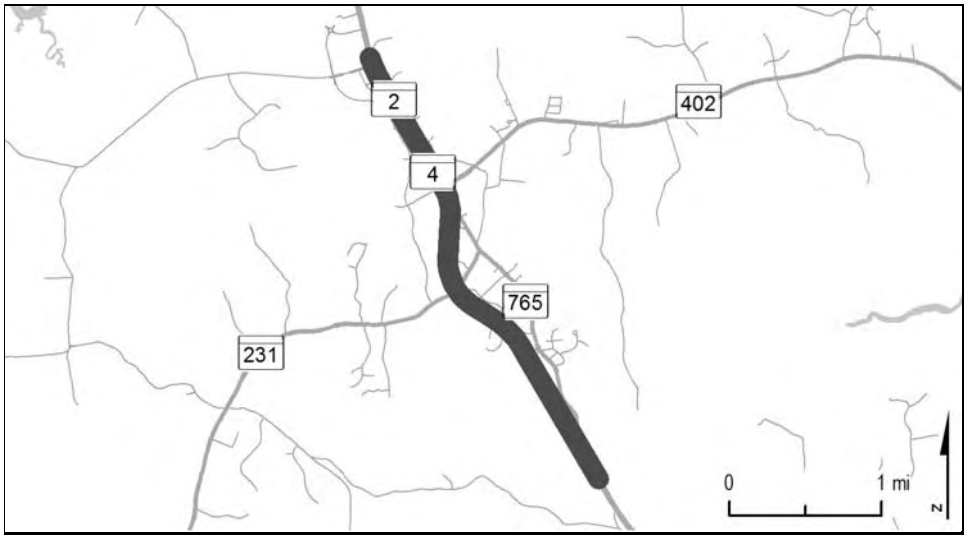
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,150

PROJECTED (2035) - 23,150



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Widen to a six-lane divided highway with auxillary lanes from north of Stoakley Road to south of MD 765A (2.4 miles). This project will include appropriate bicycle and pedestrian accomodations.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 2/4 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 2/4 Phase 2, Commerce Lane to Fox Run Boulevard (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The decrease of $16.4 million is due to moving the segment from Fox Run Boulevard to Commerce Lane to the Construction Program (Line 1).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,394	1,394	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,010	4,010	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

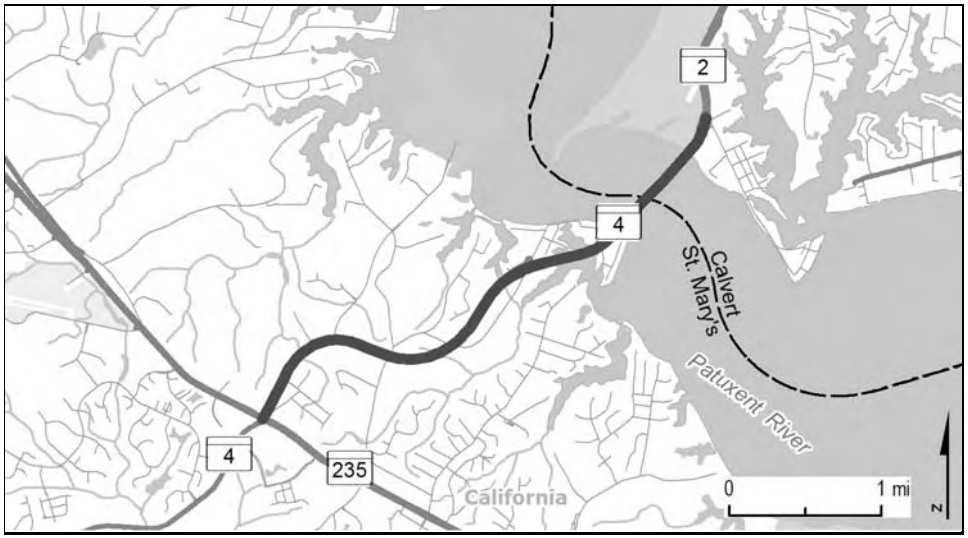
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,000

PROJECTED (2035) - 94,650



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge (Bridge 04019) and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accomodations as appropriate.

JUSTIFICATION: Increasing traffic volume and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,844	60	131	0	0	0	0	191	0
Engineering	15,000	3	1,250	3,750	3,458	3,292	3,247	0	14,997	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,035	4,847	1,310	3,881	3,458	3,292	3,247	0	15,188	0
Federal-Aid	3,557	3,366	60	131	0	0	0	0	191	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,800

PROJECTED (2035) - 36,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Calvert County; resurface	6,987	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Calvert County; patching	925	FY 2016
3		At various locations in Calvert county; mill and resurface	10,817	FY 2016
4		At various locations in Calvert county; resurface	9,650	Under construction
		Bridge Replacement/Rehabilitation		
5	MD 231	Hallowing Point Road; over Patuxent River Bridge 0400800; bridge rehabilitation	4,036	FY 2016
		Safety/Spot Improvement		
6	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	3,637	Under construction
		Urban Reconstruction		
7	MD 231	Church Street; Heritage Boulevard to MD 765A, MD 756A from Old Fields Lane to Armory Road; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	3,473	Under construction
8	MD 261	Bay Avenue; 9th Street to Anne Arundel County Line; 2 lane reconstruct (funded for concepts)	500	Concepts Completed

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Sidewalks		
9		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	755	Under construction

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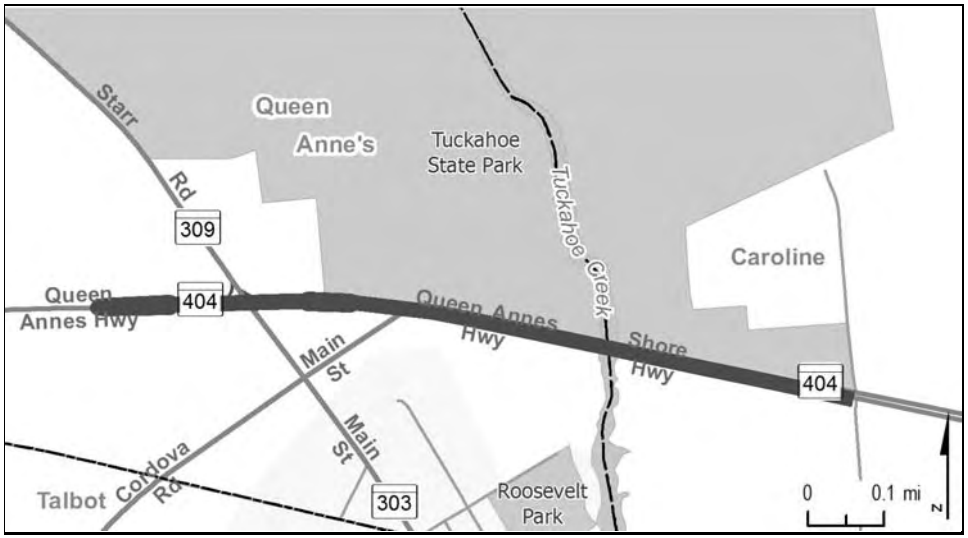
THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND

TERRA DULCIS VIVE LIBERTAS

1773

CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedstrian accomodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 309 Business (Line 2)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.2 million is due to additional erosion and sediment control needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,182	3,182	0	0	0	0	0	0	0	0
Right-of-way	6,188	3,306	2,006	876	0	0	0	0	2,882	0
Construction	21,858	9,110	6,500	6,248	0	0	0	0	12,748	0
Total	31,228	15,598	8,506	7,124	0	0	0	0	15,630	0
Federal-Aid	26,311	13,151	7,134	6,026	0	0	0	0	13,160	0

CLASSIFICATION:

STATE - Other Principal Arterial

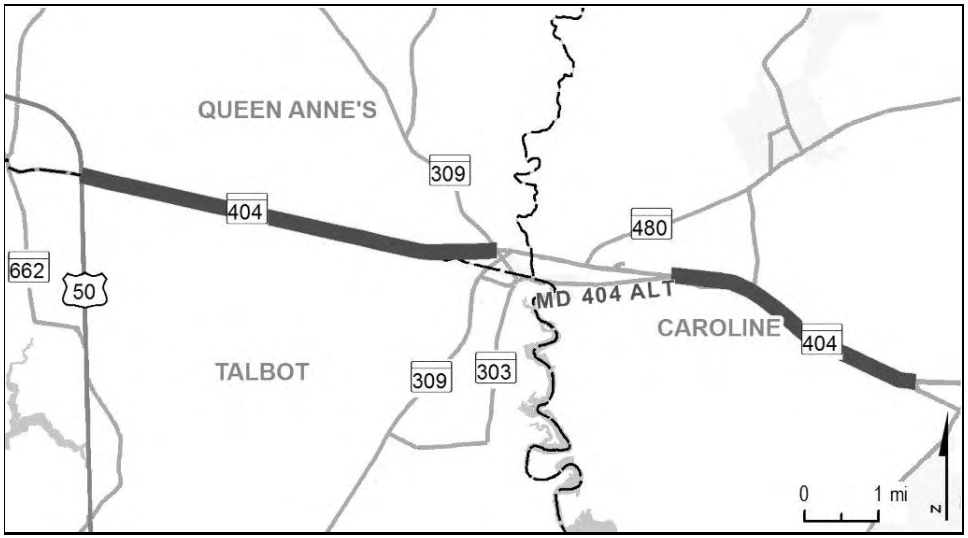
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,700

PROJECTED (2035) - 27,700



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, West of MD 309 to Cemetery Rd. (Caroline County Line 1)
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	5,367	5,226	1,000	0	0	0	0	6,226	0
Right-of-way	28,795	510	4,517	6,825	8,156	7,490	1,297	0	28,285	0
Construction	119,530	0	0	47,074	72,456	0	0	0	119,530	0
Total	160,477	6,436	9,743	54,899	80,612	7,490	1,297	0	154,041	0
Federal-Aid	124,445	4,756	7,574	42,840	62,350	5,914	1,011	0	119,689	0

CLASSIFICATION:

STATE - Other Principal Arterial

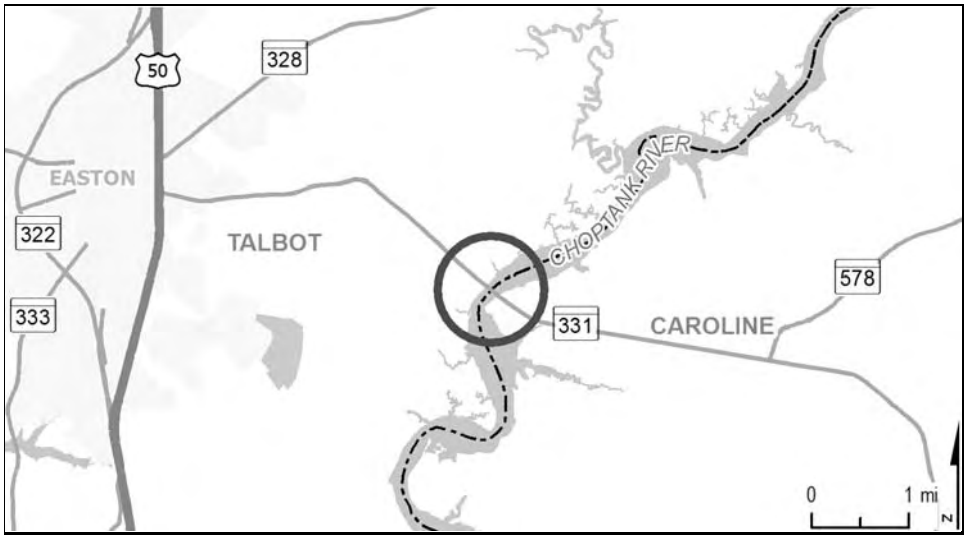
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River (0.1 miles). The new span will be located south of the existing roadway and provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accomodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,723	252	1,227	1,584	660	0	0	0	3,471	0
Construction	55,387	14,102	17,514	12,653	11,118	0	0	0	41,285	0
Total	61,369	16,613	18,741	14,237	11,778	0	0	0	44,756	0
Federal-Aid	47,146	12,823	14,356	10,612	9,355	0	0	0	34,323	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,500

PROJECTED (2035) - 22,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Caroline County; mill and resurface	6,228	FY 2016
2		At various locations in Caroline County; resurface	6,015	Under construction
3	MD 315	East Central Avenue; at structure 5030 over Marshyhope Creek; safety and resurface	66	FY 2016
4	MD 404 BUS	Meeting House Road; 1st Street to 9th Street; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,315	FY 2017
		Urban Reconstruction		
5	MD 404 Alt	Main Street; Talbot County Line to Hillsboro Eastern town limit; urban reconstruction (Funded for preliminary engineering)	1,646	Design Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
6		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2016

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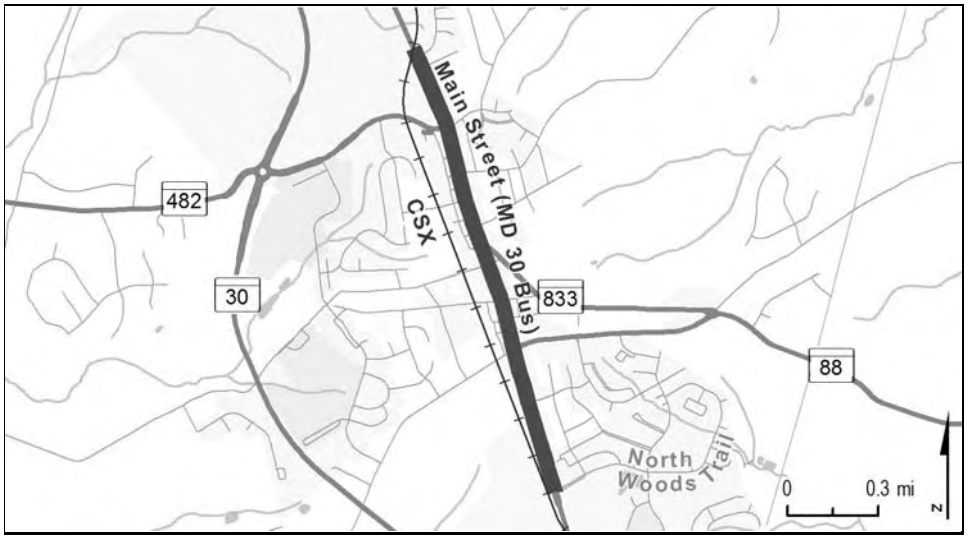
MARYLAND

CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Construction delayed from FY16 to FY17 due to the Town of Hampstead constructing water and sewer upgrades.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,029	3,480	549	0	0	0	0	0	549	0
Right-of-way	766	42	724	0	0	0	0	0	724	0
Construction	19,511	0	0	6,033	8,792	4,686	0	0	19,511	0
Total	24,306	3,522	1,273	6,033	8,792	4,686	0	0	20,784	0
Federal-Aid	3,431	2,423	1,008	0	0	0	0	0	1,008	0

CLASSIFICATION:

STATE - Major Collector

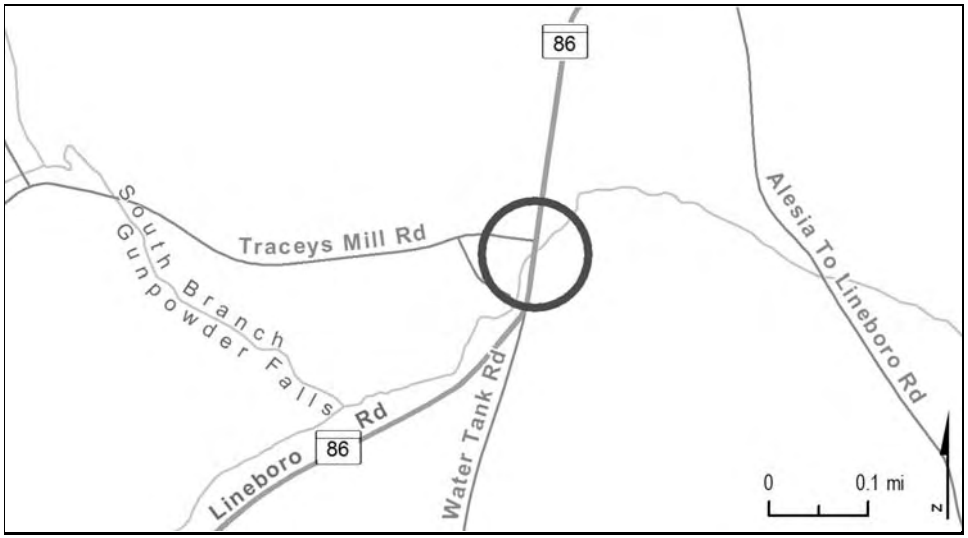
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 15,300

PROJECTED (2035) - 23,050



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Planning and Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	337	34	303	0	0	0	0	0	303	0
Engineering	882	137	745	0	0	0	0	0	745	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	1,300	3,700	0	0	0	5,000	0
Total	6,219	171	1,048	1,300	3,700	0	0	0	6,048	0
Federal-Aid	263	0	263	0	0	0	0	0	263	0

CLASSIFICATION:

STATE - Major Collector

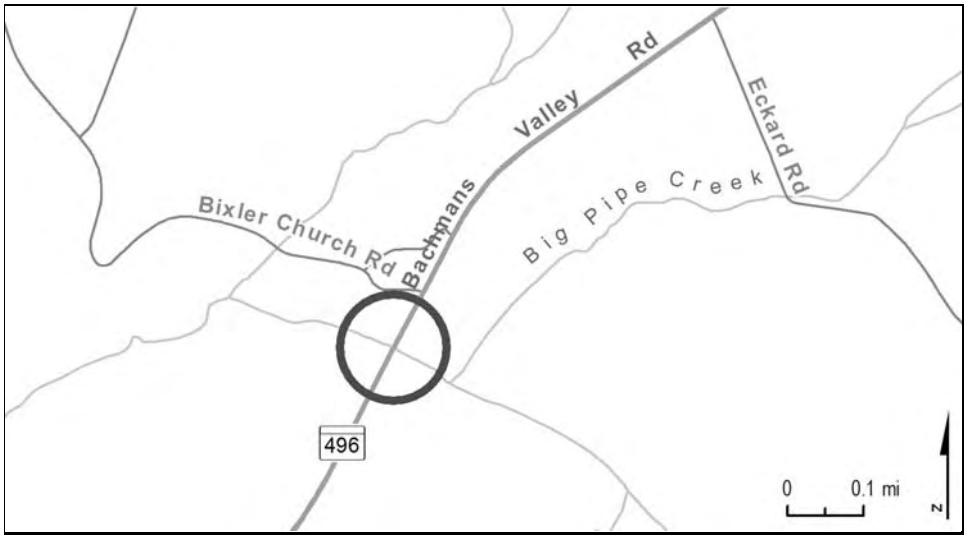
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,075

PROJECTED (2035) - 4,750



PROJECT: MD 496, Bachmans Valley Road

DESCRIPTION: Replace Bridge 06038 over Big Pipe Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	599	407	192	0	0	0	0	0	192	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	0	0	930	2,070	0	0	3,000	0
Total	3,599	407	192	0	930	2,070	0	0	3,192	0
Federal-Aid	379	225	154	0	0	0	0	0	154	0

CLASSIFICATION:

STATE - Major Collector

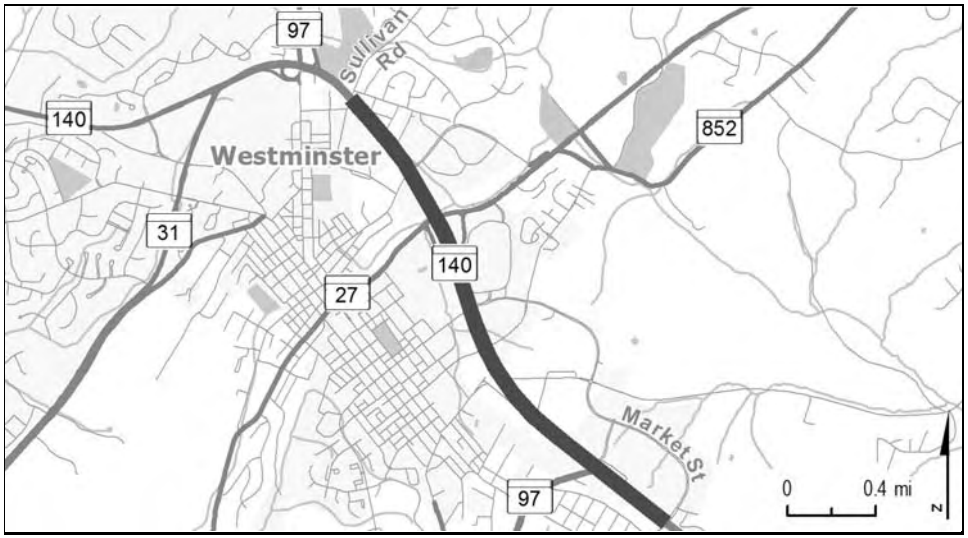
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 5,075

PROJECTED (2035) - 7,050



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (2.5 miles). The project will add a 16 foot wide outside lane for bicyclist and sidewalks for pedestrians.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area of Westminster.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,431	1,431	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

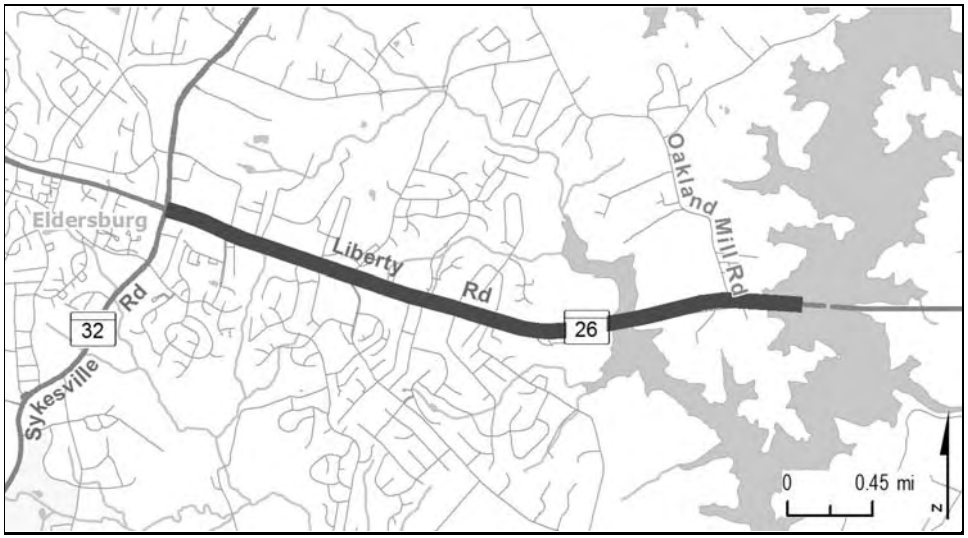
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 51,200 - 68,200

PROJECTED (2035) - 62600 - 89,350



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split Planning cost and County contributed $1.0 million towards Engineering cost.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	1,363	1,363	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,653	1,653	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

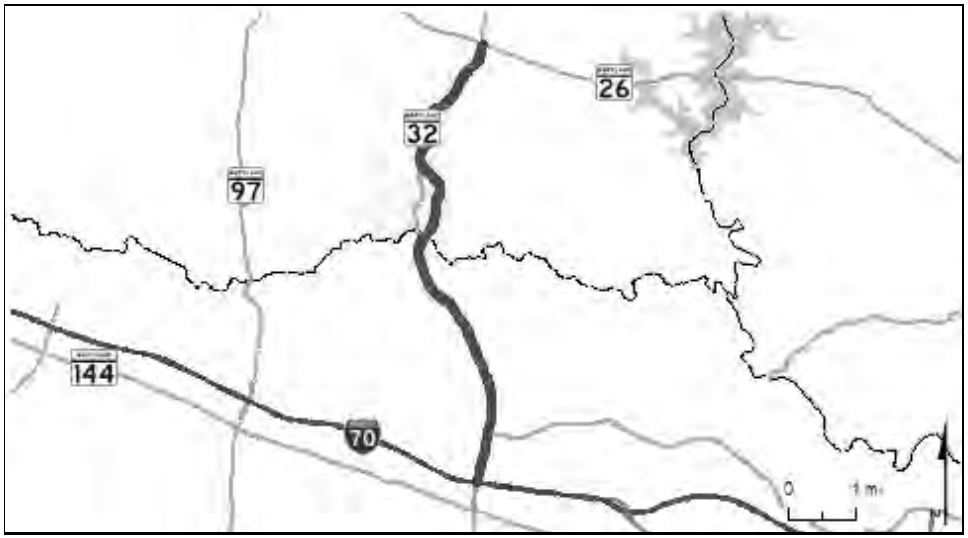
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 27,700 - 28,650

PROJECTED (2035) - 36,800 - 42,950



PROJECT: MD 32 Sykesville Road

DESCRIPTION: Planning and Environmental Linkages study to determine capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road Connects high growth area of Carroll County with growing job markets in Howard County and around Fort Meade.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 26 Liberty Reservoir to MD 32 (Line 5)

STATUS: Planning Underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	0	450	800	0	0	0	0	1,250	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	1,250	0	450	800	0	0	0	0	1,250	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 (2015) - 31,800

PROJECTED (2035) - 48,500

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Carroll County; resurface	10,501	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Carroll County; resurface	13,000	Under construction
3	MD 140	Taneytown Pike; Royer Road to WMC, MD 30 BA Lane to Broadbeck; patching	904	Completed
		Safety/Spot Improvement		
4	MD 27	Ridge Road; at Center Street; widen and resurface	695	FY 2017
5	MD 31	New Windsor Road; At Tahoma Farm Road; widen and resurface	895	FY 2016
6	MD 32	Sykesville Road; at MD 97; geometric improvements	3,678	Under construction
7	MD 140	Taneytown Pike; at Pleasant Valley Road; geometric improvements	3,403	Under construction
8	MD 140 EB	Baltimore Boulevard; at Kay's Mill Road; geometric improvements	487	Completed
		Urban Reconstruction		
9	MD 31	High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering)	1,882	Design Underway
10	MD 851	Main Street; Howard County Line to Springfield Avenue; urban reconstruction (Funded for concepts)	594	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements		
11	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	4,690	FY 2017
12	MD 140	Taneytown Pike; WMC Drive to Meadow Branch/Royer Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,933	FY 2016
		Enhancements		
		Environmental Mitigation		
13		Finksburg Industrial Park Stormwater Management Facility	761	FY 2016
14		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	Completed

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CECIL COUNTY

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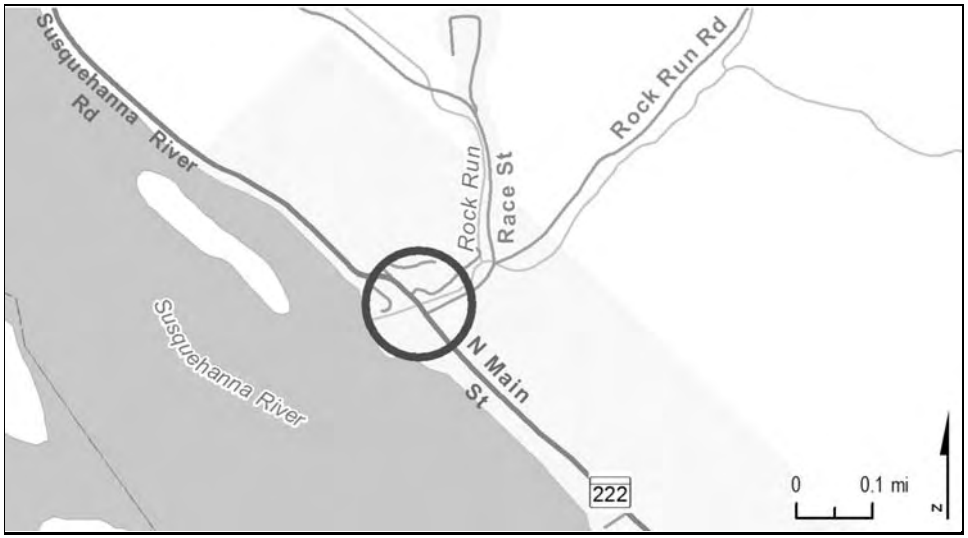
CECIL COUNTY



PROJECT: MD 222, N. Main Street

DESCRIPTION: Replace Bridge 07027 over Rock Run. The project will include shoulders and sidewalks to accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge substructure and superstructure require reconstruction.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,431	832	599	0	0	0	0	0	599	0
Right-of-way	189	1	77	74	37	0	0	0	188	0
Construction	3,001	0	1,616	1,385	0	0	0	0	3,001	0
Total	4,621	833	2,292	1,459	37	0	0	0	3,788	0
Federal-Aid	1,076	601	475	0	0	0	0	0	475	0

CLASSIFICATION:

STATE - Minor Collector

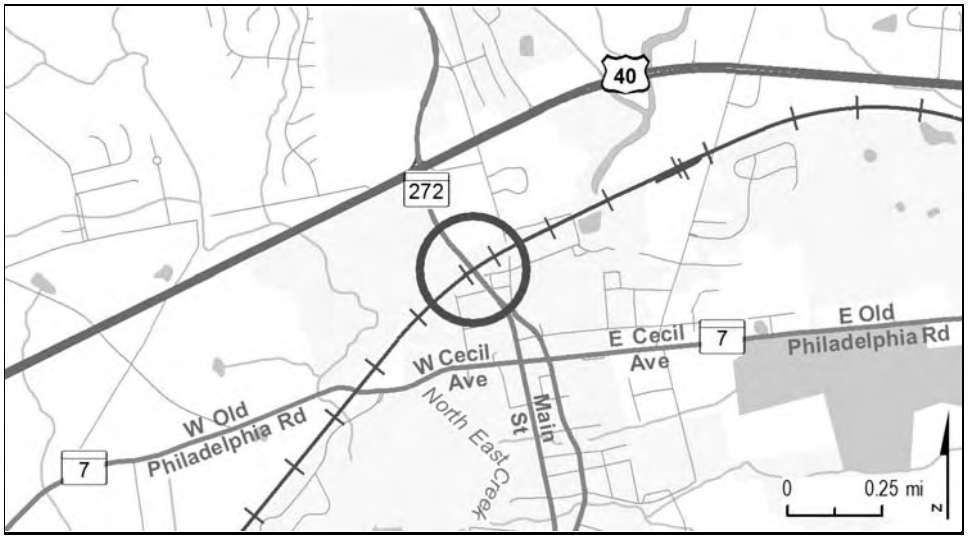
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,900

PROJECTED (2035) - 4,200



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing bridge is structurally deficient. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,405	2,405	0	0	0	0	0	0	0	0
Right-of-way	432	425	7	0	0	0	0	0	7	0
Construction	17,352	2,141	6,644	6,762	1,805	0	0	0	15,211	0
Total	20,189	4,971	6,651	6,762	1,805	0	0	0	15,218	0
Federal-Aid	15,814	3,536	5,355	5,462	1,461	0	0	0	12,278	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 41,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,669	Completed
		Bridge Replacement/Rehabilitation		
2		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean/paint bridges	625	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Cecil County; mill and resurface	6,321	FY 2016
4		At various locations in Cecil County; resurface	972	FY 2016
5		At various locations in Cecil County; resurface	5,993	Under construction
6	US 40	Pulaski Highway; MD 222 to MD 272; safety and resurface	8,413	FY 2016
7	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	6,684	Under construction
8	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	2,052	FY 2016
		Bridge Replacement/Rehabilitation		
9	MD 213	Augustine Herman Highway; Structure 07071X0 over Branch Big Elk Creek; small structure replacement	600	FY 2016

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement		
10	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017
11	MD 213	Bridge Street; at MD 279; geometric improvements	1,053	Under construction
12	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,850	FY 2016
13	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	641	FY 2016
14	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	3,552	FY 2017
15	MD 272	North East Road; at Tiger Drive; intersection reconstruct	2,044	FY 2016
16	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,300	FY 2016
17	MD 273	Telegraph Road; at Appleton Road; roundabout	2,167	Under construction
18	MD 281	Red Hill Road; At Muddy Lane; roundabout	3,038	Under construction
		C.H.A.R.T. Projects		
19		CHART DMS Deployment in Cecil County	297	Under construction
		Sidewalks		
20	MD 272	Maudlin Avenue; Irishtown Road to Church Street; sidewalks	1,070	FY 2016

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance		
21		Tree establishment at various locations in District 2; landscape	621	FY 2017
22		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	701	Under construction
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
23		Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail	585	FY 2016

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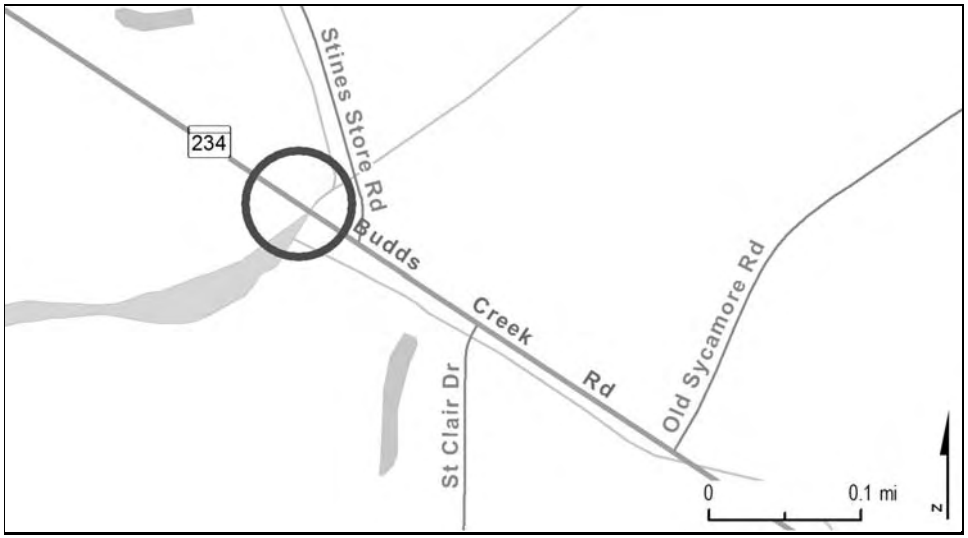
CHARLES COUNTY 1658

CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace Bridge 08047 over Gilbert Swamp Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1959, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,034	446	588	0	0	0	0	0	588	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	0	675	2,325	0	0	0	3,000	0
Total	4,034	446	588	675	2,325	0	0	0	3,588	0
Federal-Aid	823	353	470	0	0	0	0	0	470	0

CLASSIFICATION:

STATE - Minor Arterial

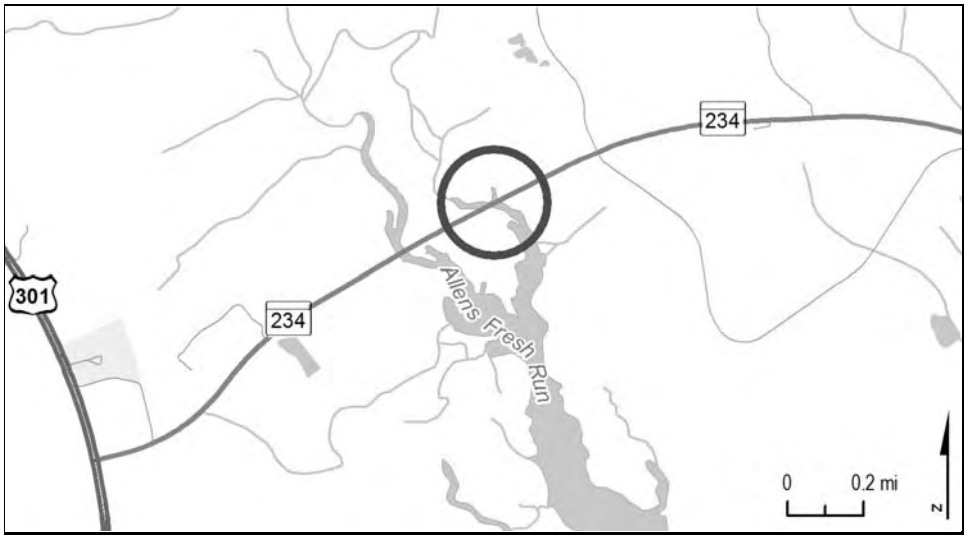
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,475

PROJECTED (2035) - 10,600



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replaced a temporary bridge over Allens Fresh Run.

PURPOSE & NEED SUMMARY STATEMENT: In 2011, Hurricane Lee damaged Bridge 08036, which was replaced that same year with a temporary bridge. This new permanent bridge replaced that temporary bridge.

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: MD 234 provides a critical link through Southern Maryland. Replacing this structure supports critical regional transportation needs and provides a permanent structure that is more resilient against severe weather events.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	415	415	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,938	2,898	40	0	0	0	0	0	40	0
Total	3,353	3,313	40	0	0	0	0	0	40	0
Federal-Aid	3,244	3,207	37	0	0	0	0	0	37	0

CLASSIFICATION:

STATE - Minor Arterial

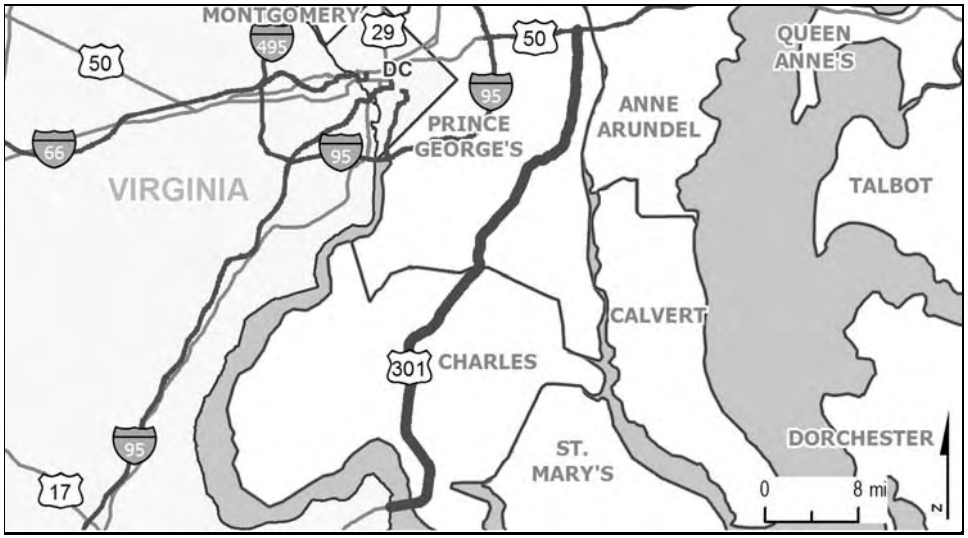
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,500

PROJECTED (2035) - 10,500



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 and I-595/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs and consider related environmental and growth management issues.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 6)
US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 7)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 12)
MD 5, US 301 to I-95/I-495 (Prince George's County Line 20)
US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 25)

STATUS: Planning on hold. Protective Right-of-Way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	5	100	3,700	4,541	3,210	4,105	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	5	100	3,700	4,541	3,210	4,105	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

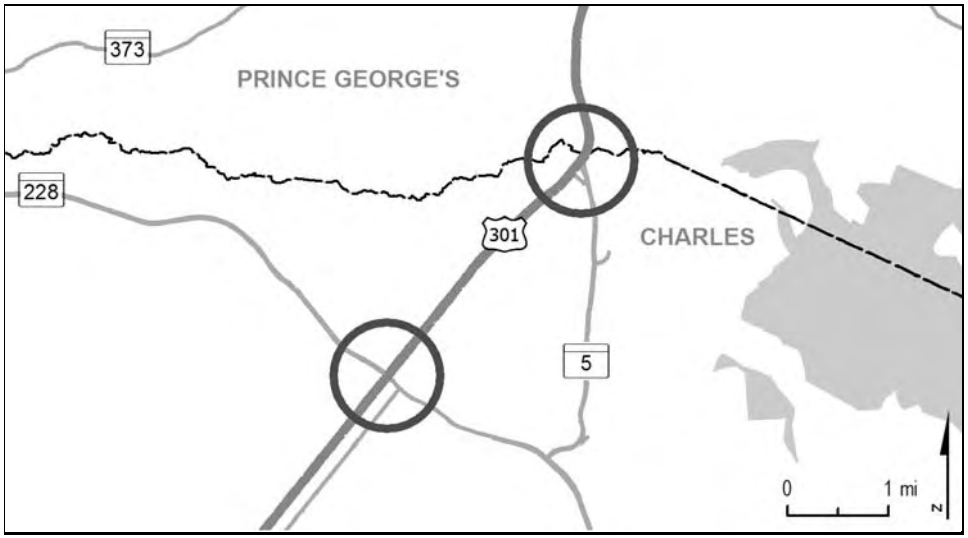
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 20,200 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 29,700 (Charles) - 122,800 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: A study to analyze US 301 upgrades through Waldorf, including improvements at MD 5 and at MD 228/MD 5BU.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commerical development in the US 301 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated Prince George's County Line 12)
MD 5, US 301 to I-95/I-495 (Prince George's County Line 20)
US 301, South Corridor Transportation Study (Line 3)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,315	1,000	1,000	2,321	0	0	0	4,321	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	10,315	1,000	1,000	2,321	0	0	0	4,321	0
Federal-Aid	10,112	7,669	1,000	1,000	443	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,000 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 78,700 (Charles) - 122,800 (Prince George's)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Charles County; resurface	7,568	Completed
		Safety/Spot Improvement		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Completed
		Urban Reconstruction		
3	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	961	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
4		At various locations in Charles County; patching	925	FY 2016
5		At various locations in Charles county; mill and resurface	10,462	FY 2016
6		At various locations in Charles county; resurface	11,188	Under construction
		Bridge Replacement/Rehabilitation		
7	MD 254	Cobb Island Road; Bridge 0803800 over Neale Sound; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement		
8	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2016
		Urban Reconstruction		
9	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Underway
		Sidewalks		
10	MD 210	Indian Head Highway; Ruth B Swann Dr to Wooster Dr; sidewalks	519	Under construction

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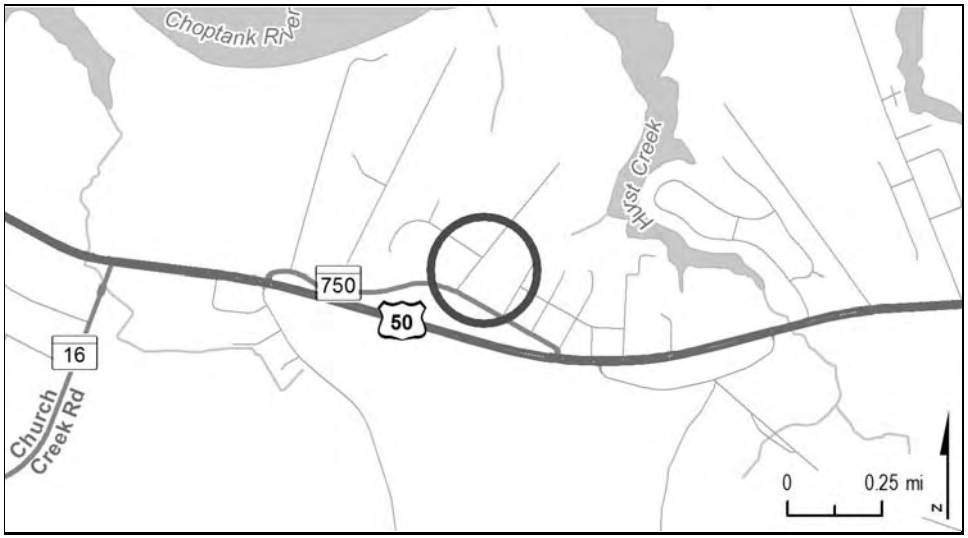
1669

POPULUS TIMORE DEUM HABITANS

DORCHESTER COUNTY

DORCHESTER COUNTY



PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet the current needs of the District to maintain the roads in Cambridge and Dorchester County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,896	1,896	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,209	5,382	15,662	1,165	0	0	0	0	16,827	0
Total	24,105	7,278	15,662	1,165	0	0	0	0	16,827	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM : NA

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - NA

PROJECTED (2035) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Chateau Road to Linkwood Drive; resurface	1,254	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Dorchester County; resurface	6,686	Under construction
3	US 50 EB	Ocean Gateway; Linkwood Drive to west of Old Ocean Gateway; resurface	1,656	FY 2016
		Safety/Spot Improvement		
4	MD 16	Church Creek Road; at Woods Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,500	FY 2016
		Urban Reconstruction		
5	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement/roadway construct/pedestrian improvement (Funded for preliminary engineering)	2,940	Design Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
6		Harriet Tubman Underground Railroad Visitor Center	8,500	Underway

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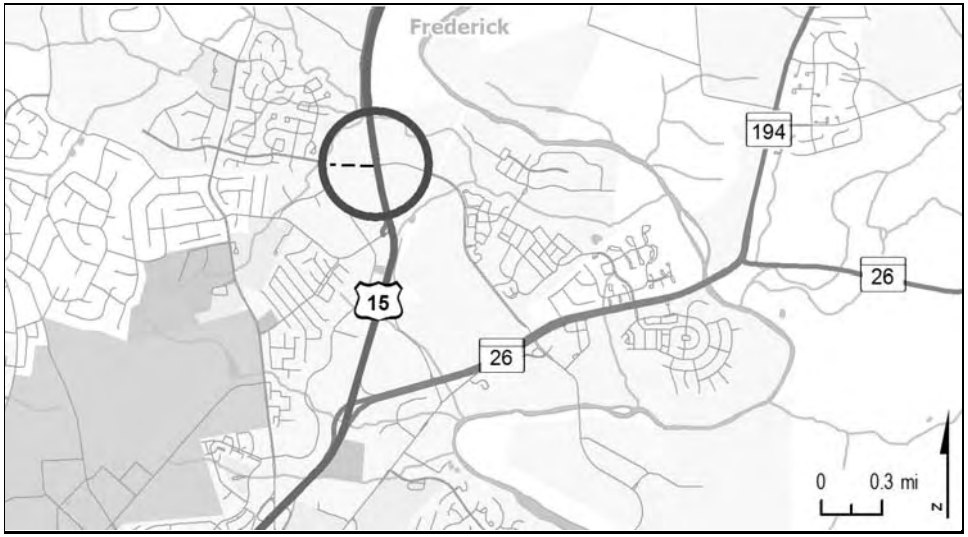
FREDERICK COUNTY, MARYLAND 1748

FREDERICK COUNTY



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic volume associated with planned development. The project will close an existing at-grade US 15 intersection at Hayward Road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multimodal Corridor Study (Line 12)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will improve safety and operations for all users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility. This intersection will support ongoing and planned growth.

