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CONSOLIDATED TRANSPORTATION PROGRAM

FY2020 - FY2025



2020 STATE REPORT ON TRANSPORTATION

/ Larry Hogan
Governor

/ Boyd K. Rutherford
Lt Governor

/ Gregory Slater
Acting 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) business units; the Transportation Secretary’s Office (MDOT TSO), the Maryland Aviation Administration (MDOT MAA), Maryland Port Administration (MDOT MPA), Motor Vehicle Administration (MDOT MVA), State Highway Administration (MDOT SHA), Maryland Transit Administration (MDOT MTA) – and related authorities to the MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

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

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT’s Office of Diversity and Equity at **410-865-1397**.

For the hearing impaired, Maryland Relay 711.

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

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's Final six-year capital investment program for transportation, the Final FY 2020 – FY 2025 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. The MDOT just updated the MTP, a 20-year vision for Maryland's transportation system, in January 2019. The MTP was updated after five years through an extensive outreach effort with the public, local jurisdictions, and state agencies to ensure it reflects the needs and priorities of Marylanders. To learn more or review the 2040 MTP, visit the MTP website at: mdot.maryland.gov/MTP. The 2040 MTP goals are:

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

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

The CTP contains projects and programs across MDOT. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of MDOT as embodied in the goals outlined in the MTP, our mission (below), and the results we aim to achieve. These priorities must address federal and state requirements; local government mandates, interests, and concerns; and customer needs.

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

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

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

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

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

Facilitate Economic Opportunity in Maryland

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to attracting a competent workforce. Transportation infrastructure provides value and investing in Maryland's transportation system creates jobs and supports Maryland industries and businesses. MDOT works to ensure its investments support a healthy and competitive state economy. In FY 2019 the MDOT Capital Program supported over 25,000 jobs. It did this by undertaking projects that improve access to jobs, as well as improve freight and commodity flows and the movement of goods and services in and through Maryland. MDOT is currently advancing its largest construction program in its history reflecting unprecedented growth in transportation investments. Over the past four years, MDOT has completed 1,069 projects worth nearly \$5.9 billion. As of the fall of 2019, there were 718 projects totaling \$7.8 billion underway.

The Hogan Administration has declared Maryland "Open for Business" and continues to challenge MDOT to facilitate economic opportunity and to help create jobs. To do this, MDOT must focus on fixing our highways and bridges and addressing congestion issues all around the State by employing efficient and innovative transportation solutions. This year's Final CTP continues the implementation of key new projects to address long-standing transportation issues across the State. Cost savings and innovative project delivery mechanisms have allowed MDOT to be in the fortunate position to move numerous projects forward to address many of the State's needs and invest

public dollars in the most efficient and cost-effective way while supporting economic development and creating or supporting jobs and minimizing impacts to Marylanders.

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



Freight

Freight activity in Maryland and throughout the East Coast is expected to increase significantly in the coming decades. In 2018, the Port handled a record 850,147 cars and light trucks, the eighth consecutive year it finished first among all U.S. ports for cars. It also finished first for heavy roll on/roll off machinery. Maryland's location at the crossroads of the I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the State, regional, and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight

and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with local, state and federal officials and freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes of transportation. MDOT partnered with not only local and federal partners but the private sector to obtain for Maryland two Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants. Cecil County has been awarded \$20 million in partnership with the Maryland Transportation Authority (MDTA) to build a new interchange at I-95 and Belvidere Road creating a direct connection to existing and planned distribution, warehousing, manufacturing and retail business in the Cecil County Principio Enterprise Zone. MDOT Maryland Port Administration (MDOT MPA) was awarded \$6.55 million to add a second berth capable of serving 50-foot draft ultra large container vessels and help modernize the Port. Maryland will also receive \$125 million in other federal discretionary grant funding for the Howard Street Tunnel expansion in partnership with CSX.

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

Real ID

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

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

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

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



Provide a Safe & Secure Transportation Infrastructure

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

MDOT Safety Pledge

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

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

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

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

Strategic Highway Safety Plan

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

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

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ALWAYS BUCKLE UP!
it's the single most important way to save your life in a crash.

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

USE CROSSWALKS AND BIKE LANES
be visible on the road.

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

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

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

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

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

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

Airport Safety Projects

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

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

Provide an Efficient, Well-Connected Transportation Experience

The users of Maryland highways face some of the nation's worst congestion. This fact has stifled economic development across the State. The Hogan Administration continues to direct MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.

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



Use Resources Wisely

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

A key focus area is the condition of bridges across Maryland. MDOT SHA continues to make significant progress in reducing the number of poor rated bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. There were 69 bridges identified as poor rated when Governor Hogan took office in 2015. All 69 of those bridges have either been addressed or are currently under construction. Each year, additional bridges are identified as poor rated.

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

Deliver Transportation Solutions and Services of Great Value

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

Regional Transit Plan for Central Maryland

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

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



Purple Line

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

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

Practical Design

To benefit the entire Maryland transportation network, MDOT has been developing engineering policies for all of its business units that incorporate the principles of practical design, which focuses on producing safe and efficient projects that address the most important needs at the most economical cost. The goal is to build good projects to achieve a safe, well-performing transportation system throughout the State without shifting the cost burden to maintenance. MDOT's Practical Design Policy provides a process for all planning, preliminary engineering, and design activities. The policy ensures that safety is never compromised, design solutions are reached collaboratively, and the project's needs are met.

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

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

Reliable, On-Time Service

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

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

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



Transit Fleet Improvements

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

Cashless Tolls

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

Be a Good Neighbor

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

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



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

Be a Good Steward of our Environment

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

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

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

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

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



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

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

Commuter Choice Maryland

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

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

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

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



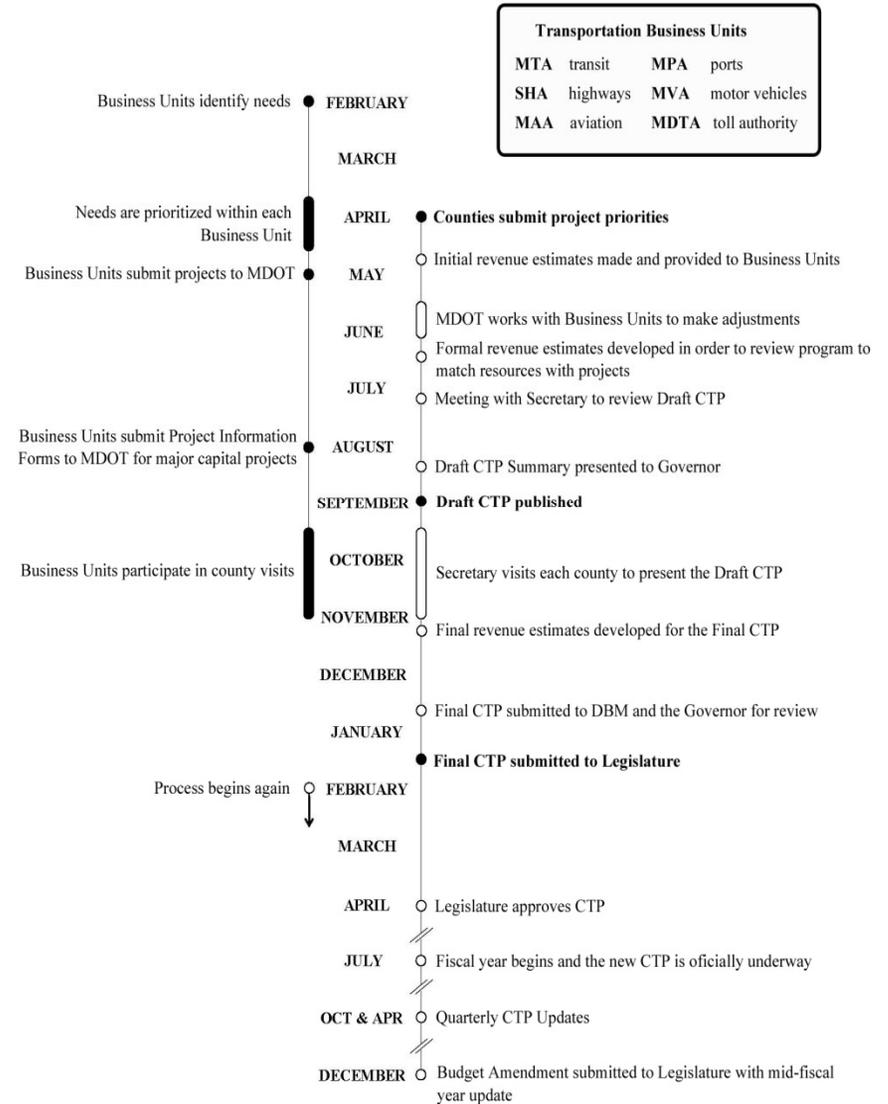
Process for CTP Development

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

These criteria include:

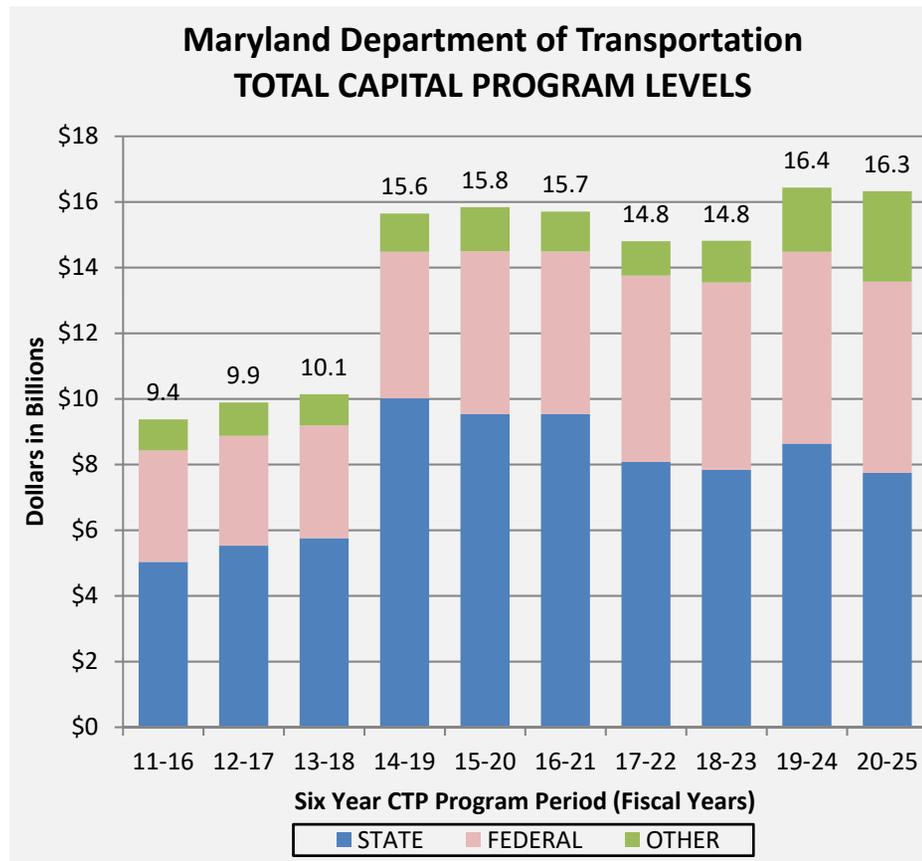
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development,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

CTP Development Process
Maryland Department of Transportation - January 2016



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



State Revenue Projections

Total projected revenues amount to \$31.1 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date.

Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$7.3 billion over the six-year period. As of July 1, 2019, the motor fuel tax rates were 36.7 cents per gallon gasoline and 37.45 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.2 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2019 is 10.7 cents per gallon. The rate is estimated to average 10.9 cents per gallon over the program period.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.9 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.3 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$6.5 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; only \$638 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed

discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.1 billion, with \$1.1 billion from MDOT MTA, \$347 million from MDOT MPA, and \$1.7 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Infrastructure Investment Act of 2013. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$2.3 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$764 million. These sources include General Fund revenues, county contributions to MDOT projects, earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit and other multimodal projects through September 30, 2020. The FAST Act included some policy changes, a new focus on freight and provided funding certainty for five full years through September 2020 including built-in inflation from existing funding levels. Congress must develop a new authorization Act for federal funding to continue or extend the existing act by the end of this federal fiscal year.

Authorization does not mean appropriation. While Congress authorized a five-year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For FFY 20, this CTP includes the Congressional appropriation of FAST Act authorized amounts for FFY 2020 and continues this funding through FFY 2025.

Federal aid, representing 21 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2020 - FY 2025 Consolidated Transportation Program (CTP).

Highways and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$665 million in highway formula funding and \$199 million in transit formula funding in FFY 2020 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2018 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$445 million in appropriations from the combined FFY 2016 - FFY 2020 Appropriations bills.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent. Given that Congress has passed a long-term bill with inflation built in, this CTP assumes an OA level of 94.0 percent for FFY 2020 through FFY 2025.

Washington Metropolitan Area Transit Authority — WMATA

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

The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, the District of Columbia and the Commonwealth of Virginia. Even with the recent creation of dedicated funding

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

MDOT's top priority is to restore the safety and reliability of the WMATA system. This is demonstrated through investments in safety and state of good repair. This CTP includes a total of \$300 million (\$50 million each year in FY 2020 through 2025) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds to match federal grants provided from FY 2010 through FY 2019.



Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MDOT MAA estimates annual AIP entitlement funding will range from \$3.5 million to \$4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The FAA Reauthorization Act of 2018 extended FAA authority to 2023. The MDOT MAA has received entitlement AIP funding in FFY 2019 of \$4.9 million toward the reconstruction of Taxiway Z. In addition, the MDOT MAA received \$5.0 million of discretionary AIP funding in FFY 2019 toward the reconstruction of Taxiway Z. In December 2019, \$3.4 million of Supplemental AIP funding was received toward Taxiway F lighting and relocation to meet EB75 standards.

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

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

Port of Baltimore

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

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

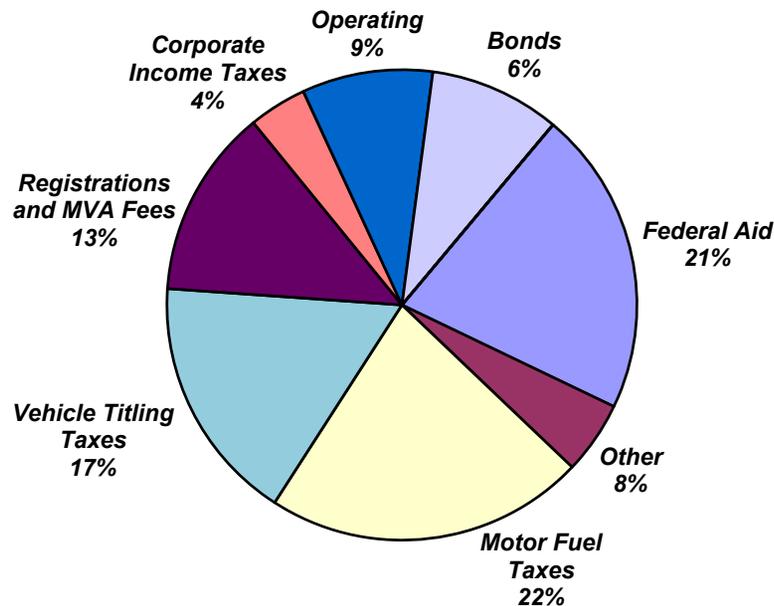
Terminal security efforts are enhanced with federal assistance through the Port Security Grant Program. The MDOT MPA anticipates federal assistance of approximately \$900 thousand to facilitate several projects to improve security at its terminals.

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

WHERE THE MONEY COMES FROM...

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

Where The Money Comes From

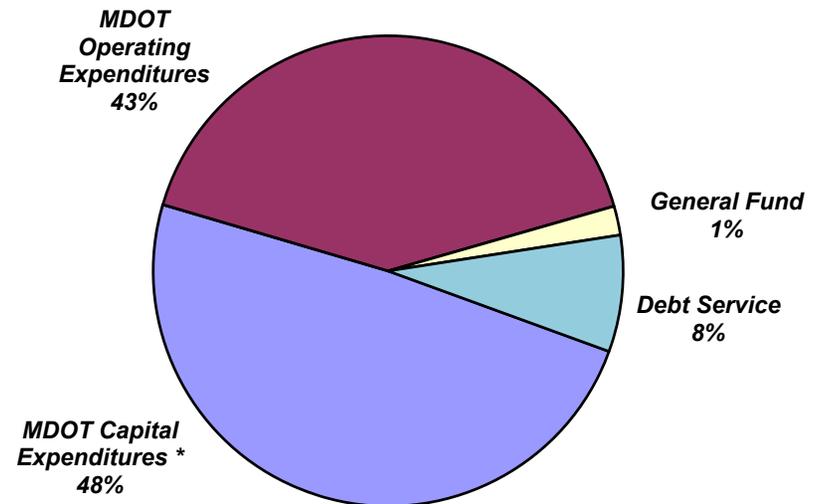


Total projected Trust Fund revenues amount to \$31.1 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary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

WHERE THE MONEY GOES...

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

Where The Money Goes



* Includes local transportation grants

Planned Capital Expenditures

FY 2020-2025 FINAL CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
MDOT TSO	130.6	13.3	2.7	146.6	0.9
MDOT MVA	147.0	0.0	0.0	147.0	0.9
MDOT MAA **	260.3	67.2	706.5	1,034.0	6.3
MDOT MPA	678.9	146.1	334.8	1,159.8	7.1
MDOT MTA	882.9	1,940.4	183.7	3,007.0	18.4
WMATA	1,203.1	599.3	903.0	2,705.4	16.6
MDOT SHA	4,444.5	3,655.2	26.4	8,126.1	49.8
TOTAL	7,747.3	5,822.0	2,756.4	16,325.7	100.0

Note: Figures may not add perfectly due to rounding.