STATUS: Construction underway. Frederick County is funding $1.4 million for Engineering. Frederick City is funding $1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $10.5 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	682	682	0	0	0	0	0	0	0	0
Engineering	4,335	4,335	0	0	0	0	0	0	0	0
Right-of-way	19,266	12,837	1,893	2,425	2,041	70	0	0	6,429	0
Construction	36,026	1,317	10,142	13,009	11,558	0	0	0	34,709	0
Total	60,309	19,171	12,035	15,434	13,599	70	0	0	41,138	0
Federal-Aid	15,246	11,224	399	1,937	1,630	56	0	0	4,022	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

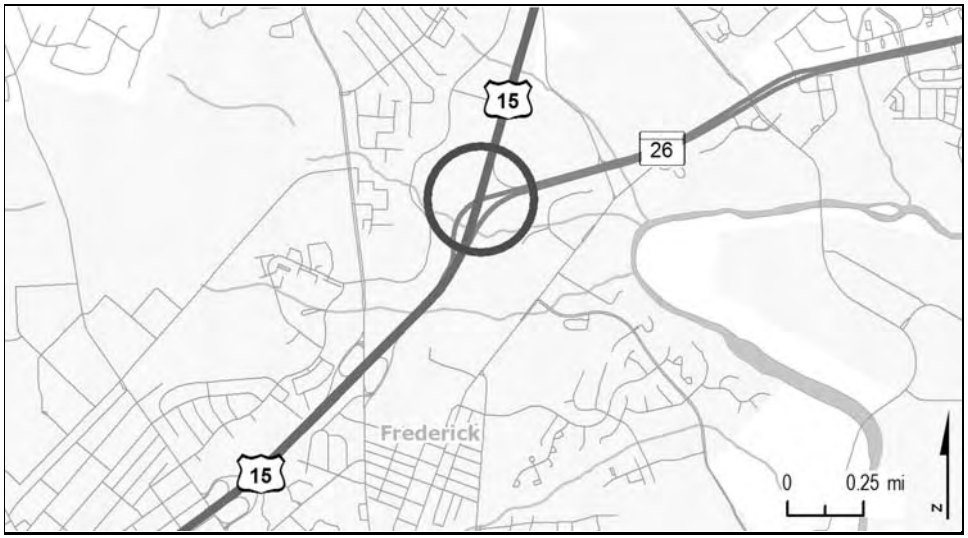
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,450

PROJECTED (2035) - 60,910



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15 Multimodal Corridor Study (Line 12)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	541	218	323	0	0	0	0	0	323	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,085	0	1,282	4,155	648	0	0	0	6,085	0
Total	6,626	218	1,605	4,155	648	0	0	0	6,408	0
Federal-Aid	410	170	240	0	0	0	0	0	240	0

CLASSIFICATION:

STATE - Principal Arterial

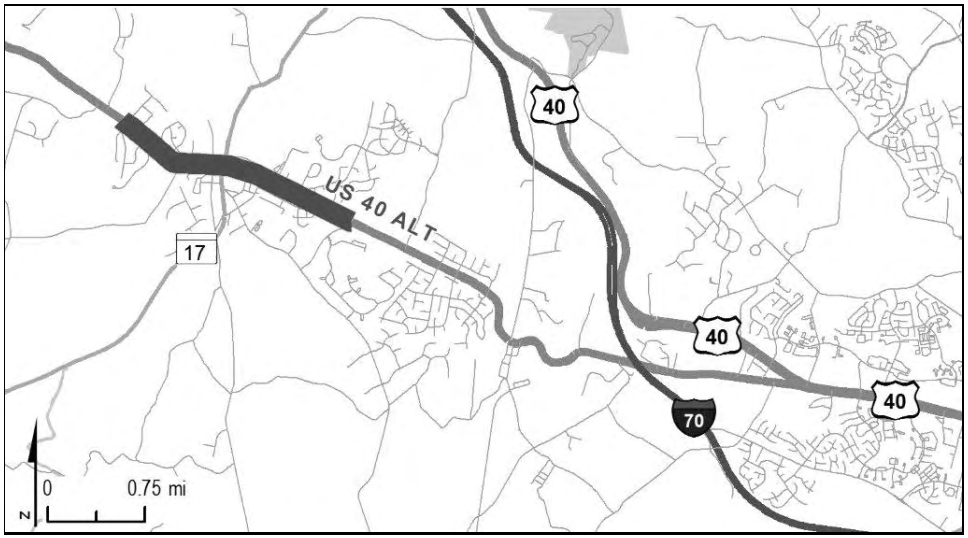
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,500

PROJECTED (2035) - 30,000



PROJECT: US 40 ALT, Old National Pike

DESCRIPTION: Construct roadway improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and storm water management improvements from Ivy Hill Drive to Middletown Parkway (2.1 miles)

PURPOSE & NEED SUMMARY STATEMENT: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 ALT.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: System preservation to improve safety and enhance vitality in an existing community through transportation infrastructure improvement.

STATUS: Engineering and Right-of-Way are underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,943	2,493	450	0	0	0	0	0	450	0
Right-of-way	1,152	3	168	236	236	236	218	55	1,149	0
Construction	10,459	0	0	3,247	4,710	2,502	0	0	10,459	0
Total	14,554	2,496	618	3,483	4,946	2,738	218	55	12,058	0
Federal-Aid	10,295	1,708	429	2,533	3,674	1,951	0	0	8,587	0

CLASSIFICATION:

STATE - Urban Principal Arterial

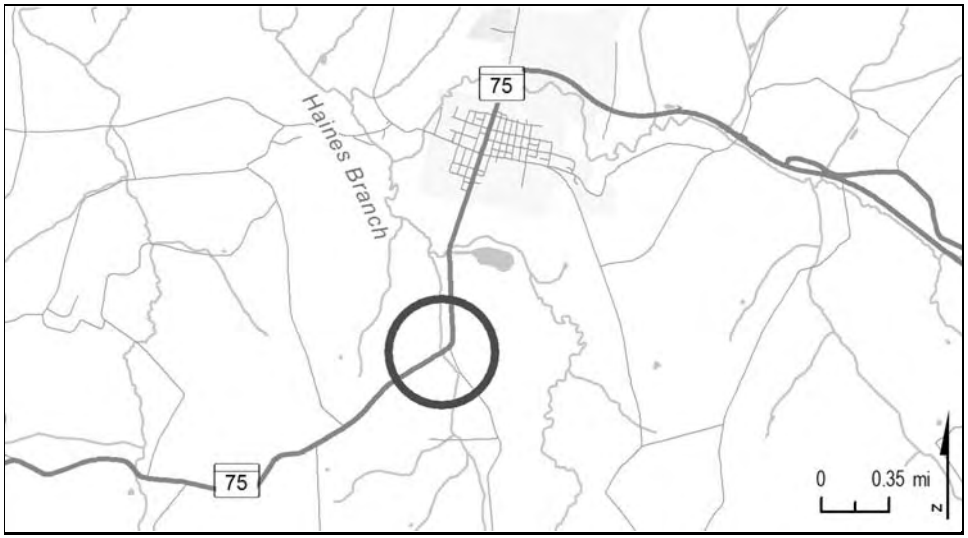
FEDERAL -

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 12,000

PROJECTED (2035) - 14,900



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 10172 over Haines Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing structure is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	509	509	0	0	0	0	0	0	0	0
Right-of-way	93	91	2	0	0	0	0	0	2	0
Construction	1,986	495	1,414	77	0	0	0	0	1,491	0
Total	2,588	1,095	1,416	77	0	0	0	0	1,493	0
Federal-Aid	363	363	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

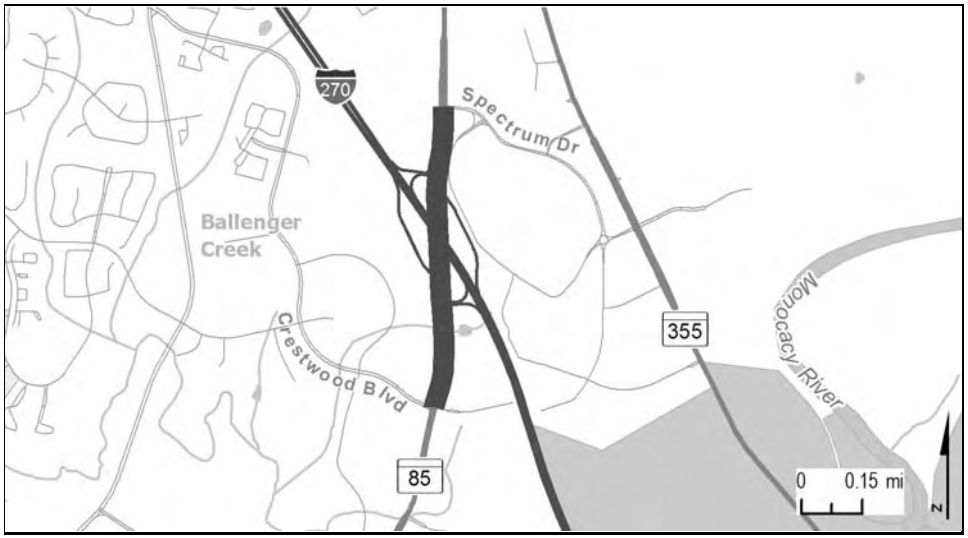
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 1300

PROJECTED (2035) - 1750



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 12)
MD 85, South of English Muffin Way to north of Grove Road (Line 14)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will improve safety for all roadway users by reconstructing functionally obsolete interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during fiscal year 2018. Frederick County is funding $1.5 million for partial Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $100.3 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 85 from English Muffin Way to Grove Road (Line 13).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,072	4,972	650	450	0	0	0	0	1,100	0
Right-of-way	11,685	669	1,500	3,600	2,900	1,684	1,332	0	11,016	0
Construction	100,310	0	0	13,530	24,066	26,749	35,965	0	100,310	0
Total	118,067	5,641	2,150	17,580	26,966	28,433	37,297	0	112,426	0
Federal-Aid	3,655	2,797	507	351	0	0	0	0	858	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 35,500 - 49,500

PROJECTED (2035) - 49,000 - 69,700

PROJECT: MD 140, Main Street

DESCRIPTION: Replace Bridge 10062 over Flat Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,396	891	505	0	0	0	0	0	505	0
Right-of-way	271	0	46	55	55	55	55	5	271	0
Construction	4,576	0	0	3,784	792	0	0	0	4,576	0
Total	6,243	891	551	3,839	847	55	55	5	5,352	0
Federal-Aid	4,648	680	399	2,952	617	0	0	0	3,968	0

CLASSIFICATION:

STATE - Intermediate Arterial

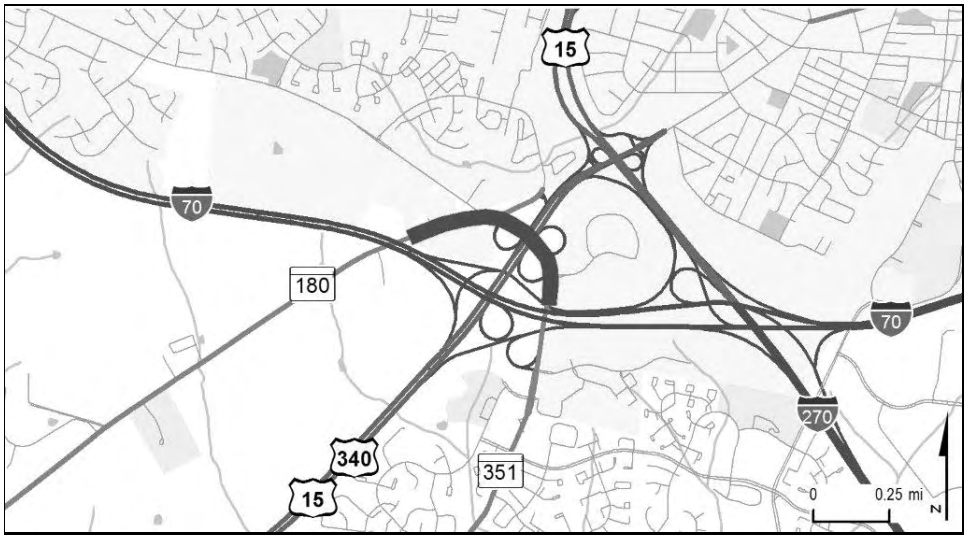
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,500

PROJECTED (2035) - 10,100



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Urban reconstruction of MD 180, from north of I-70 to structure 10140 (0.65 miles), including additional structural capacity over US 15/US 340.

PURPOSE & NEED SUMMARY STATEMENT: Operational improvements and capacity improvements to support economic development in Frederick County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, from Mount Phillip Road to east of MD 144 FA (Line 10)
MD 180 and MD 351 Planning Study (Line 15)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Due to rapid development, the corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	280	1,700	2,600	420	0	0	5,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	0	0	0	3,456	9,671	12,873	26,000	0
Total	31,000	0	280	1,700	2,600	3,876	9,671	12,873	31,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

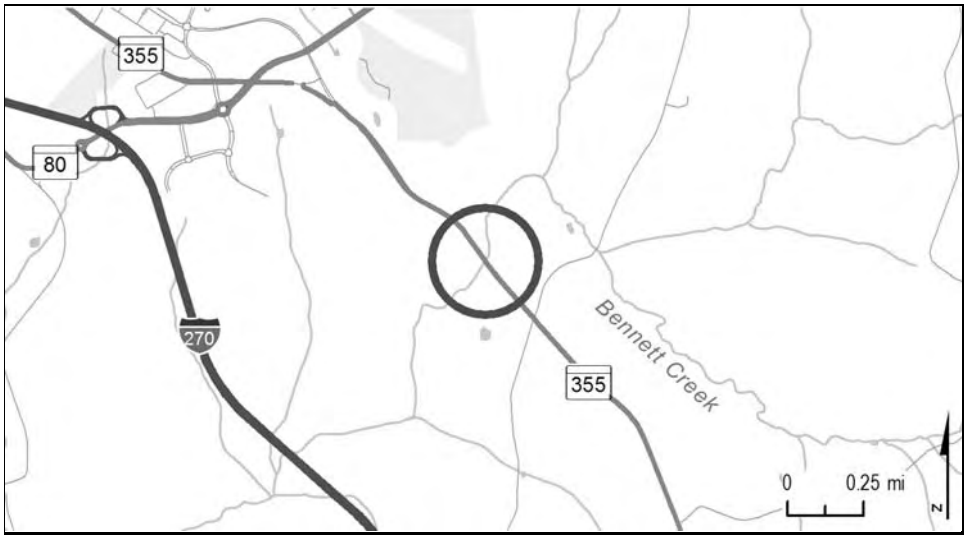
FEDERAL - Urban Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 22,000

PROJECTED (2035) - 41,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	475	691	0	0	0	0	0	691	-5
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	2,080	5,920	0	0	0	8,000	0
Total	9,161	475	691	2,080	5,920	0	0	0	8,691	-5
Federal-Aid	922	375	547	0	0	0	0	0	547	0

CLASSIFICATION:

STATE - Major Collector

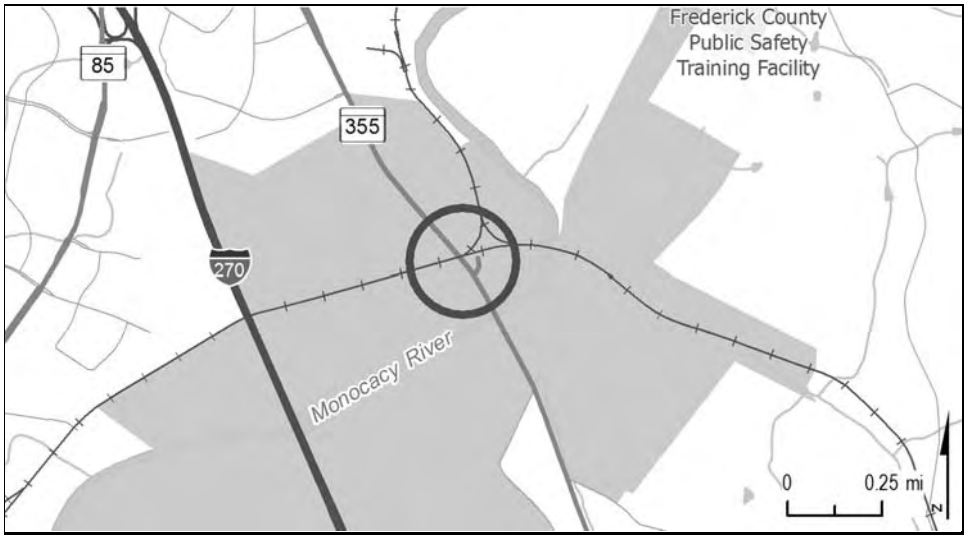
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,500

PROJECTED (2035) - 12,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over CSXT railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,353	1,051	1,302	0	0	0	0	0	1,302	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,500	0	0	1,195	1,825	1,480	0	0	4,500	0
Total	6,853	1,051	1,302	1,195	1,825	1,480	0	0	5,802	0
Federal-Aid	1,863	825	1,038	0	0	0	0	0	1,038	0

CLASSIFICATION:

STATE - Major Collector

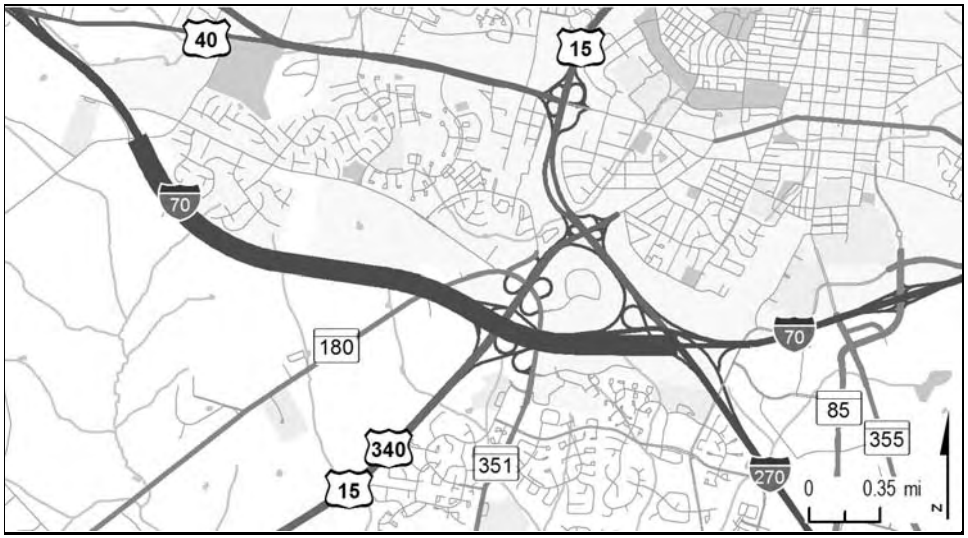
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 19,500



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 12)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
MD 180 and MD 351, Improvements between Greenfield Drive and Corporate Drive (Line 15)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

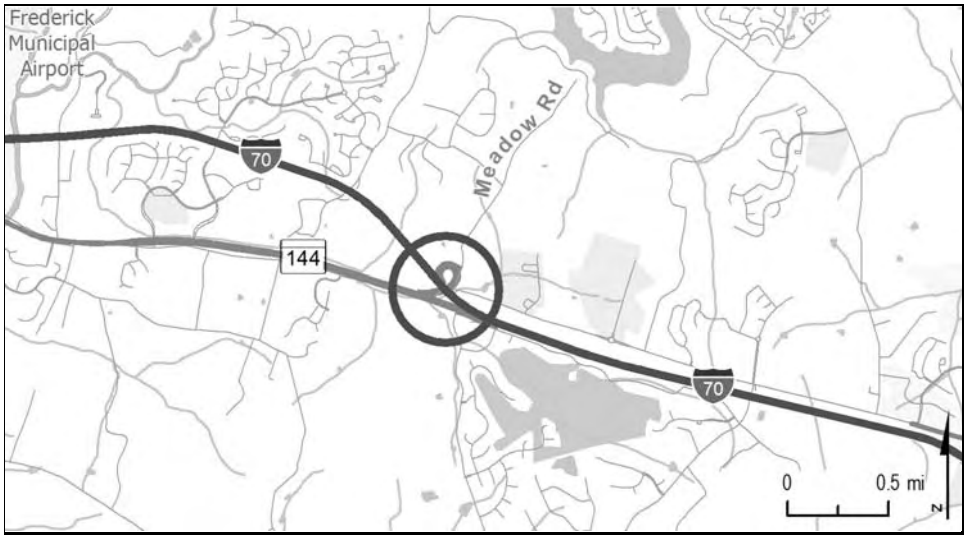
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 99,900

PROJECTED (2035) - 139,400



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This study will consider providing the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in Frederick City and New Market.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway by developer. Frederick County and developer are funding this project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

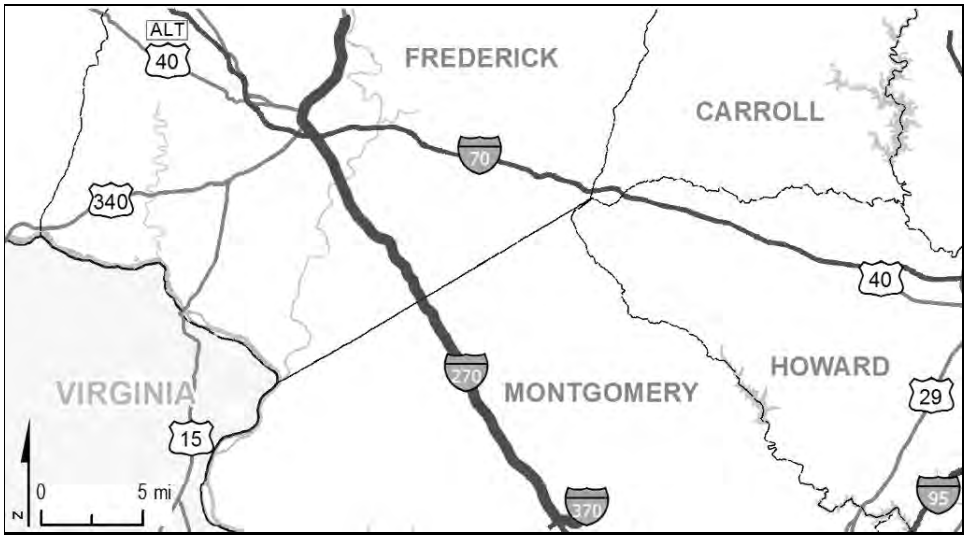
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 67,500

PROJECTED (2035) - 89,600



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

DESCRIPTION: Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 1)
US 15, Bridge Replacement over MD 26 (Line 2)
MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
I-70, Mount Phillip Road to I-270 (Line 10)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
MD 85, from south of English Muffin Way to north of Grove Road (Line 14)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 38) first.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,432	17,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,539	18,539	0	0	0	0	0	0	0	0
Federal-Aid	14,400	14,400	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

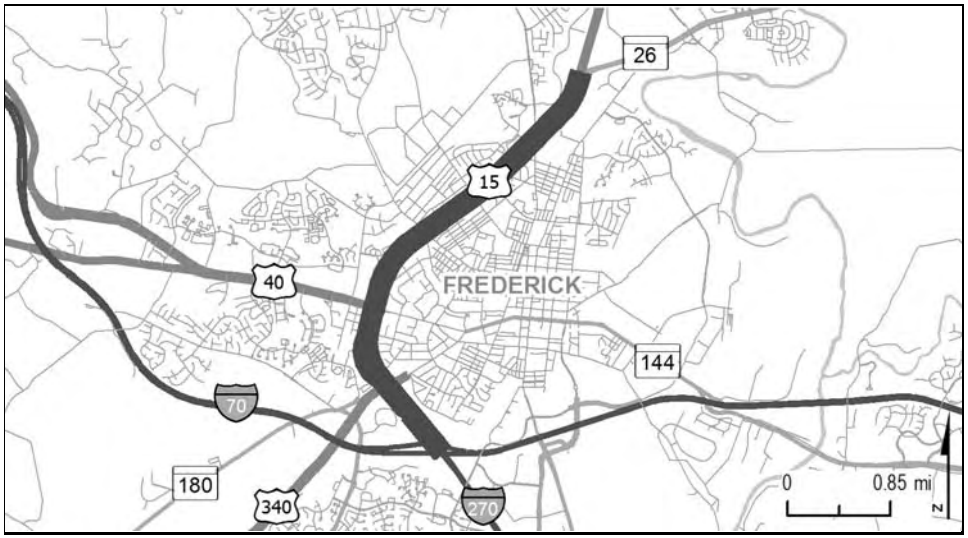
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,500 - 104,500 (US 15)
81,000 - 215,500 (I-270)

PROJECTED (2035) - 60,000 - 170,000 (US 15)
105,000 - 269,000 (I-270)



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Engineering study of US 15 and US 40 improvements between I-70 and MD 26.

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, and short merging and weaving sections.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Bridge Replacement over MD 26 (Line 2)
I-270 and US 15, Multimodal Corridor Study (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	1	500	499	0	0	0	0	999	0
Engineering	4,000	0	850	1,100	1,000	1,050	0	0	4,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	1	1,350	1,599	1,000	1,050	0	0	4,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Freeway/Expressway

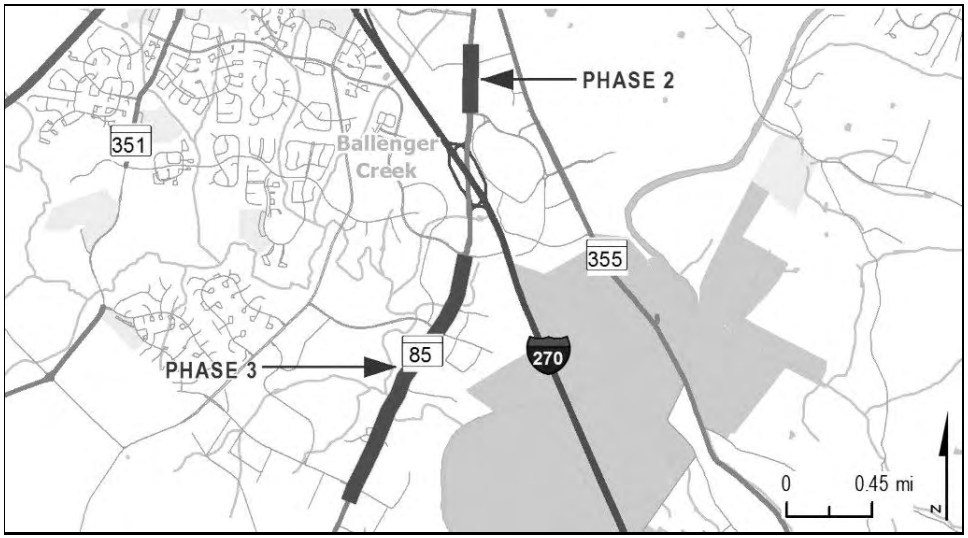
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,100 - 104,400

PROJECTED (2035) - 63,500 - 191,800



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). The project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
I-270/US 15, Multimodal Corridor Study (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $20.3 million is due to moving the segment between Crestwood Boulevard/Shockely Drive and Spectrum Drive (Phase 1) to Construction Program (Line 5).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

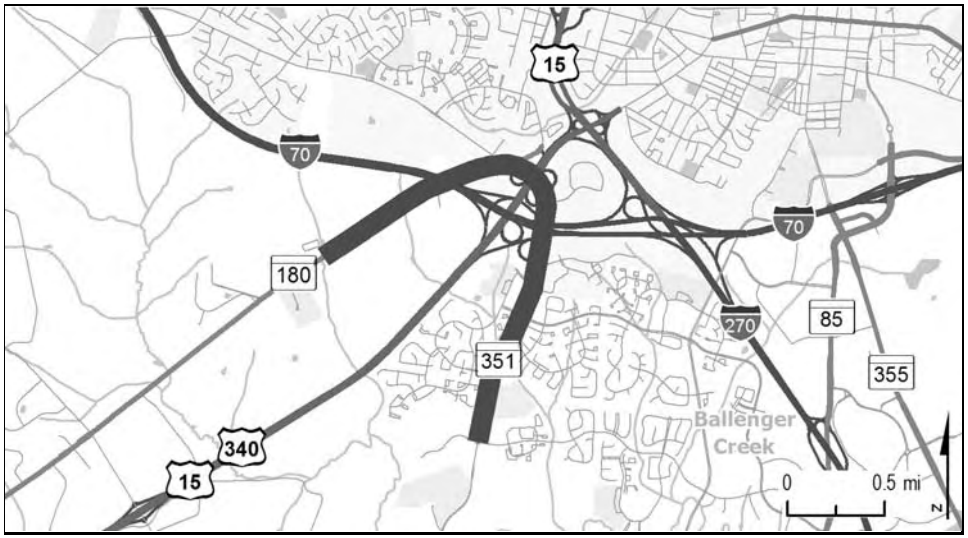
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,700 - 47,400

PROJECTED (2035) - 18,500 - 69,700



PROJECT: MD 180 and MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: The MD 180 and MD 351corridor is experiencing rapid development. Businesses and residential developments in the study space area contribute to operational failures along the existing roadway network, indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, from Mount Phillip road to east of MD 144FA (Line 10)

STATUS: Planning on hold. Frederick County is funding $0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,285	2,273	12	0	0	0	0	0	12	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	2,285	2,273	12	0	0	0	0	0	12	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Urban Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,900

PROJECTED (2035) - 62,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Commuter Action Improvements		
1	MD 17	Myersville Middletown Road; at Ventrie Court; ridesharing facilities	1,313	Completed
2	MD 75	Green Valley Road; At I-70 south of interchange; ridesharing facilities	800	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Frederick County; mill and resurface	21,267	FY 2016
4		At various locations in Frederick County; resurface	14,650	Under construction
5	US 15 SB	Catoctin Mountain Highway; Pennsylvania State line to Roddy Road; resurface	4,608	Completed
6	I 70	Eisenhower Memorial Highway; MD 144 (Exit 56) to bridge over MD 27	8,850	Under construction
7	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,700	FY 2017
8	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,000	FY 2016
		Bridge Replacement/Rehabilitation		
9		At various locations on Buckeystown Park, Green Vall Road, National Pike and Eisenhower Memorial Highway; clean/paint bridges	1,679	Under construction
10	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2017

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
11	MD 77	Foxville Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2016
		Safety/Spot Improvement		
12	US 15 NB	Frederick Freeway; Motter Avenue to MD 26; geometric improvements	2,734	Under construction
		Urban Reconstruction		
13	US 15 BUS	Seton Avenue; in Emmitsburg - at MD 140 (Funded for preliminary engineering)	300	Design Underway
14	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,040	Under construction
15	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction (Funded for preliminary engineering)	2,473	Design Underway
		Intersection Capacity Improvements		
16	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	1,707	FY 2016
17	MD 180	Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	0	FY 2016
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
18		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities		
19		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	5,959	Under construction
20		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2017

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GARRETT COUNTY

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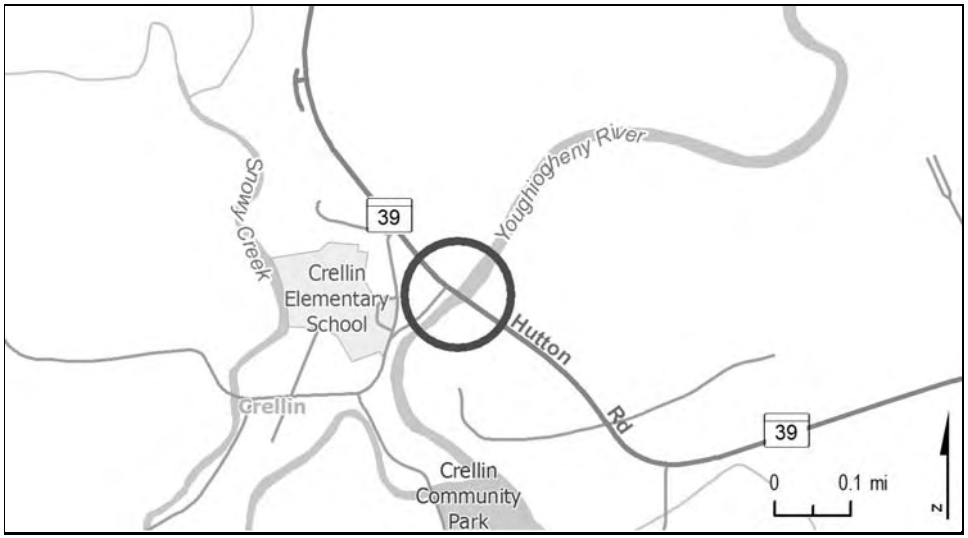
MARYLAND

GARRETT COUNTY



PROJECT: MD 39, Hutton Road

DESCRIPTION: Replace Bridge 11002 over Youghiogheny River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,175	232	176	230	230	230	77	0	943	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	0	0	1,075	3,525	4,600	400
Total	6,175	232	176	230	230	230	1,152	3,525	5,543	400
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

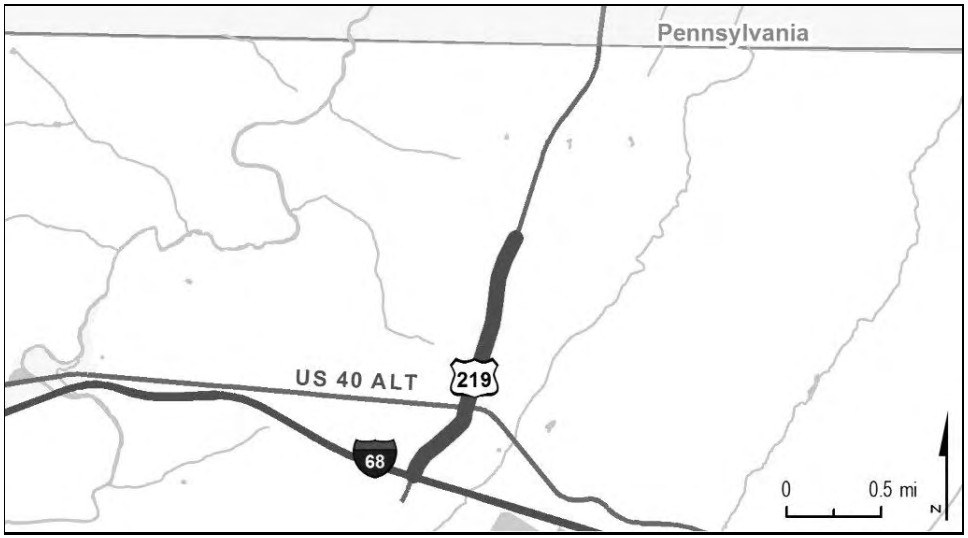
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 3,350

PROJECTED (2035) - 3,900



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade and/or relocate a portion US 219 north of I-68.

PURPOSE & NEED SUMMARY STATEMENT: Projected development and increasing regional freight traffic require upgrades to the existing US 219 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☒ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, I-68 to Pennsylvania State Line (Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☐ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: US 219 provides a critical link between Western Maryland and southern Pennsylvania. This project supports critical regional transportation needs.

STATUS: Planning underway. Engineering and Right-of-Way to begin during current fiscal year. Construction and Right-of-Way is being funded wiith Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of the US 219 study from I-68 to the Pennsylvania State Line (Line 6).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	1,600	400	0	0	0	0	2,000	0
Engineering	3,000	0	1,000	1,300	700	0	0	0	3,000	0
Right-of-way	4,784	0	10	50	2,088	2,088	548	0	4,784	0
Construction	80,216	0	0	0	6,874	20,586	24,409	28,347	80,216	0
Total	90,000	0	2,610	1,750	9,662	22,674	24,957	28,347	90,000	0
Federal-Aid	89,883	0	10	49	9,297	23,761	26,285	30,481	89,883	0

CLASSIFICATION:

STATE - Minor Arterial

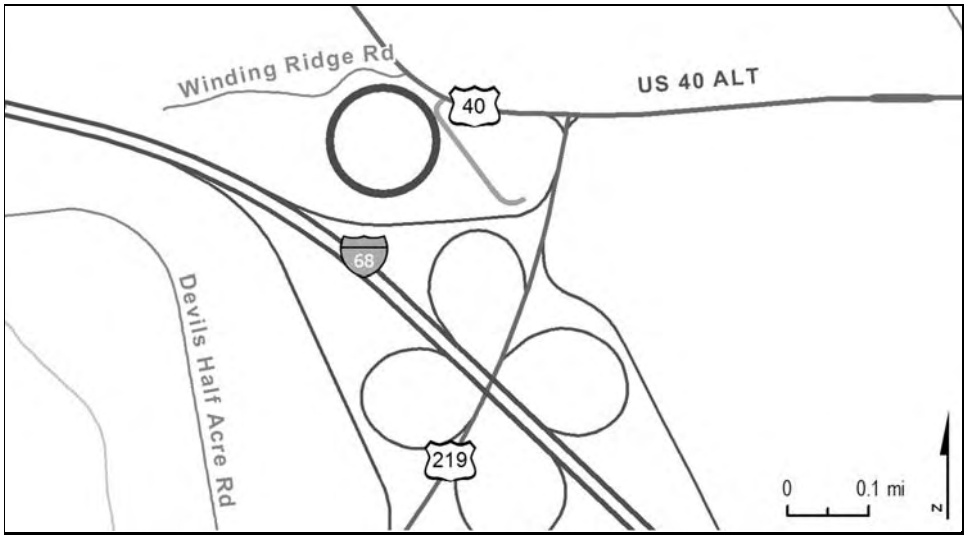
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,700

PROJECTED (2035) - 6,400



PROJECT: Keysers Ridge Maintenance Facility

DESCRIPTION: Replacement of the maintenance facility in Keysers Ridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet SHA's current needs.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing facility does not meet current needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	711	711	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,456	4,969	5,715	772	0	0	0	0	6,487	0
Total	12,167	5,680	5,715	772	0	0	0	0	6,487	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

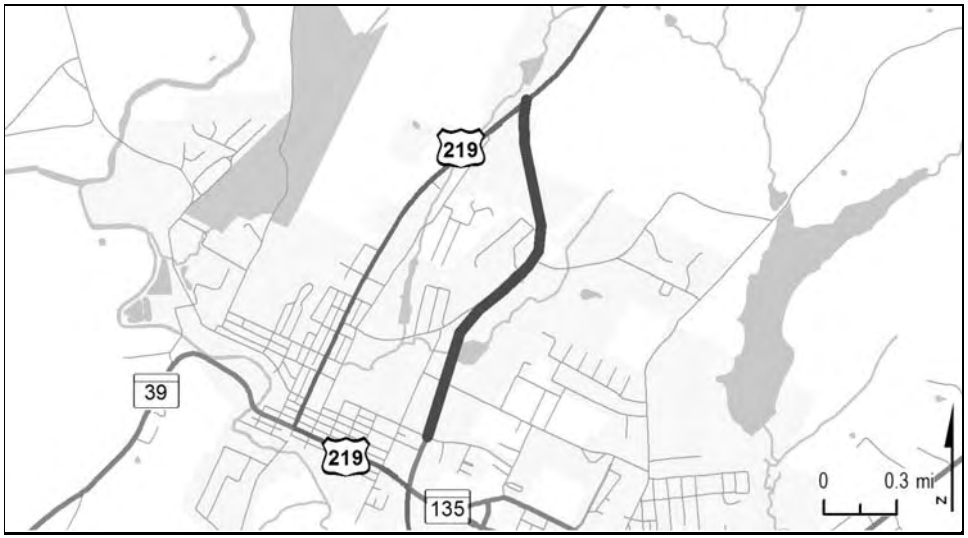
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles). This project will include bicycle and pedestrian accomodations as appropriate.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of frequent entrances and intersections along with restricted roadway width. The bypass will divert through traffic, including heavy trucks from downtown Oakland, improving safety and reducing congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, MD 135 to the North Corporate Limits of Oakland (System Preservation Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,017	4,017	0	0	0	0	0	0	0	0
Right-of-way	4,412	4,412	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,709	9,709	0	0	0	0	0	0	0	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

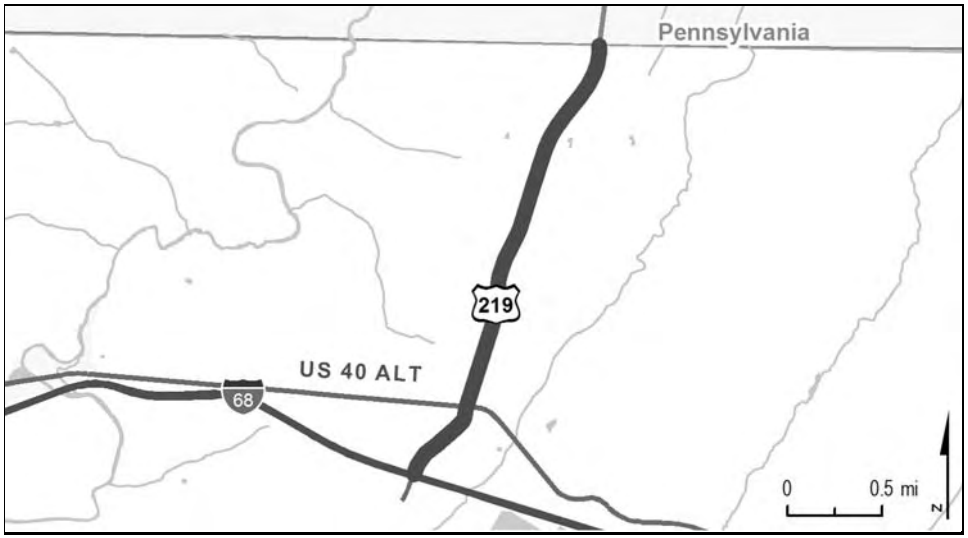
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,650- 17,550

PROJECTED (2035) - 7,850 (Bypass)
18,400 (US 219)



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.5 miles). This represents Maryland's portion of a larger US 219 study, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements in the US 219 Corridor will enhance accessibility and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, Upgrade and/or relocation north of I-68 (Line 2)

STATUS: Planning underway. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved US 219 upgrade and/or relocation north of I-68 to Construction Program (Line 3).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,090	2,819	959	312	0	0	0	0	1,271	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,090	2,819	959	312	0	0	0	0	1,271	0
Federal-Aid	2,415	2,156	259	0	0	0	0	0	259	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 5,100

PROJECTED (2035) - 7,600

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Safety/Spot Improvement		
1	I 68	National Freeway; East of Old Morgantown Road to west of Shade Hollow Road; guard rail	1,802	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Garrett county; resurface	6,172	Under construction
3		Various locations in Garrett County; resurface	4,638	Under construction
4	MD 38	Kitzmiller Road; Vindex Road to MD 135; mill and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,716	FY 2017
5	US 40 AL	National Pike; US 219 to Green Lantern Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,000	FY 2017
6	I 68	National Freeway; Lower New Germany Road bridge 1104103 to MD 546 bridge 1101200; safety and resurface	6,111	Under construction
7	MD 135	Maryland Highway; MD 135C to Chestnut Grove Road; resurface	3,158	Under construction
		Bridge Replacement/Rehabilitation		
8	I 68	National Freeway; Bridges 1101900, 1103200, 1103903/904, 1105200, 1105303, 1105304 on National Freeway; clean/paint bridges	2,618	FY 2016
9	MD 546	Finzel Road; Bridge 1101200 over I-68; bridge deck replacement	3,400	FY 2016

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction		
10	US 219	Garrett Highway; MD 135 to 325 ft north of East Orchid Street; urban reconstruction (Funded for preliminary engineering)	2,507	Design Underway

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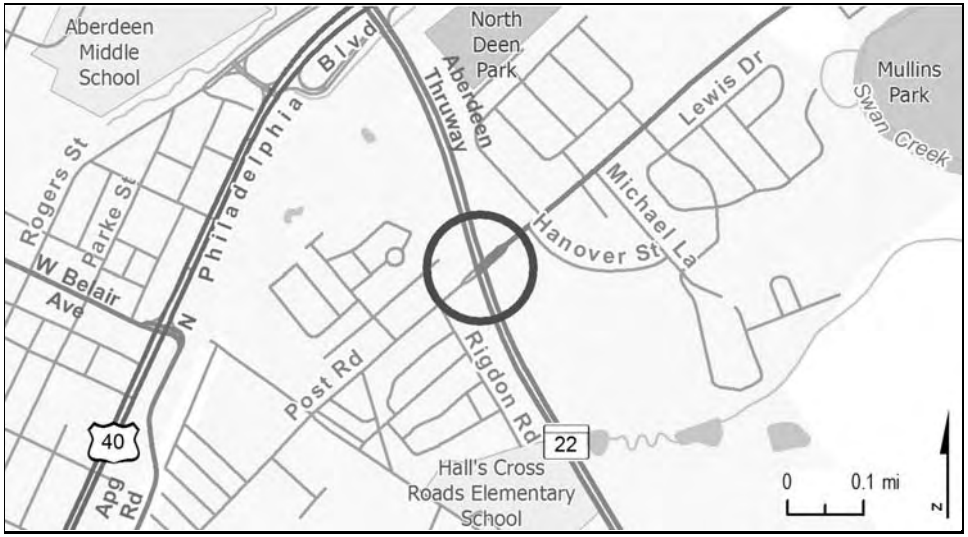
HARFORD COUNTY MARYLAND

HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) to support BRAC expansion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Beards Hill Road (Line 2)
MD 22, at MD 462 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,833	1,078	408	347	0	0	0	0	755	0
Construction	7,630	2,771	4,859	0	0	0	0	0	4,859	0
Total	9,463	3,849	5,267	347	0	0	0	0	5,614	0
Federal-Aid	7,266	2,720	4,254	292	0	0	0	0	4,546	0

CLASSIFICATION:

STATE - Intermediate Arterial

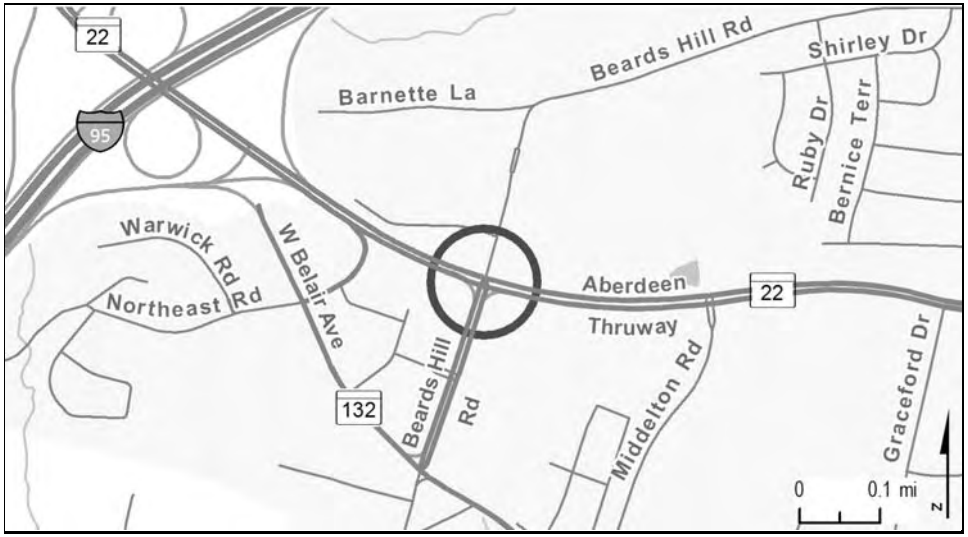
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 25,300

PROJECTED (2035) - 49,700



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Beards Hill Road. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to the Aberdeen Proving Grounds and commercial activities in the area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 1)
MD 22, at MD 462 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	5,582	2,938	1,556	511	577	0	0	0	2,644	0
Construction	10,913	1,126	4,106	5,681	0	0	0	0	9,787	0
Total	16,504	4,073	5,662	6,192	577	0	0	0	12,431	0
Federal-Aid	13,429	3,235	4,644	5,089	461	0	0	0	10,194	0

CLASSIFICATION:

STATE - Intermediate Arterial

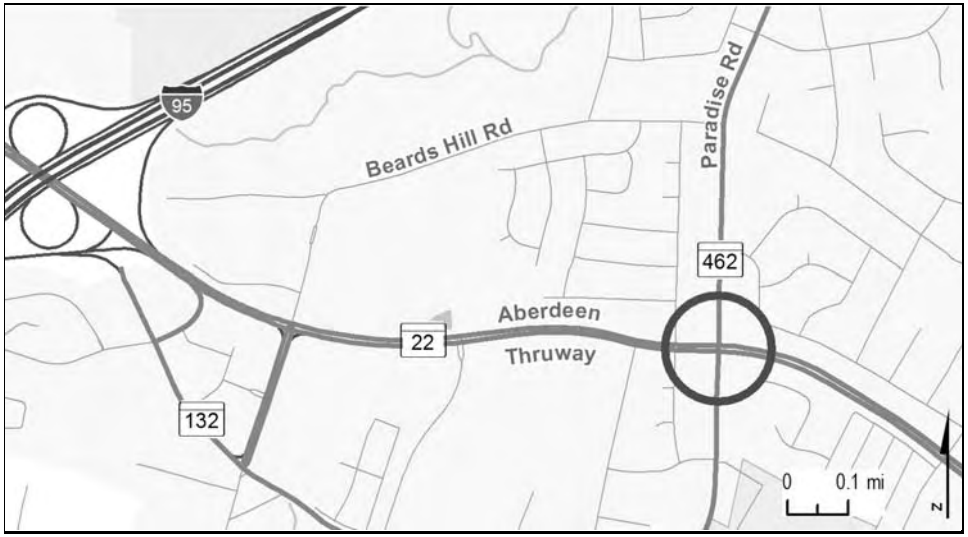
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 31,900

PROJECTED (2035) - 49,450



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at MD 462 (Paradise Road). (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and MD 462 intersections and provide improved access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 1)
MD 22, at Beards Hill Road (Line 2)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,757	7,286	589	460	422	0	0	0	1,471	0
Construction	11,019	54	3,823	4,795	2,347	0	0	0	10,965	0
Total	19,776	7,340	4,412	5,255	2,769	0	0	0	12,436	0
Federal-Aid	16,308	7,325	3,222	3,764	1,997	0	0	0	8,983	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 29,750

PROJECTED (2035) - 54,000

PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 was resurfaced and reconstructed including slope repair and guardrail replacement. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of these projects is to improve the road safety by remediating the slopes supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, Sharon Road to Ferncliff Lane (Section G) (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 section of MD 24 travels through Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	3,107	0	0	0	0	0	0	0	1
Right-of-way	74	74	0	0	0	0	0	0	0	0
Construction	5,793	5,782	11	0	0	0	0	0	11	0
Total	8,975	8,963	11	0	0	0	0	0	11	1
Federal-Aid	4,547	4,539	8	0	0	0	0	0	8	0

CLASSIFICATION:

STATE - Major Collector

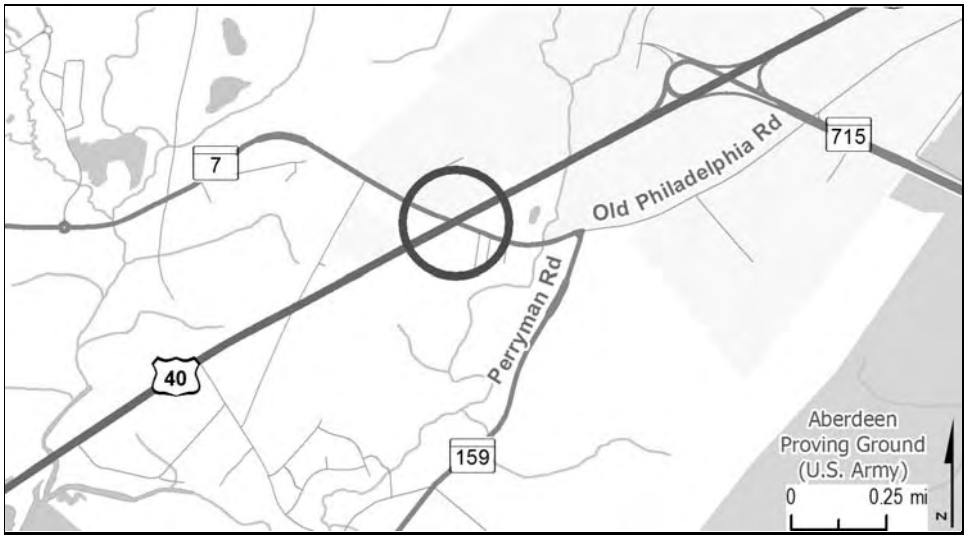
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,350

PROJECTED (2035) - 7,750



PROJECT: US 40. Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year. City of Aberdeen contributed $0.1 million towards Construction and Harford County contributed $3.0 million towards Construction.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.3 million is due to a revised engineers estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,696	1,152	607	814	123	0	0	0	1,544	0
Construction	16,548	0	1,452	5,132	6,010	3,954	0	0	16,548	0
Total	19,244	1,152	2,059	5,946	6,133	3,954	0	0	18,092	0
Federal-Aid	12,682	910	1,410	3,534	4,118	2,710	0	0	11,772	0

CLASSIFICATION:

STATE - Intermediate Arterial

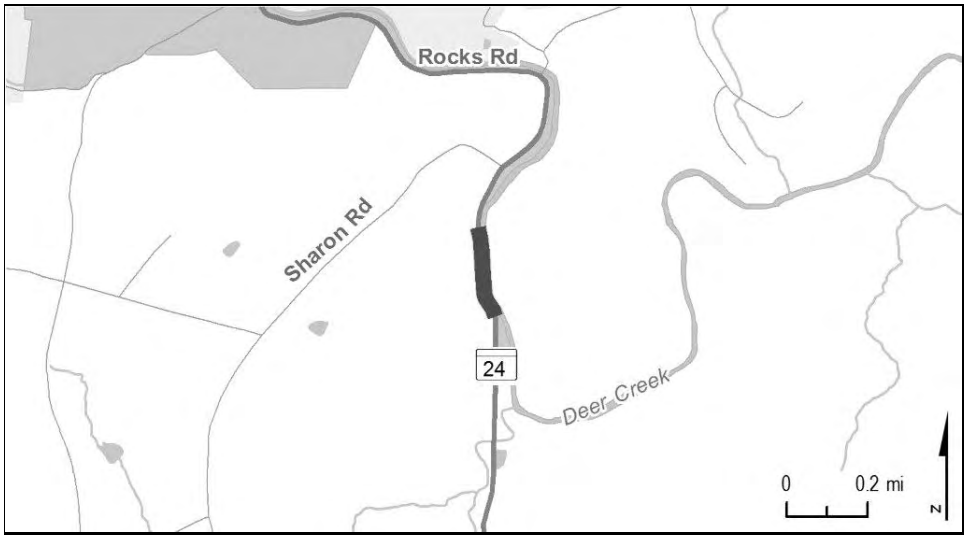
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 36,600

PROJECTED (2035) - 75,300



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of these projects is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, at Deer Creek Bridge (Section A) (Line 4)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $1.0 million to Engineering.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,375	345	350	350	330	0	0	0	1,030	0
Right-of-way	137	0	0	0	137	0	0	0	137	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,512	345	350	350	467	0	0	0	1,167	0
Federal-Aid	1,021	256	260	260	245	0	0	0	765	0

CLASSIFICATION:

STATE - Major Collector

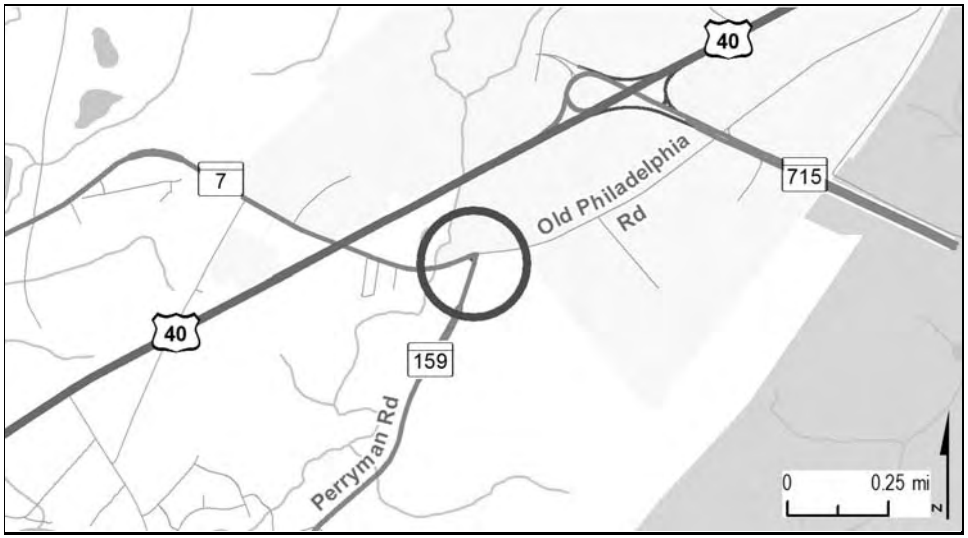
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,350

PROJECTED (2035) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed one-lane roundabout at MD 159 and Old Philadelphia Road. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, at MD 7/MD 159 (Phase 2) (Line 5)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	138	138	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	386	386	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,700

PROJECTED (2035) - 18,200

PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operations on US 1.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermed./Minor Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,550

PROJECTED (2035) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Safety/Spot Improvement		
1	MD 24	Vietnam Veterans Memorial Highway; East of MD 924 to West MacPhail Road; guardrail	636	Completed
		TMDL Compliance		
2	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	98	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in west Harford County; mill and resurface	20,103	FY 2016
4		At various locations in east Harford County; mill and resurface	18,314	FY 2016
5		At various locations in Harford County east of US 1; resurface	6,481	Under construction
6		At various locations in Harford County - west of US 1; resurface	6,429	Under construction
7	MD 7	Philadelphia Road; MD 24 to Abington Road; safety and resurface	2,174	FY 2016
8	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	7,493	FY 2017
9	US 40 EB	Pulaski Highway; Long Bar Harbor to Spesutia Road; safety and resurface	3,748	Under construction
10	MD 924	Emmorton Road; St Clair Drive to Holly Wreath Court; resurface	1,700	Under construction

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation		
11	MD 7	Philadelphia Road; replace structure 12107X0 over Tributary of Bynum Run	1,473	Completed
		Safety/Spot Improvement		
12	US 40	Pulaski Highway; MD 132 (West Bel Air Avenue) to Robinson Avenue; resurface	1,734	Completed
13	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
		Urban Reconstruction		
14	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	6,700	Under construction
		TMDL Compliance		
15		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,772	Under construction

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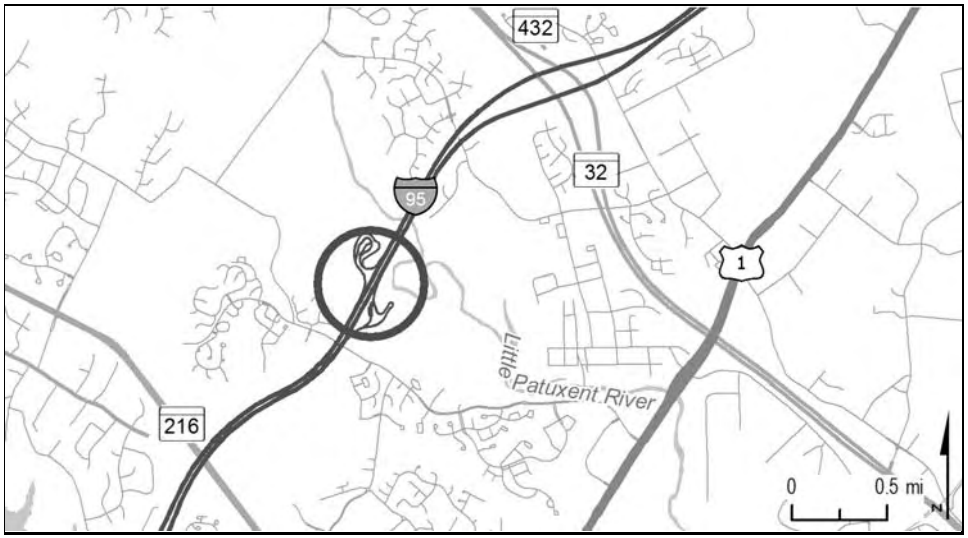
HOWARD COUNTY MARYLAND

HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: South Welcome Center truck parking expansion.

PURPOSE & NEED SUMMARY STATEMENT: Truck parking expansion along the I-95 Corridor provides a safe haven for truck drivers who have reached their hours of service limit or are staging for deliveries.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project helped to reduce illegal and unsafe truck parking on shoulders and ramps, increased safety and reduced pavement damage.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,206	5,130	72	4	0	0	0	0	76	0
Total	5,667	5,591	72	4	0	0	0	0	76	0
Federal-Aid	5,541	5,478	63	0	0	0	0	0	63	0

CLASSIFICATION:

STATE - Interstate

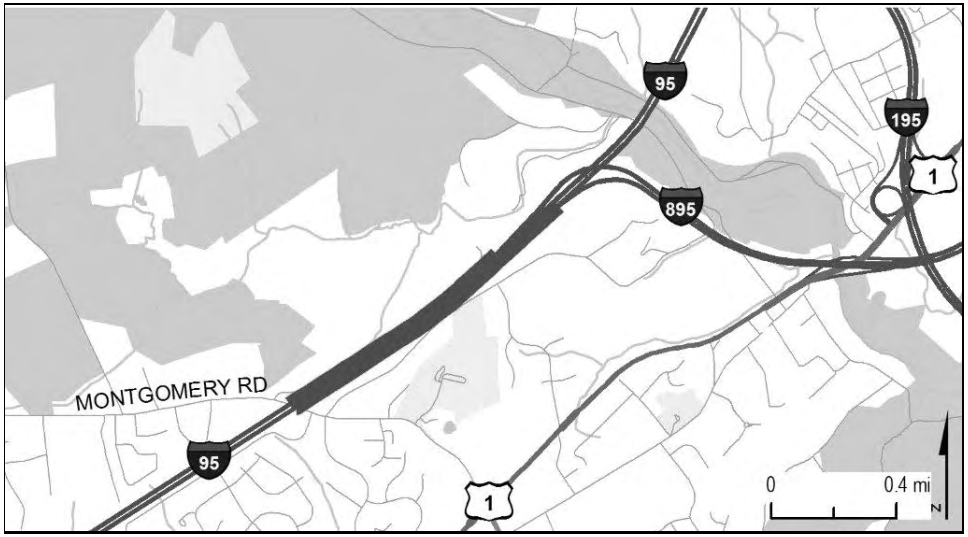
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 99,700 (I-95 SB)
2,050 (Welcome Center)

PROJECTED (2035) - 111,300 (I-95 SB)
2,950 (Welcome Center)



PROJECT: I-95

DESCRIPTION: Construct a noisewall along I-95, from the Montgomery Road overpass to the I-895 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along I-95 in the Lawyers Hill community.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will reduce noise generated by traffic on I-95, from the Montgomery Road overpass to I-895 in the Lawyers Hill community

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,319	1,316	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,449	0	2,165	6,446	2,838	0	0	0	11,449	0
Total	12,768	1,316	2,168	6,446	2,838	0	0	0	11,452	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

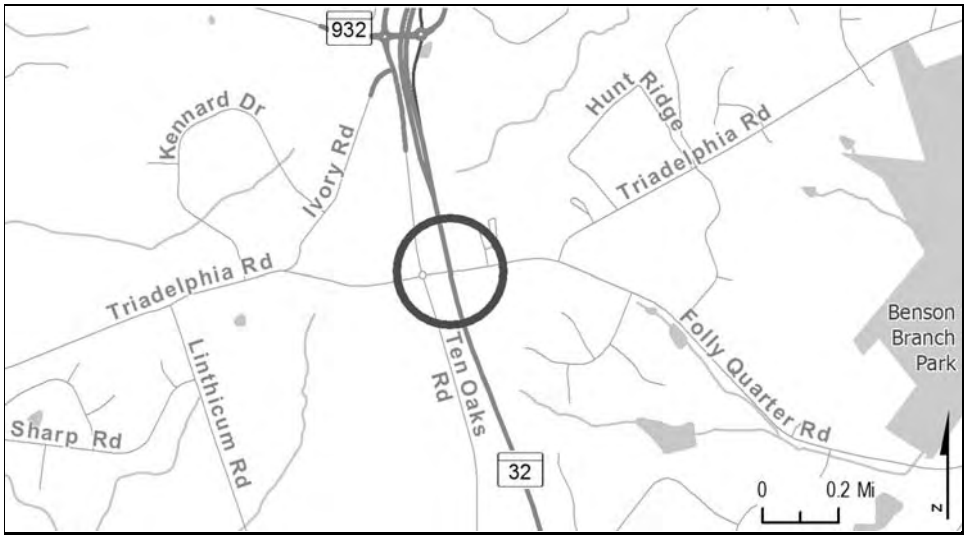
FEDERAL -

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 213,000

PROJECTED (2035) - 235,500



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Replace Bridge 13045 on Triadelphia Road over MD 32.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1961, is functionally obsolete. The replacement structure will accommodate future widening of MD 32.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (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 existing structure is functionally obsolete.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	23	146	178	178	178	178	59	917	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,001	0	0	0	0	0	0	656	656	4,345
Total	5,941	23	146	178	178	178	178	715	1,573	4,345
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

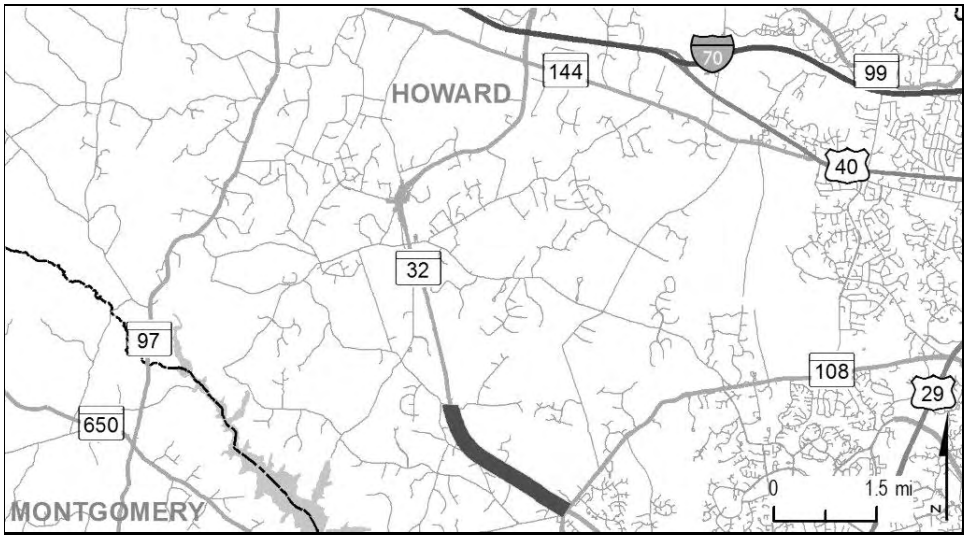
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,725

PROJECTED (2035) - 12,350



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Widen MD 32 from MD 108 to Linden Church Road from two lanes to a four lane divided roadway.

PURPOSE & NEED SUMMARY STATEMENT: This project would address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (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 relieve traffic congestion and address safety concerns along MD 32 in the Columbia area.

STATUS: Engineering to begin during current fiscal year. Construction to begin during budget fiscal year. Howard County is contributing $16.5 million to this project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,126	0	1,064	1,062	0	0	0	0	2,126	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,874	0	0	4,050	11,270	14,666	888	0	30,874	0
Total	33,000	0	1,064	5,112	11,270	14,666	888	0	33,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

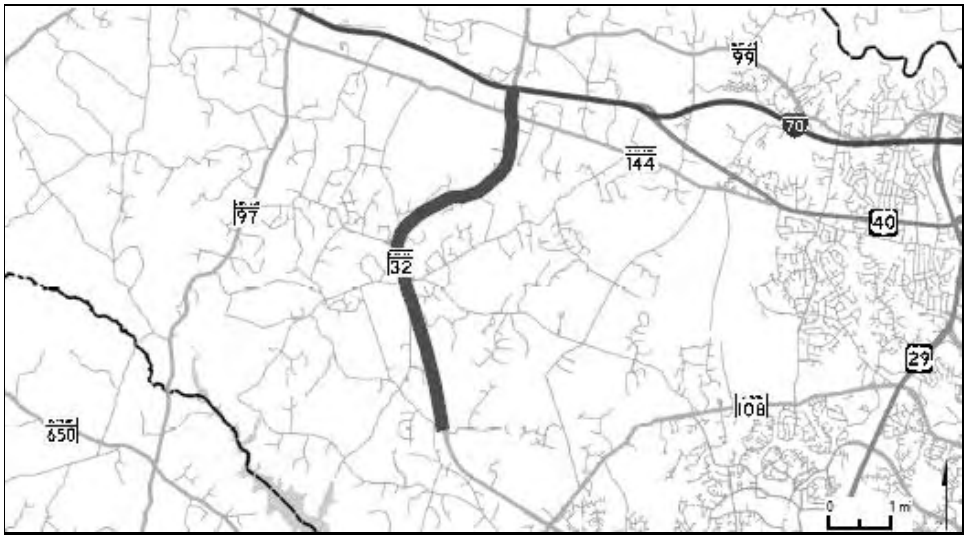
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,400

PROJECTED (2035) - 58,000



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70.

PURPOSE & NEED SUMMARY STATEMENT: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Sykesville 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: This project will relieve traffic congestion and address safety concerns along MD 32 in the Columbia area.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	6,129	755	900	1,800	1,874	800	0	0	5,374	0
Right-of-way	13,345	2,130	10	1,589	9,616	0	0	0	11,215	0
Construction	90,384	0	0	0	0	10,042	30,127	50,215	90,384	0
Total	113,515	6,542	910	3,389	11,490	10,842	30,127	50,215	106,973	0
Federal-Aid	7,505	3,206	720	1,440	1,499	640	0	0	4,299	0

CLASSIFICATION:

STATE - Principal Arterial

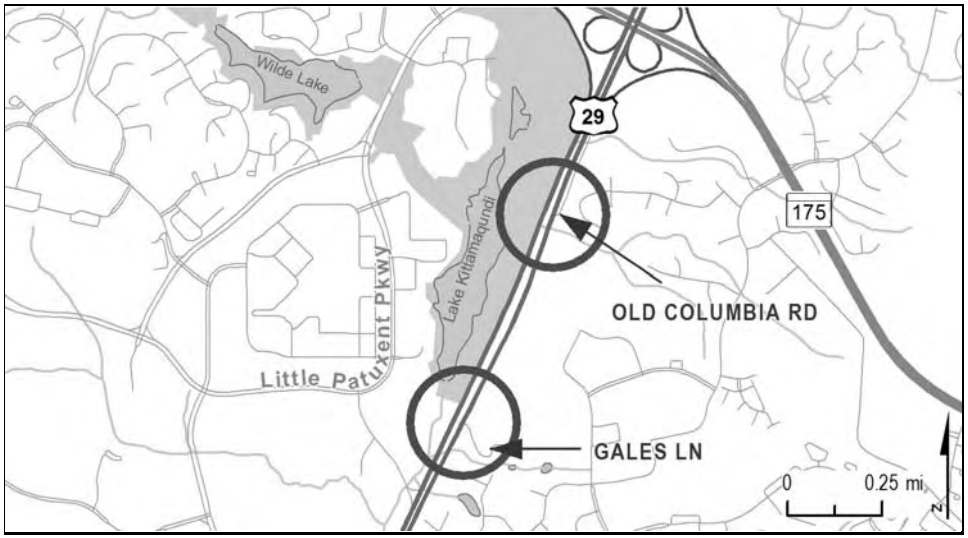
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,400

PROJECTED (2035) - 58,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Constructed access improvements by relocating direct access at Gales Lane and Old Columbia Road from US 29 to the local road system (Phase 1A).

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations by removing direct access to US 29.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 7)
US 29, Middle Patuxent River to Seneca Drive (Line 10)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project improved operations and safety. This project improved mobility of goods services and people and promoted economic prosperity of Howard County.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,176	2,574	1,218	644	740	0	0	0	2,602	0
Construction	2,958	2,618	340	0	0	0	0	0	340	0
Total	8,134	5,192	1,558	644	740	0	0	0	2,942	0
Federal-Aid	7,211	4,493	1,413	594	711	0	0	0	2,718	0

CLASSIFICATION:

STATE - Principal Arterial

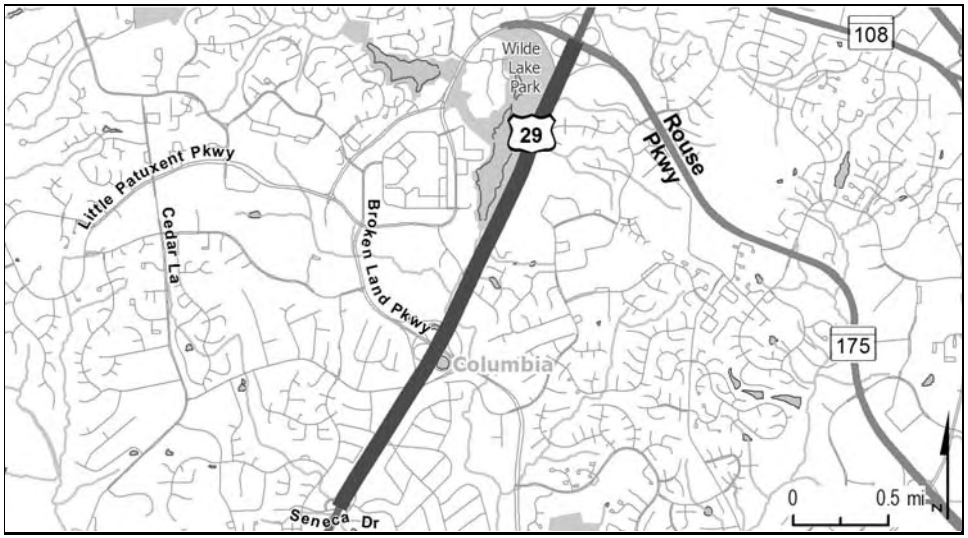
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 41,400

PROJECTED (2035) - 59,425



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 6)
US 29, Middle Patuxent River to Seneca Drive (Line 10)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will relieve traffic congestion on this major north-south commuter route. This project will promote economic development in Howard County.

STATUS: Construction underway. Howard County funded $2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,430	6,430	0	0	0	0	0	0	0	0
Right-of-way	1,778	959	245	331	243	0	0	0	819	0
Construction	26,860	9,461	10,193	7,206	0	0	0	0	17,399	0
Total	35,068	16,850	10,438	7,537	243	0	0	0	18,218	0
Federal-Aid	2,728	2,630	10	88	0	0	0	0	98	0

CLASSIFICATION:

STATE - Principal Arterial

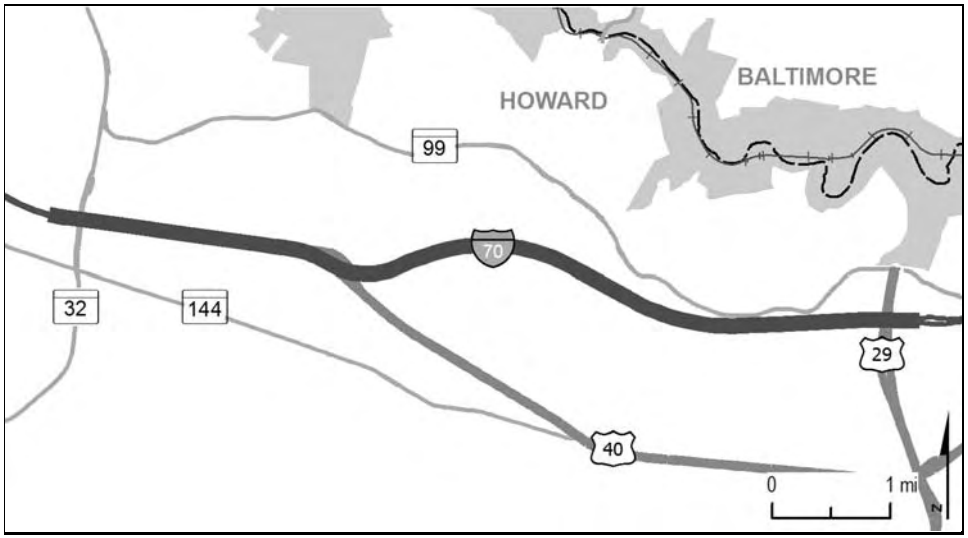
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,600

PROJECTED (2035) - 60,000



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

JUSTIFICATION: This project will ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

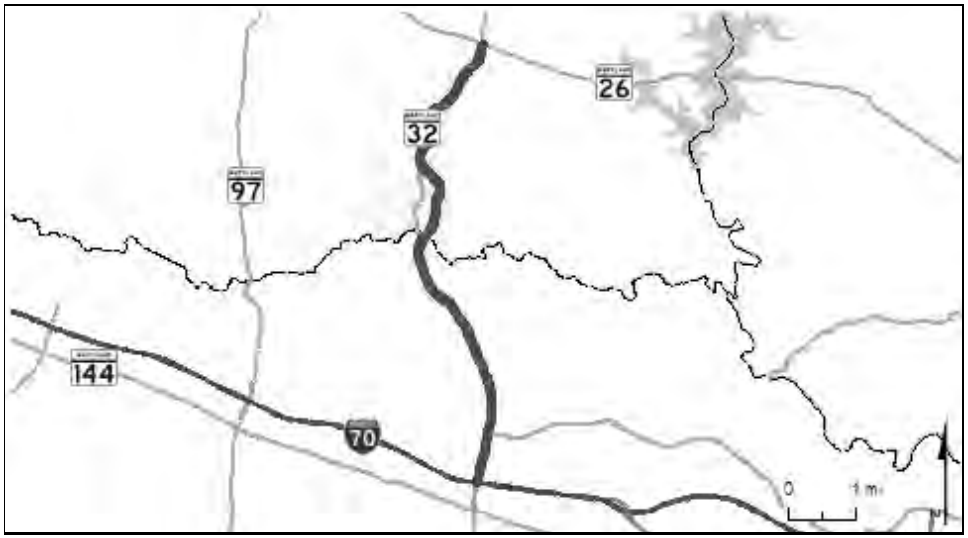
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 80,200

PROJECTED (2035) - 116,300



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning and Environmental Linkages study to determine capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road Connects high growth area of Carroll County with growing job markets in Howard County and around Fort Meade.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Linden Church Road to I-70 (Line 5)

STATUS: Planning Underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	0	450	800	0	0	0	0	1,250	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	1,250	0	450	800	0	0	0	0	1,250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

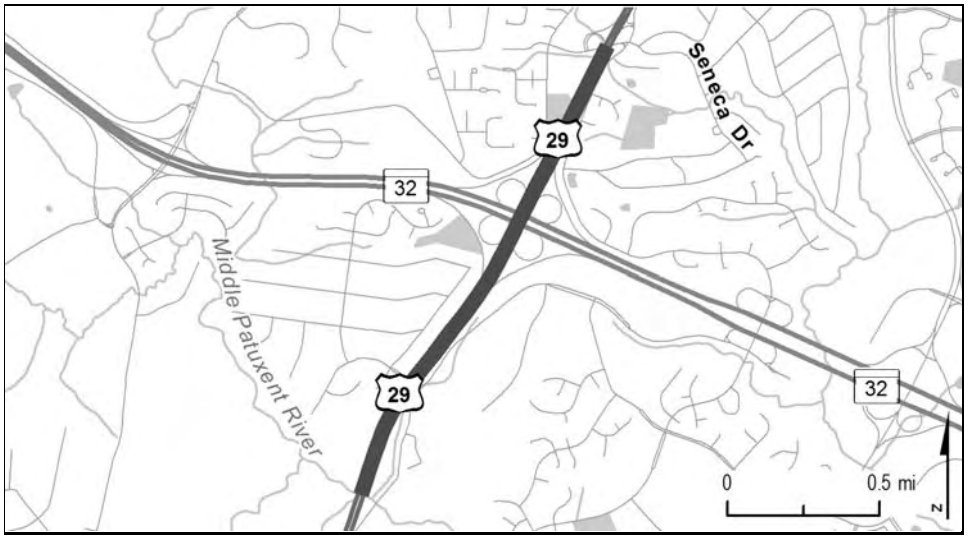
FEDERAL - Minor Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 31,800

PROJECTED (2035) - 48,500



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 6)
US 29, Seneca Drive to MD 175 (Line 7)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $0.4 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	256	575	888	905	0	0	0	2,368	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,624	256	575	888	905	0	0	0	2,368	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

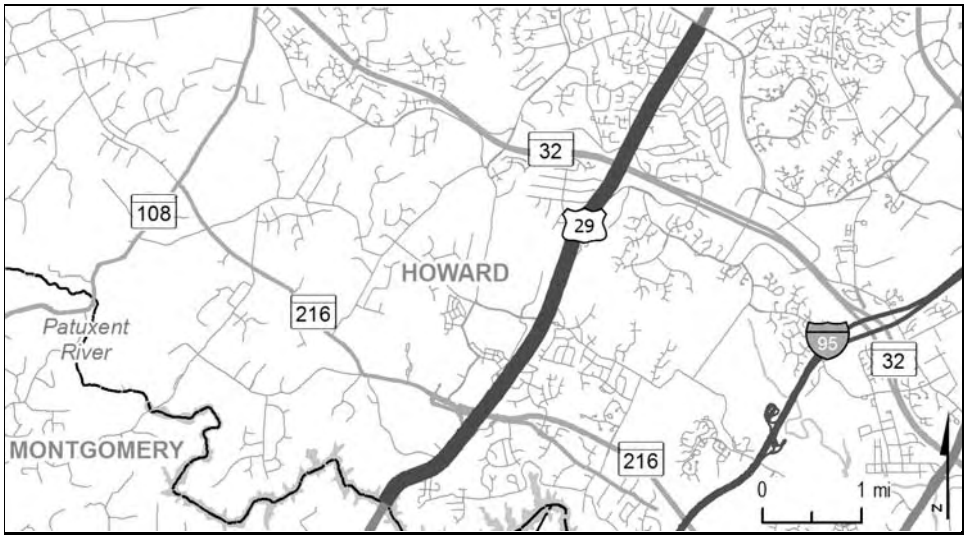
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 44,700

PROJECTED (2035) - 61,400



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study Bus Rapid Transit (BRT) from Downtown Columbia (Brokenland Parkway) to Burtonsville (Montgomery County Line).

JUSTIFICATION: US 29 is a congested corridor. This project will relieve congestion along the US 29 corridor, and support Columbia Mall and surrounding areas.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 6)
US 29, Seneca Drive to MD 175 (Line 7)
US 29, Middle Patuxent River to Seneca Drive (Line 10)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	100	1,000	900	0	0	0	2,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	100	1,000	900	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

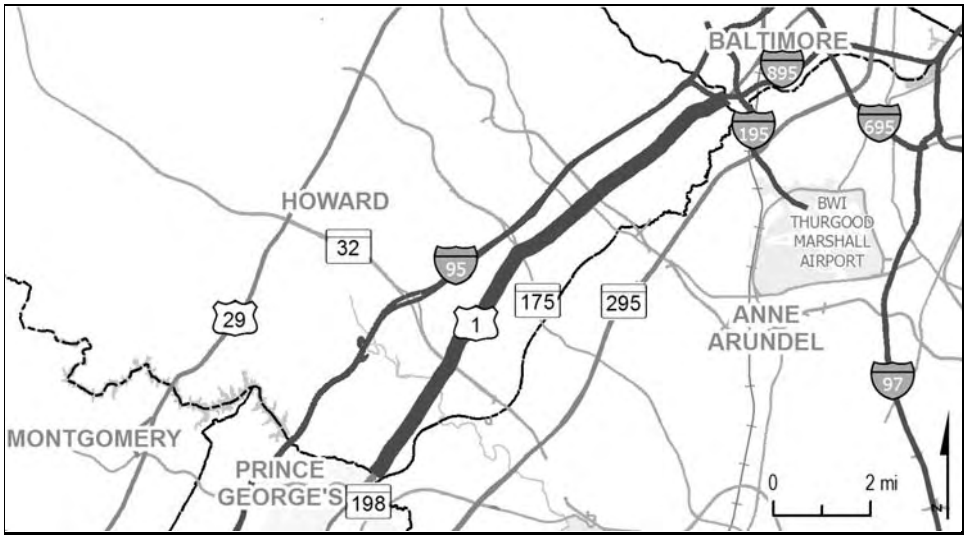
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 88,700

PROJECTED (2035) - 123,600



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175 (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study will provide a blueprint for future state, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,044	1,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0
Federal-Aid	837	837	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,000

PROJECTED (2035) - 58,850

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Bridge Replacement/Rehabilitation		
1		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean/paint bridges	1,350	Completed
		Noise Barriers		
2	I 95	Timberview Noise Barrier Extension	2,108	Completed
		Commuter Action Improvements		
3	MD 175	Columbia Gateway Drive; at Snowden River Parkway; ridesharing facility	863	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
4		At various locations in Howard County; resurface	17,825	Under construction
5		Various locations in Howard County; resurface	10,055	Completed
6	US 29 NB	Columbia Pike; Middle Patuxent River to 500 ft north of MD 32; safety and resurface	1,058	FY 2016
7	MD 32 NB	Patuxent Parkway; Structure 13114 over Middle Patuxent River to north of MD 108; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,890	FY 2017
8	MD 32 SB	North of MD 108 to structure 13114 over Middle Patuxent River; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,890	FY 2017
9	US 40	Baltimore National Pike; East of St. John's Lane to structure 13032; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,931	FY 2017

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	I 70 EB	Marriottsville Road to Baltimore County line; safety and resurface	4,347	FY 2016
		Bridge Replacement/Rehabilitation		
11		Various bridges on or over MD 32; clean/paint bridges	1,443	FY 2016
12		At various locations on US 29, MD 216, I-95, MD 175; clean/paint bridges	1,818	Under construction
13	MD 32	Patuxent Parkway; Bridge 1310103, 1013104, 1310200, 1310300, 1311403, 1311404 on Patuxent Parkway; clean/paint bridges	985	FY 2016
14	MD 175	Waterloo Road; Bridge Numbers 1306103 and 1306104 over I-95; clean/paint bridges	1,236	Under construction
		Safety/Spot Improvement		
15	US 29	Columbia Pike; MD 32 to MD 175; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,083	FY 2016
16	US 29 NB	Columbia Pike; at MD 175; geometric improvements	2,500	FY 2017
17	MD 32	Patuxent Highway; access management improvements on MD 32 and Wellworth Way; safety/spot improvements	461	FY 2016
18	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,187	Under construction
19	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements	269	FY 2016
20	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	2,437	FY 2017

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management		
21	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,456	FY 2016
		Environmental Preservation		
22	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	1,272	FY 2016
		TMDL Compliance		
23		Furnace Avenue Tributary; wetlands replacement	314	FY 2016

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THE COUNTY KENT IN THE PROVINCE OF MARYLAND

KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Safety/Spot Improvement		
1	MD 20	Chestertown Road; at MD 291; geometric improvements	1,481	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Kent County; mill and resurface	5,852	FY 2016
3		At various locations in Kent County; resurface	6,031	Under construction
4		MD 213, MD 290 and MD 313 A at the corporate limits of Galena; safety and resurface	2,077	Completed
		Bridge Replacement/Rehabilitation		
5	MD 213	Maple Avenue; Bridge 1402700; clean/paint bridges	1,282	FY 2016
		Urban Reconstruction		
6	MD 291	Cypress Street; within corporate town limits - west of School Street to east of Crane Street; urban reconstruction (Funded for preliminary engineering)	1,738	Design Underway

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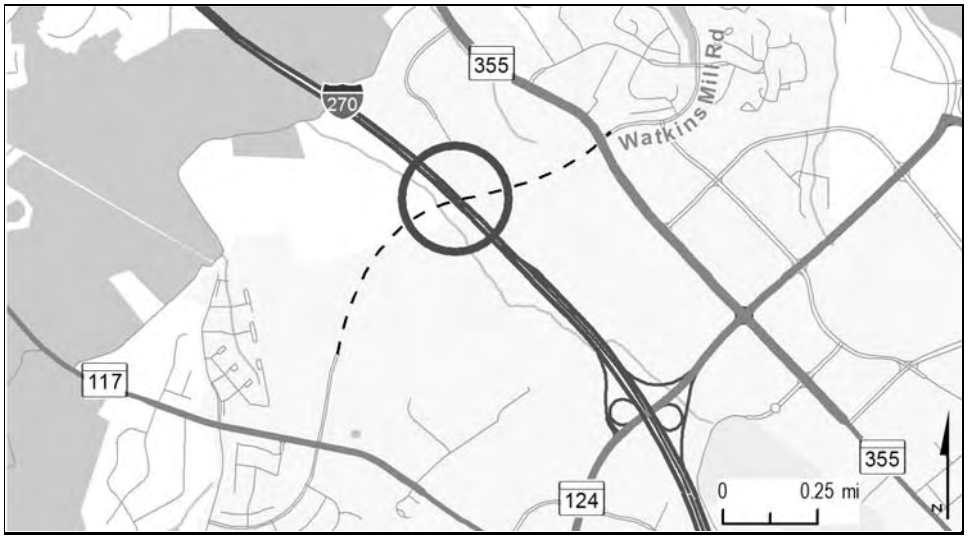
MONTGOMERY COUNTY

MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included as 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/MD124 intersection. It will provide access from I-270 to Metropolitan Grove MARC Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Planning Study (Line14)
I-270, Active Traffic Management (Line 2)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget year. Montgomery County is contributing $4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $30.0 million is due to reduced Right-of-Way needs due to developer donations and a revised engineer's estimate. Construction delayed from FY 16 to FY 17 due to the scope of the project being revised.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	9,237	6,070	3,167	0	0	0	0	0	3,167	0
Right-of-way	10,292	106	5,000	2,000	1,096	1,096	994	0	10,186	0
Construction	108,763	0	0	6,908	23,123	31,795	34,141	12,796	108,763	0
Total	129,469	7,353	8,167	8,908	24,219	32,891	35,135	12,796	122,116	0
Federal-Aid	11,650	1,309	5,155	2,000	1,096	1,096	994	0	10,341	0

CLASSIFICATION:

STATE - Principal Arterial

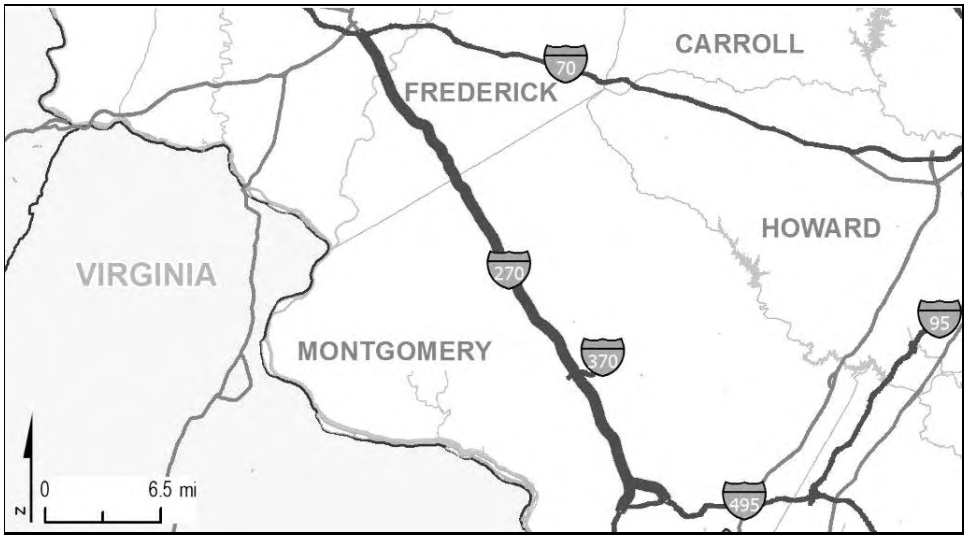
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 166,000

PROJECTED (2035) - 235,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Potential tools may include peak dynamic shoulder use, ramp metering, variable speed limits, and other technology-based congestion reduction measures.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270, Interchange at Watkins Mill Road (Line 1)
I-270 and US 15, Planning Study (Line14)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Engineering to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	2,000	1,000	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,000	0	0	5,949	18,462	26,513	26,546	19,530	97,000	0
Total	100,000	0	2,000	6,949	18,462	26,513	26,546	19,530	100,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

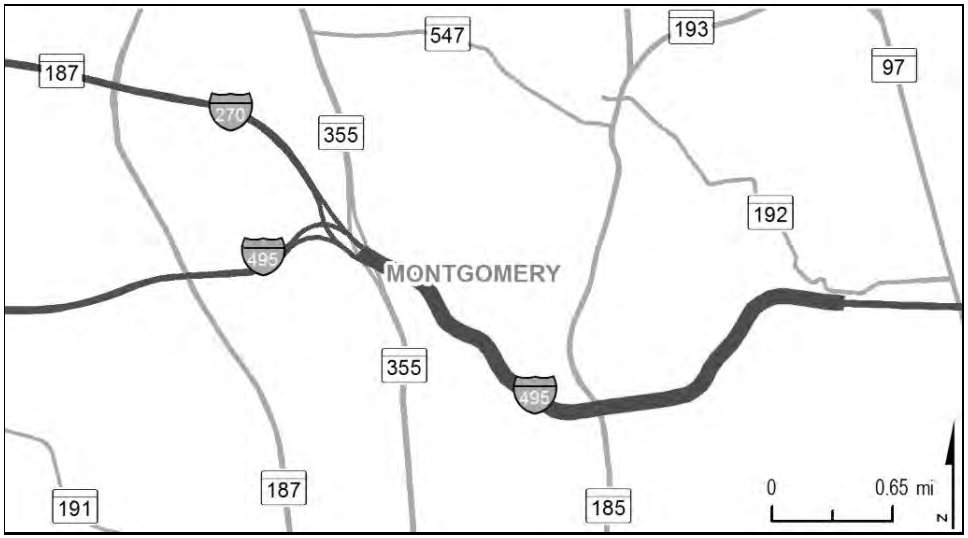
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 79,400 - 261,200

PROJECTED (2030) - 107,000 - 290,000



PROJECT: I-495, Capital Beltway

DESCRIPTION: Resurface I-495 from I-270Y to Seminary Road (Inner Loop).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	288	270	18	0	0	0	0	0	18	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,409	0	3,518	6,891	0	0	0	0	10,409	0
Total	10,697	270	3,536	6,891	0	0	0	0	10,427	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

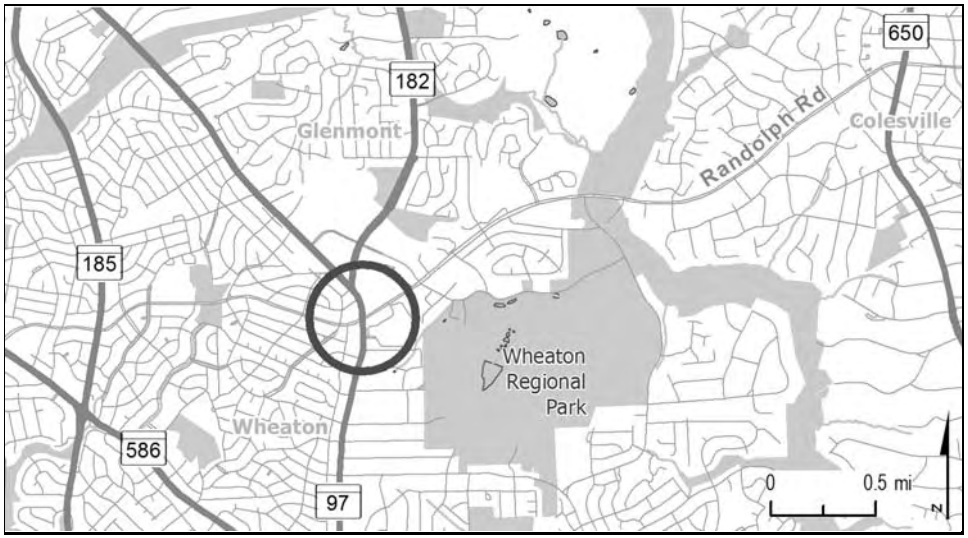
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 104,000 -230,000

PROJECTED (2035) - 110,000 - 240,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct new MD 97 interchange at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion at the existing intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This grade-separation project will reduce travel times along both Randolph Road and Georgia Avenue and improve safety by separating through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all roadway users.