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

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

MDOT TSO – Transportation Secretary’s Office

MDOT MVA – Motor Vehicle Administration

MDOT MAA – Maryland Aviation Administration

MDOT MPA – Maryland Port Administration

MDOT MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

MDOT SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

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

- Report on progress toward achieving the goals and objectives in the MTP and the CTP;
- Establish performance indicators that quantify achievement of these objectives; and
- Set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary’s Office, the transportation business units, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated last year, in the spring of 2018, with the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT has also participated in the State’s Managing for Results (MFR) effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

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

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on the Interstate System and the remainder of the NHS.
- Bridge condition on the NHS.
- Fatalities and serious injuries (both number and rate per vehicle miles traveled) on all public roads.
- Traffic congestion.
- On-road mobile source emissions.
- Reliability of truck travel time on the Interstate System.

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

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

HOW TO READ THIS DOCUMENT

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

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

Funding Phases

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

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

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

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

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

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

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

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

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2019-2024 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; changes in the construction start year; significant cost increases or decreases, and changes in the scope of a project.

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

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

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

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

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

PROJECTS ADDED TO THE D&E PROGRAM

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

	Total	22.9

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

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

465.3

Maryland Transportation Authority

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

0.2

Total **465.5**

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

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

CONSTRUCTION SCHEDULE DELAYS

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

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

COST & SCOPE CHANGES

In total, one-hundred and fifty-eight major construction projects experienced significant changes in project cost or scope, for a net increase of \$1.23 billion. One-hundred And Four projects increased in cost by a total of \$1.02 billion, while thirty-eight projects experienced decreases totaling \$296.9 million. The scope of thirteen projects changed, which caused a net increase totalling \$524.0 million, while two projects experienced a reduction in scope totalling \$21.2 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2019 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

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

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

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

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

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

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

AWARDS

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

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

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

THE SECRETARY'S OFFICE

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

STATE HIGHWAY ADMINISTRATION

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

MOTOR VEHICLE ADMINISTRATION

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

MARYLAND TRANSIT ADMINISTRATION

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

MARYLAND PORT ADMINISTRATION

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

MARYLAND AVIATION ADMINISTRATION

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

DEPARTMENT TOTAL

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

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

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

Maryland Port Administration ((J03D00))

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

Motor Vehicle Administration ((J04E00))

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

Maryland Transit Administration ((J05H00))

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

Maryland Aviation Administration ((J06I00))

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

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

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

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

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

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

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

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

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

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

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

SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

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

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

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR (\$ MILLIONS)

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2020 - FY 2025 CTP/STIP:

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

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

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

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

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

MAJOR BRIDGE PROJECTS

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

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

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Cecil County

Construction Program

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

Charles County

Construction Program

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

Frederick County

Construction Program

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

Garrett County

Construction Program

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

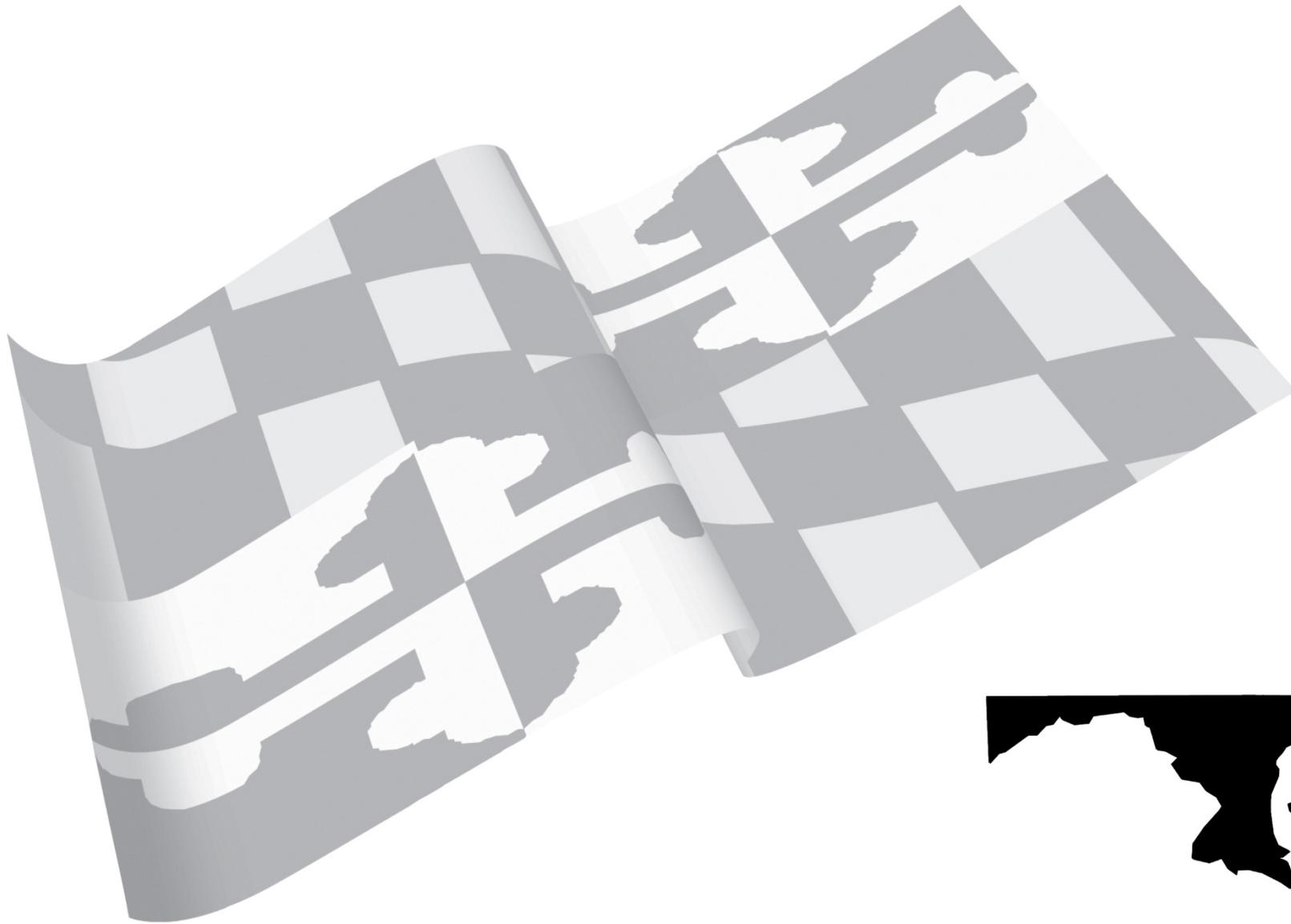
Montgomery County

Construction Program

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

MAJOR BRIDGE PROJECTS (Cont'd.)

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



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

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

^Includes planning, design and construction funds

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

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

***Funding is estimated based on projected federal appropriations and historic program spending on bicycle and pedestrian projects; see typical awards on pages below.

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF December 2019

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

MARYLAND TRANSIT ADMINISTRATION

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

STATE HIGHWAY ADMINISTRATION

Retrofit Sidewalk Program (Fiscal years 20-21)

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Bicycle Program (Fiscal years 20-21)

Carroll County

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

Montgomery County

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

Worcester County

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

TOTAL 6,685,000

ADA Program (Fiscal years 20-21)

TOTAL 14,000,000

Urban Reconstruction (Fiscal years 20-21)

Calvert County

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

Frederick County

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

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

Kent County

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

Queen Anne's County

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Washington County

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

TOTAL 1,597,000

Primary/Secondary Program (Fiscal years 20-25)

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

Allegany County

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

Anne Arundel County

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

Baltimore County

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

Calvert County

MD 2/4 - Fox Run Boulevard to Commerce Lane	shoulders	0.8 miles	120,000
	sidewalks	0.8 miles	109,824
MD 261 - Bridge over Fishing Creek	shoulders	0.1 miles	15,000

Caroline County

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

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

Cecil County

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

Frederick County

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

Garrett County

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

Montgomery County

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

Prince George's County

I-95/I-495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
US 1 - MD 193 to I-95 (Segments 2 & 3)	sidewalks	1.1 miles	151,008
	wide curb lanes	1.1 miles	165,000
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
MD 212A - Powder Mill Road	sidewalks	1.6 miles	240,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	15,000
	wide curb lanes	0.1 miles	15,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Saint Mary's County

MD 5 - south of Camp Brown Road to the Roger Station	shoulders	2.2 miles	330,000
MD 5 - at Abell Street/Moakley Street	wide curb lanes	0.2 miles	30,000

Wicomico County

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

Worcester County

US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000
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wide curb lanes	6.9 miles	sub-total	1,035,000
shoulders	11.0 miles	sub-total	1,650,000
sidewalks	12.3 miles	sub-total	1,710,168
TOTAL			4,395,168

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ONGOING GRANT AWARDS AND EARMARKS

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

Bikeways Program

Typical projects, awarded FY2020

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

TOTAL FY2020 AWARDS* 2,000,000

Recreational Trails Program

Typical projects, awarded FY2020

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

TOTAL FY2020 AWARDS* 994,461

* Fiscal Year 2020 Project Awards were announced September, 2019

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Alternatives Program/Transportation Enhancements

Typical projects, awarded FY2020

Anne Arundel County - Broadneck Peninsula Trail, Phase 3	2,600,000
MTA - Bus Stop Accessibility Upgrade at Rail Stations	172,000
<i>Montgomery County - Falls Road Shared-Use Path</i>	1,230,000
National Park Service - Chesapeake & Ohio Canal Towpath Rehabilitation, Phase III	1,027,632
Town of Capitol Heights - Chamber Avenue Green/Complete Street	250,000
City of Hagerstown - City Park Train Hub Locomotive Refurbishment and Pavilion Replacement	228,000