STATUS: Construction underway. Montgomery County is contributing $14.4 million for Right-of-Way and Advanced Utilities.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $3.5 million is due to additional Utility and Right-of-Way needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	25,932	18,956	5,854	545	577	0	0	0	6,976	0
Construction	44,276	12,604	14,391	17,281	0	0	0	0	31,672	0
Total	77,324	38,676	20,245	17,826	577	0	0	0	38,648	0
Federal-Aid	46,086	15,955	16,279	13,852	0	0	0	0	30,131	0

CLASSIFICATION:

STATE - Intermediate Arterial

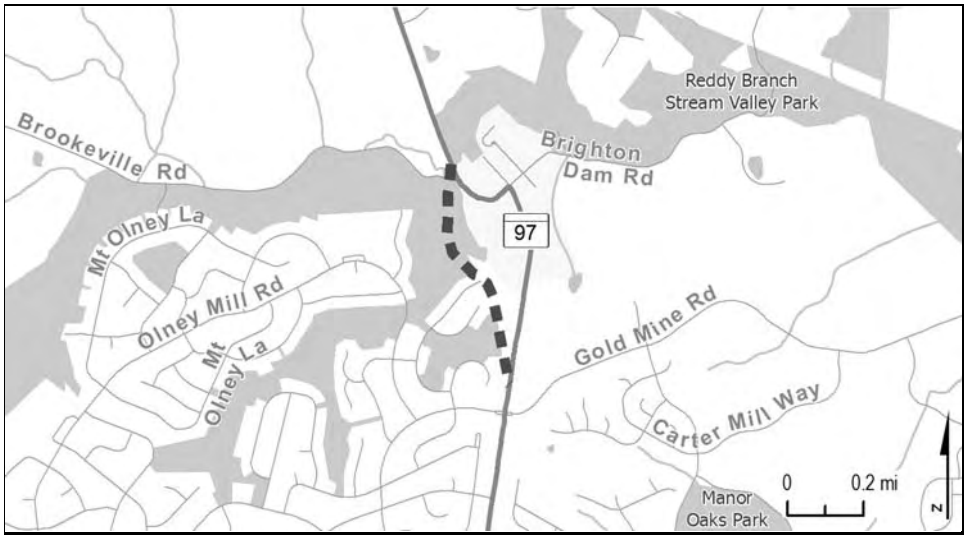
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,000 (MD 97)
39,050 (Randolph Road)

PROJECTED (2035) - 59,100 (MD 97)
41,000 (Randolph Road)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two-lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☒ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. Montgomery County is contributing $10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $5.9 million is due to increased bridge and pavement costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	2,898	1,725	723	450	0	0	0	0	1,173	0
Right-of-way	7,102	4	100	1,500	1,711	2,344	1,443	0	7,098	0
Construction	30,704	3	3	8,910	15,409	6,379	0	0	30,701	0
Total	42,768	3,796	826	10,860	17,120	8,723	1,443	0	38,972	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

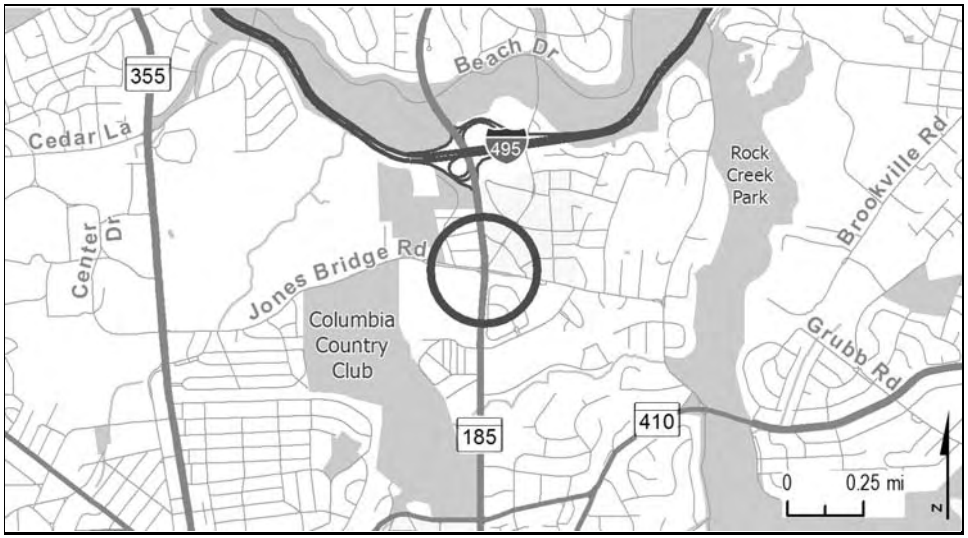
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 10,600

PROJECTED (2035) - 15,100



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: Right-of-Way underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,636	667	4,117	2,169	1,648	1,035	0	0	8,969	0
Construction	5,399	0	0	0	479	2,541	2,379	0	5,399	0
Total	15,035	667	4,117	2,169	2,127	3,576	2,379	0	14,368	0
Federal-Aid	14,866	667	3,948	2,169	2,127	3,576	2,379	0	14,199	0

CLASSIFICATION:

STATE - Minor Arterial

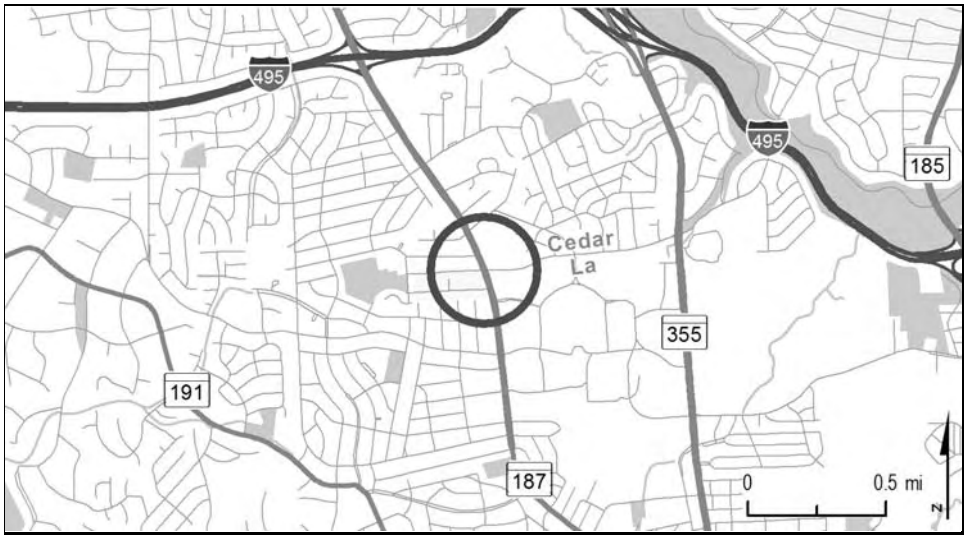
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 66,450

PROJECTED (2035) - 79,500



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: Construction underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,000	618	98	180	104	0	0	0	382	0
Construction	3,345	599	2,746	0	0	0	0	0	2,746	0
Total	4,345	1,217	2,844	180	104	0	0	0	3,128	0
Federal-Aid	4,030	1,217	2,746	62	5	0	0	0	2,813	0

CLASSIFICATION:

STATE - Minor Arterial

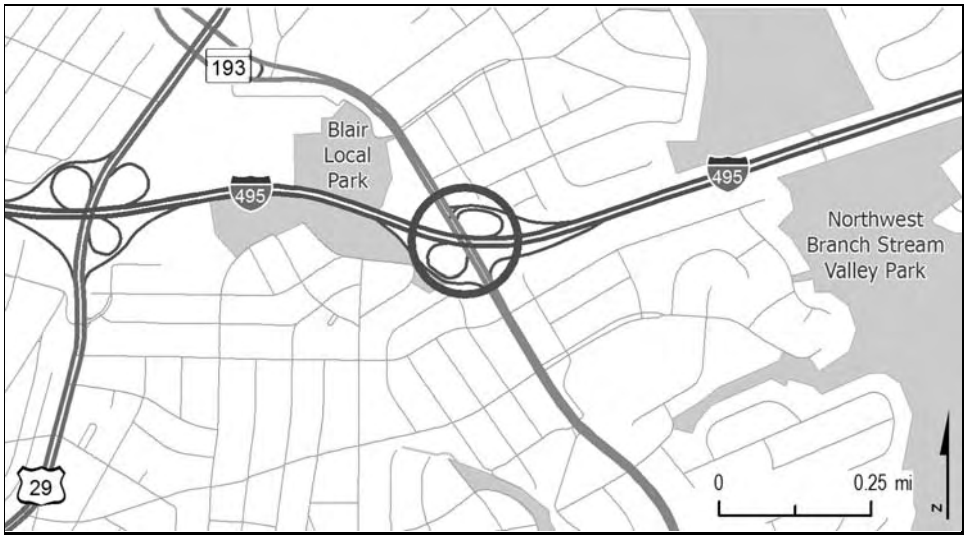
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 40,600 (MD 187)
9,700 (West Cedar Lane)

PROJECTED (2035) - 47,100 (MD 187)
11,300 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1958, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway Study (Line 15)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,586	7,165	2,205	1,216	0	0	0	0	3,421	0
Total	11,349	7,928	2,205	1,216	0	0	0	0	3,421	0
Federal-Aid	10,283	7,281	1,913	1,089	0	0	0	0	3,002	0

CLASSIFICATION:

STATE - Intermediate

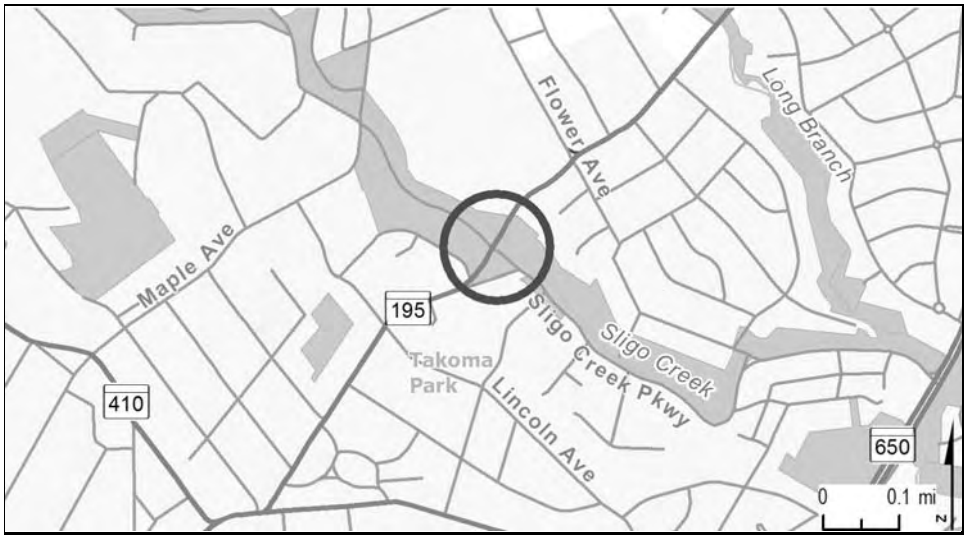
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,700

PROJECTED (2035) - 57,100



PROJECT: MD 195, Carroll Avenue

DESCRIPTION: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,146	1,136	10	0	0	0	0	0	10	0
Right-of-way	263	95	35	39	39	39	16	0	168	0
Construction	10,742	22	2,841	5,624	2,255	0	0	0	10,720	0
Total	12,151	1,253	2,886	5,663	2,294	39	16	0	10,898	0
Federal-Aid	9,488	909	2,266	4,501	1,812	0	0	0	8,579	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,950

PROJECTED (2035) - 9,200

PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new Anacostia Tributary Trail System pedestrian bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Mitigation of BRAC Right-of-Way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: These improvements are required as mitigation for Right-of-Way impacts to Maryland-National Capital Park and Planning Commission properties resulting from BRAC intersection improvements. The new facilities will improve safety and accessibility for trail users.

STATUS: Construction underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $0.5 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,919	4	1,915	0	0	0	0	0	1,915	0
Total	1,965	50	1,915	0	0	0	0	0	1,915	0
Federal-Aid	1,892	1	1,891	0	0	0	0	0	1,891	0

CLASSIFICATION:

STATE - Major Collector

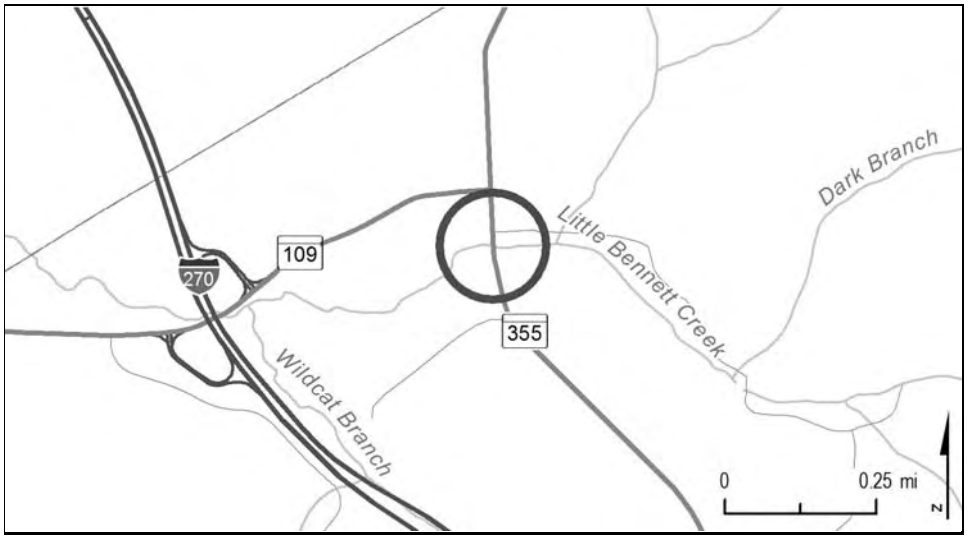
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,300

PROJECTED (2035) - 24,950



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Engineering underway. Construction to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,151	326	825	0	0	0	0	0	825	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,420	2,580	0	0	0	4,000	0
Total	5,151	326	825	1,420	2,580	0	0	0	4,825	0
Federal-Aid	262	251	11	0	0	0	0	0	11	0

CLASSIFICATION:

STATE - Major Collector

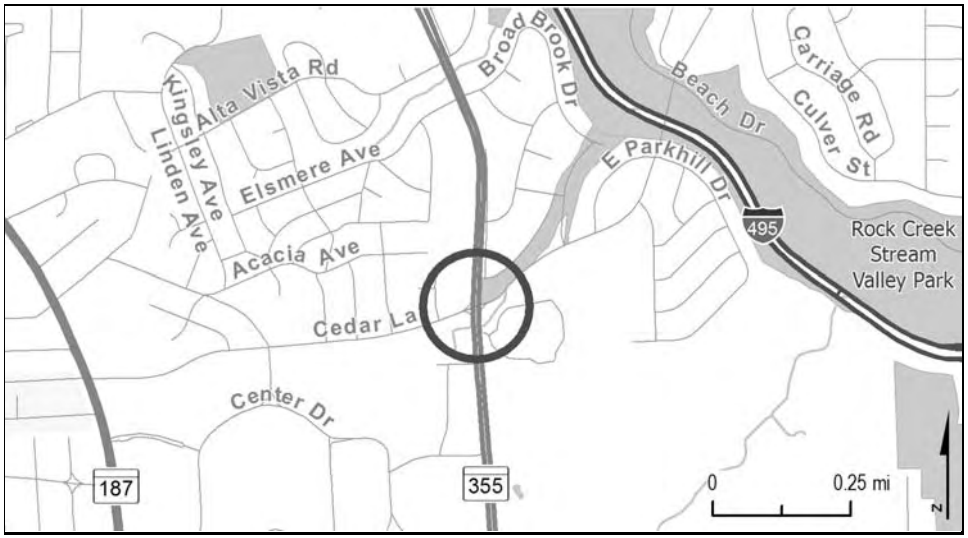
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,425

PROJECTED (2035) - 9,100



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 and 2). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)
MD 355, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Construction underway. The Office of Economic Adjustment is funding $6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,114	938	50	126	1,000	0	0	0	1,176	0
Construction	13,945	8,787	3,315	1,843	0	0	0	0	5,158	0
Total	16,059	9,725	3,365	1,969	1,000	0	0	0	6,334	0
Federal-Aid	13,484	8,173	2,686	1,625	1,000	0	0	0	5,311	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 61,450

PROJECTED (2035) - 69,800

PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)
MD 355, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Construction to begin during current fiscal year. Office of Economic Adjustments is contributing $4.3 million towards construction. Montgomery County will advertise and construct the project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Construction delayed from FY15 to FY16 due to utility relocations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements in the vicinity of the Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Total	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Federal-Aid	4,299	0	444	1,409	1,571	875	0	0	4,299	0

CLASSIFICATION:

STATE - Intermediate Arterial

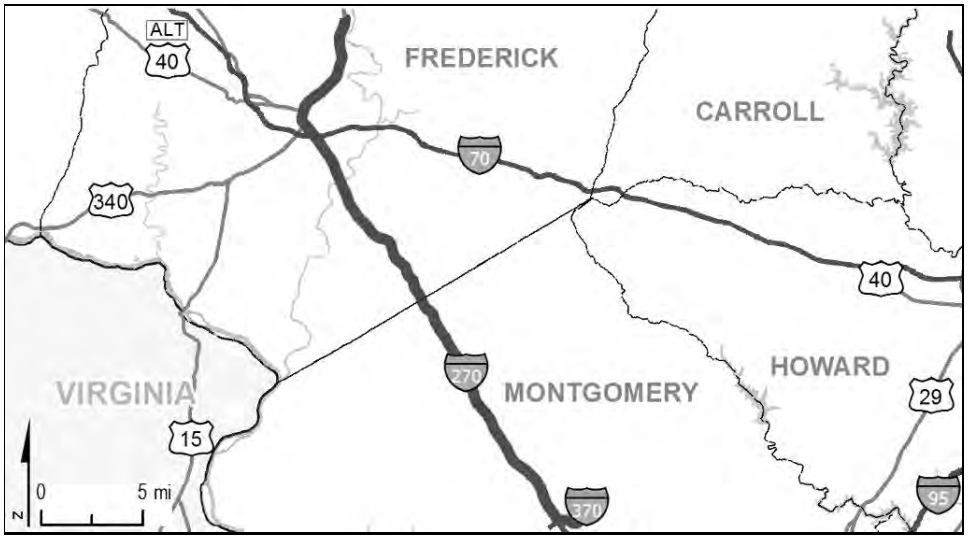
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 46,250

PROJECTED (2035) - 54,000



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

DESCRIPTION: Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick County Line 5)
I-70, Mount Phillip Road to I-270 (Frederick County Line 9)
US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 11)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 38) first.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,432	17,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,539	18,539	0	0	0	0	0	0	0	0
Federal-Aid	14,400	14,400	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

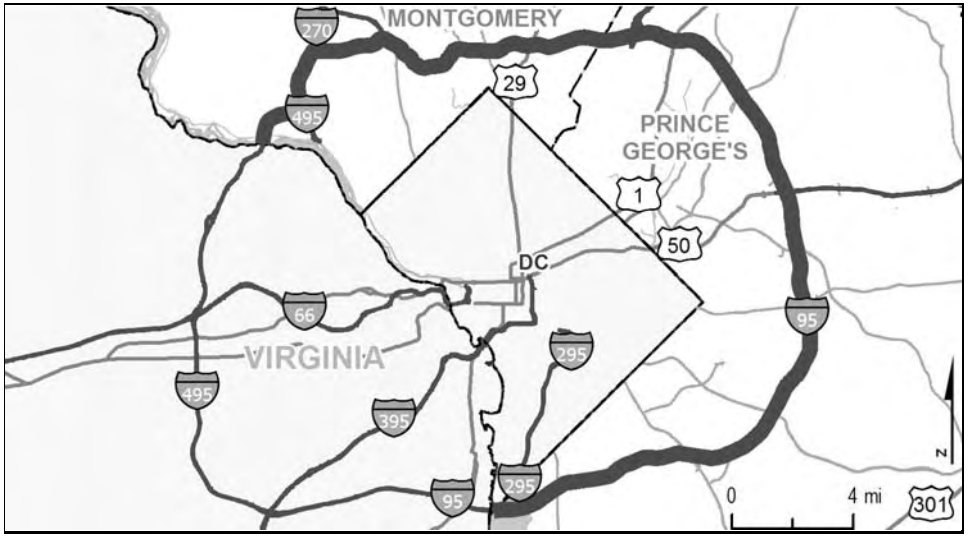
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,500 - 104,500 (US 15)
81,000 - 215,500 (I-270)

PROJECTED (2035) - 60,000 - 170,000 (US 15)
105,000 - 269,000 (I-270)



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 193, I-495 Bridge over I-495 (Line 8)
I-270 and I-495, Planning Study (Line 16)
I-95/I-495, Branch Ave. Metro Access Phase 2 (Prince George's County Line 1)
I-95/I-495, Greenbelt Metro Station (Prince George's County Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Prince George's County Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Prince George's County Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

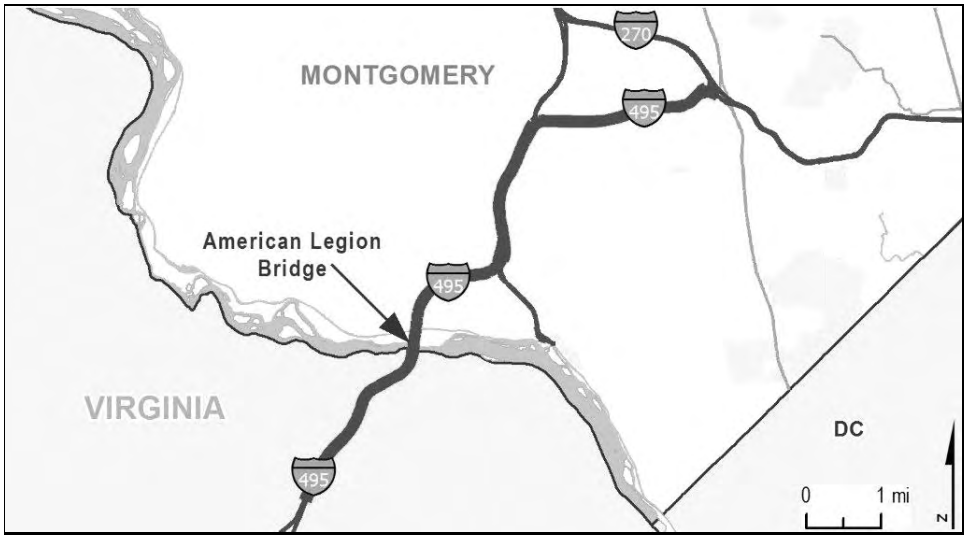
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 104,050 - 133,250

PROJECTED (2035) - 133,250 - 277,100



PROJECT: I-495, Capital Beltway, American Legion Bridge

DESCRIPTION: Planning Study of I-495 improvements from I-270 eastern spur to current terminus of High Occupancy Toll (HOT) lane facilities in Virginia, including the American Legion Bridge.

JUSTIFICATION: Increasing growth in Montgomery County and the concurrent increase in traffic is causing I-495 to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway (Line 15)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	142	560	1,300	1,420	1,420	1,158	0	5,858	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	142	560	1,300	1,420	1,420	1,158	0	5,858	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

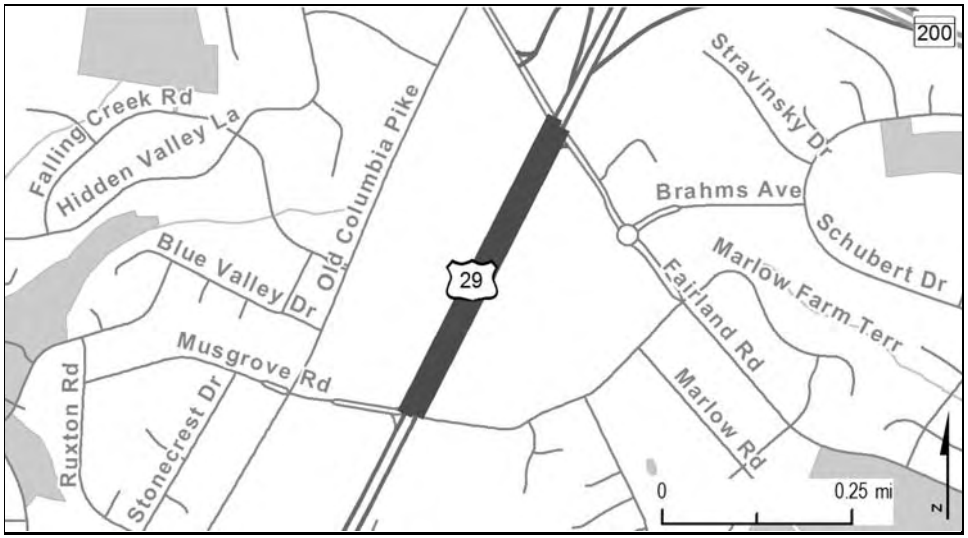
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 113,000 - 261,000
102,600 - 259,000

PROJECTED (2035) - 118,800 - 274,400
112,200 - 289,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchanges (Line 18)
US 29, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,001	2,618	1,325	1,825	2,233	0	0	0	5,383	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	9,080	3,697	1,325	1,825	2,233	0	0	0	5,383	0
Federal-Aid	1,757	1,757	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

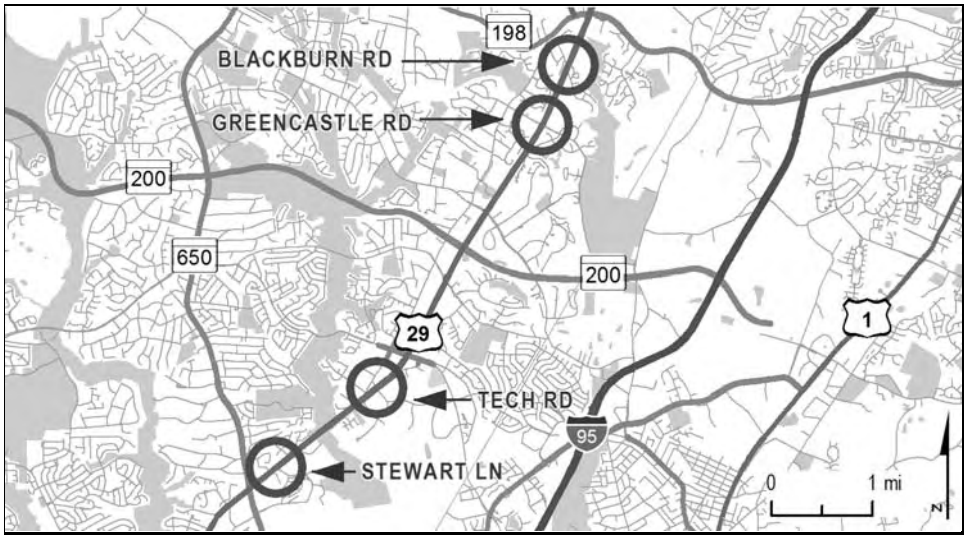
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 65,300

PROJECTED (2035) - 81,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: Rapid development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at Musgrove and Fairland Road (Line 17)
US 29, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

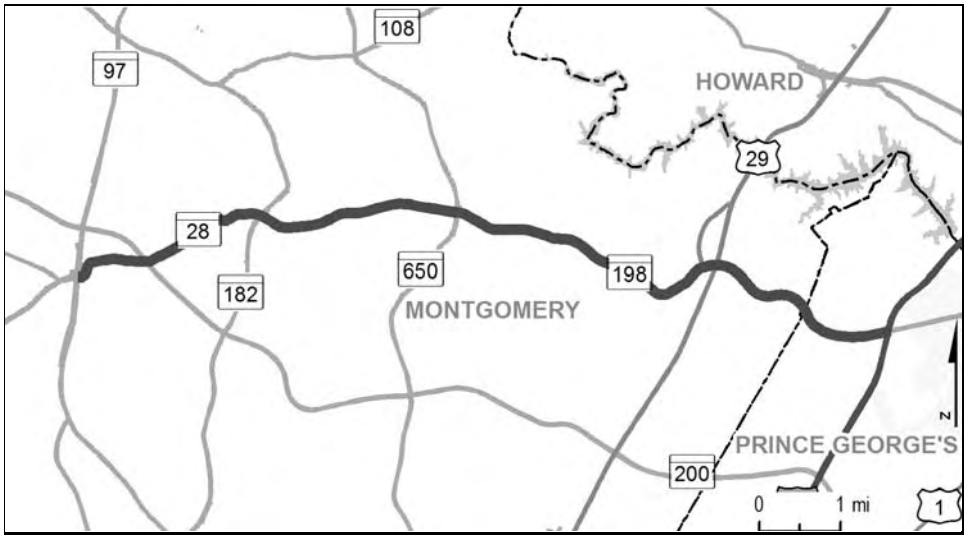
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 59,850 - 73,725

PROJECTED (2035) - 66,975 - 82,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,897	850	850	435	0	0	0	2,135	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	7,032	4,897	850	850	435	0	0	0	2,135	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

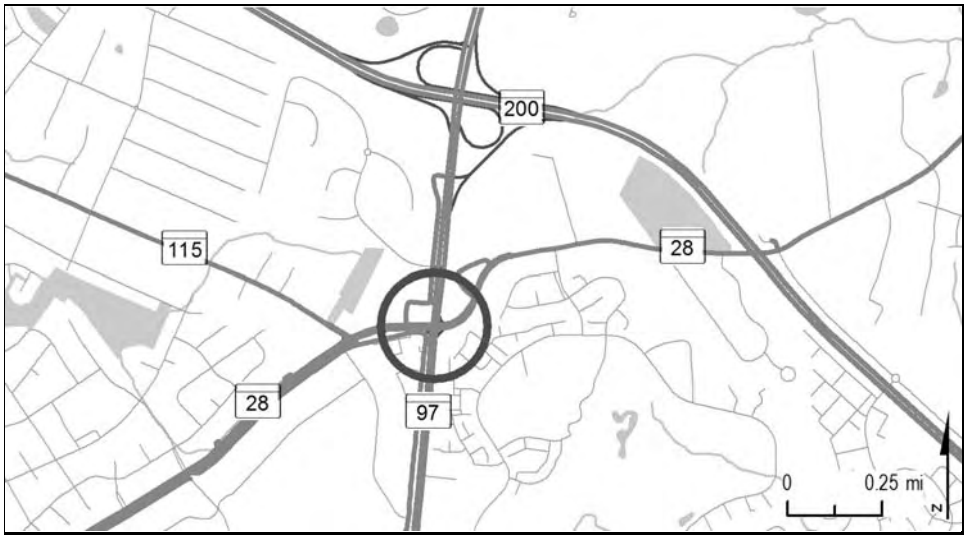
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,700 - 23,900 (MD 28)
16,050 - 43,850 (MD 198)

PROJECTED (2035) - 49,150 - 61,400 (MD 28)
44,050 - 68,500 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: This project will reduce congestion at the existing intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 28/MD 198, MD 97 to I-95 (Line 19)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,238	2,238	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 46,150

PROJECTED (2035) - 53,600

PROJECT: MD 97, Georgia Avenue

DESCRIPTION: This project will evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing $3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	1,913	800	287	0	0	0	0	1,087	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	1,913	800	287	0	0	0	0	1,087	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

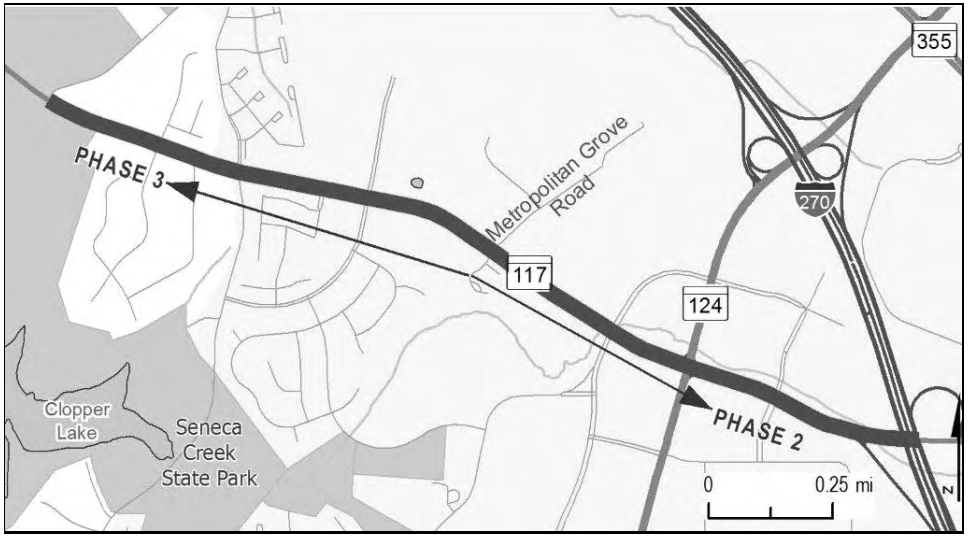
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 83,075

PROJECTED (2035) - 91,450



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,906	1,906	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,936	2,936	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,750 - 46,900

PROJECTED (2035) - 32,000 - 66,950

PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accomodations will be included where appropriate.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. Montgomery County is contributing $5.0 million to Engineering and Right-of-Way

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,552	850	47	851	869	935	0	0	2,702	0
Right-of-way	5,024	24	0	0	0	2,500	2,500	0	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,690	2,988	47	851	869	3,435	2,500	0	7,702	0
Federal-Aid	653	18	0	0	0	635	0	0	635	0

CLASSIFICATION:

STATE - Major Collector

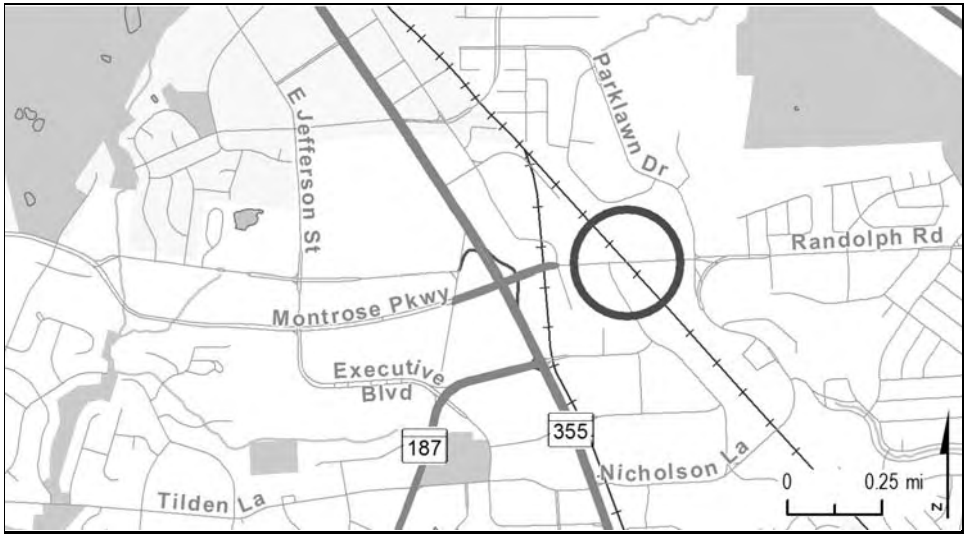
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,800

PROJECTED (2035) - 28,900



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSXT railroad and interchange at Parklawn Drive. Pedestrian and bicycle accomodations will be included where appropriate.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSXT Railroad crossing.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 586, Bus Rapid Transit Transit Study (Line 25)
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. Montgomery County is contributing $9.0 million to engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,911	580	5,509	0	0	0	0	6,089	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,860	4,771	580	5,509	0	0	0	0	6,089	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

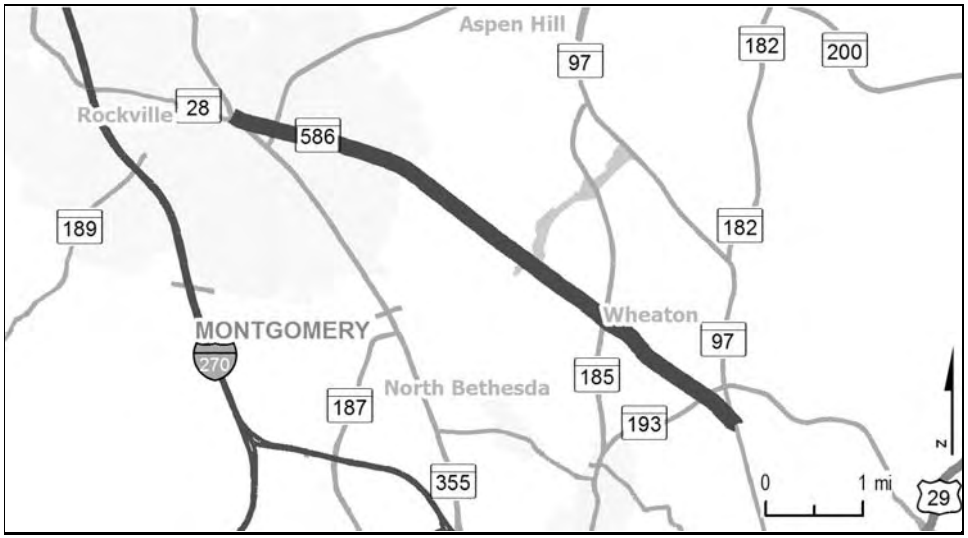
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 54,600 (MD 355)

PROJECTED (2035) - 66,750 (MD 355)



PROJECT: MD 586, Veirs Mill Road, and MD 28, Veirs Mill Road

DESCRIPTION: Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 586 and MD 28 from Rockville to Wheaton (6.1 miles). Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections and improve operational efficiency and travel times. This project supports plans for BRT implementation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing $6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	2,661	1,859	1,480	0	0	0	0	3,339	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	2,661	1,859	1,480	0	0	0	0	3,339	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 (2015) - 24,950 - 46,575

PROJECTED (2035) - 29,200 - 60,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,213	Completed
2	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	2,052	Completed
3	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	904	Completed
4	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,117	Completed
		Bridge Replacement/Rehabilitation		
5		7 existing bridges on I 495, US 29 and MD 117; clean/paint bridges	1,560	Completed
6	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,459	Completed
		Safety/Spot Improvement		
7	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	Completed
8	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	1,392	Completed
9	MD 191	Bradley Lane; at Strathmore Avenue; safety	449	Completed
10	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	797	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
11		At various locations in Montgomery County; mill and resurface	16,967	FY 2016
12		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
13		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Under construction
14	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,676	FY 2017
15	MD 28	First Street; Monroe Street to MD 911; resurface	2,153	Under construction
16	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,938	Completed
17	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,251	Completed
18	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	5,093	Completed
19	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,571	FY 2016
20	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	2,709	Completed
21	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,011	Under construction
22	MD 185	I-495 Southbound Ramp to Dupont Avenue; resurface	3,809	Completed
23	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,678	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	MD 190	River Road; MD 614 to DC line; safety and resurface	2,791	FY 2017
25	MD 190	River Road; I 495 to MD 614; resurface	3,115	Completed
26	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2017
27	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	1,298	FY 2017
28	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,456	FY 2016
29	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	1,346	Completed
30	MD 355	Frederick Road; Central Avenue to MD 117; resurface	1,810	Completed
31	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,770	Completed
32	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,962	Completed
33	I 370	I 270 to west of MD 355; resurface	4,571	Completed
34	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	2,883	Completed
35	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,013	Under construction
36	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,114	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
37	MD 586	Veirs Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,050	FY 2017
		Safety/Spot Improvement		
38	MD 117	Clopper Road; Long Draught Branch Restoration; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
39	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	787	Under construction
40	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; geometric improvements	1,375	Completed
41	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	Under construction
42	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Completed
43	MD 198 WB	Sandy Spring Road; at Riding Stable Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	505	FY 2017
44	I 270	Eisenhower Memorial Highway; Montrose Road to SB I 270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2017
		Traffic Management		
45		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	3,256	FY 2016
46		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	851	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Traffic Management (cont'd)		
47		Various locations in Montgomery County; signalization	3,760	Under construction
48	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	661	Under construction
49	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	680	Under construction
		Environmental Preservation		
50	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	4,423	FY 2016
		Sidewalks		
51	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Completed
		Intersection Capacity Improvements		
52	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,631	FY 2017
53	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,500	FY 2017
54	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
		Bicycle Retrofit		
55	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,402	FY 2016

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

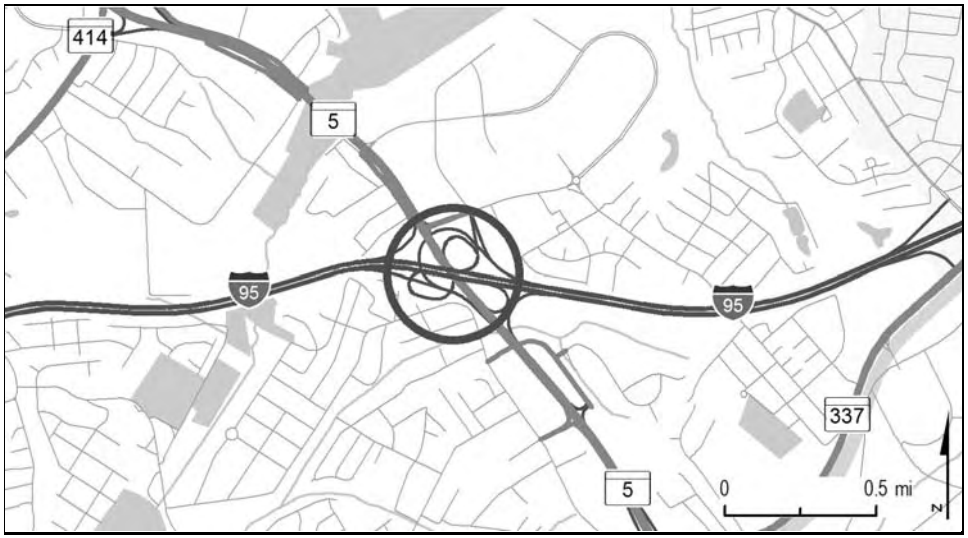
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		TMDL Compliance		
56		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2016
		Congressional Earmarks		
57		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
58		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
59		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark $4 million; PE,CO)	0	

SHA

PRINCE GEORGE'S COUNTY MARYLAND

SEMPER EADEM

PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge, and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	4,669	4,669	0	0	0	0	0	0	0	0
Right-of-way	4,543	1,248	666	897	920	562	250	0	3,295	0
Construction	38,185	16,367	10,603	11,215	0	0	0	0	21,818	0
Total	48,174	23,061	11,269	12,112	920	562	250	0	25,113	0
Federal-Aid	37,146	17,692	8,591	9,370	751	492	250	0	19,454	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175 (MD 5)
187,625 (I-95/495)

PROJECTED (2035) - 151,225 (MD 5)
216,355 (I-95/495)

PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during fiscal year 2018. Pending $50.0 million contribution from Prince George's County.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	6,781	2,419	1,400	1,800	1,162	0	0	0	4,362	0
Right-of-way	8,764	0	50	250	2,000	3,232	3,232	0	8,764	0
Construction	135,000	0	0	0	25,902	36,702	39,283	33,113	135,000	0
Total	152,106	3,980	1,450	2,050	29,064	39,934	42,515	33,113	148,126	0
Federal-Aid	111,868	3,165	1,092	1,404	21,110	28,628	30,641	25,828	108,703	0

CLASSIFICATION:

STATE - Principal Arterial

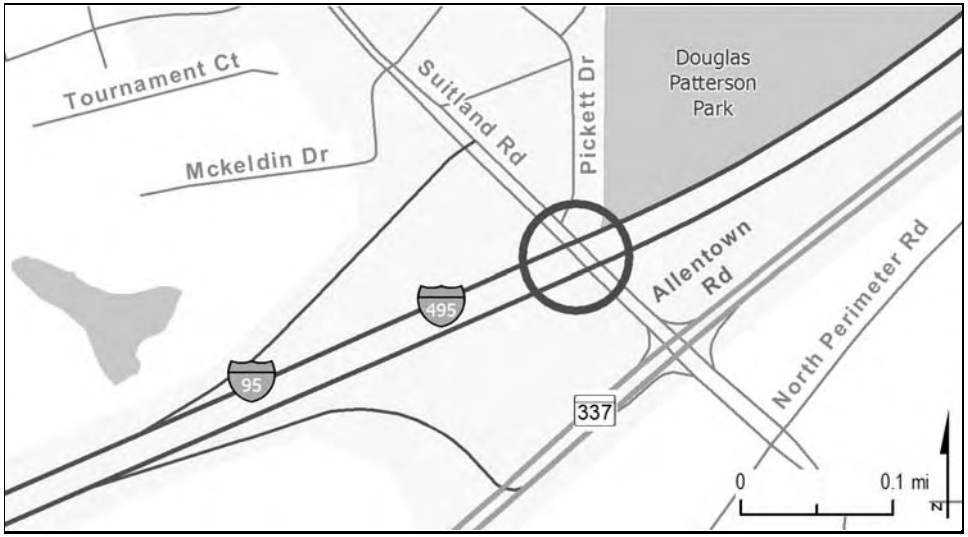
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 220,400

PROJECTED (2035) - 286,300



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,974	841	2,133	0	0	0	0	0	2,133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,572	0	37	17,546	12,746	146	97	0	30,572	0
Total	33,546	841	2,170	17,546	12,746	146	97	0	32,705	0
Federal-Aid	2,353	660	1,693	0	0	0	0	0	1,693	0

CLASSIFICATION:

STATE - Principal Arterial

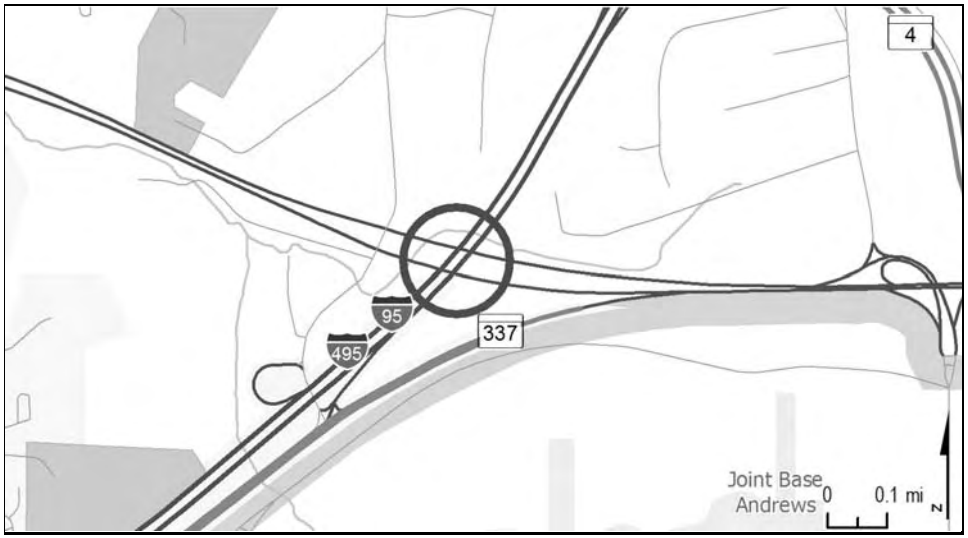
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 176,325

PROJECTED (2035) - 207,650



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Construction to begin during fiscal year 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,000	0	0	0	7,650	7,350	0	0	15,000	0
Total	15,000	0	0	0	7,650	7,350	0	0	15,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

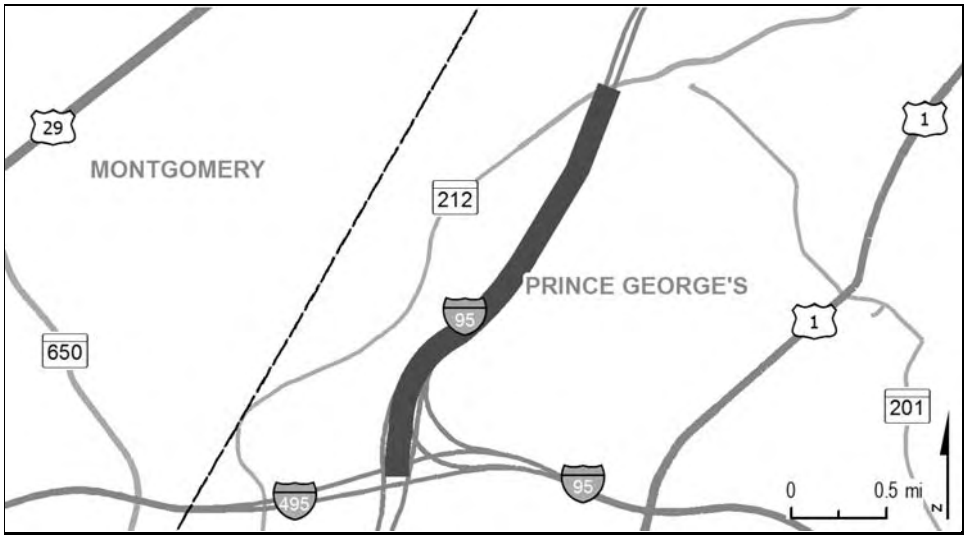
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 201,575

PROJECTED (2035) - 226,350



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from I-495 (Capital Beltway) to MD 212.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing extends the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	403	5	0	0	0	0	0	5	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,596	0	7,331	5,265	0	0	0	0	12,596	0
Total	13,004	403	7,336	5,265	0	0	0	0	12,601	0
Federal-Aid	11,615	0	6,760	4,855	0	0	0	0	11,615	0

CLASSIFICATION:

STATE - Principal Arterial

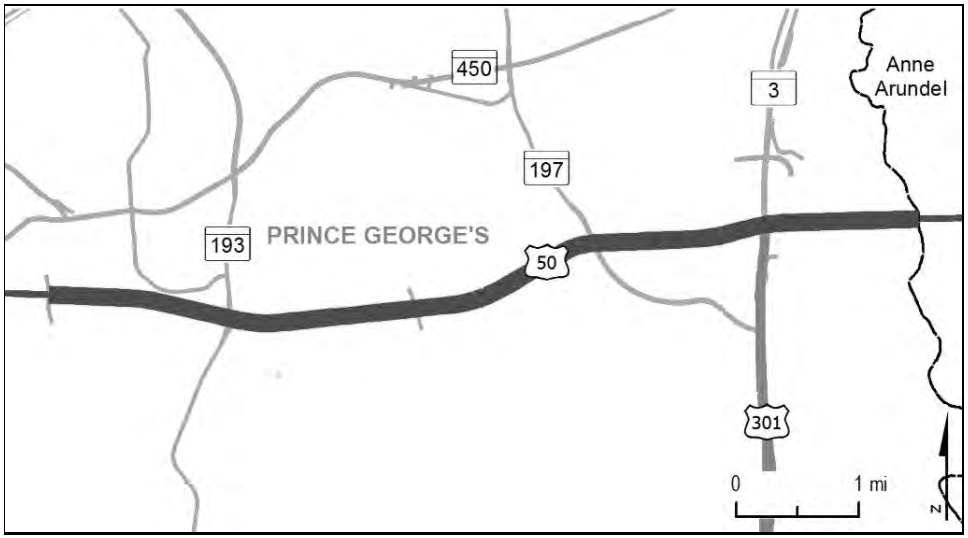
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 192,225

PROJECTED (2035) - 214,925



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from south of Lottsford Vista Road to Anne Arundel County Line (Westbound) (7.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, West of Lottsford Vista Road to Anne Arundel County Line (Line 7)
MD 3, US 50 to MD 32 (Line 18)
US 301, South Corridor Transportation Study (Line 24)
US 301, North of Mount Oak Road to US 50 (Line 25)
MD 197, Kenhill Drive to MD 450 Relocated (Line 28)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	254	63	62	62	16	0	0	203	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,472	0	4,376	6,561	1,535	0	0	0	12,472	0
Total	12,929	254	4,439	6,623	1,597	16	0	0	12,675	0
Federal-Aid	443	242	62	62	62	15	0	0	201	0

CLASSIFICATION:

STATE - Intermediate Arterial

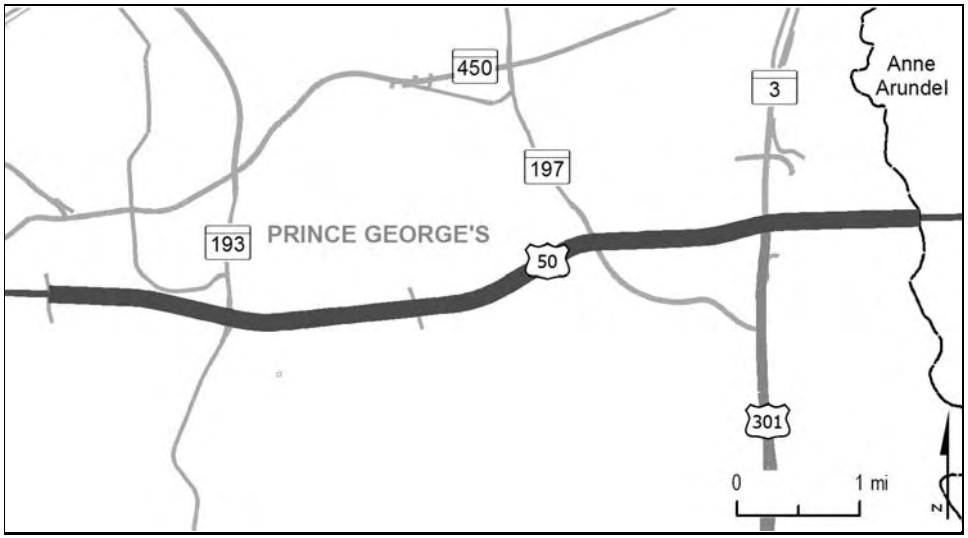
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 108,100 - 127,350

PROJECTED (2035) - 131,700 - 155,950



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from west of Lottsford Vista Road to Anne Arundel County Line (Eastbound) (7.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, South of Lottsford Vista Road to Anne Arundel County Line (Line 6)
MD 3, US 50 to MD 32 (Line 18)
US 301, South Corridor Transportation Study (Line 24)
US 301, North of Mount Oak Road to US 50 (Line 25)
MD 197, Kenhill Drive to MD 450 Relocated (Line 28)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enchancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	178	178	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,336	7	9,339	990	0	0	0	0	10,329	0
Total	10,514	185	9,339	990	0	0	0	0	10,329	0
Federal-Aid	8,678	124	7,734	820	0	0	0	0	8,554	0

CLASSIFICATION:

STATE - Intermediate Arterial

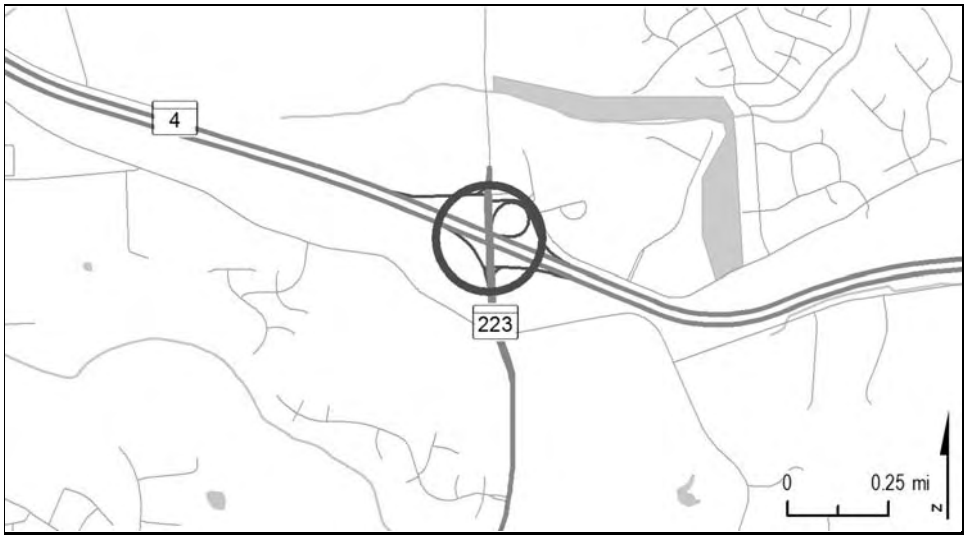
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 108,100 - 127,350

PROJECTED (2035) - 131,700 - 155,950



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replaced Bridges 1618101 and 1618102 over MD 223.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures were structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95 (Line 19)
MD 223, Steed Road to MD 5 (Line 31)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing bridges were nearing the end of their useful life and were in need of replacement.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.4 million is due to additonal asphalt needs and storm water management work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,120	1,120	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,609	22,892	1,717	0	0	0	0	0	1,717	0
Total	25,729	24,012	1,717	0	0	0	0	0	1,717	0
Federal-Aid	25,082	23,480	1,602	0	0	0	0	0	1,602	0

CLASSIFICATION:

STATE - Intermediate Arterial

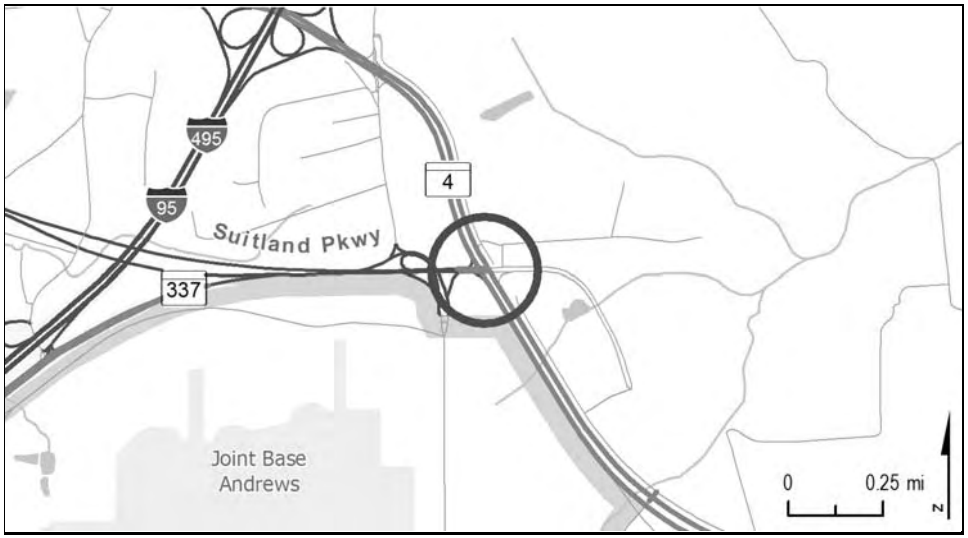
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 63,050

PROJECTED (2035) - 98,800



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 4, MD 223 to I-95/I-495 (Line 19)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at the existing at-grade intersection.

STATUS: Construction to begin in FY 16.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $22.3 million is due to reduced Right-of-Way needs, developer donations, and reduced inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,203	9,560	643	0	0	0	0	0	643	0
Right-of-way	27,744	7,255	2,082	4,266	7,014	4,438	2,689	0	20,489	0
Construction	98,923	134	6,535	18,745	25,029	26,060	22,420	0	98,789	0
Total	136,870	16,949	9,260	23,011	32,043	30,498	25,109	0	119,921	0
Federal-Aid	93,759	12,166	5,273	14,792	22,752	21,288	17,488	0	81,593	0

CLASSIFICATION:

STATE - Intermediate Arterial

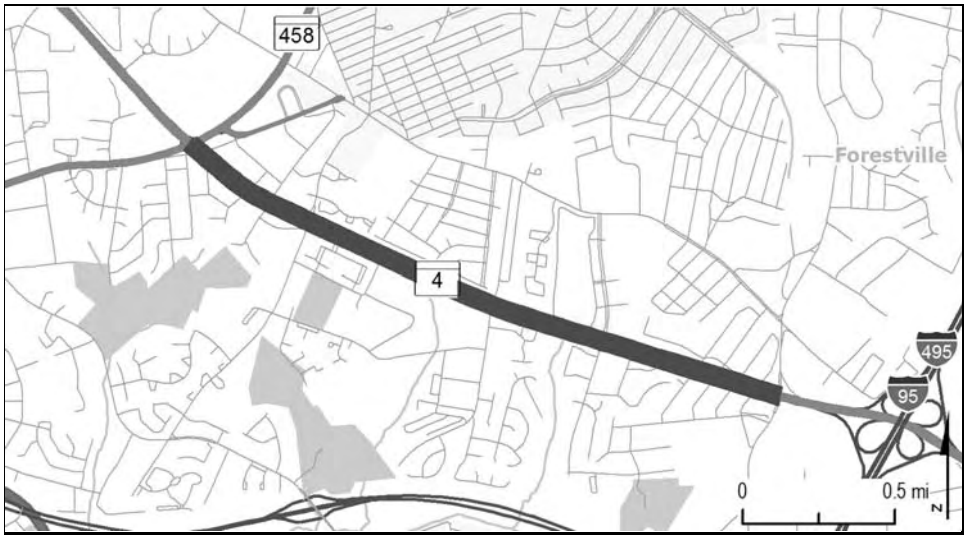
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 72,725

PROJECTED (2035) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot hiker/biker trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 9)
MD 4, MD 223 to I-95/I-495 (Line 19)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The raised curb, sidewalk, and hiker/biker trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0
Right-of-way	531	275	256	0	0	0	0	0	256	0
Construction	24,324	1,516	12,774	10,034	0	0	0	0	22,808	0
Total	26,686	3,622	13,030	10,034	0	0	0	0	23,064	0
Federal-Aid	1,635	1,635	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

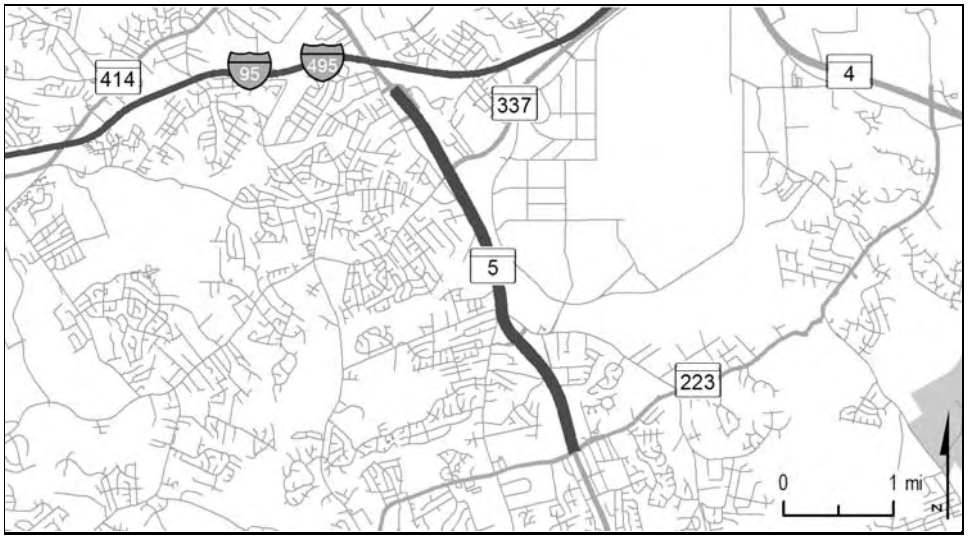
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 43,650

PROJECTED (2035) - 62,800



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95 (4.0 Miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 5, US 301 to I-95 (Line 20)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,920	2,445	6,475	0	0	0	0	0	6,475	0
Total	9,124	2,649	6,475	0	0	0	0	0	6,475	0
Federal-Aid	7,516	2,243	5,273	0	0	0	0	0	5,273	0

CLASSIFICATION:

STATE - Principal Arterial

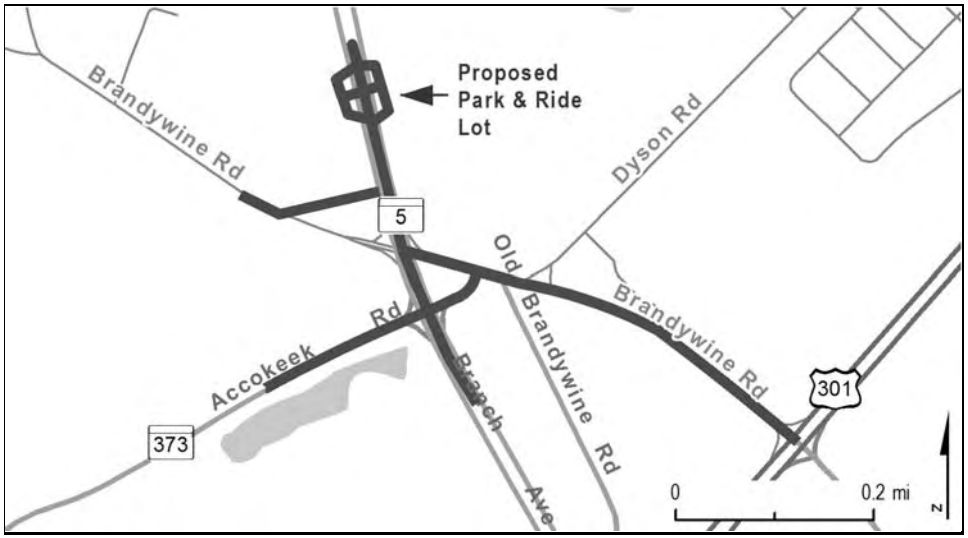
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 146,000

PROJECTED (2035) - 163,750



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 access will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)
US 301, South Corridor Transportation Study (Line 24)
US 301, Waldorf Area Project (Line 26)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: 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: Right-of-Way underway. Construction to begin during current fiscal year. Washington Suburban Sanitary Commission is contributing $8.6 million towards Construction.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $15.3.million is due to lower Right-of-Way appraisal values, unit price decreases, and reduced inflation.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,511	5,715	796	0	0	0	0	0	796	0
Right-of-way	6,070	2,461	1,940	1,002	667	0	0	0	3,609	0
Construction	53,243	0	3,967	11,750	15,116	16,512	5,898	0	53,243	0
Total	65,824	8,176	6,703	12,752	15,783	16,512	5,898	0	57,648	0
Federal-Aid	41,687	5,100	4,309	7,888	9,908	10,913	3,569	0	36,587	0

CLASSIFICATION:

STATE - Principal Arterial

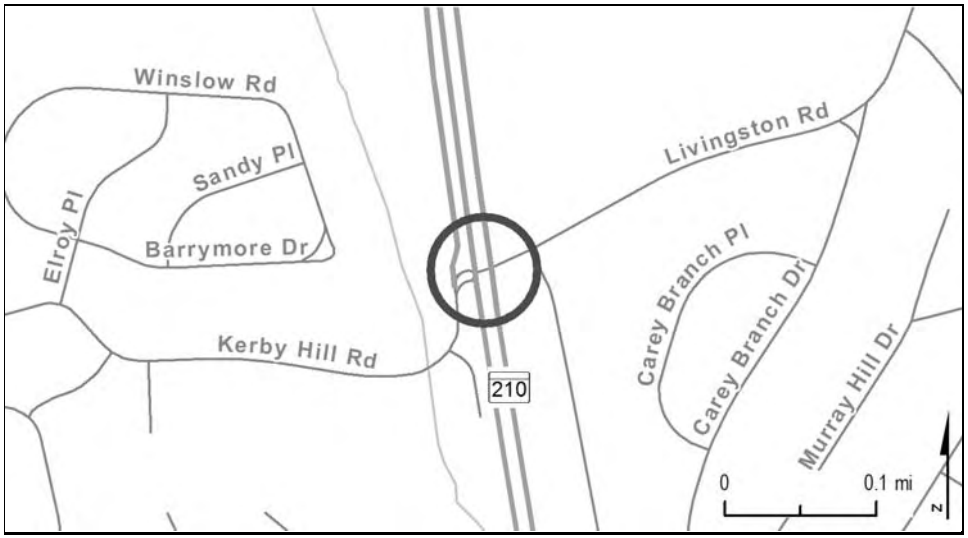
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 65,000

PROJECTED (2035) - 108,350



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 210, MD 228 to 95/I-495 (Line 22)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. This a design-build project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $6.2 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,005	5,182	472	351	0	0	0	0	823	0
Right-of-way	11,335	4,743	765	1,853	3,158	753	63	0	6,592	0
Construction	98,876	5	13,070	22,693	26,994	33,202	2,912	0	98,871	0
Total	116,216	9,930	14,307	24,897	30,152	33,955	2,975	0	106,286	0
Federal-Aid	79,139	4,453	10,200	17,475	19,502	25,294	2,215	0	74,686	0

CLASSIFICATION:

STATE - Intermediate Arterial

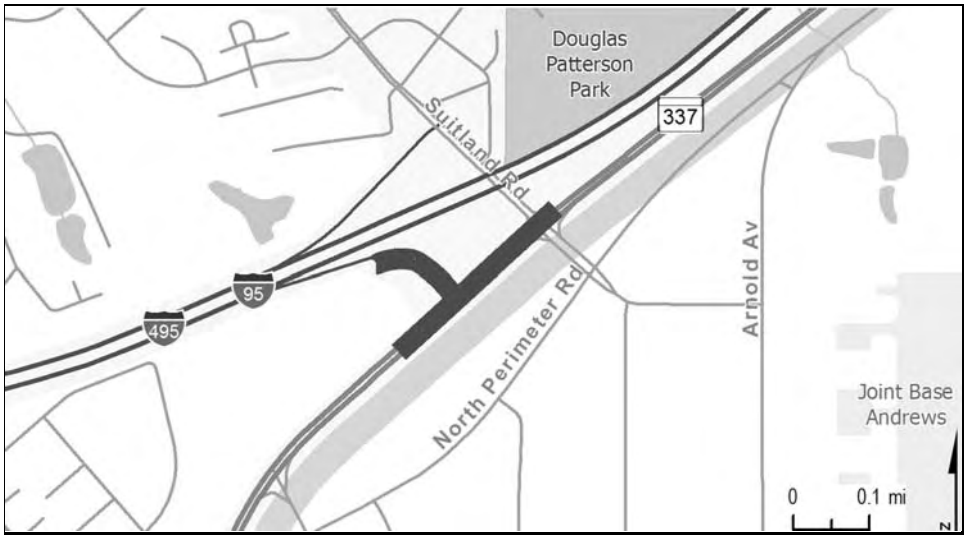
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 82,700

PROJECTED (2035) - 126,350



PROJECT: MD 337, Allentown Road

DESCRIPTION: Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity and operations at the intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	603	91	81	161	120	150	0	0	512	0
Construction	5,574	636	3,150	1,788	0	0	0	0	4,938	0
Total	6,177	727	3,231	1,949	120	150	0	0	5,450	0
Federal-Aid	4,997	566	2,642	1,593	88	108	0	0	4,431	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,400

PROJECTED (2035) - 34,700

PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,025	2,012	13	0	0	0	0	0	13	0
Right-of-way	230	194	36	0	0	0	0	0	36	0
Construction	8,168	1,855	3,315	2,998	0	0	0	0	6,313	0
Total	10,423	4,061	3,364	2,998	0	0	0	0	6,362	0
Federal-Aid	1,851	1,830	21	0	0	0	0	0	21	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 23,900

PROJECTED (2035) - 33,650

PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 193 to I-95, Segments 2 and 3 (Line 33)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $33.4 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project (Segment 1) of US 1 from College Avenue to I-95 (Line 33).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,589	3,595	1,500	1,500	1,193	801	0	0	4,994	0
Right-of-way	14,130	29	300	2,000	4,829	3,750	3,222	0	14,101	0
Construction	33,360	0	0	0	0	3,715	9,014	10,170	22,899	10,461
Total	56,079	3,624	1,800	3,500	6,022	8,266	12,236	10,170	41,994	10,461
Federal-Aid	300	217	83	0	0	0	0	0	83	0

CLASSIFICATION:

STATE - Intermediate Arterial

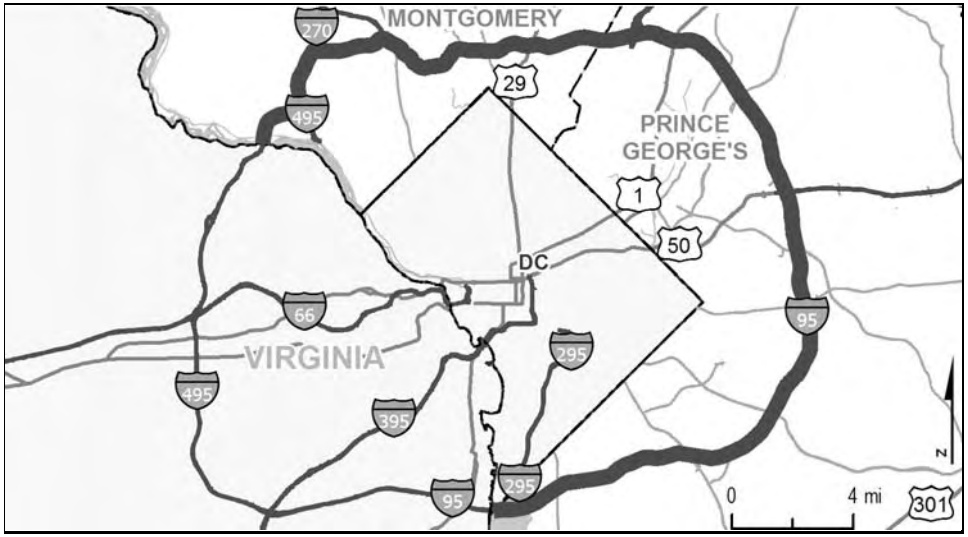
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 54,450

PROJECTED (2035) - 73,350



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
I-95/I-495, Greenbelt Metro Station (Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
MD 4, Interchange at Suitland Parkway (Line 9)
Purple Line Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

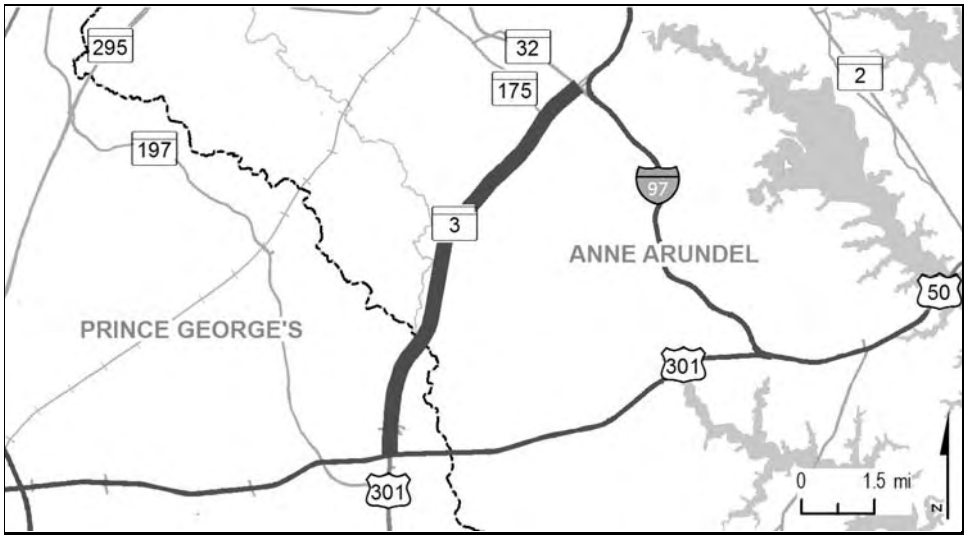
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 104,050 - 133,250

PROJECTED (2035) - 133,250 - 277,100



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 7)
US 301, South Corridor Transportation Study (Line 24)
US 301, North of Mount Oak Road to US 50 (Line 25)
MD 450, Stonybrook Drive to west of MD 3 (Line 32)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

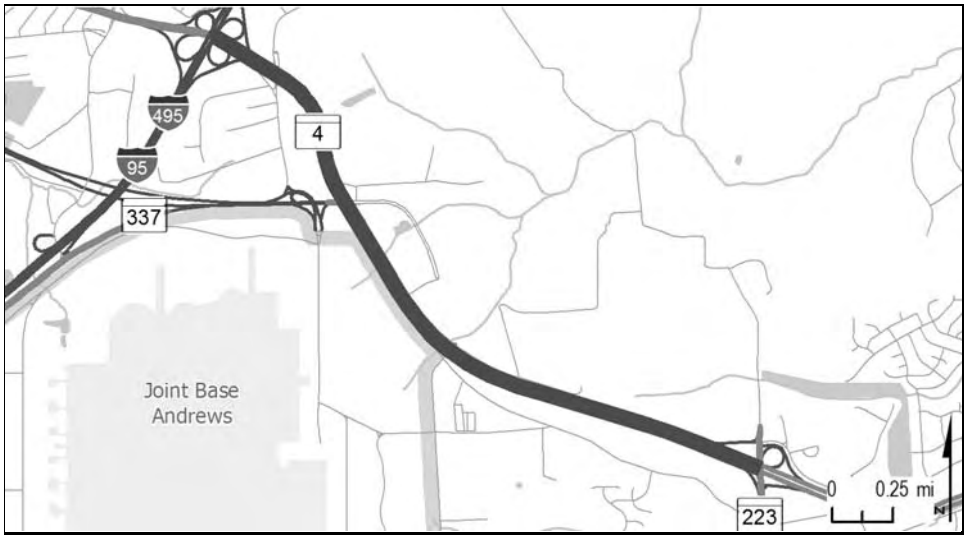
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,750 - 84,700

PROJECTED (2035) - 82,950 - 138,450



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 9)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

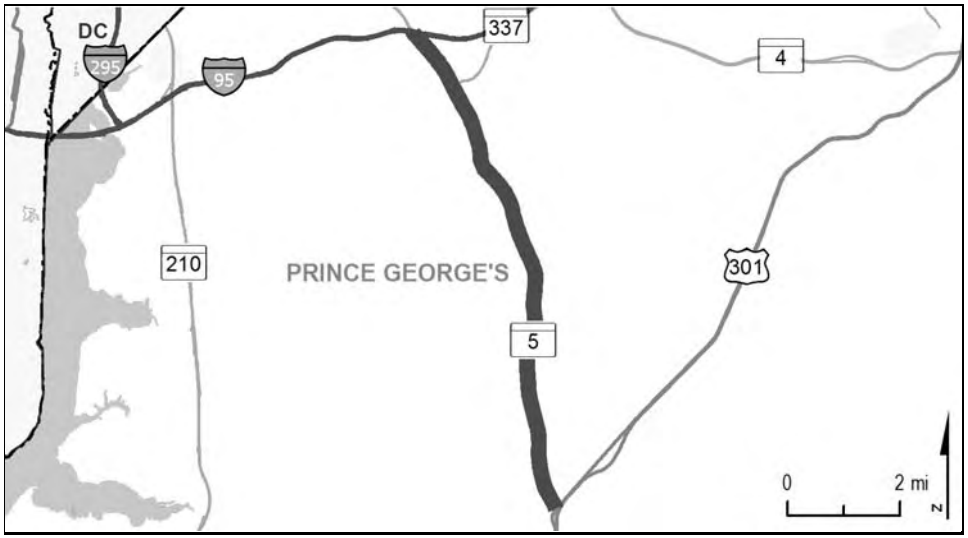
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 73,950

PROJECTED (2035) - 107,900



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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
MD 5, MD 223 to I-95 (Line 11)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 12)
I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 17)
US 301, South Corridor Transportation Study (Line 24)
US 301, Waldorf Area Project (Line 26)

STATUS: Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,091	3,841	100	150	0	0	0	0	250	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,734	100	150	0	0	0	0	250	0
Federal-Aid	7,684	7,684	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175

PROJECTED (2035) - 151,225

PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	208	800	599	750	743	0	0	2,892	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	208	800	599	750	743	0	0	2,892	0
Federal-Aid	3,100	208	800	599	750	743	0	0	2,892	0

CLASSIFICATION:

STATE - Principal Arterial

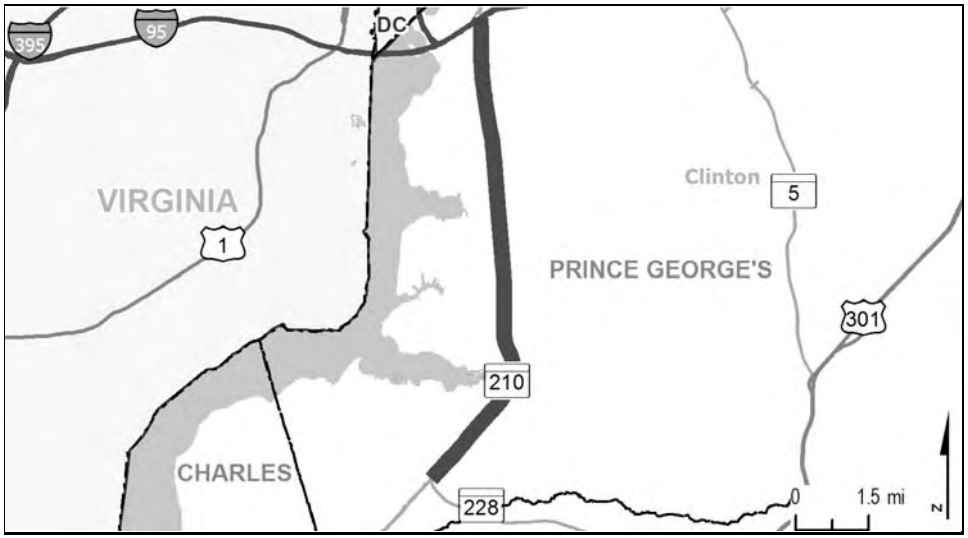
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175

PROJECTED (2035) - 151,225



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multimodal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 13)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

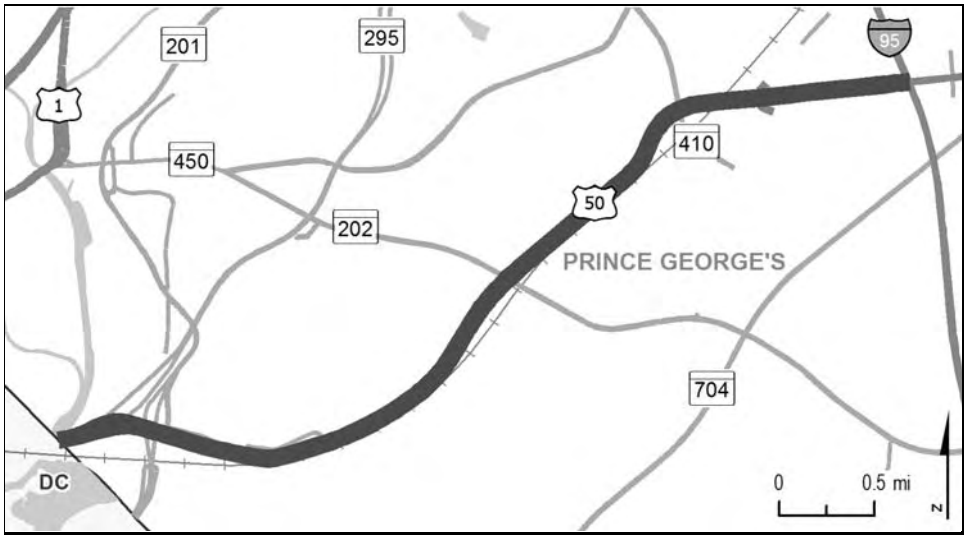
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 85,200

PROJECTED (2035) - 140,350



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 milles).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Line 6)
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 7)
I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 17)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	174	326	0	0	0	0	0	326	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	500	174	326	0	0	0	0	0	326	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

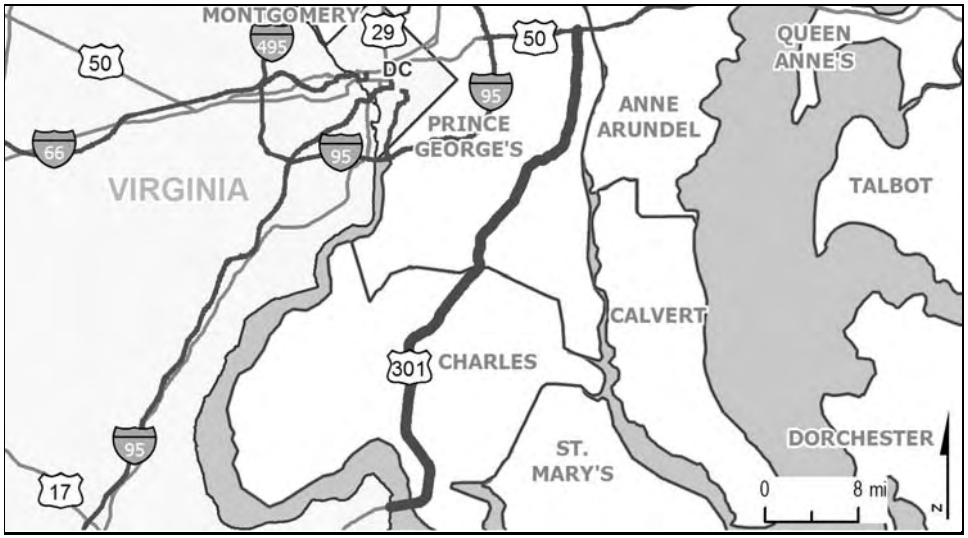
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 125,800