TOTAL FY2020 AWARDS* 5,955,632

Safe Routes to School

Typical projects, awarded FY2020

Baltimore County - Pedestrian Improvements and Connections for Edgemere and Sparrows Point Elementary Schools	160,000
Town of Vienna - Sidewalk at Vienna Elementary School	60,000
City of Takoma Park - Takoma Park Improvement Project 2020	86,494
Town of University Park - Traffic Safety Improvement Plan	82,000
City of Hagerstown - Traffic Signal Replacement at Intersection of Frederick Street & Eastern Boulevard	228,000

TOTAL FY2020 AWARDS* 616,494

* Fiscal Year 2020 Project Awards were announced September, 2019

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Federal Earmark Projects

Anne Arundel County

South Shore Trail 1,600,000

Baltimore City

East North Avenue (US 1) 4,000,000

MLK Boulevard & West Baltimore Street 2,000,000

Life Science Park (EBDI) 9,000,000

Midtown Cultural District Streetscape 475,000

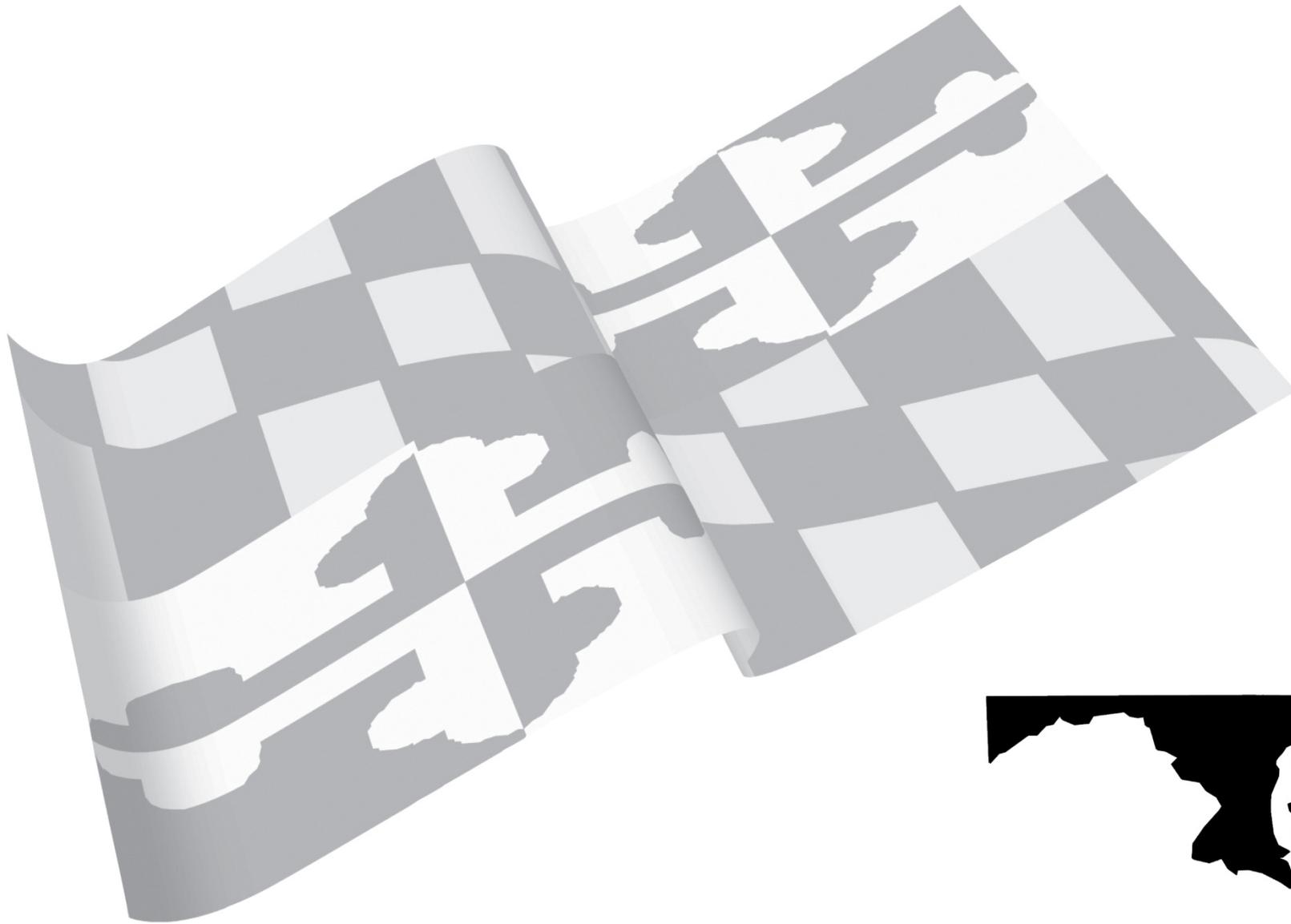
Druid Hill Park Improvements 1,600,000

Coppin State University ADA Improvements 2,640,000

Montgomery County

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

TOTAL ALLOCATIONS 25,315,000



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2020

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

MARYLAND AVIATION ADMINISTRATION

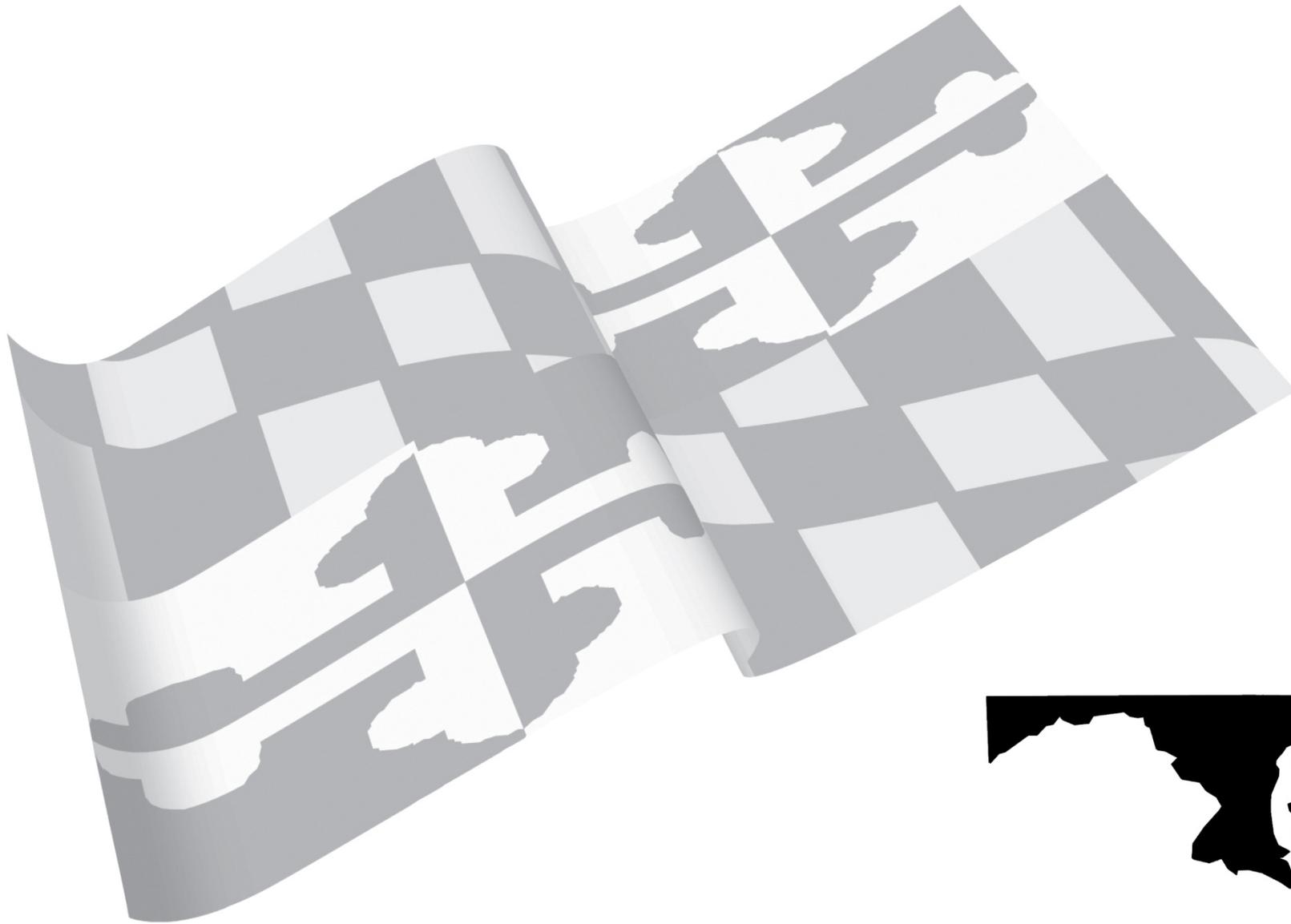
<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Allegany County	Greater Cumberland Regional	5000	277	278	5,555
Carroll	Carroll County Regional	207	11	12	230
Dorchester County	Cambridge-Dorchester Regional	315	154	63	532
Frederick County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

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2020

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

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (\$000's)			<u>Total</u>
		<u>Federal</u>	<u>State</u>	<u>Local/Owner</u>	
Washington County	Hagerstown Regional Airport	6,669	370	562	7,601
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	3,059	170	170	3,399
Worcester County	Ocean City Municipal Airport	174	<u>269</u>	96	539
	Total		\$2,348		



MULTIMODAL FREIGHT PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION

MULTIMODAL FREIGHT PROJECTS

Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. Highways, rail, marine and airport infrastructure must be in good working condition and free flowing. Unpredictable congestion and delays lower the reliability of delivery times, which leads to costlier freight movement. Ensuring that the network of highways, railways, waterways, and airports are ready to handle the current level and anticipated growth of goods movement is a priority of the Maryland Department of Transportation (MDOT).

MDOT is working to implement multimodal freight mobility solutions, advance supply chains through transportation improvements, and expand freight transportation options throughout the state. The goal of investing in freight related projects is to help improve logistical transportation for over 82,000 freight industry businesses that employ 1.5 million people and contribute \$123.4 billion annually to the State's economy.

How is Maryland accommodating goods movement today?

Multiple plans and programs being undertaken by MDOT include freight projects in various stages of development from concept to construction. Highway improvement, maintenance, and capacity projects run the gamut of Intelligent Transportation Systems (ITS) applications for protecting roadways from damage to increasing safe havens for truck drivers. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

How is Maryland accommodating goods movement for the future?

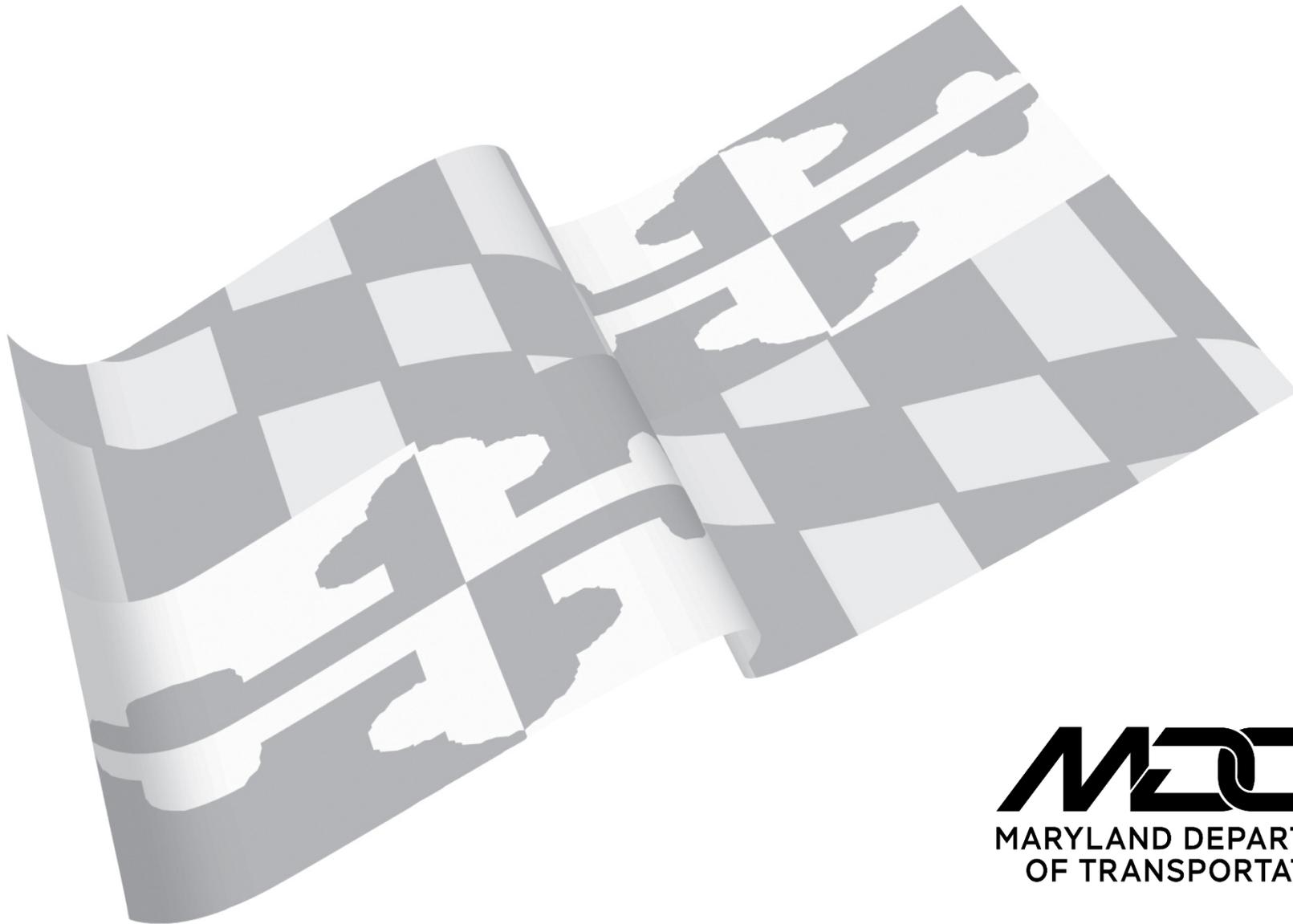
MDOT developed a Strategic Goods Movement Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT partnered with carriers, shippers, and freight network users to develop a strategy that works for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for state funding priorities and to help Maryland's ability to meet the national freight goals established in federal surface transportation authorization.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$4.0 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

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

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

<p>MONTGOMERY I-270 multimodal corridor study (capacity improvements) MD 355 grade separated crossing over CSX Multiple projects for bridge replacement and safety, capacity, and operational improvements</p>	<p>135,202</p>
<p>PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) MD 4, Suitland Parkway Interchange (capacity improvement) MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements)</p>	<p>164,293</p>
<p>WASHINGTON I-70 interchange improvements study (bridge replacement and capacity improvements) I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (bridge replacement and capacity improvements) I-81, widen and rehabilitate bridge over Potomac River</p>	<p>54,002</p>
<p>WORCESTER US 113, capacity improvements</p>	<p>15,396</p>



MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

THE SECRETARY'S OFFICE

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

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



PROJECT: Transportation Alternatives Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	2,100	300	300	300	300	300	300	300	1,800	0
Engineering	4,550	650	650	650	650	650	650	650	3,900	0
Right-of-way	700	100	100	100	100	100	100	100	600	0
Construction	110,450	15,850	16,150	14,450	17,950	18,350	17,050	10,650	94,600	0
Total	117,800	16,900	17,200	15,500	19,000	19,400	18,100	11,700	100,900	0
Federal-Aid	88,600	7,900	13,700	12,400	15,200	15,500	14,500	9,400	80,700	0

STIP REFERENCE #State6



PROJECT: Transportation Emission Reduction Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Ongoing

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	93,695	65,328	4,615	4,517	4,802	4,714	4,811	4,908	28,367	0	
Total	93,695	65,328	4,615	4,517	4,802	4,714	4,811	4,908	28,367	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

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



PROJECT: Bikeways Network Program

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

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

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

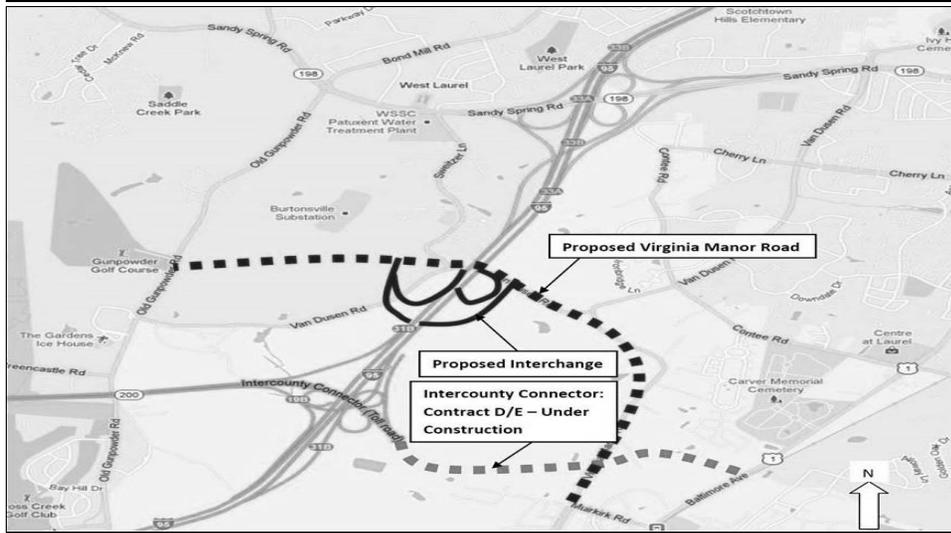
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,053	13,541	1,412	3,800	3,800	500	0	0	9,512	0
Total	23,053	13,541	1,412	3,800	3,800	500	0	0	9,512	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0