PROJECTED (2035) - 164,600



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River and I-595/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs and consider related environmental and growth management issues.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 7)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 12)
MD 3, US 50 to MD 32 (Line 18)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 20)
US 301, North of Mount Oak Road to US 50 (Line 25)
US 301, Waldorf Area Project (Line 26)

STATUS: Planning on hold. Protective Right-of-Way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	5	100	3,700	4,541	3,210	4,105	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	5	100	3,700	4,541	3,210	4,105	15,661	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 (2015) - 20,200 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 29,700 (Charles) - 122,800 (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 accomodated 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 6)
US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Line 7)
MD 3, US 50 to MD 32 (Line 18)
US 301, South Corridor Transportation Study (Line 24)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

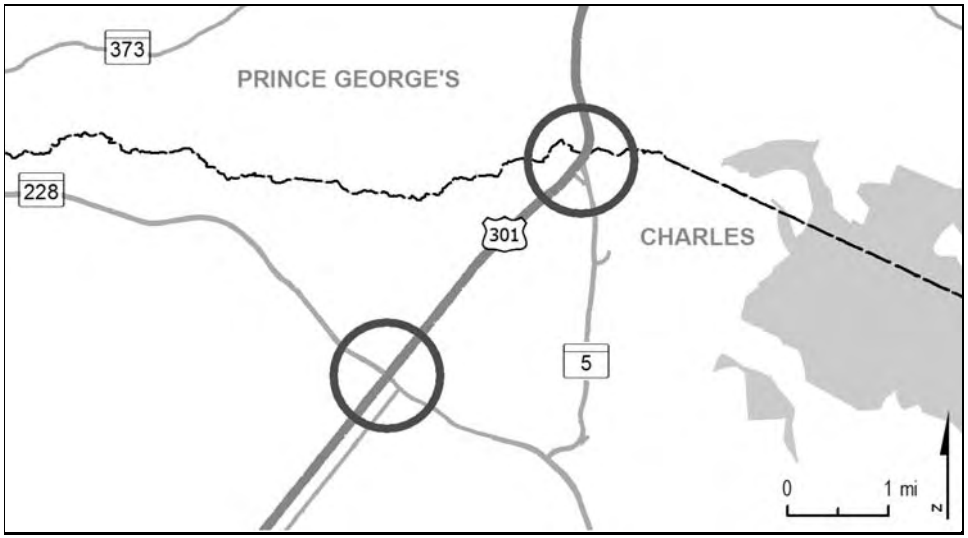
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 69,175 (US 301)
22,500 (MD 197)

PROJECTED (2035) - 129,100 (US 301)
37,100 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: A study to analyze US 301 upgrades through Waldorf, including improvements at MD 5 and at MD 228/MD 5BU.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commerical development in the US 301 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 12)
MD 3, US 50 to MD 32 (Line 18)
MD 5, US 301 to I-95/I-495 (Line 20)
US 301, South Corridor Transportation Study (Line 24)
US 301, North of Mount Oak Road to US 50 (Line 25)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,315	1,000	1,000	2,321	0	0	0	4,321	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	10,315	1,000	1,000	2,321	0	0	0	4,321	0
Federal-Aid	10,112	7,669	1,000	1,000	443	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

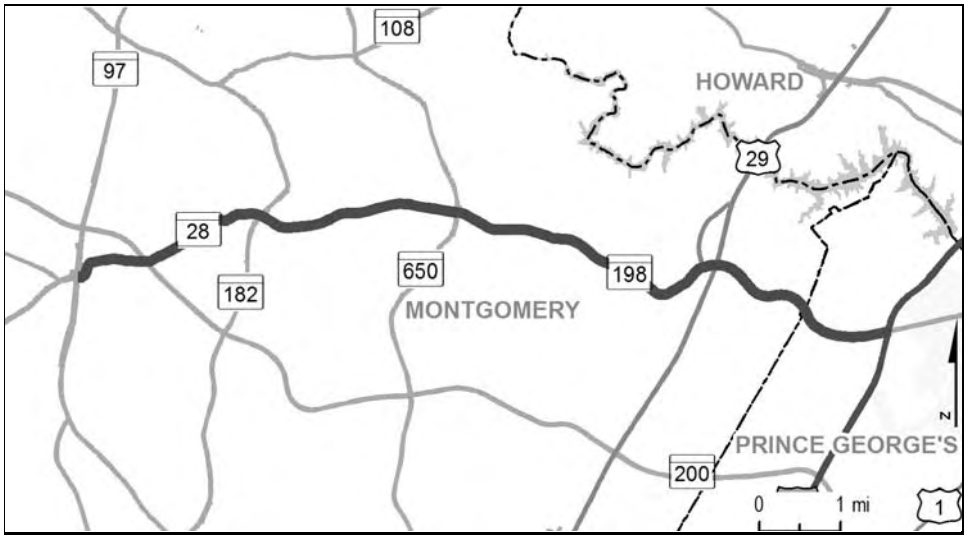
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,000 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 78,700 (Charles) - 122,800 (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). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Montgomery County Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,897	850	850	435	0	0	0	2,135	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	7,032	4,897	850	850	435	0	0	0	2,135	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,700 - 23,900 (MD 28)
16,050 - 43,850 (MD 198)

PROJECTED (2035) - 49,150 - 61,400 (MD 28)
44,050 - 68,500 (MD 198)

PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 6)
US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Line 7)

STATUS: Engineering underway. County contributed $1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,588	1,588	0	0	0	0	0	0	0	0
Engineering	10,938	1,000	1,028	4,427	4,483	0	0	0	9,938	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	12,526	2,588	1,028	4,427	4,483	0	0	0	9,938	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

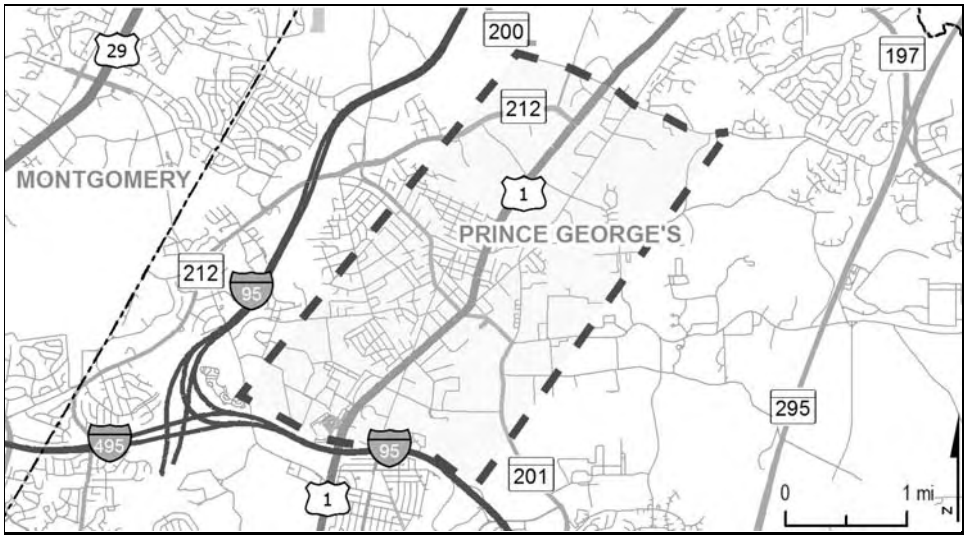
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 33,900

PROJECTED (2035) - 50,375



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 33)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

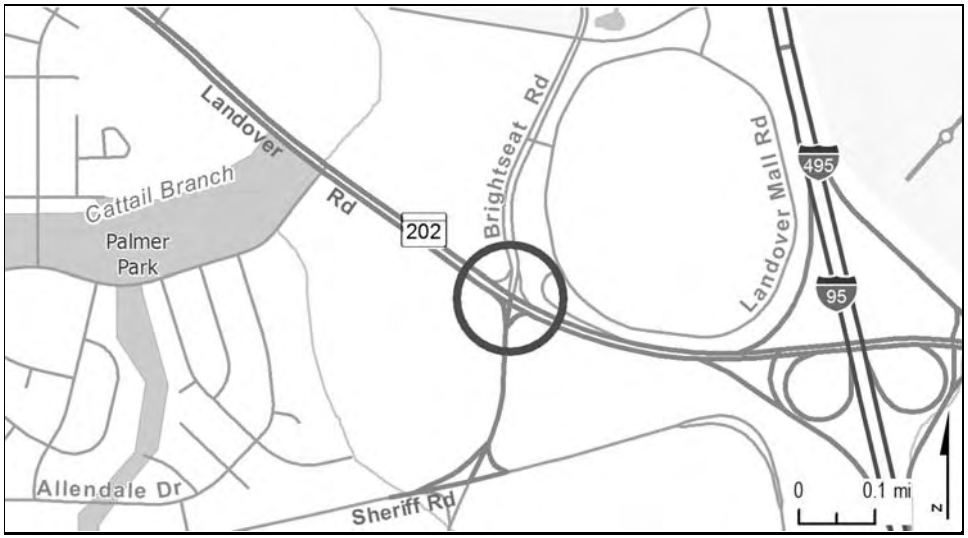
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 47,750

PROJECTED (2035) - 67,200



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

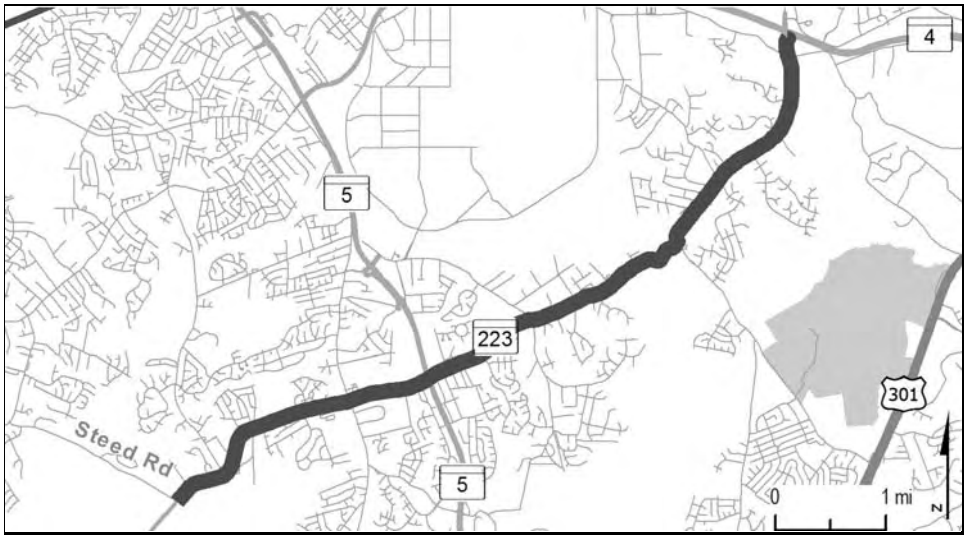
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 55,350

PROJECTED (2035) - 73,050



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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Bridge Replacement at MD 223 (Line 8)
MD 5, MD 223 to South of I-95/I-495 (Capital Beltway) (Line 11)
MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 19)
MD 5, US 301 at TB to I-95/495 (Line 20)

STATUS: Corridor Study underway for the segment from Steed Road to MD 4.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,671	1,244	40	387	0	0	0	0	427	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	1,671	1,244	40	387	0	0	0	0	427	0
Federal-Aid	973	546	40	387	0	0	0	0	427	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 43,000

PROJECTED (2035) - 68,850

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). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,478	1,478	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,812	2,812	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

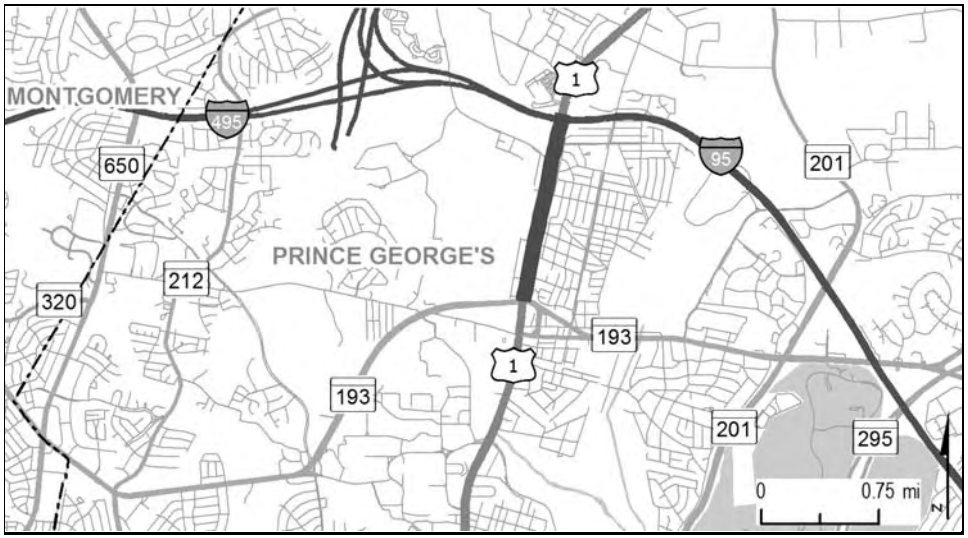
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,450

PROJECTED (2035) - 69,300



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, College Avenue to MD 193, Segment (16)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 17)
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved segment 1 from US1 from College Avenue to MD 193 to Construction Program (Line16).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,387	1,387	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 49,850

PROJECTED (2035) - 79,250

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Completed
2		Various locations in Prince George's County; mill/grind and resurface	4,307	Completed
3	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,987	Completed
4	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,199	Completed
5	MD 430	Greenbelt Road; US 1 to MD 193; resurface	1,058	Completed
		Bridge Replacement/Rehabilitation		
6		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95; clean/paint bridges	1,657	Completed
		Noise Barriers		
7	I 595	John Hanson Highway; various locations; noise abatement	1,430	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
8		At various locations in Prince George's County; mill and resurface	15,939	FY 2016
9	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,770	Under construction
10	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	2,648	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
11	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,864	FY 2016
12	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,861	FY 2017
13	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
14	MD 193	University Boulevard; Campus Drive to US 1 Overpass; resurface	4,741	Under construction
15	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,495	Under construction
16	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,161	Completed
17	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,932	Under construction
18	MD 202	Largo Road; Kilmer Street to MD 450 (Annapolis Road); safety and resurface	1,791	FY 2017
19	MD 202	Landover Road; Brightseat to MD 704; resurface	2,419	FY 2016
20	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	9,463	FY 2016
21	MD 210 NB	Indian Head Highway; MD 373 to Farmington; resurface	3,509	FY 2016
22	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,736	FY 2017
23	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,772	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,628	Under construction
25	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	3,310	Under construction
26	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	Under construction
27	MD 450	Annapolis Road; 65th Avenue to 85th Avenue; resurface	3,477	Completed
28	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,562	Under construction
29	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,036	FY 2016
30	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,956	FY 2016
31	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,931	FY 2016
32	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,688	Completed
		Bridge Replacement/Rehabilitation		
33		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean/paint bridges	2,429	Under construction
34	I 95	Bridge 1619701 and 1619702 over Patuxent River; clean/paint bridges	2,469	FY 2016
35	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,029	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement		
36		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
37		On MD 4 and MD 214; drainage improvement	1,717	FY 2016
38	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,547	Under construction
39	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2017
40	MD 198	Sandy Spring Road; Riding Stable Road to I-95; resurface	6,518	Under construction
41	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	224	FY 2016
42	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,704	Completed
		Urban Reconstruction		
43	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruction at Naylor Road Metro Station (Transportation Infrastructure Investment Act of 2013)	9,890	Under construction
44	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,557	Under construction
45	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction (Funded for preliminary engineering)	2,000	Design Underway

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Urban Reconstruction (cont'd)		
46	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruction (Funded for preliminary engineering)	2,947	Design Underway
		Noise Barriers		
47	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	1,707	Under construction
48	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
		Traffic Management		
49		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,460	FY 2016
50		At various locations in District 3 and 6; signalization	7,433	FY 2016
51	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,470	FY 2016
52	I 95	At I 495 interchange; lighting	2,971	FY 2016
53	I 95	Capital Beltway; at I 595 interchange; lighting	2,771	FY 2016
54	MD 193	Greenbelt Road; At Cipriano Road; geometric improvements	917	Completed
55	US 301	Crain Highway; at MD 214; lighting	1,065	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Environmental Preservation		
56		Anacostia Gateway Park; landscape	404	FY 2017
57	US 50	John Hanson Highway; West of I-95 to the AA county line; landscape	2,207	Under construction
58	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	Under construction
		Truck Weight		
59		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,184	FY 2016
		TMDL Compliance		
60		Charles Branch Tributaries; wetlands replacement	6,178	FY 2017
61	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	1,569	FY 2016

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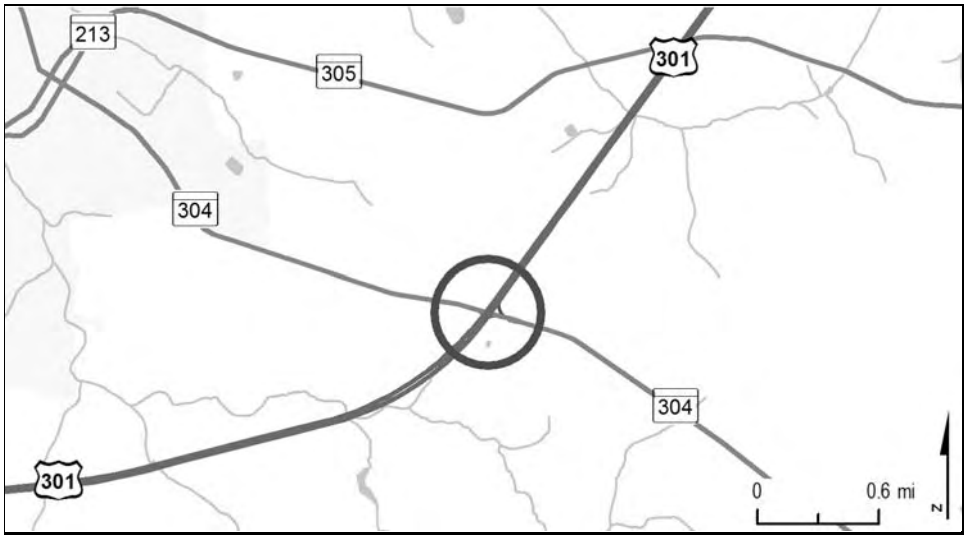
QUEEN ANNE'S COUNTY

1706

QUEEN ANNE'S COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians. J-turns at the intersection of US 301 and MD 305 are also being constructed as a part of the project.

PURPOSE & NEED SUMMARY STATEMENT: The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.4 million is due to increased Right-of-Way appraisal values and utility relocations.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,099	1,099	0	0	0	0	0	0	0	0
Engineering	3,612	3,612	0	0	0	0	0	0	0	0
Right-of-way	4,546	2,527	1,345	426	248	0	0	0	2,019	0
Construction	34,955	4,587	14,178	16,190	0	0	0	0	30,368	0
Total	44,212	11,825	15,523	16,616	248	0	0	0	32,387	0
Federal-Aid	4,370	3,572	798	0	0	0	0	0	798	0

CLASSIFICATION:

STATE - Principal Arterial

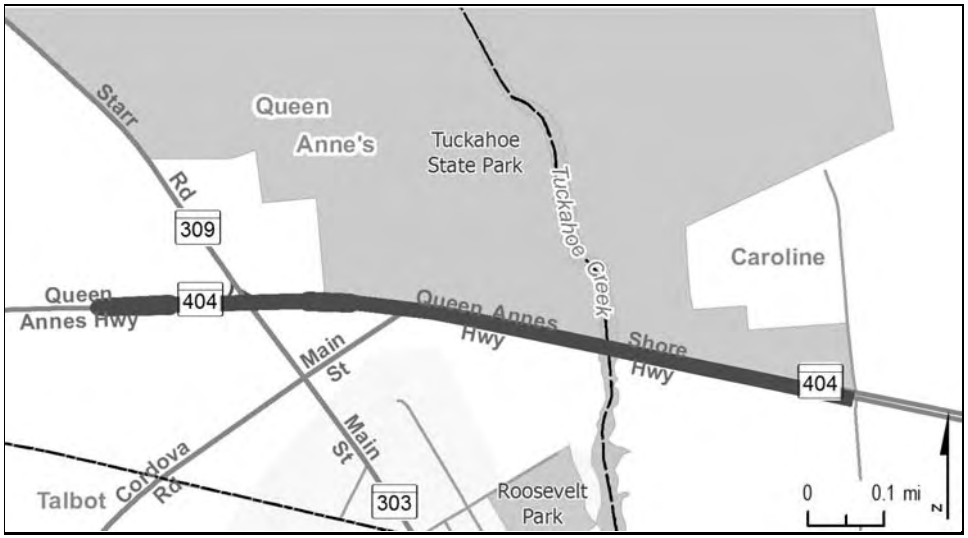
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 22,150 (US301)
5,300 (MD 304)

PROJECTED (2035) - 35,900 (US 301)
8,050 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedstrian accomodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 309 Business (Line 3)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.2 million is due to additional erosion and sediment control needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,182	3,182	0	0	0	0	0	0	0	0
Right-of-way	6,188	3,306	2,006	876	0	0	0	0	2,882	0
Construction	21,858	9,110	6,500	6,248	0	0	0	0	12,748	0
Total	31,228	15,598	8,506	7,124	0	0	0	0	15,630	0
Federal-Aid	26,311	13,151	7,134	6,026	0	0	0	0	13,160	0

CLASSIFICATION:

STATE - Other Principal Arterial

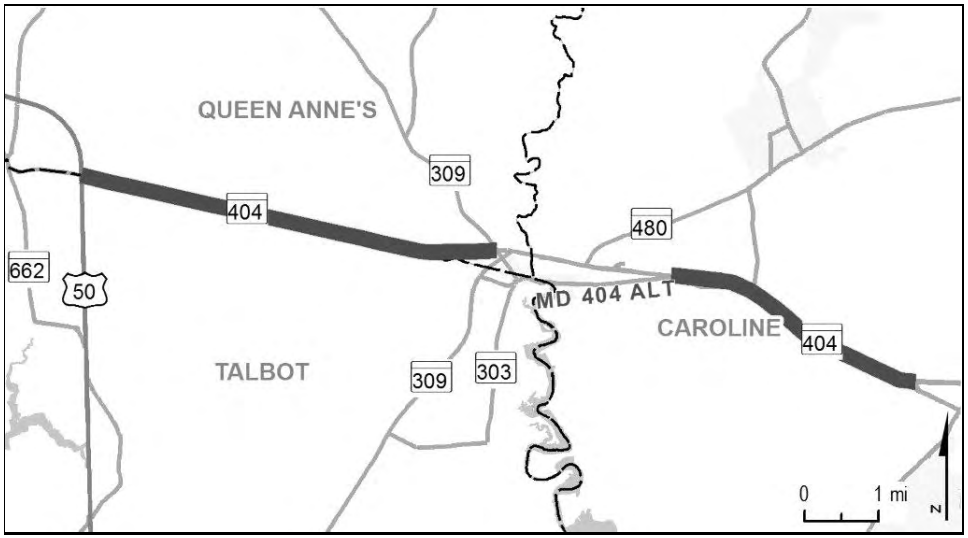
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,700

PROJECTED (2035) - 27,700



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☒ Community Vitality
- ☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	5,367	5,226	1,000	0	0	0	0	6,226	0
Right-of-way	28,795	510	4,517	6,825	8,156	7,490	1,297	0	28,285	0
Construction	119,530	0	0	47,074	72,456	0	0	0	119,530	0
Total	160,477	6,436	9,743	54,899	80,612	7,490	1,297	0	154,041	0
Federal-Aid	124,445	4,756	7,574	42,840	62,350	5,914	1,011	0	119,689	0

CLASSIFICATION:

STATE - Other Principal Arterial

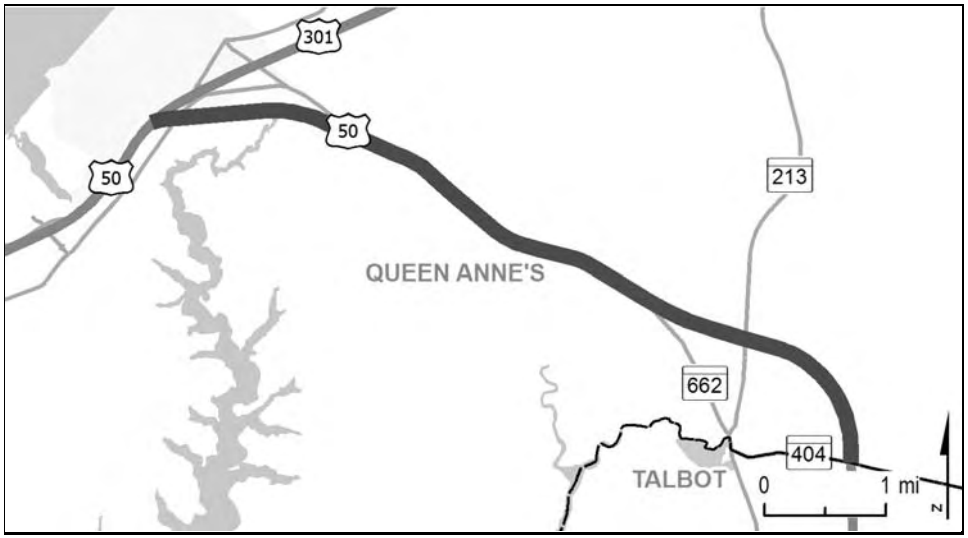
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 3)

STATUS: Advanced Right-of-Way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,723	6,723	0	0	0	0	0	0	0	0
Right-of-way	12,014	9,791	0	2,223	0	0	0	0	2,223	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,294	18,071	0	2,223	0	0	0	0	2,223	0
Federal-Aid	7,573	7,573	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 52350
73,450 (Summer)

PROJECTED (2035) - 86,850
100,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,113	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Queen's Anne County; mill and resurface	6,199	FY 2016
3		At various locations in Queen Anne's County; resurface	5,442	Under construction
4	US 50	Ocean Gateway; US 301 to west of MD 404; resurface	5,771	Completed
5	US 301	Blue Star Memorial Highway; MD 302 to MD 290; resurface	3,530	Completed
		Bridge Replacement/Rehabilitation		
6	MD 18 B	Main Street; Bridge 0700600 over Kent Narrows; clean/paint bridges	2,490	Completed
7	US 301	Blue Star Memorial Highway; bridge 1701101 and 1701201 over MD 290 and Red Lion Branch; bridge deck replacement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,576	FY 2016
		Urban Reconstruction		
8	MD 303	Main Street; Park Avenue to MD 309; urban reconstruction (Funded for preliminary engineering)	823	Design Underway
		Traffic Management		
9		East of MD 8 to West of US 50/301 Split; lighting	2,999	Under construction

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ST. MARY'S COUNTY MARYLAND

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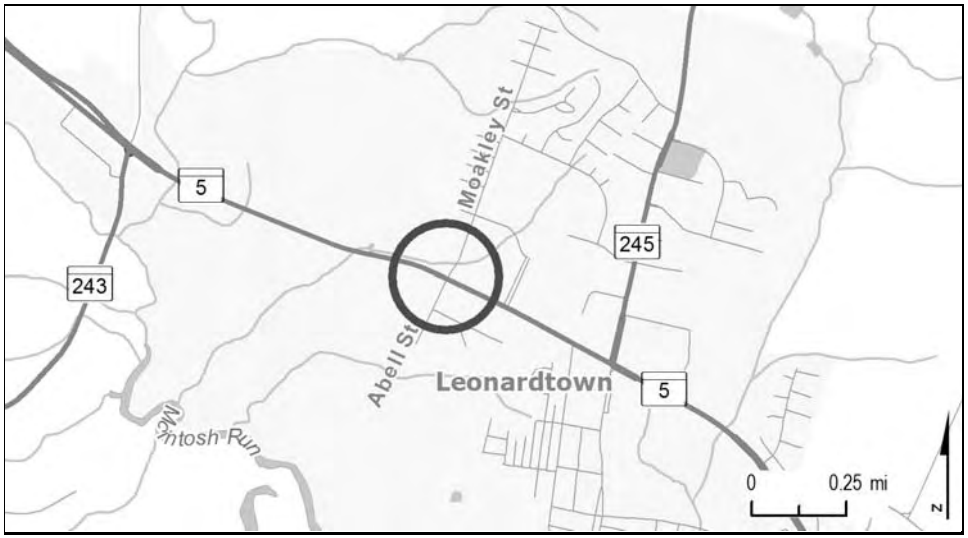
SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Intersection improvements at MD 5 (Point Lookout Road) and Moakley Street/Abell Street.

PURPOSE & NEED SUMMARY STATEMENT: Project addresses existing and projected congestion generated by residential and commercial development in the Leonardtown area and Saint Mary's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 243 to MD 245 (Line 5)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: Project addresses existing and projected congestion generated by residential and commercial development in Leonardtown area and Saint Mary's County.

STATUS: Engineering underway and Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $10.7 million to Construction and Right-of-Way. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 5 from MD 243 to MD 245 (Line 5).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	155	510	1,090	800	445	0	0	2,845	0
Right-of-way	3,629	0	25	1,579	1,400	500	125	0	3,629	0
Construction	7,080	0	0	0	0	597	1,100	1,407	3,104	3,976
Total	13,709	155	535	2,669	2,200	1,542	1,225	1,407	9,578	3,976
Federal-Aid	8,353	0	20	1,232	1,092	856	956	1,097	5,253	3,100

CLASSIFICATION:

STATE - Minor Arterial

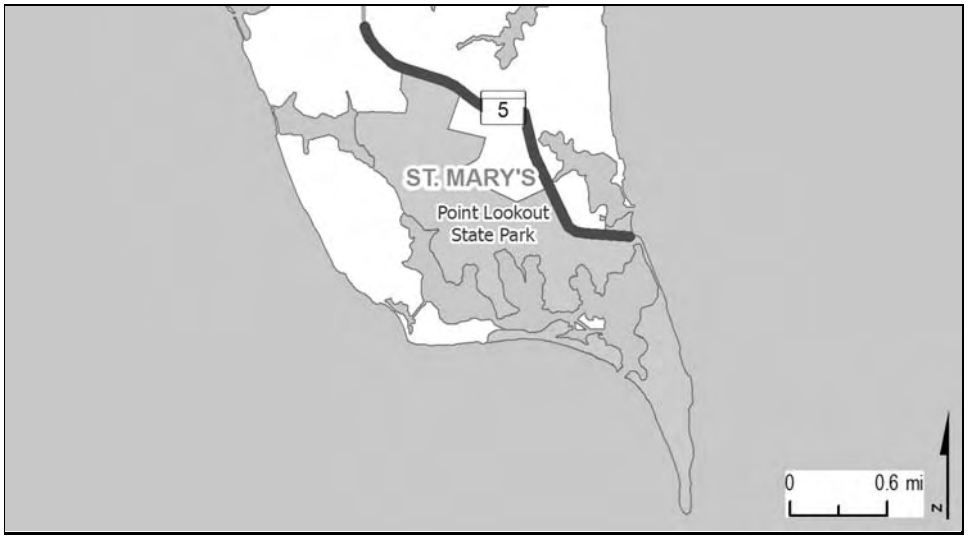
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 26,650

PROJECTED (2035) - 32,525



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station (2.0 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway, and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Safety & Security
- ☐ System Preservation
- ☒ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The existing roadway does not meet current design standards creating unsafe conditions.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	456	456	0	0	0	0	0	0	0	0
Engineering	2,794	950	634	750	460	0	0	0	1,844	0
Right-of-way	2,884	0	20	819	1,000	545	500	0	2,884	0
Construction	13,466	0	0	0	0	2,532	6,861	4,073	13,466	0
Total	19,600	1,406	654	1,569	1,460	3,077	7,361	4,073	18,194	0
Federal-Aid	11,996	295	16	639	780	2,202	5,205	2,859	11,701	0

CLASSIFICATION:

STATE - Major Collector

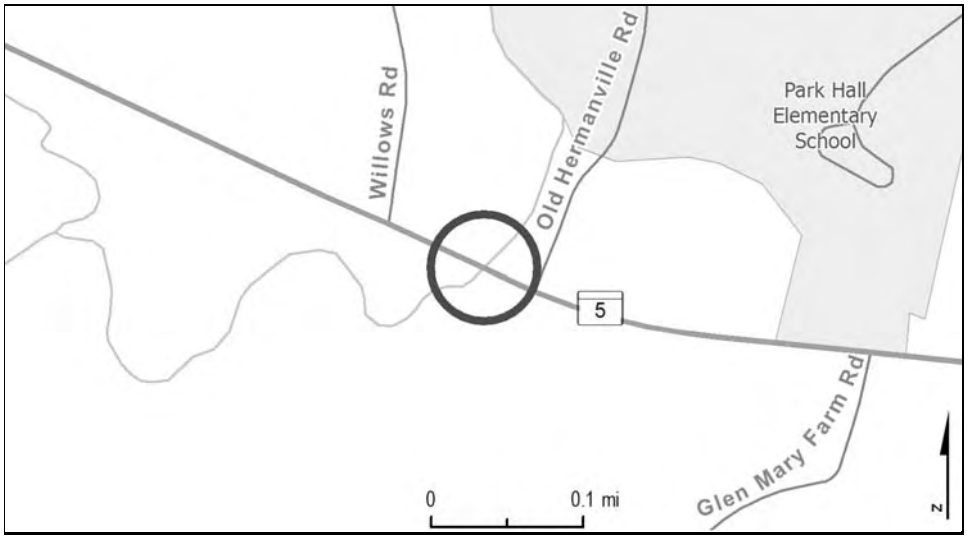
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,900 (Summer Peak)

PROJECTED (2035) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace Bridge 18008 over Eastern Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge structure, built in 1936, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,241	1,241	0	0	0	0	0	0	0	0
Right-of-way	78	71	7	0	0	0	0	0	7	0
Construction	4,610	996	3,610	4	0	0	0	0	3,614	0
Total	5,929	2,308	3,617	4	0	0	0	0	3,621	0
Federal-Aid	4,149	1,671	2,478	0	0	0	0	0	2,478	0

CLASSIFICATION:

STATE - Major Collector

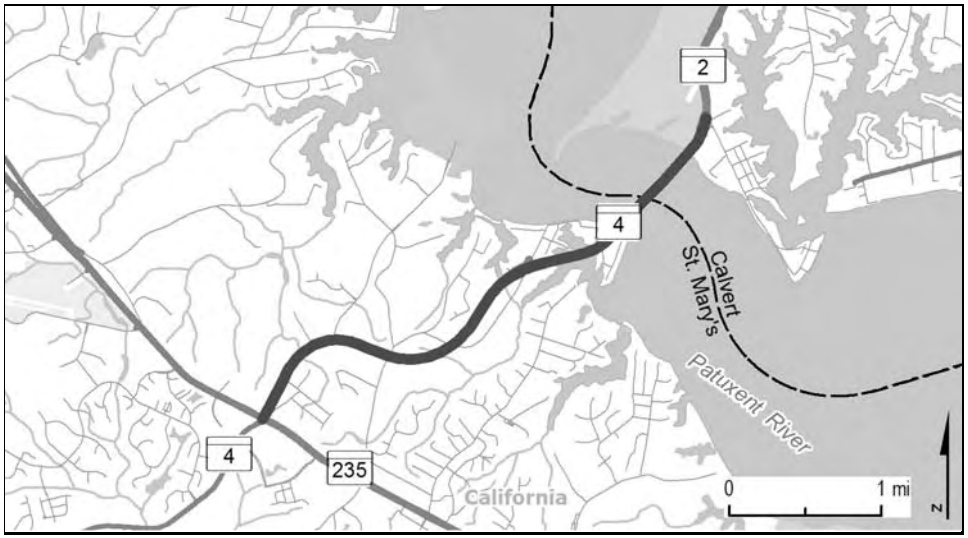
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 11,350

PROJECTED (2035) - 20,400



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge (Bridge 04019) and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accomodations as appropriate.

JUSTIFICATION: Increasing traffic volume and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for the bridge.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,844	60	131	0	0	0	0	191	0
Engineering	15,000	3	1,250	3,750	3,458	3,292	3,247	0	14,997	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,035	4,847	1,310	3,881	3,458	3,292	3,247	0	15,188	0
Federal-Aid	3,557	3,366	60	131	0	0	0	0	191	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

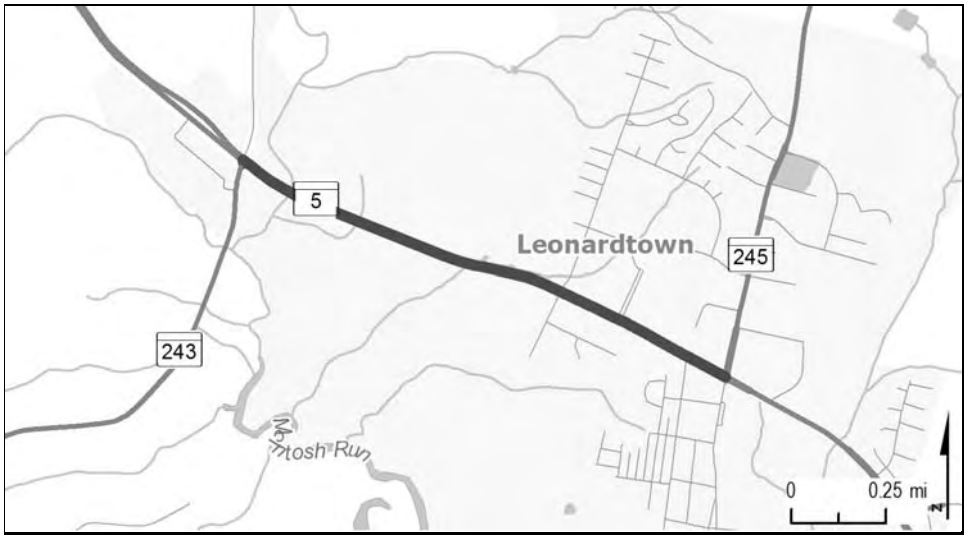
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,800

PROJECTED (2035) - 36,700

STIP REFERENCE #SM3511 12/01/2015 The cost estimate is for the entire project in St. Mary's and Calvert counties.



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles). Sidewalks will be included where appropriate for pedestrians. This project will include bicycle and pedestrian accomodations as appropriate.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase without roadway improvements.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved MD 5 at Abell Street/Moakley Street to Construction Program (Line 1).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	2,164	10	151	0	0	0	0	161	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	2,325	2,164	10	151	0	0	0	0	161	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

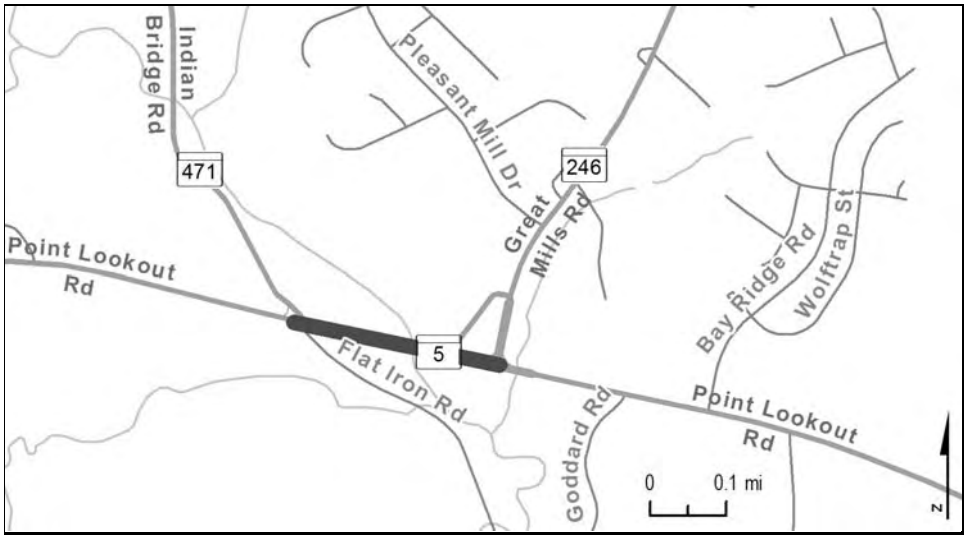
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,200

PROJECTED (2035) - 50,750



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Design of MD 5 intersection, bridge, and drainage improvements from MD 246 to MD 471.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase without roadway improvements.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning and Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,342	292	400	400	250	0	0	0	1,050	0
Engineering	3,658	8	170	480	670	920	1,410	0	3,650	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	300	570	880	920	920	1,410	0	4,700	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 (2015) - 18,500

PROJECTED (2035) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in St. Mary's County; resurface	7,340	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in St. Mary's County; patching	925	FY 2016
3		At various locations in St. Mary's county; mill and resurface	11,400	FY 2016
4		At various locations in St. Mary's county; resurface	10,409	Under construction
		Safety/Spot Improvement		
5	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,714	Under construction
6	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	488	FY 2016
		Intersection Capacity Improvements		
7	MD 234	Budds Creek Road; at MD 242; roundabout	2,977	FY 2017
		Enhancements		
		Pedestrian/Bicycle Facilities		
8		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,789	Underway

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Congressional Earmarks		
9		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark $1.5 million) and (Earmark $500,000; CO)	0	
10		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO) (complete)	0	

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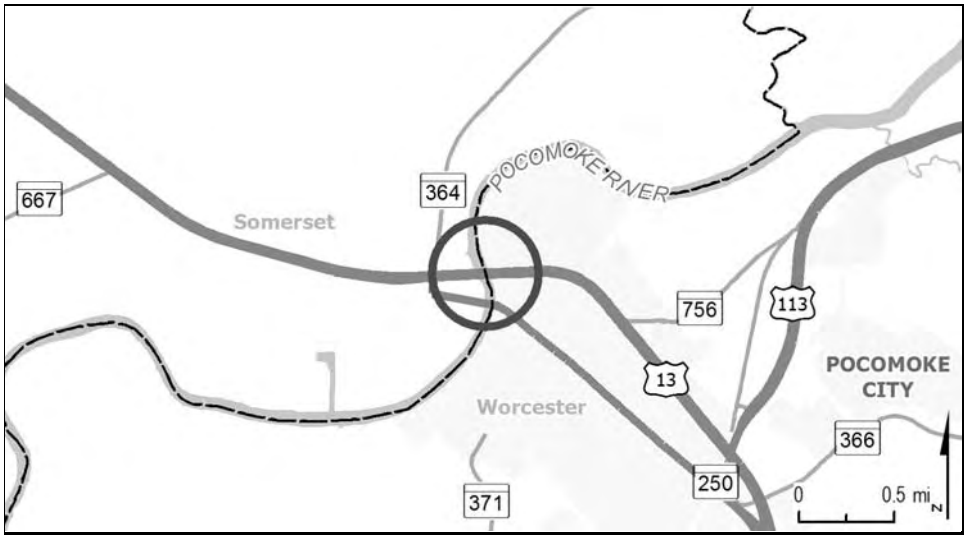
SOMERSET COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,589	12,124	4,465	0	0	0	0	0	4,465	0
Total	17,099	12,634	4,465	0	0	0	0	0	4,465	0
Federal-Aid	13,537	9,991	3,546	0	0	0	0	0	3,546	0

CLASSIFICATION:

STATE - Other Principal Arterial

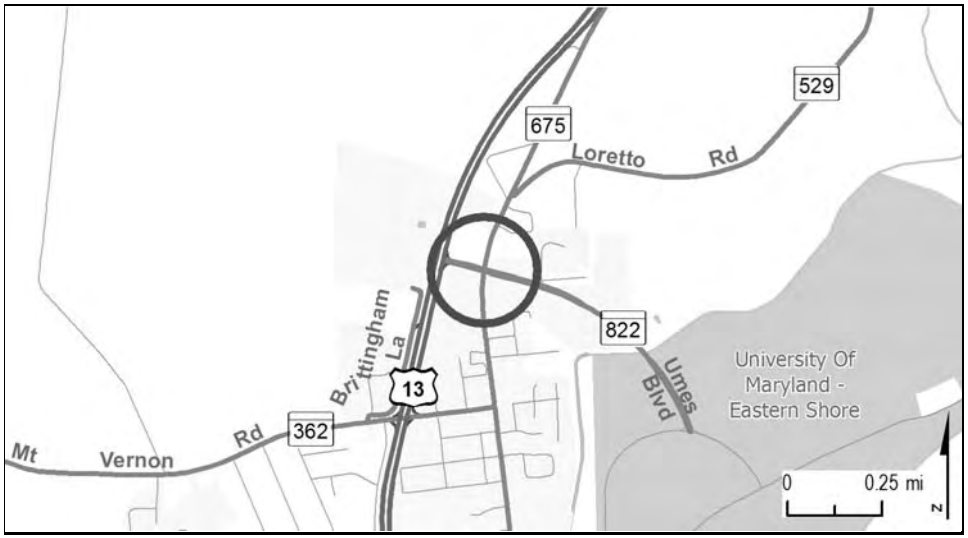
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 17,100



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Constructed a roundabout at the MD 675 intersection and sidewalks along MD 675.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations at the MD 675 intersection and provided safe accommodations for pedestrians in Princess Anne.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Construction of the roundabout improved traffic operations and pedestrian safety at the MD 822/MD 675 intersection and along MD 675.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $0.8 million is due to additonal excavation and paving needs and additional water and sewer line needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	582	582	0	0	0	0	0	0	0	0
Right-of-way	368	327	5	5	31	0	0	0	41	0
Construction	4,380	4,314	66	0	0	0	0	0	66	0
Total	5,330	5,223	71	5	31	0	0	0	107	0
Federal-Aid	3,733	3,545	152	5	31	0	0	0	188	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,200

PROJECTED (2030) - 3,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
1		At various locations in Somerset county; resurface	6,307	Under construction
		Bridge Replacement/Rehabilitation		
2	US 13	Ocean Highway; Bridge 1900302 over Kings Creek; bridge rehabilitation	1,592	FY 2016

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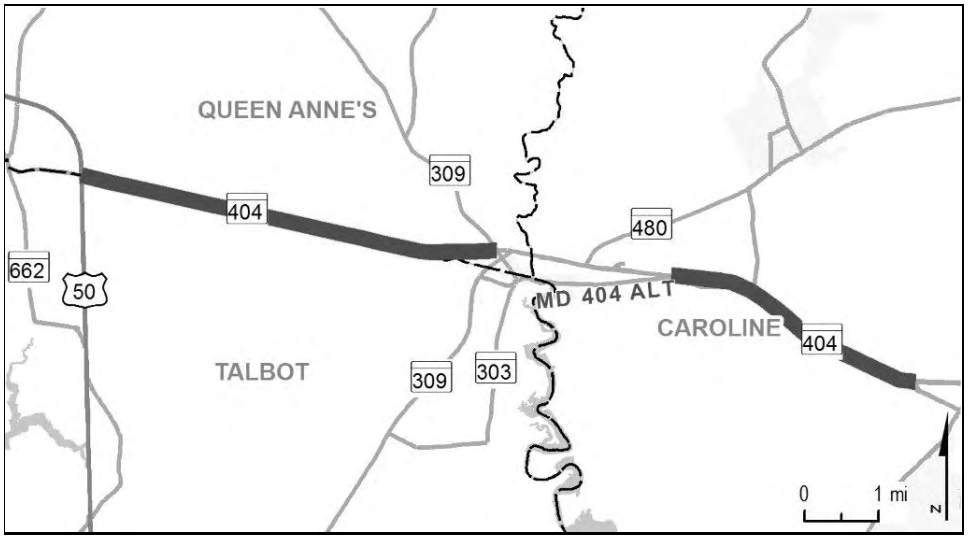
THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

TALBOT COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☒ Economic Prosperity

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,593	5,367	5,226	1,000	0	0	0	0	6,226	0
Right-of-way	28,795	510	4,517	6,825	8,156	7,490	1,297	0	28,285	0
Construction	119,530	0	0	47,074	72,456	0	0	0	119,530	0
Total	160,477	6,436	9,743	54,899	80,612	7,490	1,297	0	154,041	0
Federal-Aid	124,445	4,756	7,574	42,840	62,350	5,914	1,011	0	119,689	0

CLASSIFICATION:

STATE - Other Principal Arterial

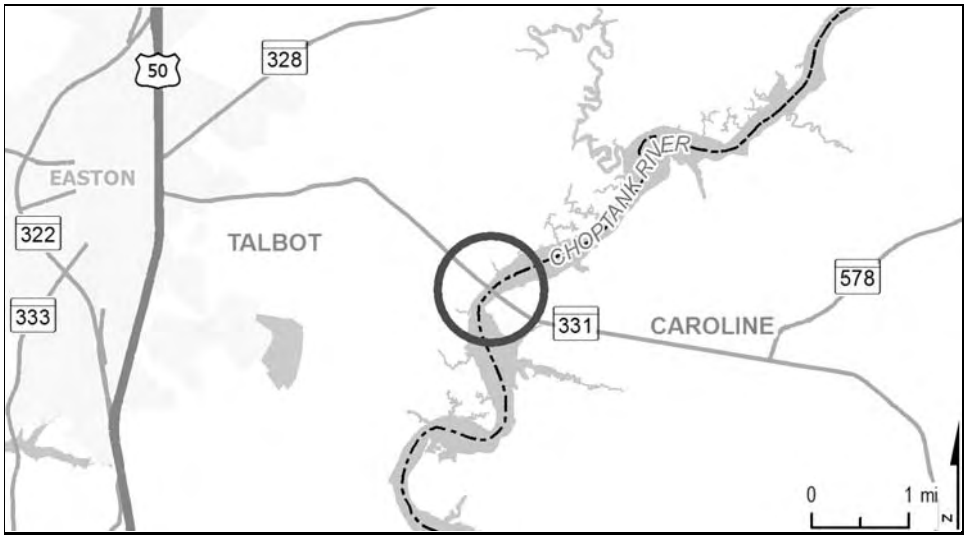
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River (0.1 miles). The new span will be located south of the existing roadway and provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accomodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☒ Community Vitality
☐ Economic Prosperity

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,723	252	1,227	1,584	660	0	0	0	3,471	0
Construction	55,387	14,102	17,514	12,653	11,118	0	0	0	41,285	0
Total	61,369	16,613	18,741	14,237	11,778	0	0	0	44,756	0
Federal-Aid	47,146	12,823	14,356	10,612	9,355	0	0	0	34,323	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,500

PROJECTED (2035) - 22,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Schwaninger Road to east of Barber Road; resurface	4,103	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Talbot County; mill and resurface	6,447	FY 2016
3		At various locations in Talbot county; resurface	5,661	Under construction
		Bridge Replacement/Rehabilitation		
4	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	259	FY 2016
		Urban Reconstruction		
5	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
6		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2017

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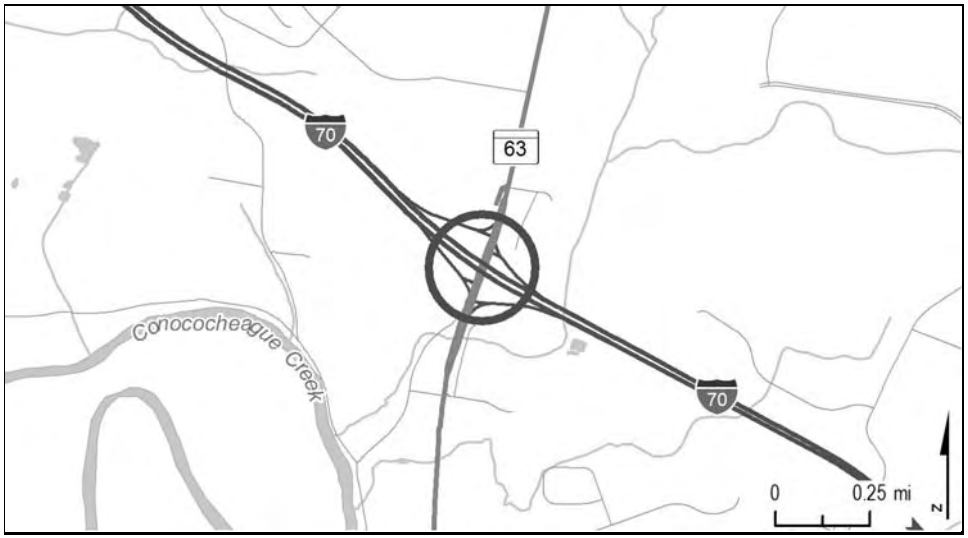
WASHINGTON COUNTY MARYLAND 1776

WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replaced dual bridges 2110802 and 2110804 on I-70 over MD 63.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1965, were structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: I-70 provides a critical link through central and western Maryland. These bridges were structurally deficient. Replacing these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $4.2 million is due to final cost under budget.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	1,161	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,134	13,891	243	0	0	0	0	0	243	0
Total	15,295	15,052	243	0	0	0	0	0	243	0
Federal-Aid	15,018	14,797	221	0	0	0	0	0	221	0

CLASSIFICATION:

STATE - Principal Arterial

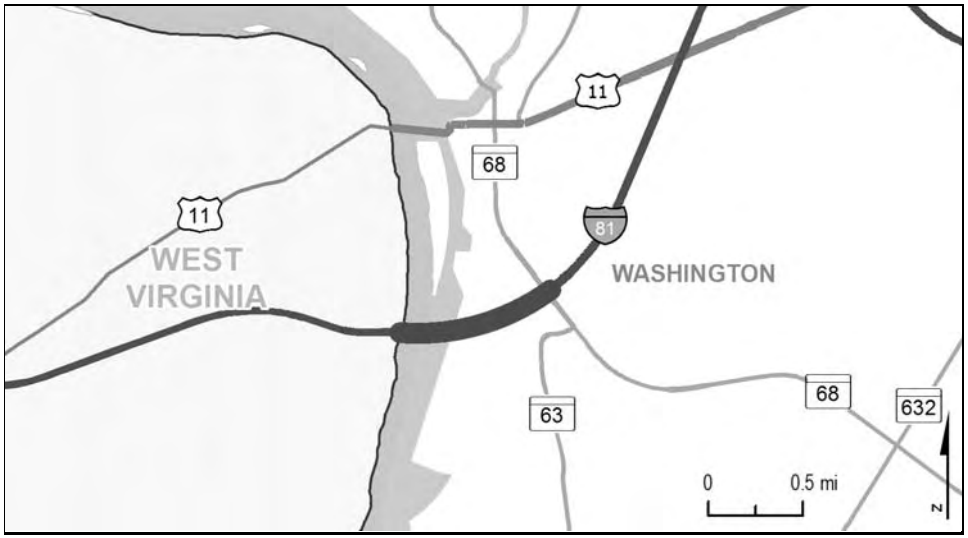
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 48,700

PROJECTED (2035) - 69,950



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Widen to six lanes and reconstruct I-81 between the Potomac River/West Virginia State Line and MD 63/MD 68 (1.1 miles), including widening and rehabilitating dual bridges 21078 over the Potomac River. This project is Phase 1 of a four-phase project to widen and reconstruct I-81 from US 11 in West Virginia to the Pennsylvania State Line. Phase 1 also includes West Virginia-funded widening between US 11 and the Potomac River in West Virginia.

PURPOSE & NEED SUMMARY STATEMENT: Currently a four-lane freeway, I-81 operates poorly due to heavy traffic volume, especially truck traffic. Projected Hagerstown area development will contribute further to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, West Virginia State Line to the Pennsylvania State Line (Line 4)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: I-81 provides a critical link through western Maryland. Rehabilitating this structure and widening I-81 supports critical regional transportation needs.

STATUS: Engineering underway. Construction to begin during budget fiscal year. West Virginia is contributing $39.0 million for the additional widening to the Maryland State Line.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $45.2 million is due to a revised engineers estimate and the addition of the funding for the West Virginia portion of the project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,067	1,496	3,871	700	0	0	0	0	4,571	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	90,000	0	0	19,650	27,150	25,830	17,370	0	90,000	0
Total	96,067	1,496	3,871	20,350	27,150	25,830	17,370	0	94,571	0
Federal-Aid	40,561	0	0	8,856	12,236	11,641	7,828	0	40,561	0

CLASSIFICATION:

STATE - Principal Arterial

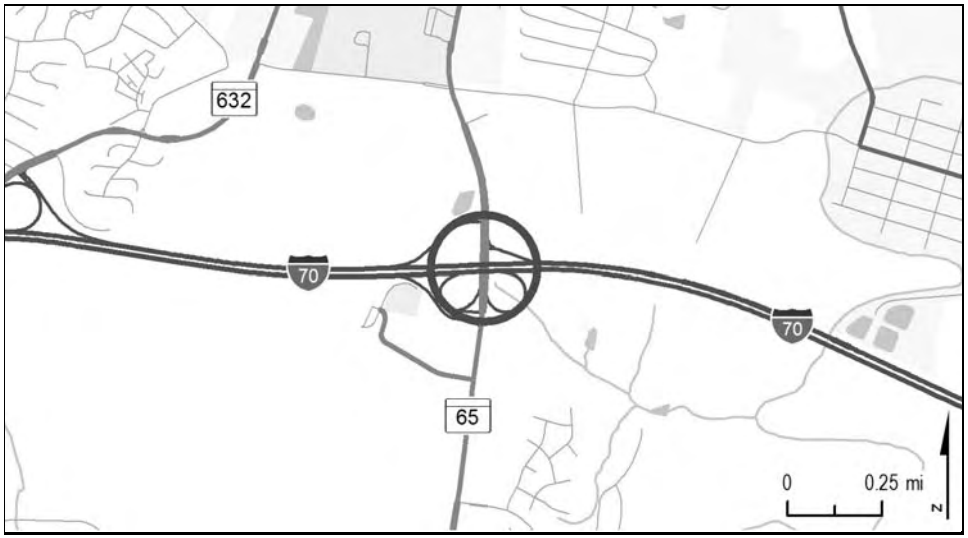
FEDERAL - Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 62,350

PROJECTED (2035) - 91,850



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Study of potential I-70 interchange improvements at MD 65.

JUSTIFICATION: Increasing traffic volumes and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $1.0 million to complete Planning study.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,529	79	700	750	0	0	0	0	1,450	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,529	79	700	750	0	0	0	0	1,450	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

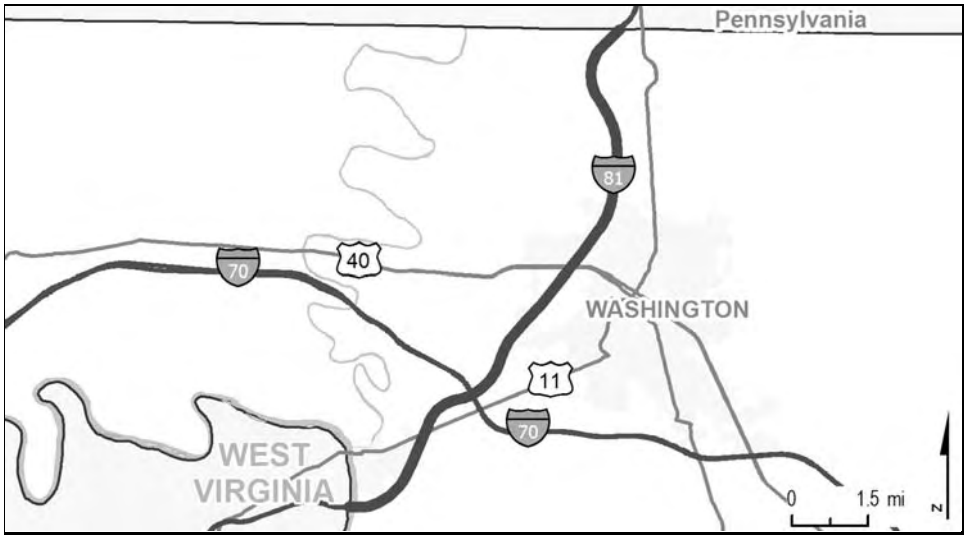
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,250

PROJECTED (2035) - 77,150



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study of I-81 reconstruction from the West Virginia State Line to the Pennsylvania State Line (12.1 miles).

JUSTIFICATION: Currently a four-lane freeway, I-81 operates poorly due to heavy traffic volume, especially truck traffic. Projected Hagerstown area development will contribute further to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Potomac River/West Virginia State Line and MD 63/MD 68 (Line 2)
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,517	3,517	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	3,517	3,517	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,200 - 79,500

PROJECTED (2035) - 50,800 - 117,850

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Washington County; resurface	4,993	Completed
		Bridge Replacement/Rehabilitation		
2	US 40	National Pike; bridge 2113600 over I 70; deck replacement and rehabilitation	2,967	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in west Washington County; mill and resurface	4,458	FY 2016
4		At various locations in east Washington County; mill and resurface	5,916	FY 2016
5		At various locations in Washington County	5,583	Under construction
6	US 40	Dual Highway; Walnut Street to Crest View Road; resurface	3,101	Under construction
7	I 70	Eisenhower Memorial Highway; 0.28 miles east of MD 56 to 0.44 miles east of Boyd Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,500	FY 2017
8	I 81 NB	Halfway Boulevard Bridge to Pennsylvania state line; resurface	4,626	Under construction
9	I 70 EB	Eisenhower Memorial Highway; 0.75 mile east of MD 615 to 0.28 mile east of MD 56; resurface	3,399	Completed
		Bridge Replacement/Rehabilitation		
10		Bridge 2108300 over I-81; bridge deck overlay	2,228	FY 2016

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
11		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean/paint bridges	1,464	Under construction
12	MD 63	Spielman Road; Structure 21047X0 over St. James Run; small structure replacement	1,500	FY 2017
13	I 70	Bridge 2112900 over Beaver Creek; bridge rehabilitation	1,500	FY 2016
14	I 70	Eisenhower Memorial Highway; Bridge 2106900, 2109203, 2109204 and 2111400; clean/paint bridges	1,716	FY 2016
15	I 70 EB	Eisenhower Memorial Highway; Bridge 2108900 over I-70 Ramp A in I-70/I-68 Interchange; bridge rehabilitation	5,000	FY 2016
		Safety/Spot Improvement		
16	I 70	Eisenhower Memorial Highway; US 40 Alt to 0.5 miles east of Black Rock Road Bridge; guard rail	1,291	FY 2016
17	I 81	Maryland Veterans Memorial Highway; MD 58 to US 40; construct ramp Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,976	FY 2017
18	MD 144	Washington Street; At MD 910C; roundabout	1,651	Completed
19	US 340	Jefferson Pike; Valley Road to Keep Tryst Road; guard rail	334	FY 2016
		Urban Reconstruction		
20	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction (Funded for preliminary engineering only)	6,900	Design Underway

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Environmental Preservation		
21		IRVM, VEG MGMT along I-70 & I-68 & I-70/US 40, I-70/MD 65, I-70/MD 68 - Phase 1; landscape	950	FY 2017
		Intersection Capacity Improvements		
22	US 40 AL	E Baltimore Street; at Southern Boulevard; geometric improvements	2,300	FY 2016
23	MD 64	North Cleveland Avenue; at Eastern Boulevard; geometric improvements	1,800	FY 2017
24	I 81	Maryland Veterans Memorial Highway; I-70 to Halfway Boulevard; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,600	FY 2016
		Truck Weight		
25	I 81	MD/PA state line along entrance ramp PA 163; weigh station	288	Completed
		TMDL Compliance		
26	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,005	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
27		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2016
		Landscaping/Scenic Beautification/Mitigation		
28		Rehabilitate C&O Canal Interpretive Water Intake	297	FY 2016

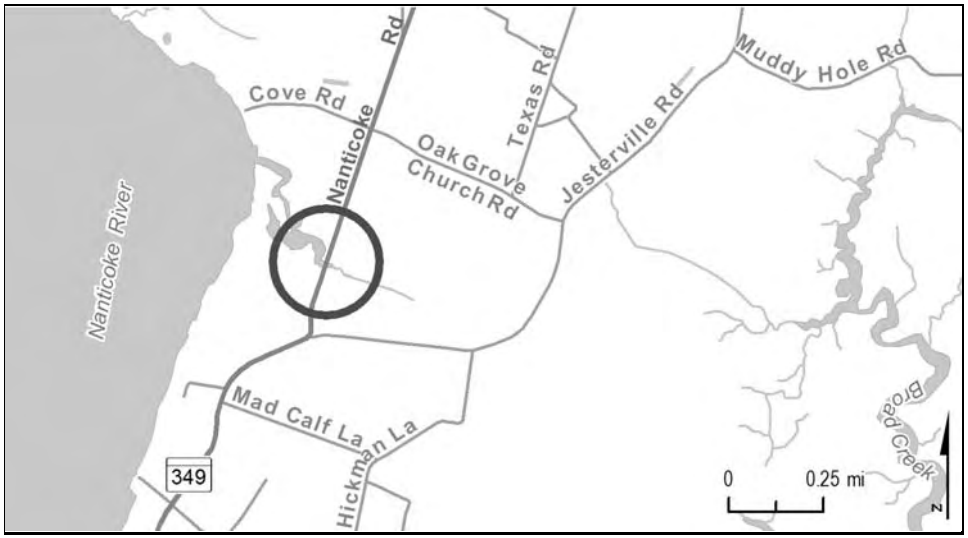
STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Congressional Earmarks		
29		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.4 million; PE)	0	

SHA

WICOMICO COUNTY, MARYLAND · 1867

WICOMICO COUNTY



PROJECT: MD 349, Nanticoke Road

DESCRIPTION: Replace Bridge 22015 over Windsor Creek. Project will include bicycle and pedestrian accommodations where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Safety & Security
☒ System Preservation
☐ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☐ Economic Prosperity

EXPLANATION: The bridge substructure and superstructure requires reconstruction.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,138	303	835	0	0	0	0	0	835	0
Right-of-way	42	12	30	0	0	0	0	0	30	0
Construction	2,621	0	659	1,962	0	0	0	0	2,621	0
Total	3,801	315	1,524	1,962	0	0	0	0	3,486	0
Federal-Aid	896	233	663	0	0	0	0	0	663	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 850

PROJECTED (2035) - 1,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

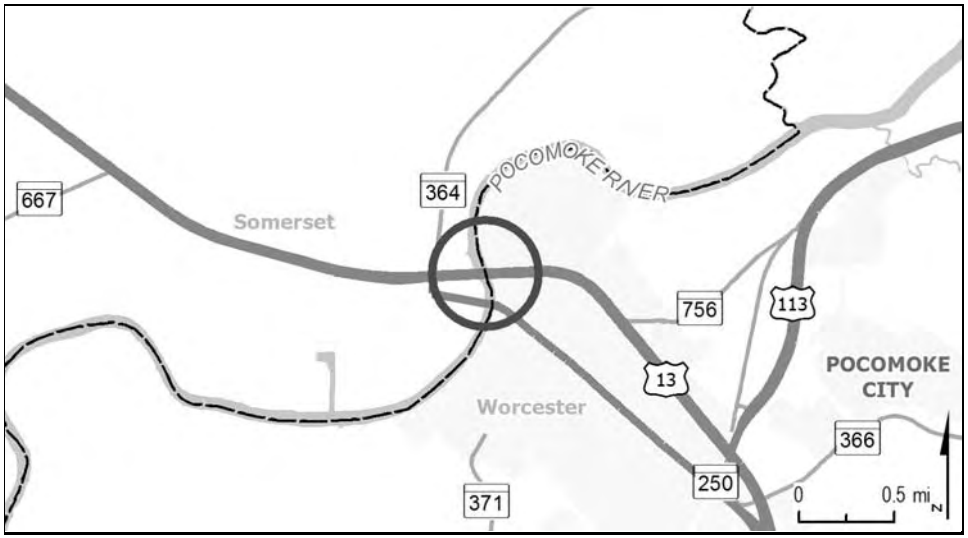
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Old Railroad Road east of Rockawalkin Road; resurface	2,496	Completed
		Safety/Spot Improvement		
2	MD 349	Nanticoke Road; at Crooked Oak Lane; geometric improvements	1,279	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
3		At various locations in Wicomico county; resurface	6,449	Under construction
4		Various locations in Wicomico County; resurface	4,242	Under construction
5	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	2,400	FY 2016
		Bridge Replacement/Rehabilitation		
6	MD 54	Delmar Road; Bridge 22029X0 over Mockingbird Creek; miscellaneous	1,716	FY 2016
7	MD 349	Nanticoke Road; Small structure 22078X0 over Dennis Creek; miscellaneous	383	Under construction
		Safety/Spot Improvement		
8		Melson Road; drainage improvement	60	Under construction
9	US 13 BUS	South Fruitland Boulevard; At South Division Street; geometric improvements	2,485	Under construction

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	US 13 BUS	South and North Salisbury Boulevard; north of South Boulevard to US 50 (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,880	Under construction
11	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,510	Under construction
12	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	8,989	Under construction
13	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,274	Completed
		Intersection Capacity Improvements		
14	US 13 BUS	South Fruitland Boulevard; Dogwood Drive to West College Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,425	FY 2016
		Enhancements		
		Pedestrian/Bicycle Facilities		
15		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2017

WORCESTER COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☐ Safety & Security
- ☒ System Preservation
- ☐ Quality of Service
- ☐ Environmental Stewardship
- ☐ Community Vitality
- ☐ Economic Prosperity

EXPLANATION: The northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,589	12,124	4,465	0	0	0	0	0	4,465	0
Total	17,099	12,634	4,465	0	0	0	0	0	4,465	0
Federal-Aid	13,537	9,991	3,546	0	0	0	0	0	3,546	0

CLASSIFICATION:

STATE - Other Principal Arterial

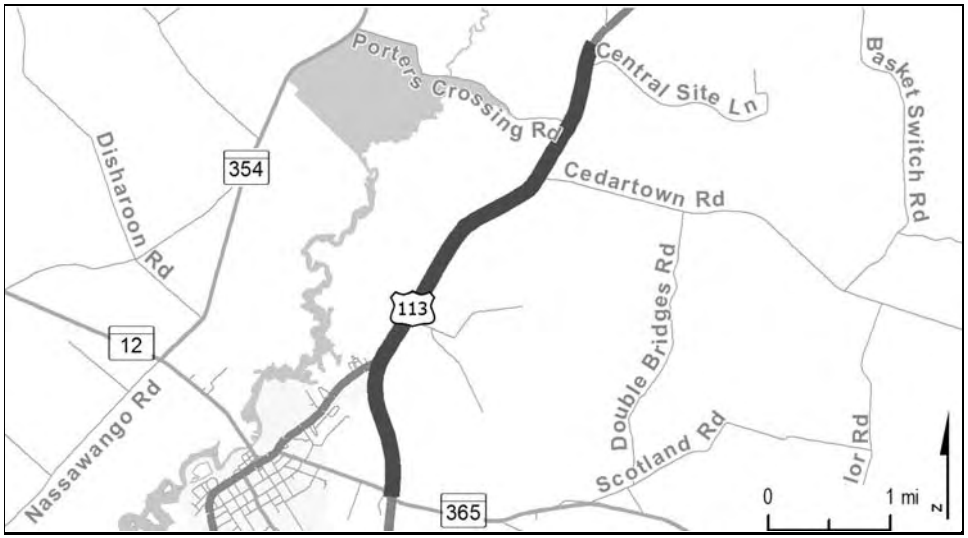
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 17,100



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Five Mile Branch (4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Massy Branch to Five Mile Branch (Phase 3) (Line 3)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☒ Economic Prosperity

EXPLANATION: This project will decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from Development and Evaluation program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,340	4,705	635	0	0	0	0	0	635	0
Right-of-way	13,625	0	210	2,400	4,000	4,000	900	2,115	13,625	0
Construction	67,444	0	0	4,471	10,529	14,710	15,194	20,227	65,131	2,313
Total	86,409	4,705	845	6,871	14,529	18,710	16,094	22,342	79,391	2,313
Federal-Aid	67,156	3,462	793	5,287	11,213	14,474	12,526	17,363	61,656	2,038

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,250 - 13,000
9,400 - 13,100 (Summer)

PROJECTED (2035) - 8,900 - 20,850
11,950 - 27,350 (Summer)

PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, Massey Branch to Five Mile Branch (Phase 3) (4.6 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Rd. to Five Mile Branch (Phase 4) (Line 2)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☒ Safety & Security
☐ System Preservation
☒ Quality of Service
☐ Environmental Stewardship
☐ Community Vitality
☒ Economic Prosperity

EXPLANATION: This project will decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $12.7 million is due to a favorable bid price and reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,207	3,207	0	0	0	0	0	0	0	0
Right-of-way	10,107	2,175	2,329	2,964	2,448	191	0	0	7,932	0
Construction	37,078	1,940	17,828	17,310	0	0	0	0	35,138	0
Total	50,392	7,322	20,157	20,274	2,448	191	0	0	43,070	0
Federal-Aid	36,162	4,029	15,467	15,458	1,208	0	0	0	32,133	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,250 -13,000
9,400 - 13,100 (Summer)

PROJECTED (2035) - 8,900 -20,850
11,950 - 27,350 (Summer)

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. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: The 67 year old drawspan is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,907	2,907	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,907	2,907	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

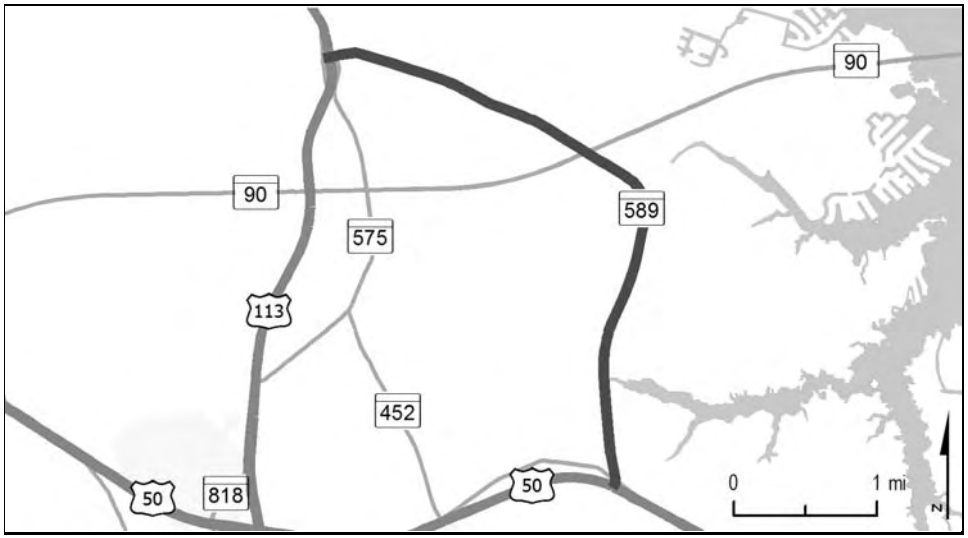
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 17,750
50,800 (Summer)

PROJECTED (2035) - 21,950
65,650 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Study includes potential shared-use path and sidewalks to accommodate bicycles and pedstrians.

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,417	1,417	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,600
28,150 (Summer)

PROJECTED (2035) - 28,800
48,950 (Summer)

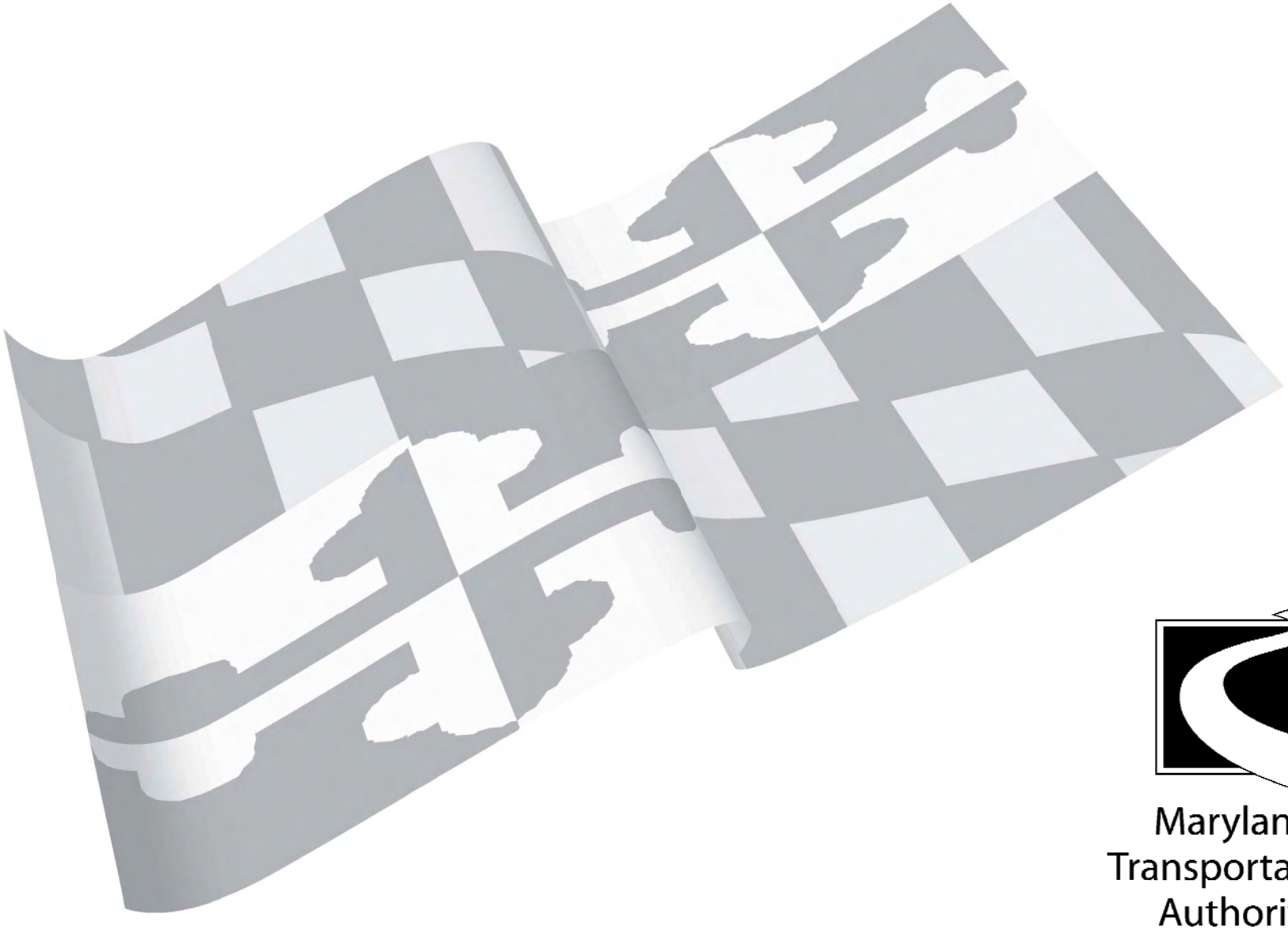
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Year 2016 Completions		
		Safety/Spot Improvement		
1	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	4,292	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
2		At various locations in Worcester County; mill and resurface	11,798	FY 2016
3		At various locations in Worcester county; resurface	6,537	Under construction
4		Various locations in Worcester County; resurface	4,242	Under construction
5	MD 528	Coastal Highway; Delaware state line to 62nd Street; resurface	4,322	FY 2016
		Bridge Replacement/Rehabilitation		
6	MD 90	Ocean City Expressway; Bridge 2302000 over St. Martins River and Bridge 2302100 over Assawoman Bay; bridge rehabilitation	1,144	FY 2016
		Safety/Spot Improvement		
7	US 13 BUS	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	186	FY 2016
		Urban Reconstruction		
8	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; urban reconstruction (Funded for preliminary engineering)	2,823	Design Underway

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2015
		Fiscal Years 2017 and 2018 (cont'd)		
		C.H.A.R.T. Projects		
9		US 50 and MD 90 - CHART DMS deployment; miscellaneous	764	FY 2017

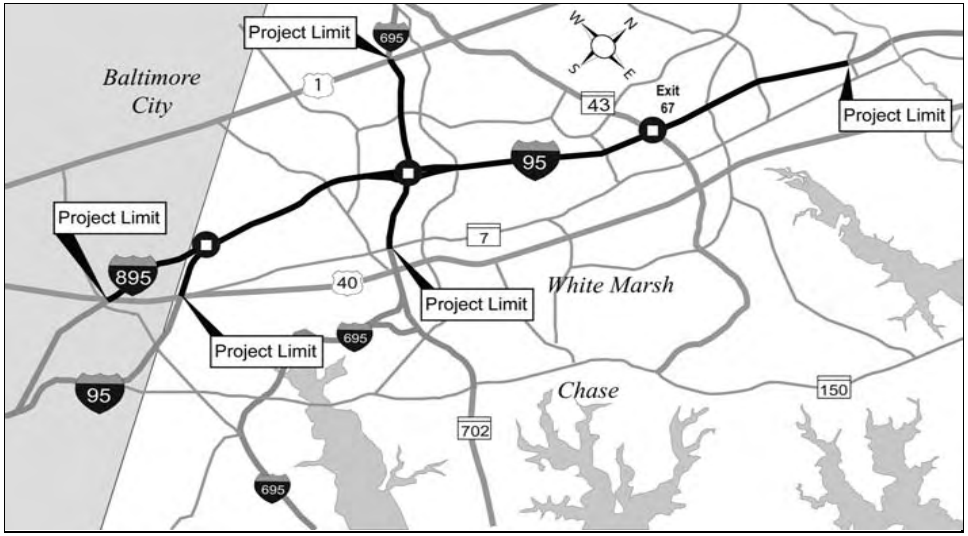


Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	164.6	192.8	161.4	155.8	136.9	59.2	870.7
System Preservation Minor Projects	101.6	156.1	185.5	193.7	163.0	161.9	961.8
Development & Evaluation Program	13.3	14.6	7.3	8.8	9.6	9.8	63.4
TOTAL	279.5	363.5	354.2	358.3	309.5	230.9	1,895.9



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Constructed two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improved the interchanges with I-895, I-695 and MD 43. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: The Express Toll Lanes have helped to reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split that occurs during morning and afternoon rush hours, weekends, holidays, incidents and other peak periods. Prior to the opening of the Express Toll Lanes, this segment of I-95 was the most congested section of I-95 in Maryland north of Baltimore City. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [X] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The reconstruction of three interchanges and the addition of the Express Toll Lanes have helped reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split.

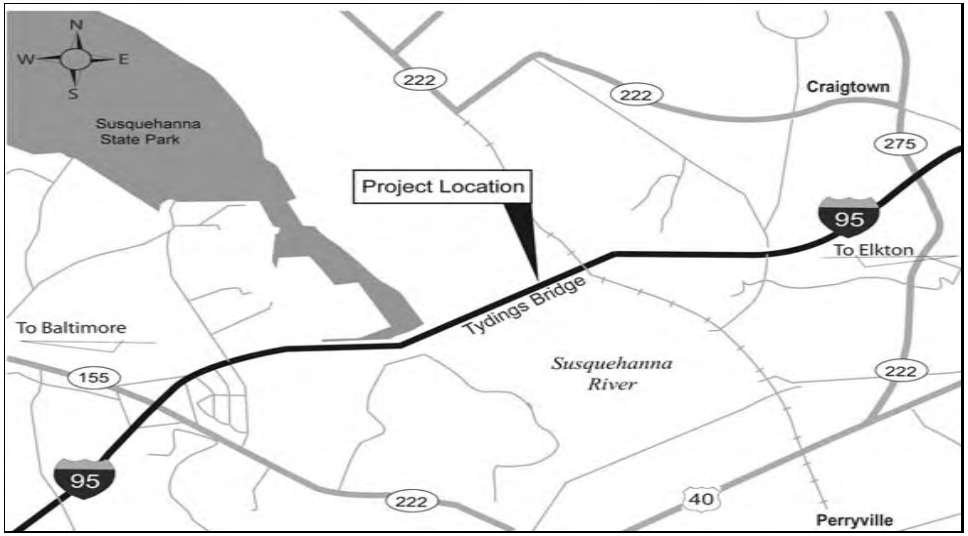
STATUS: The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	119,732	118,861	871	0	0	0	0	0	871	0
Right-of-way	47,507	47,094	267	146	0	0	0	0	413	0
Construction	924,448	851,039	23,555	49,854	0	0	0	0	73,409	0
Total	1,097,719	1,023,026	24,693	50,000	0	0	0	0	74,693	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116, 2343



PROJECT: I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

DESCRIPTION: Clean and paint rusted seams and crevices and paint the flat surfaces of the Tydings Bridge where the paint is showing wear. Also, perform necessary structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the bridge is showing wear. This project will address existing wear and prevent further wear.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

ASSOCIATED IMPROVEMENTS: None.

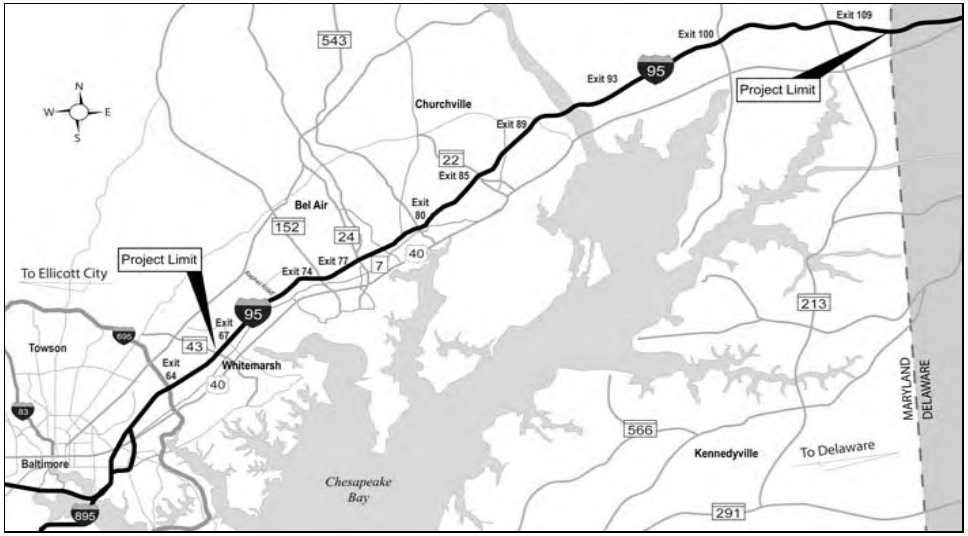
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	199	199	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,383	1,930	7,199	1,254	0	0	0	0	8,453	0
Total	10,582	2,129	7,199	1,254	0	0	0	0	8,453	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2313



PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Only Phases I and II are funded for construction at this time. Phase III is funded for engineering only.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

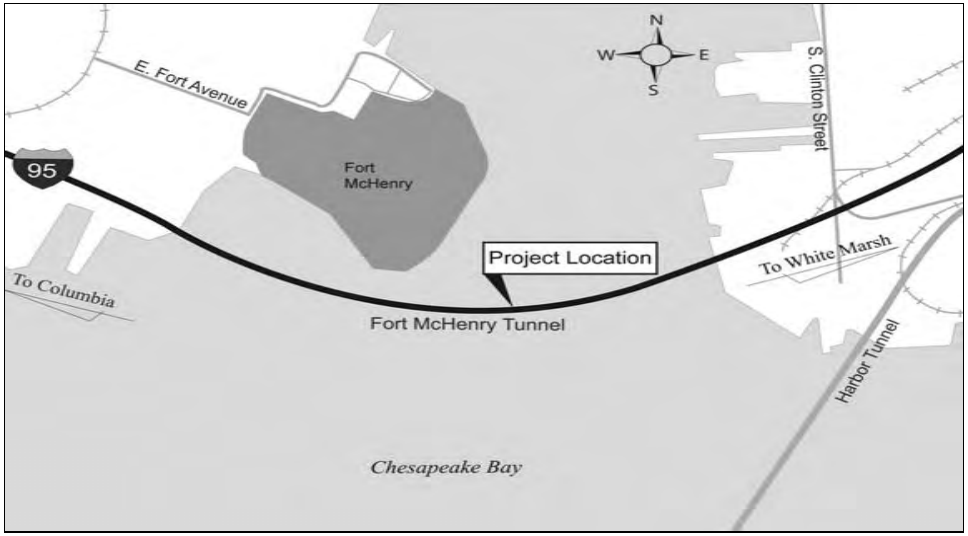
STATUS: Construction of Phase I is complete. Engineering is complete and construction is underway for Phase II. Design for Phase III is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	378	358	20	0	0	0	0	0	20	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,186	13,015	17,005	1,166	0	0	0	0	18,171	0
Total	31,564	13,373	17,025	1,166	0	0	0	0	18,191	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312, 2393, 2394



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

ASSOCIATED IMPROVEMENTS:
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 5)
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 7)

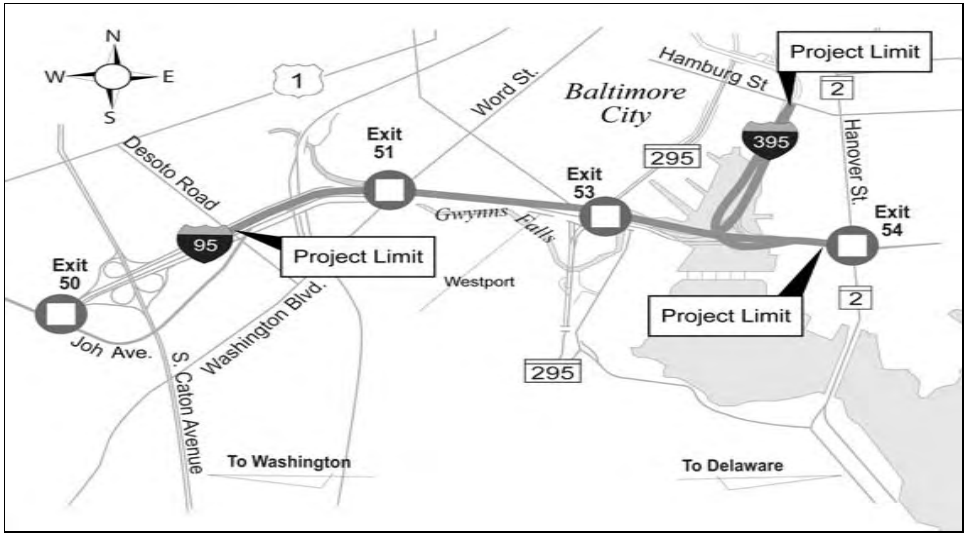
STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	778	778	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,660	26,823	7,000	1,837	0	0	0	0	8,837	0
Total	36,438	27,601	7,000	1,837	0	0	0	0	8,837	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2045, 2226, 2305

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decreased by $2.0 million because all quantities in bid items will not be used.