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

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

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

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

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

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

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

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

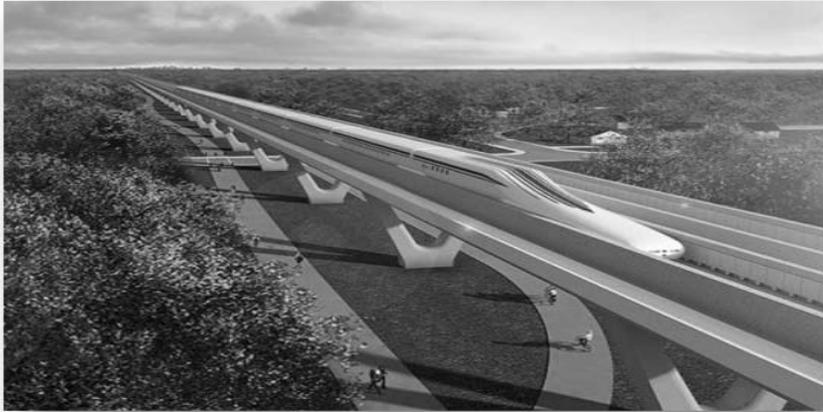
ASSOCIATED IMPROVEMENTS:

MD 200, InterCounty Connector (MdTA Line - 31)

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	27,000	16,001	0	0	0	0	0	0	0	10,999	
Total	30,000	19,001	0	0	0	0	0	0	0	10,999	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning activities are underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	34,749	21,143	6,106	7,500	0	0	0	0	13,606	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,749	21,143	6,106	7,500	0	0	0	0	13,606	0
Federal-Aid	27,800	16,915	4,885	6,000	0	0	0	0	10,885	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 6

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

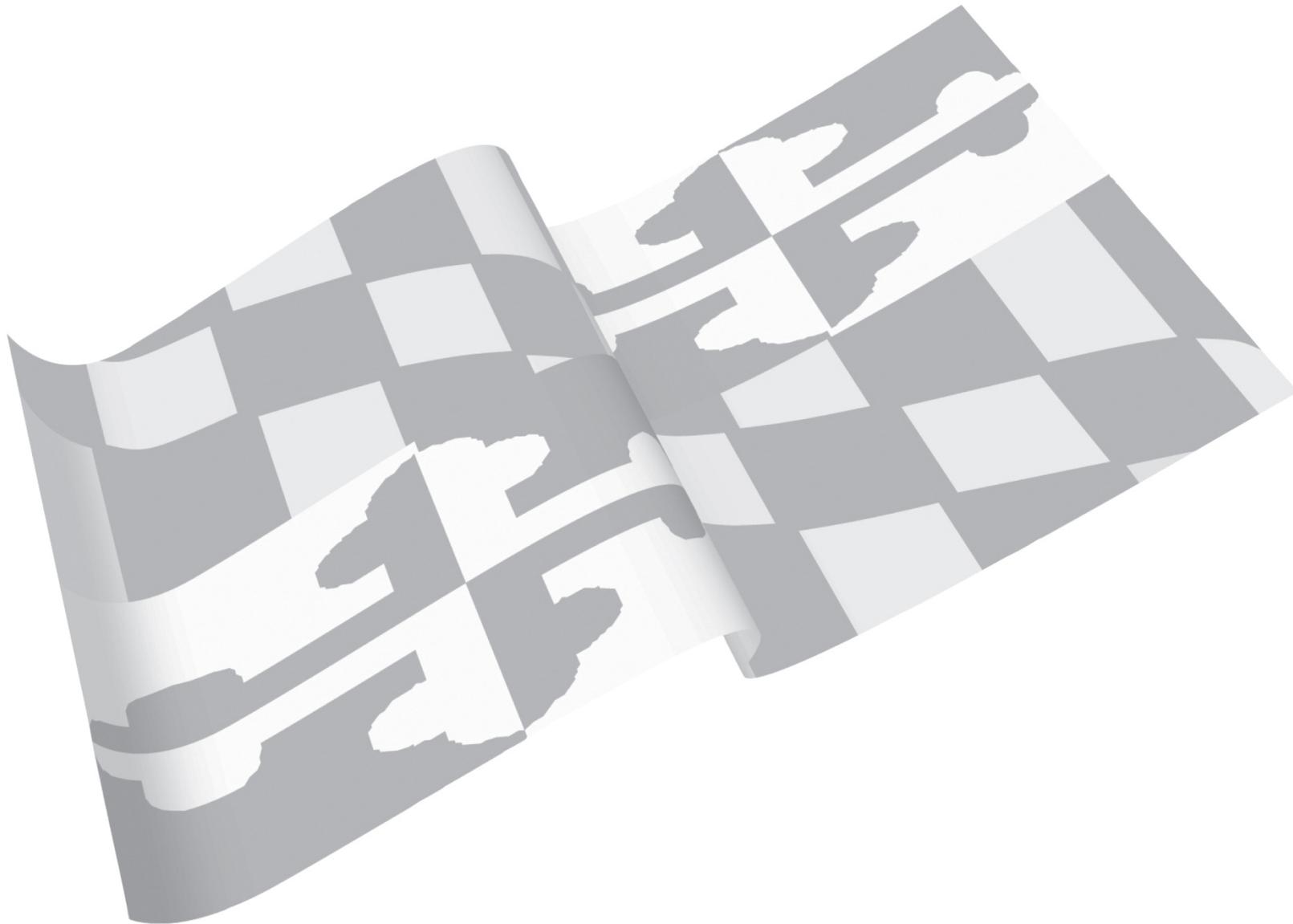
THE SECRETARY'S OFFICE - LINE 6 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

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



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MOTOR VEHICLE ADMINISTRATION

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

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



PROJECT: Alternative Service Delivery Systems

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Customer Connect (MVA Line - 2)

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,701	1,234	112	115	118	122	0	0	467	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	32,651	23,124	1,536	1,582	1,629	1,677	1,603	1,500	9,527	0	
Total	34,352	24,358	1,648	1,697	1,747	1,799	1,603	1,500	9,994	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Customer Connect

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Alternative Service Delivery Systems (MVA Line - 1)

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

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

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

STATUS: The implementation phase of the project is underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

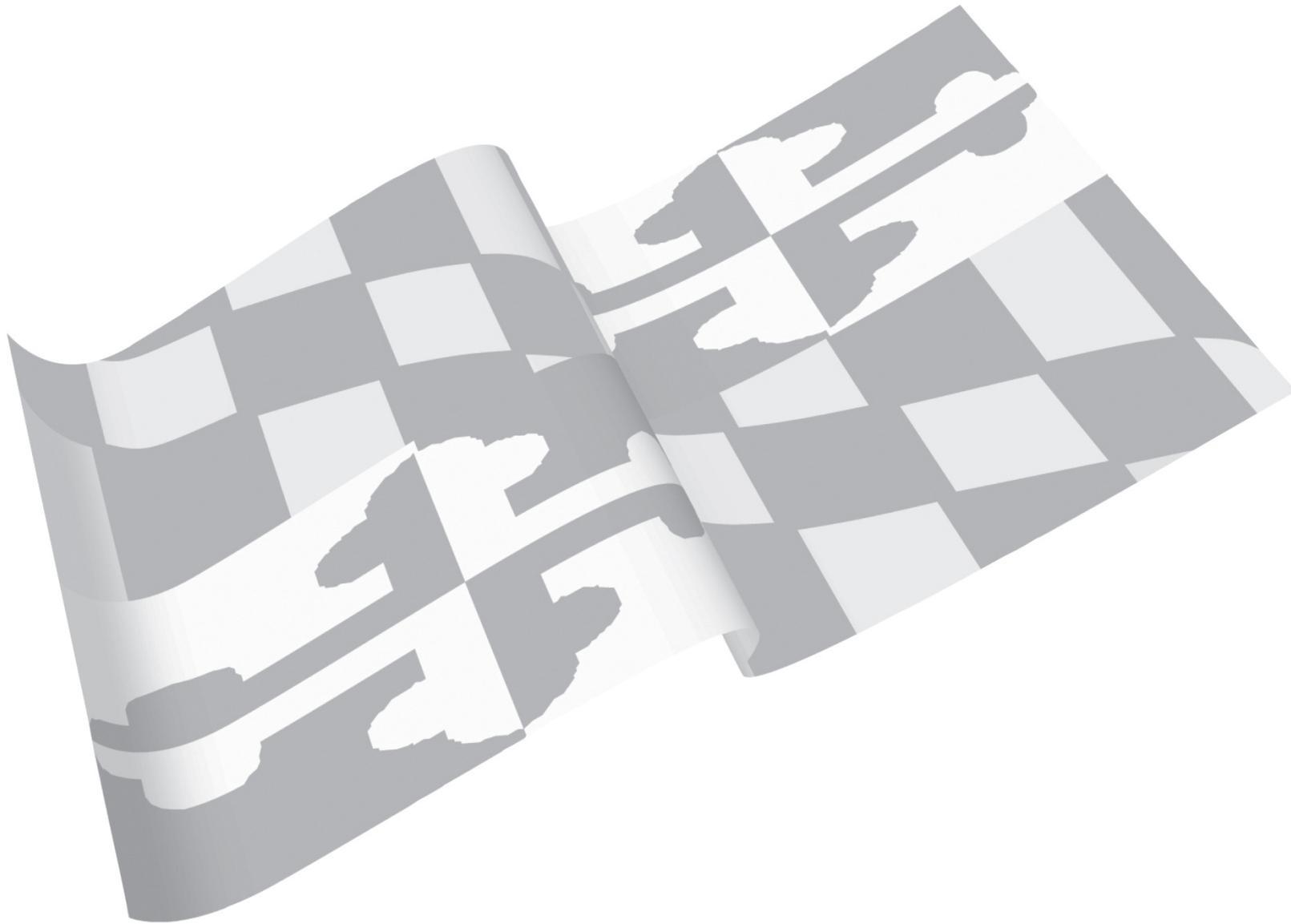
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	17,784	13,336	2,202	2,246	0	0	0	0	4,448	0
Engineering	0	0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