PROJECT: I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

DESCRIPTION: Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges north and south of the Fort McHenry Tunnel.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 4)
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 7)

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

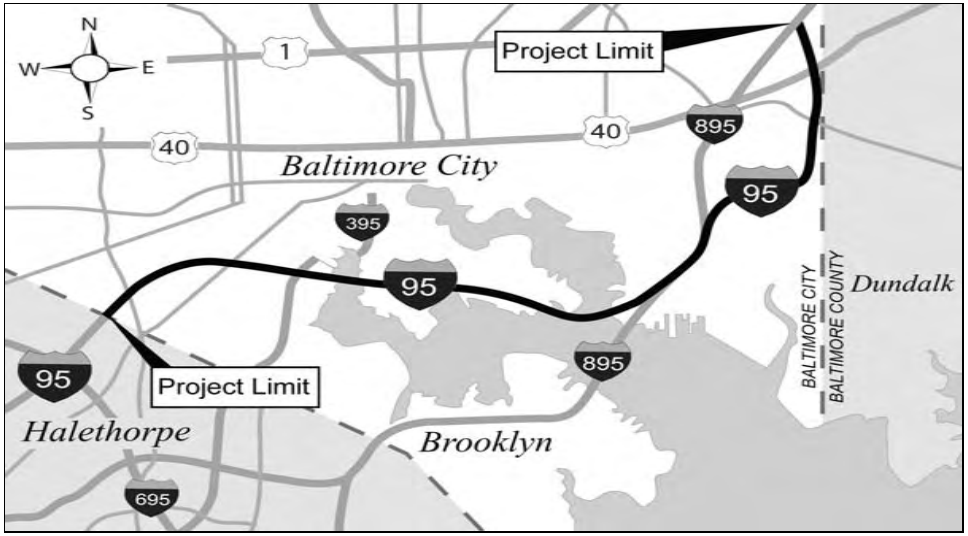
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,038	7,867	171	0	0	0	0	0	171	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	85,917	63,568	19,388	2,961	0	0	0	0	22,349	0
Total	93,955	71,435	19,559	2,961	0	0	0	0	22,520	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2205, 2207, 2262, 2354

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $8.4 million for scope change to include additional superstructure and pier modifications.



PROJECT: I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

DESCRIPTION: Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built in 1985.

PURPOSE & NEED SUMMARY STATEMENT: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

ASSOCIATED IMPROVEMENTS: None.

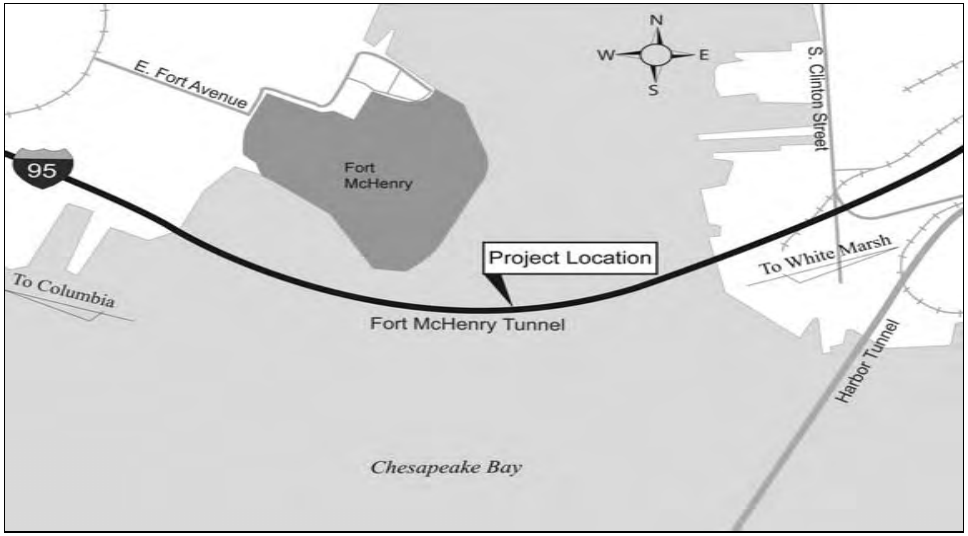
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,086	1,086	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,175	3,618	9,825	2,732	0	0	0	0	12,557	0
Total	17,261	4,704	9,825	2,732	0	0	0	0	12,557	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2206



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace or rehabilitate the Fort McHenry Tunnel lighting system.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel system. The lighting system, which is approaching the end of its life cycle, needs to be replaced.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Old and/or inadequate lighting will be replaced throughout the Fort McHenry Tunnel, which will enhance safety for both workers and drivers.

ASSOCIATED IMPROVEMENTS:
I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 4)
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 5)

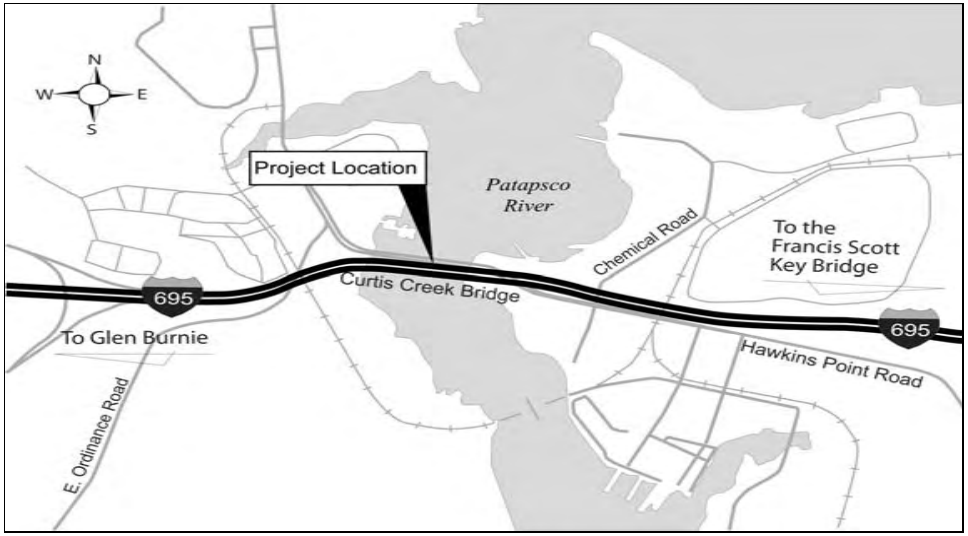
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,634	603	1,031	0	0	0	0	0	1,031	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,441	0	30	20,000	18,411	0	0	0	38,441	0
Total	40,075	603	1,061	20,000	18,411	0	0	0	39,472	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2269



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

DESCRIPTION: Clean and paint the structural steel at the approach spans of the inner loop and outer loop bridges on MD 695 over Curtis Creek.

PURPOSE & NEED SUMMARY STATEMENT: Paint throughout the spans is deteriorating. These bridges have not been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

ASSOCIATED IMPROVEMENTS: None.

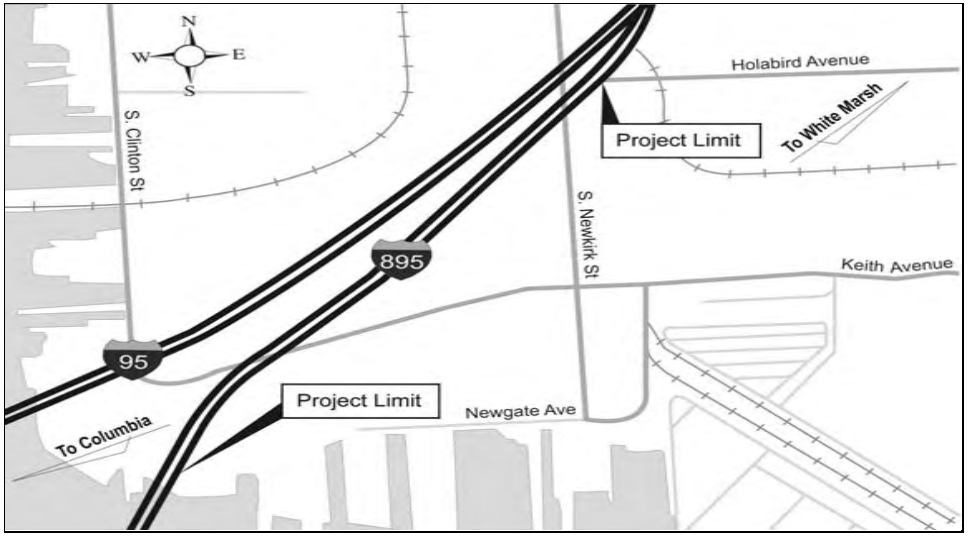
STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	256	256	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,174	2,037	2,365	772	0	0	0	0	3,137	0
Total	5,430	2,293	2,365	772	0	0	0	0	3,137	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2331



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is the MDTA's only Structurally Deficient bridge.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is the MDTA's only Structurally Deficient bridge.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 11)
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Program (Line 13)

STATUS: Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decreased by $16.7 million due to change from 4 Stage Construction to 2 Stage Construction.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,107	13,277	1,800	1,125	1,325	860	860	860	6,830	0
Right-of-way	10,920	432	5,028	5,460	0	0	0	0	10,488	0
Construction	242,070	1,070	0	0	24,100	74,710	101,220	40,970	241,000	0
Total	273,097	14,779	6,828	6,585	25,425	75,570	102,080	41,830	258,318	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280

PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems - Construction Program (Line 12)

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

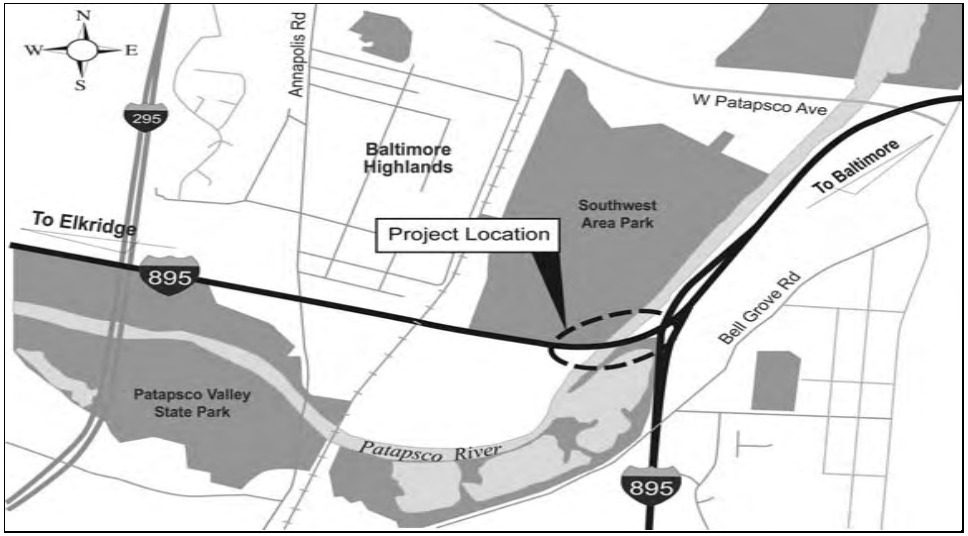
STATUS: Design is complete. Construction is scheduled to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	2,346	500	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,800	0	1,401	18,684	18,684	18,684	3,347	0	60,800	0
Total	63,646	2,346	1,901	18,684	18,684	18,684	3,347	0	61,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2263



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

DESCRIPTION: Replace the deck and superstructure of the bridge over the Patapsco Flats.

PURPOSE & NEED SUMMARY STATEMENT: This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 9)
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Program (Line 13)

STATUS: Design is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $2.3 million for revised scope to include environmental requirements, additional miscellaneous repairs, MOT prephasing, and approach/crossover roadway work.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,165	2,002	163	0	0	0	0	0	163	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,515	35	0	17,000	21,506	21,506	6,468	0	66,480	0
Total	68,680	2,037	163	17,000	21,506	21,506	6,468	0	66,643	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2292

PROJECT: I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems

DESCRIPTION: The project is the rehabilitation of mechanical, electrical, and plumbing systems required to provide a code compliant standpipe system for fire protection in the tunnel. The existing sump pumps and supporting drain pipe network will be upgraded.

PURPOSE & NEED SUMMARY STATEMENT: The mechanical, electrical, and plumbing systems are reaching the end of their useful life and are in need of rehabilitation.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 10)

EXPLANATION: A standpipe is a vertical pipe to which fire hoses can be connected. The project addresses aging mechanical, electrical, and plumbing systems required to provide a code compliant system of standpipes.

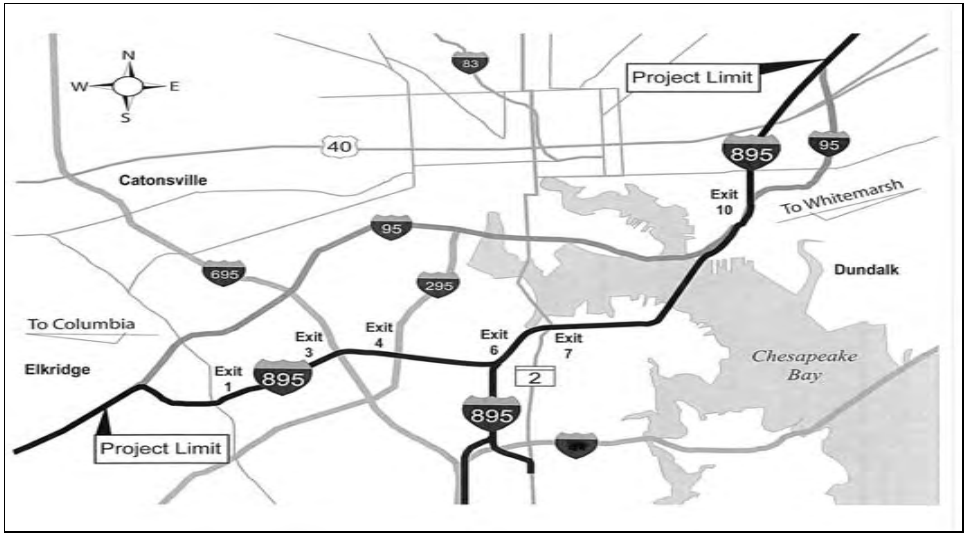
STATUS: Engineering is complete. Construction is scheduled to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	320	278	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,738	0	0	0	0	0	8,407	4,331	12,738	0
Total	13,058	278	42	0	0	0	8,407	4,331	12,780	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2363



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges

DESCRIPTION: Rehabilitate substructure and superstructure of various bridges on I-895 north and south of the Baltimore Harbor Tunnel including the Glen Burnie spur.

PURPOSE & NEED SUMMARY STATEMENT: The substructures and superstructures of the bridges are experiencing various degrees of wear. The improvements will considerably increase the useful life of these structures.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The project will extend the life cycles and usefulness of the structures associated with this tunnel system.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 9)
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 11)

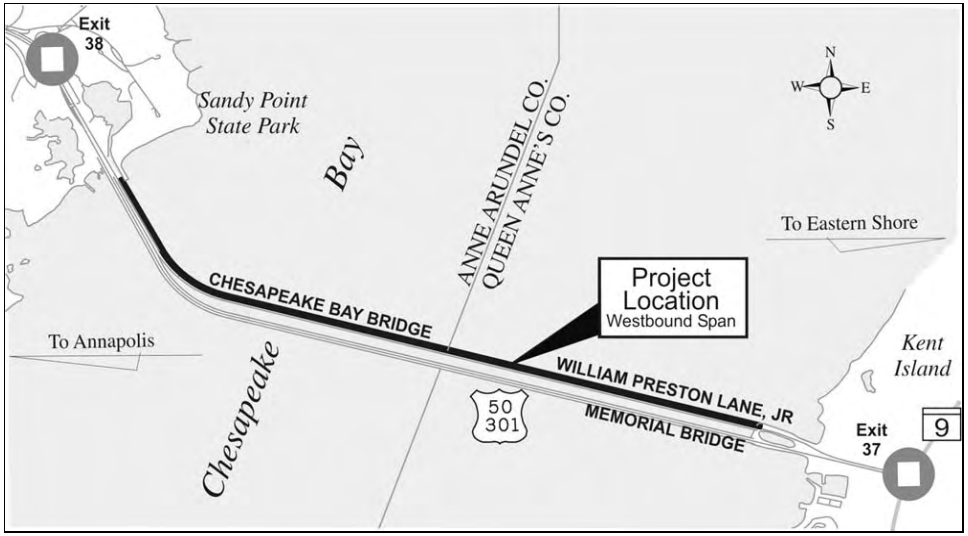
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,355	1,844	1,511	0	0	0	0	0	1,511	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,544	0	0	12,200	19,630	8,714	0	0	40,544	0
Total	43,899	1,844	1,511	12,200	19,630	8,714	0	0	42,055	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2370, 2371, 2372



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)

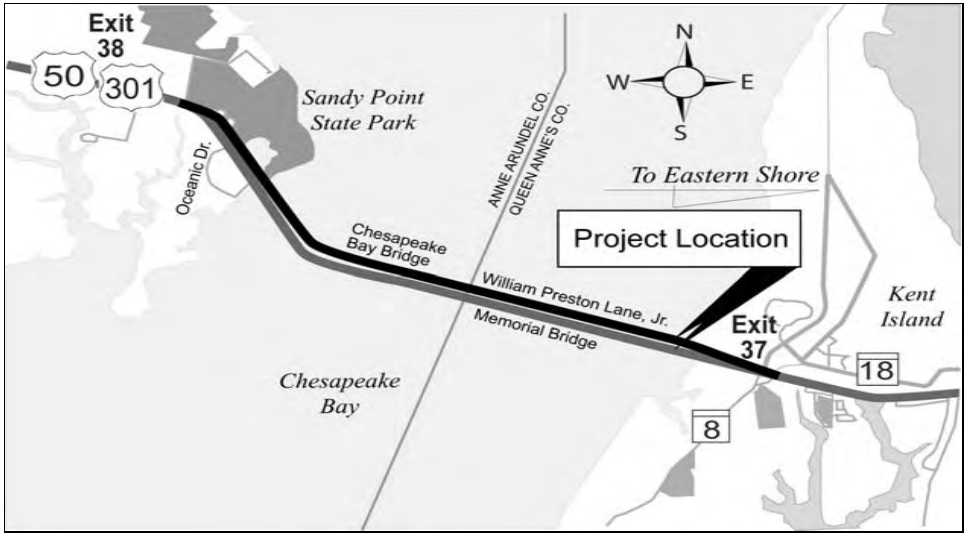
STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $5.8 million for scope change due to recent inspection findings for Phase IV.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	752	63	0	0	0	0	0	63	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,637	76,381	226	2,500	13,602	10,928	0	0	27,256	0
Total	104,452	77,133	289	2,500	13,602	10,928	0	0	27,319	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224, 2259, 2260



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

DESCRIPTION: Rewrap and dehumidify the main cables and anchorages on both spans.

PURPOSE & NEED SUMMARY STATEMENT: The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 26)

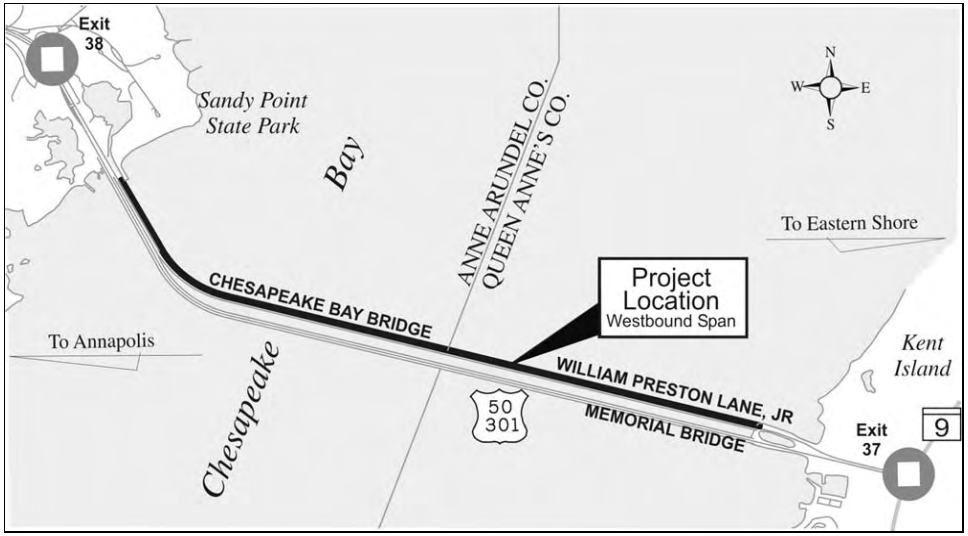
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,230	2,188	1,042	0	0	0	0	0	1,042	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,213	53,760	3,453	0	0	0	0	0	3,453	0
Total	60,443	55,948	4,495	0	0	0	0	0	4,495	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost increased by $6.2 million for unanticipated construction management inspection (CMI) expenses.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Chesapeake Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)

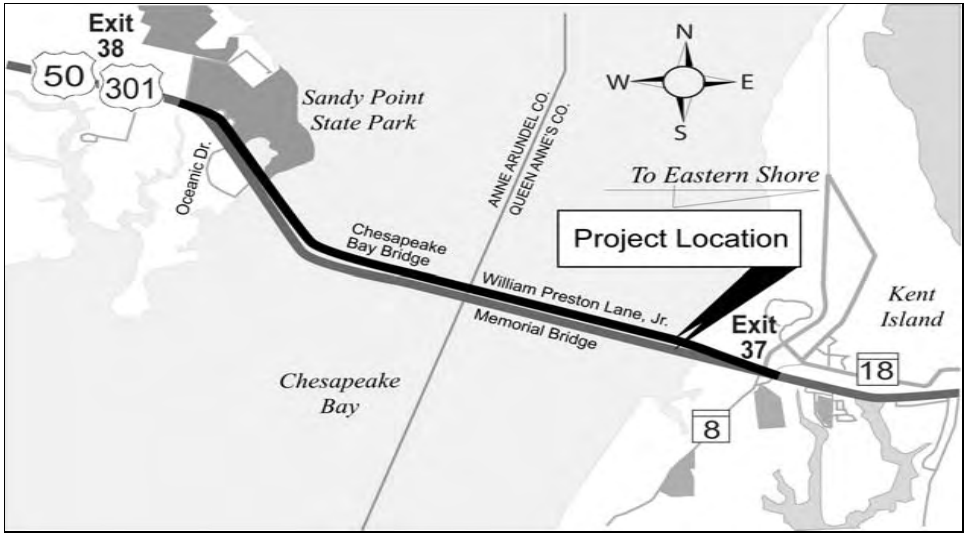
STATUS: Engineering is underway. Construction is scheduled to begin in FY 2016.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	724	1,771	600	105	0	0	0	2,476	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,000	57	6,943	23,500	13,000	500	0	0	43,943	0
Total	47,200	781	8,714	24,100	13,105	500	0	0	46,419	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2342



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to eastbound and westbound Bay Bridges. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge-mounted man lifts.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound Bay Bridges found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the components.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 26)

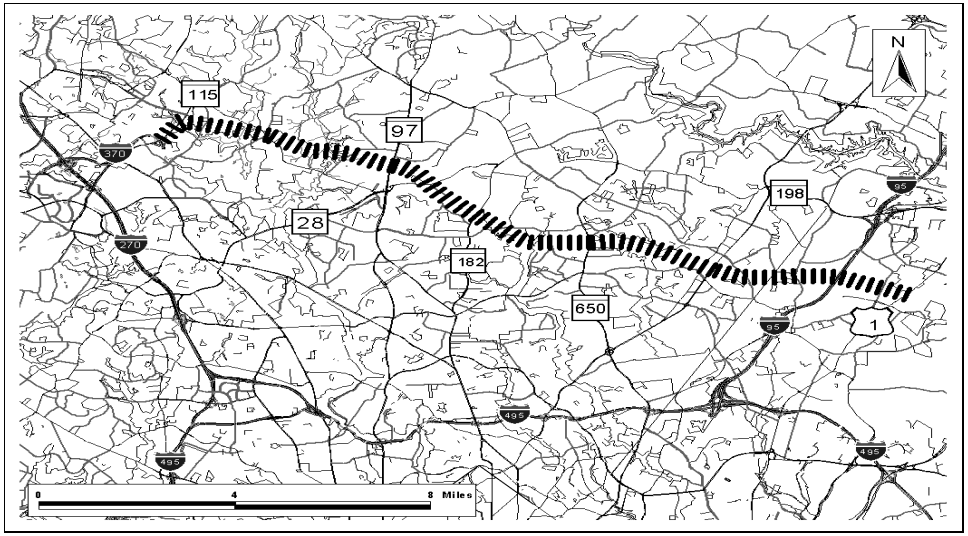
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	326	558	316	0	0	0	0	874	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,510	3,412	7,280	3,818	2,000	0	0	0	13,098	0
Total	17,710	3,738	7,838	4,134	2,000	0	0	0	13,972	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2349



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

ASSOCIATED IMPROVEMENTS:
US 29 Interchanges (Lines 10, 11 Montgomery County - SHA)
MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

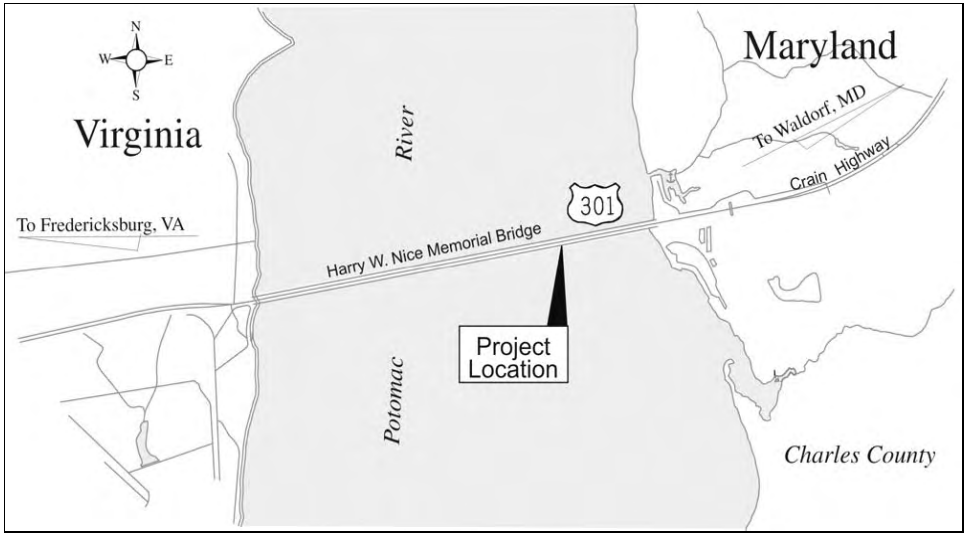
STATUS: The highway is open to service. Final construction elements and environmental mitigation and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0
Right-of-way	246,000	244,259	1,741	0	0	0	0	0	1,741	0
Construction	2,036,518	1,997,902	30,781	5,496	900	600	480	359	38,616	0
Total	2,386,588	2,346,231	32,522	5,496	900	600	480	359	40,357	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal-Aid share of $19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 25)

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	731	69	0	0	0	0	0	69	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	11,249	1,137	0	0	0	0	0	1,137	0
Total	13,186	11,980	1,206	0	0	0	0	0	1,206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160

PROJECT: Point Breeze - Renovate Building 2330

DESCRIPTION: Renovate Point Breeze Building 2330 to provide office space for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) moving from the 5th floor of the Fort McHenry Tunnel East Vent Building.

PURPOSE & NEED SUMMARY STATEMENT: Renovations to the Point Breeze Building 2330 will provide essential operational space in a secured environment required for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions. Integrating the space to provide continuity between AOC and TCO - Dispatch Center will improve communication and efficiency.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The Authority Operations Center (AOC) is the primary traffic and systems monitoring center for various MDTA facilities. The Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions works closely with AOC. Providing an integrated work space will allow maximum efficiency.

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	764	23	741	0	0	0	0	0	741	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,495	0	0	8,500	1,995	0	0	0	10,495	0
Total	11,259	23	741	8,500	1,995	0	0	0	11,236	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2407

PROJECT: Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

DESCRIPTION: Install electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: This project will enhance the safety and security at five major bridges.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will enhance the safety and security at five major bridges.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decreased by $1.5 million as warranty and preventive maintenance costs were transferred to the operating budget.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	616	616	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,129	9,687	1,442	0	0	0	0	0	1,442	0
Total	11,745	10,303	1,442	0	0	0	0	0	1,442	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1966

PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

DESCRIPTION: Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	566	566	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,851	3,657	5,095	5,099	0	0	0	0	10,194	0
Total	14,417	4,223	5,095	5,099	0	0	0	0	10,194	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2287

PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Safety & Security
- [x] System Preservation
- [x] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Cost decreased by $4.4 million to reflect an updated assessment of scope and schedule.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,500	2,213	850	850	850	850	850	580	4,830	1,457
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	70,000	930	0	0	15,290	15,290	15,290	12,100	57,970	11,100
Total	78,500	3,143	850	850	16,140	16,140	16,140	12,680	62,800	12,557
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2147

PROJECT: Remove, Replace, and Upgrade Sign Structures - Northern Region

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980's and are approaching the end of their design life (30 years).

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [X] Safety & Security
- [X] System Preservation
- [ ] Quality of Service
- [ ] Environmental Stewardship
- [ ] Community Vitality
- [ ] Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge will be updated or replaced.

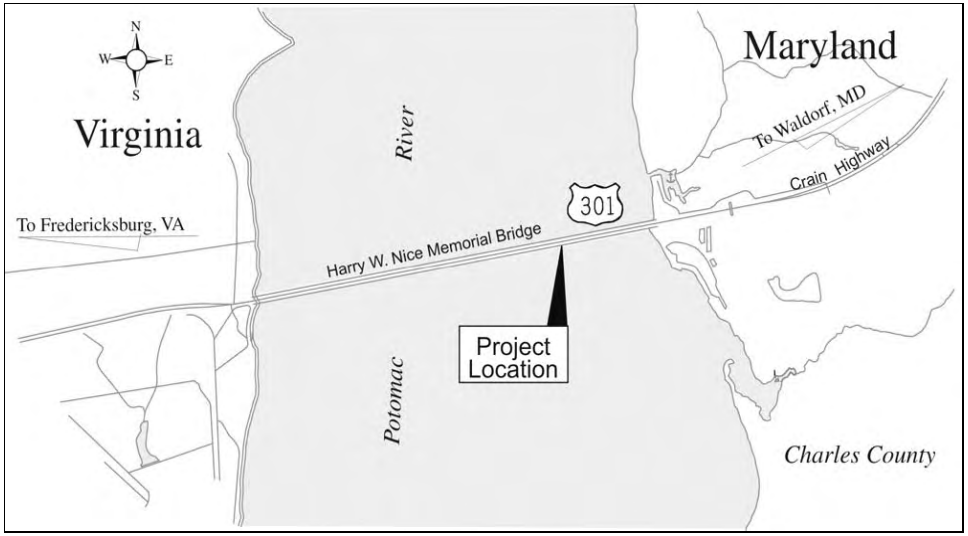
STATUS: Engineering is complete. Construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	354	246	0	0	0	0	0	246	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,078	0	0	6,929	10,018	3,131	0	0	20,078	0
Total	20,678	354	246	6,929	10,018	3,131	0	0	20,324	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2289



PROJECT: US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

DESCRIPTION: Preliminary engineering and right-of-way acquisition for the replacement of the current bridge with a new 4-lane bridge.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 19)

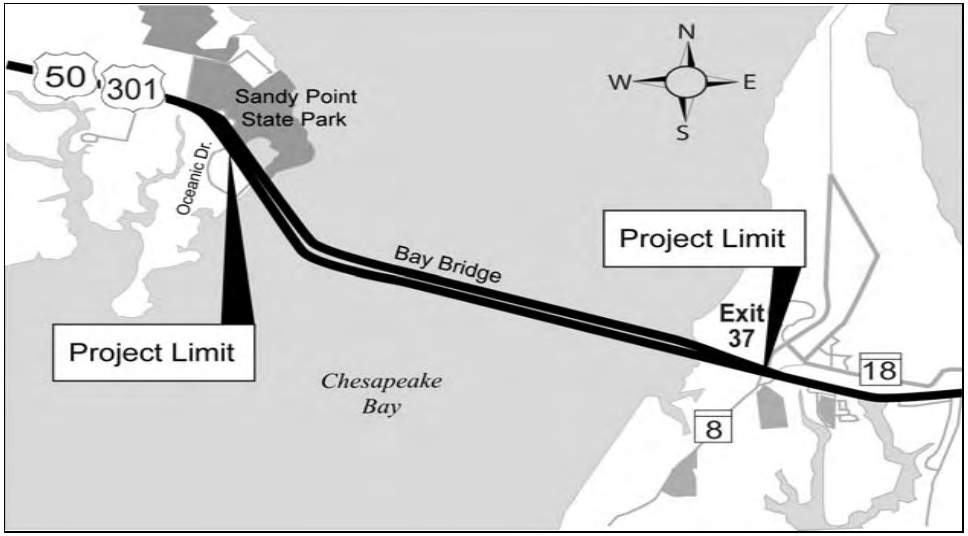
STATUS: Planning is complete. Engineering and right-of-way acquisition are underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	44,605	1,850	10,555	8,000	3,000	6,000	7,600	7,600	42,755	0
Right-of-way	11,700	31	719	2,100	1,825	2,825	2,025	2,175	11,669	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	61,600	7,176	11,274	10,100	4,825	8,825	9,625	9,775	54,424	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: Preliminary engineering for the rehabilitation and/or replacement of the eastbound bridge deck.

JUSTIFICATION: The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)

STATUS: Engineering is underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	1,695	2,000	4,500	2,505	0	0	0	9,005	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,700	1,695	2,000	4,500	2,505	0	0	0	9,005	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2317

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 27

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2015 Completions		
	FORT MCHENRY TUNNEL		
1	Kane Street Property Acquisition (2401)	8	Complete
2	Zone Paint Various Bridges North of Tunnel (2256)	6,688	Complete
	MULTI-AREA		
3	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	845	Complete
4	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	1,637	Complete
5	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	4,445	Complete
6	Replace Navigational Lighting Systems at Francis Scott Key, Nice Memorial and Bay Bridges (2074)	2,791	Complete
	POINT BREEZE		
7	Point Breeze - Second Floor Renovation (2295)	6,489	Complete
8	Replace Roof and Repair Brick Masonry at 2310 Point Breeze Building (2242)	1,730	Complete
	W. P. LANE BRIDGE		
9	Replace Eastbound Span Navigational Lighting (2347)	92	Complete

MARYLAND TRANSPORTATION AUTHORITY - LINE 27 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017		
	BALTIMORE HARBOR TUNNEL		
10	Canton & Fairfield Vent Building Envelope & Evase Repairs (Engineering only) (2306)	220	Underway
11	Modify Under-Clearances at MD 295 and I-895 Spur Overpasses (Engineering only) (2403)	246	Underway
12	Rehabilitate K-Truss Approach Spans (2334)	3,677	Underway
13	Rehabilitate Tunnel Deck (Engineering only) (2389)	289	Underway
14	Rehabilitate Tunnel Liner (2376)	51	Underway
15	Repaint Switchgear Enclosures (2330)	392	Underway
16	Repair Slopes and Drainage (Engineering only) (2380)	498	Underway
17	Replace HVAC at Administration Building (2308)	1,090	Underway
18	Replacement of Concrete Median Barrier along I-895 (Engineering only) (2423)	450	Underway
	F.S.KEY BRIDGE		
19	Resurface Approach Roadways (Engineering only) (2277)	350	Summer, 2016
20	Maintenance & Repair of Curtis Creek Drawbridges (2420)	475	Underway
21	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	5,889	Underway
22	Rehab Substructure and Superstructure of Various Bridges (Engineering only) (2374)	617	Underway
23	Rehabilitate Curtis Creek Bridges (Engineering only) (2375)	764	Underway
24	Renovate Second Floor of Administration Building 303 (Engineering only) (2406)	350	Underway
25	Replace HVAC at Campus and OEC Building Roof (Engineering only) (2319)	84	Underway
26	Replace Underground Storage Tanks with Vaulted Storage Tank (2202)	1,596	Underway
	FORT MCHENRY TUNNEL		
27	I-95 Moravia Road to Tunnel - Phases 1 & 2 NB/Phase 2 SB (Engineering only) (2414)	3,013	Underway
28	Install Fresh Air Duct Lighting (2367)	1,503	Underway
29	Pavement Repairs along Moravia Road from I-895 to US 40 (Engineering only) (2419)	250	Underway
30	Rehab Substructure and Superstructure of Various Bridges (Engineering Only) (2397)	750	Underway
31	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	3,143	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 27 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	FORT MCHENRY TUNNEL (cont'd)		
32	Renovate 1st and 5th Floors at East Vent Building (2364)	7,507	Underway
33	Repair Vent Fans (Engineering only) (2251)	523	Underway
34	Replace Generator at Maintenance Building (2348)	15	Underway
35	Replace Underground Storage Tanks at Administration Building (2381)	953	Underway
36	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (Engineering only) (2299)	2,286	Underway
37	West Vent Building Settlement and Building Repairs (2357)	597	Underway
	HATEM BRIDGE		
38	Rehabilitate Substructure and Superstructure (2368)	3,213	Underway
39	Replace HVAC at Administration Building and Scale Houses (2303)	50	Underway
	KENNEDY HIGHWAY		
40	Install Travel Time System (2373)	343	Underway
41	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	2,652	Underway
42	Rehabilitate Corrugated Pipe Culverts (2359)	848	Underway
43	Rehabilitate Parking Lots and Access Roads at Administration Building (2379)	2,468	Underway
44	Replace Generator at Police Barracks (2410)	75	Underway
45	Replace Light Poles North of ETL into Cecil County (2323)	7,715	Underway
46	Replace Navigational Lighting on the Tydings Bridge (2332)	79	Underway
47	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (2218)	6	Underway
48	Structural Rehab to Various Bridges in Baltimore and Harford Counties (Engineering only) (2383)	346	Underway
49	Structural Rehab to Various Bridges in Cecil County (Engineering only) (2382)	491	Underway
50	Zone Paint Various Bridges - Phase III (2281)	4	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 27 (cont'd)

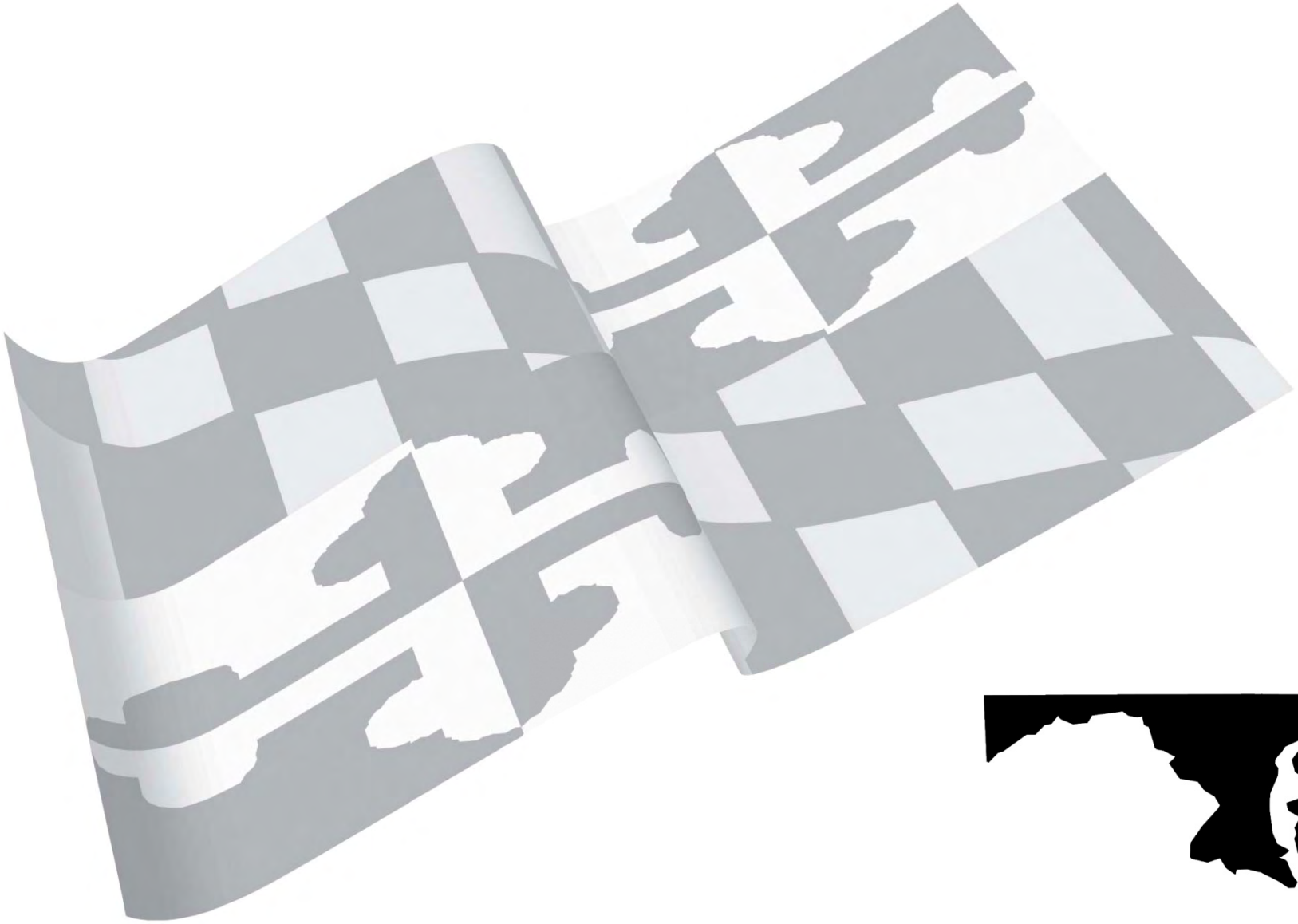
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	MULTI-AREA		
51	Allocated Long Range Capital Needs Reserve (2325)	85,980	Ongoing
52	Equipment Budget (1702)	17,419	Ongoing
53	Bay TMDL Stormwater Retrofits - Phase IV (Engineering only) (2404)	781	Underway
54	Deck Sealing and Miscellaneous Repairs to Bridges on FMT and FSK Approaches (2326)	3,577	Underway
55	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	250	Underway
56	Facility-Wide Culvert and Pipe Rehabilitation (Engineering only) (2390)	305	Underway
57	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Underway
58	Furnish and Install License Plate Recognition Systems (2360)	1,914	Underway
59	Implement Video Citation Process (2294)	646	Underway
60	Install E-ZPass Back-Up Site (2225)	1,152	Underway
61	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	6,884	Underway
62	ITS and Electrical On-Call #3 (Engineering only) (2418)	100	Underway
63	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	2,975	Underway
64	Mainline Small Drainage System Preservation (Engineering only) (2421)	500	Underway
65	Modifications to Toll Plaza Signing at All Facilities (2405)	820	Underway
66	On-Call Drainage and Stormwater Remediation (2366)	456	Underway
67	On-Call Drainage and Stormwater Remediation (Engineering only) (2422)	400	Underway
68	On-Call Electrical and ITS (2345)	2,464	Underway
69	On-Call Facility/Building Repairs (2240)	774	Underway
70	On-Call Facility/Building Repairs (2411)	523	Underway
71	On-Call Miscellaneous Electrical Repairs (2236)	70	Underway
72	On-Call Miscellaneous Paving Repairs (2335)	1,117	Underway
73	On-Call Miscellaneous Paving Repairs (2417)	2,840	Underway
74	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	3,754	Underway
75	On-Call Sign Structures (2298)	1,529	Underway
76	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	8,599	Underway
77	On-Call Structural Repairs and Misc. Modifications (2387)	8,894	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 27 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	MULTI-AREA (cont'd)		
78	On-Call Structural Repairs and Misc. Modifications (2388)	9,079	Underway
79	On-Call Structural Repairs and Miscellaneous Modifications (2254)	1,988	Underway
80	On-Call Structural Repairs and Miscellaneous Modifications (2291)	725	Underway
81	On-Call Structural Repairs and Miscellaneous Modifications (2296)	965	Underway
82	On-Call Structural Repairs and Miscellaneous Modifications (2415)	2,270	Underway
83	On-Call Structural Repairs and Miscellaneous Modifications (2416)	1,926	Underway
84	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	855	Underway
85	Replace Generators at JFK, WPL, BHT and FSK (2265)	1,206	Underway
86	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	419	Underway
87	Replace Uninterruptible Power Supplies (Engineering only) (2413)	333	Underway
88	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	2,380	Underway
89	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	3,524	Underway
90	Upgrade Fire Alarm and Security Systems (2358)	2,545	Underway
	NICE BRIDGE		
91	Install Communications Tower (Engineering only) (2424)	100	Underway
92	Rehabilitate Substructure and Superstructure (2395)	3,285	Underway
93	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	386	Underway
	POINT BREEZE		
94	Demolition of Power Plant Building (Engineering only) (2398)	292	Underway
95	On-Call Facility and Building Repairs (2400)	331	Underway
96	Point Breeze Renovations Final Phase. (2356)	1,248	Underway
97	Rehabilitate Parking Lots (2365)	682	Underway
98	Replace Rooftop HVAC at Headquarters Building (2399)	735	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 27 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY16 + FY17 PROJECT COST ($000's)	CONSTRUCTION START
	Fiscal Year 2016 and 2017 (cont'd)		
	W. P. LANE BRIDGE		
99	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	50	Underway
100	Modify Lane Use System (2340)	635	Underway
101	Priority Structural Repairs and Misc. Modifications (Engineering only) (2412)	720	Underway
102	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	406	Underway
103	Renovate Conduit Hangers - Westbound Span (2267)	385	Underway
104	Repair Toll Plaza Concrete Paving (2318)	640	Underway
105	Replace 5KV Feeder on Eastbound Span (Engineering only) (2329)	31	Underway
106	Replace Acoustic Monitoring on Eastbound Span (2341)	183	Underway
107	Replace Eastbound Span Trolley System (Engineering only) (2391)	109	Underway
108	Replace HVAC at Campus Buildings (2362)	1,776	Underway
109	Replace Staging Dock (Engineering only) (2392)	380	Underway
110	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	38	Underway
111	Seal Deck of Westbound Span (Engineering only) (2369)	255	Underway



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland's program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.