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 3

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



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

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

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



PROJECT: Regional Aviation Assistance Program

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

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

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

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

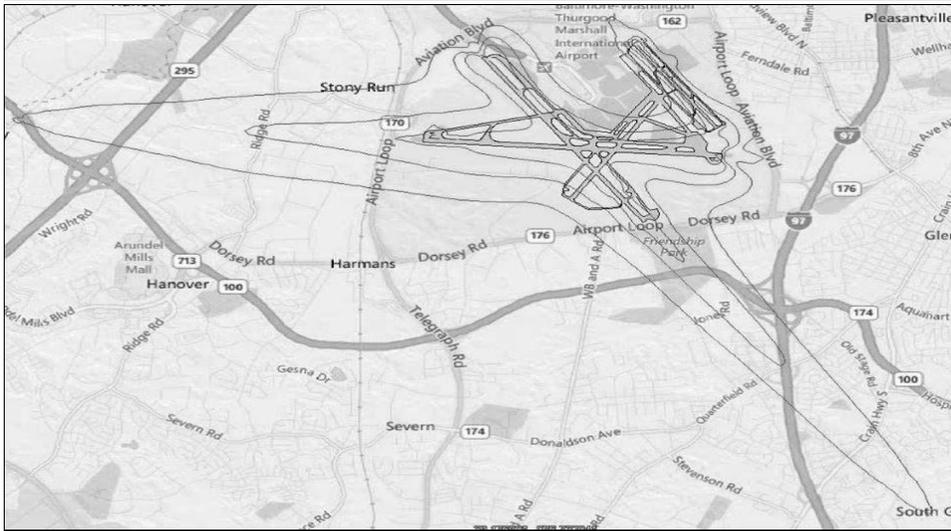
ASSOCIATED IMPROVEMENTS:
None.

STATUS: Federal fiscal year 2020 grant development underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	70,213	58,763	2,350	2,350	1,650	1,650	1,650	1,800	11,450	0
Total	70,213	58,763	2,350	2,350	1,650	1,650	1,650	1,800	11,450	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Residential Sound Insulation Program

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

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



PROJECT: Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

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

PURPOSE & NEED SUMMARY STATEMENT: The current fleet of 49 buses was purchased in 2004 and have passed their useful life of 12 years. The timely replacement of the existing buses will ensure sufficient capacity to handle customer growth, maintain service levels, and ensure passenger delays are not due to equipment.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Passenger ease of movement and airport access is a primary focus of the airport. These improvements provide reliable connections to and from airport operated parking facilities, and Amtrak/MARC rail station. BWI Marshall Airport supports the movement of people, goods and State economy.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	37,745	11,661	13,525	12,559	0	0	0	0	0	26,084	0
Total	37,745	11,661	13,525	12,559	0	0	0	0	0	26,084	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Midfield Cargo Area Improvements at BWI Marshall Airport

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

PURPOSE & NEED SUMMARY STATEMENT: These improvements will provide additional facility and apron space for expanded cargo operations, and preserves the existing airfield pavement to minimize aircraft exposure to Foreign Object Debris (FOD).

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: This project provides compliance with FAA Part 139 regulations. Pavement and deicing improvements, new aircraft parking positions, taxilane modifications, and FAA standards ensure airfield pavement and safety is maximized. The expansion of BWI Marshall Airport cargo operations supports the movement of people, goods and State economy.

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

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

USAGE: Accommodate expanded cargo operations.

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

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	219	219	0	0	0	0	0	0	0	0
Engineering	1,669	1,453	216	0	0	0	0	0	216	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,088	15,208	18,880	0	0	0	0	0	18,880	0
Total	35,976	16,880	19,096	0	0	0	0	0	19,096	0
Federal-Aid	13,496	3,397	10,099	0	0	0	0	0	10,099	0

2195, 2203, 2213, 2223



PROJECT: Concourse B Apron Pavement Reconstruction at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Open to use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	639	457	182	0	0	0	0	0	0	182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,813	8,519	1,294	0	0	0	0	0	0	1,294	0
Total	10,452	8,976	1,476	0	0	0	0	0	0	1,476	0
Federal-Aid	7,809	6,682	1,127	0	0	0	0	0	0	1,127	0



PROJECT: Concourse A Improvements Phase 2 at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	15	15	0	0	0	0	0	0	0	0	
Engineering	8,199	5,834	2,365	0	0	0	0	0	2,365	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	56,241	4,344	51,897	0	0	0	0	0	51,897	0	
Total	64,455	10,193	54,262	0	0	0	0	0	54,262	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Concourse D HVAC Replacement at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

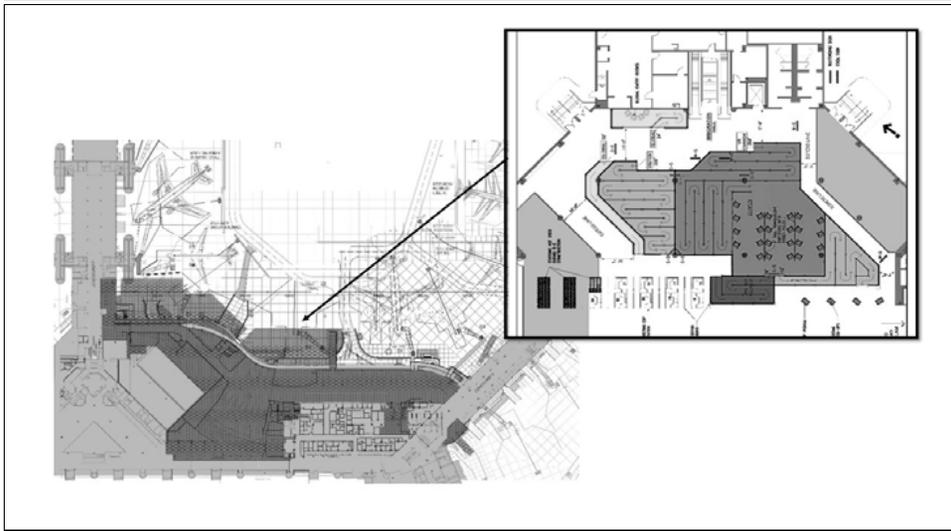
SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022....2023....			....2024....	....2025....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,189	329	408	726	726	0	0	0	1,860	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,365	0	5,787	5,788	5,790	0	0	0	17,365	0
Total	19,554	329	6,195	6,514	6,516	0	0	0	19,225	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: FIS Hall Reconfiguration at BWI Marshall Airport

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

PURPOSE & NEED SUMMARY STATEMENT: To accommodate growing international travel demand, eight new international arrival gates are being added at BWI Marshall Airport. Currently during peak periods, passengers are often required to wait on the aircraft because of lack of processing space in the FIS hall. FIS hall reconfiguration optimizes the facility to support timely processing of existing passengers and accommodate additional international passengers from the new arrival gates.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: These improvements will improve the passenger processing experience through immigrations by optimizing the facility to process current passenger volumes and accommodate additional international passengers from the new arrival gates. BWI Marshall Airport supports the movement of people, goods and State economy.

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

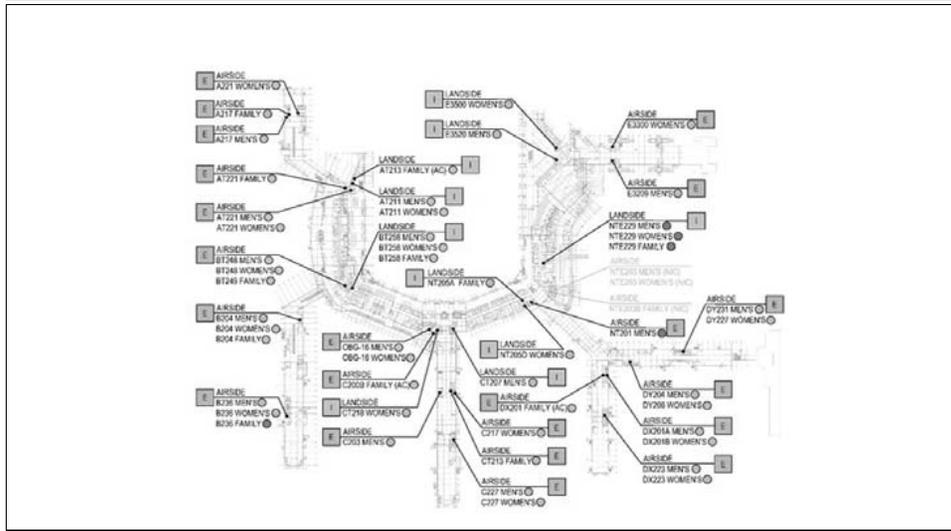
SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,200	0	1,200	0	0	0	0	0	1,200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,800	0	1,492	3,654	3,654	0	0	0	8,800	0	
Total	10,000	0	2,692	3,654	3,654	0	0	0	10,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Restroom Improvement Program at BWI Marshall Airport

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate current and projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,745	446	1,065	1,637	1,637	960	0	0	5,299	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	48,668	80	8,580	15,424	15,424	9,160	0	0	48,588	0	
Total	54,413	526	9,645	17,061	17,061	10,120	0	0	53,887	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



PROJECT: Taxiway B Pavement Reconstruction at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Open to use.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

USAGE: Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	COST (\$000)	THRU 2019			2020	20212022.....2023.....	2024.....2025.....	YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	524	506	18	0	0	0	0	0	0	18	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,852	2,820	10,032	0	0	0	0	0	10,032	0	0
Total	13,376	3,326	10,050	0	0	0	0	0	10,050	0	0
Federal-Aid	7,831	2,000	5,831	0	0	0	0	0	5,831	0	0

Other funding is Noise Escrow Account.
2219



PROJECT: Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Design underway.

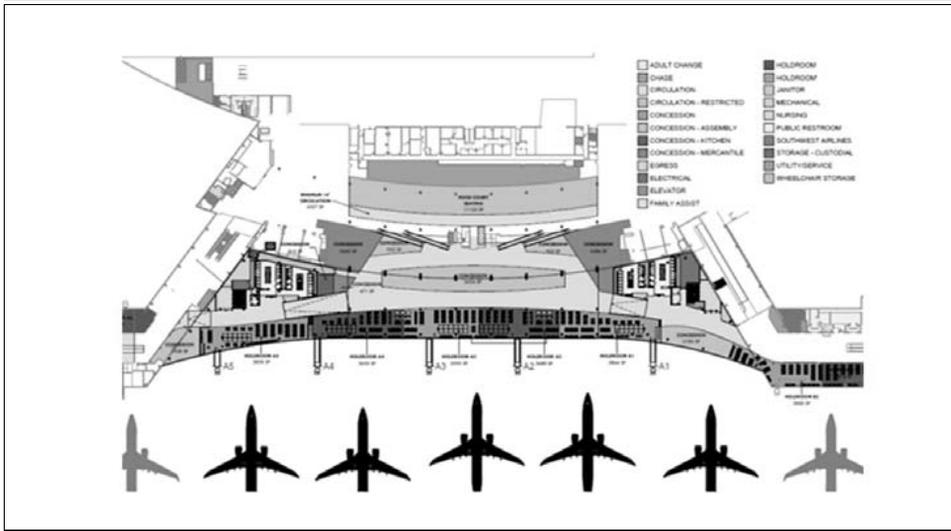
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE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

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

USAGE: Accommodate projected airline maintenance needs.

OPERATING COST IMPACT: Operating cost responsibility of airline.

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



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

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

USAGE: Accommodate projected annual passenger growth.

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

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



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

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Under design.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	900	0	773	127	0	0	0	0	900	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	9,900	0	2,906	6,994	0	0	0	0	9,900	0	
Total	10,800	0	3,679	7,121	0	0	0	0	10,800	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Environmental Assessment at Martin State Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment resumed with modified scope and targeted completion in early 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	2,854	2,186	668	0	0	0	0	0	0	668	0
Engineering	3	3	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,857	2,189	668	0	0	0	0	0	0	668	0
Federal-Aid	258	258	0	0	0	0	0	0	0	0	0

2010, 2011, 2012



PROJECT: Environmental Assessment at BWI Marshall Airport

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Environmental assessment began Summer 2016 with targeted completion now mid 2020.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	3,772	2,765	1,007	0	0	0	0	0	1,007	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,772	2,765	1,007	0	0	0	0	0	1,007	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9003



PROJECT: Taxiway F Relocation Design

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

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

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

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

ASSOCIATED IMPROVEMENTS: None.

STATUS: Under design.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

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

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

USAGE: Accommodate projected annual passenger growth.

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

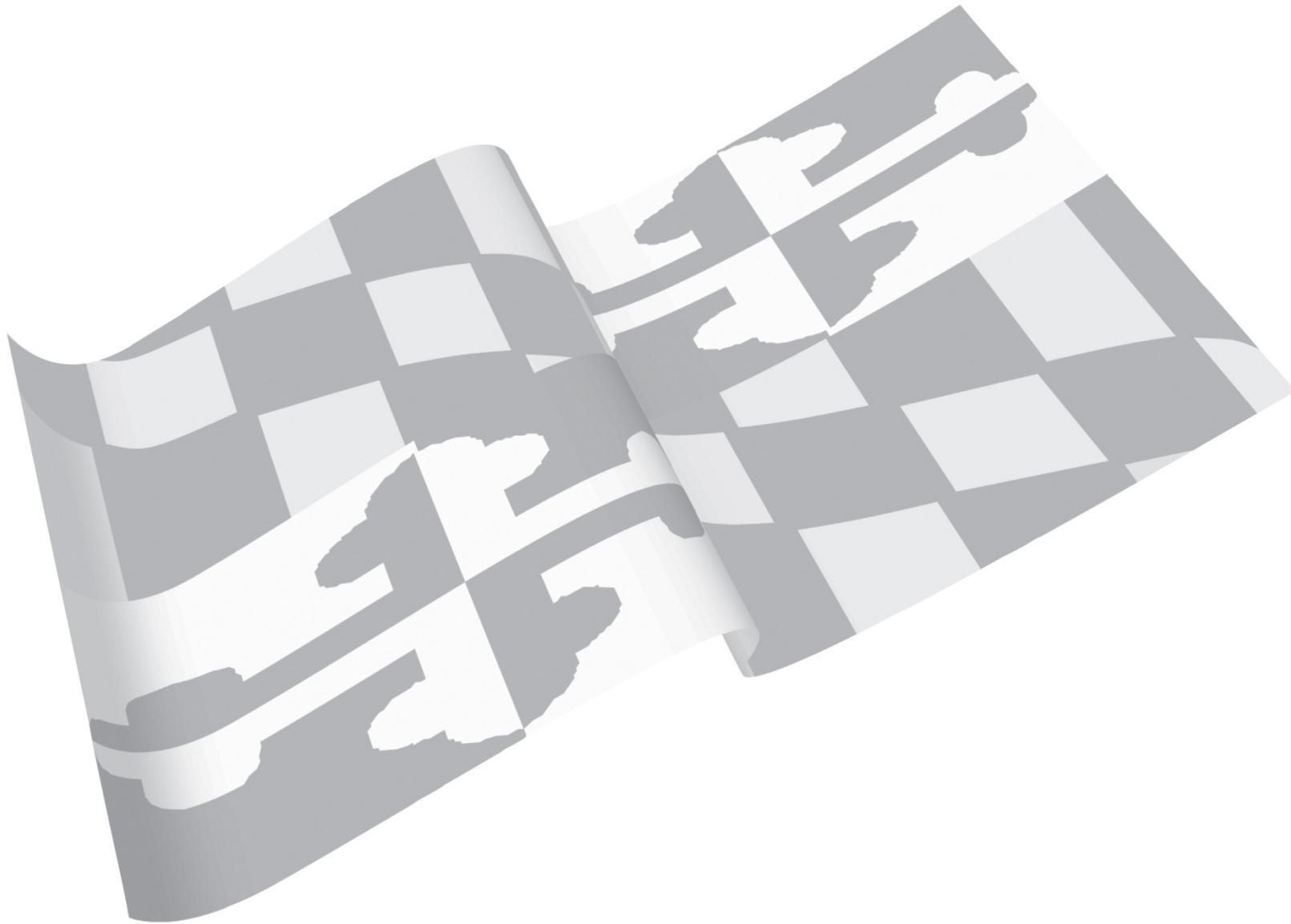
MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

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



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND PORT ADMINISTRATION

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

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



PROJECT: Hart-Miller Island Related Projects

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,606	7,550	56	0	0	0	0	0	56	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,698	79,885	3,631	3,480	3,400	3,400	3,482	3,420	20,813	0
Total	108,304	87,435	3,687	3,480	3,400	3,400	3,482	3,420	20,869	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004



PROJECT: Dredged Material Placement and Monitoring

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY	2022	2023	2024			2025
Planning	25,791	11,836	2,952	2,763	4,644	2,026	870	700	13,955	0
Engineering	3,210	0	1,541	1,622	47	0	0	0	3,210	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	621,284	416,907	23,967	29,020	48,502	31,231	43,157	28,500	204,377	0
Total	650,285	428,743	28,460	33,405	53,193	33,257	44,027	29,200	221,542	0
Federal-Aid	14,808	5,898	2,000	3,960	2,950	0	0	0	8,910	0

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



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022....2023....	2024....2025....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	0
Total	53,829	20,829	0	6,780	19,300	6,920	0	0	33,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None

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

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



PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 94 departures are scheduled for the 2019 cruise season. Recent projects include installing a redundant electrical feeder, new restrooms; upgrading the public address system; enclosing the existing canopy; purchase new check-in counters, furniture and carpeting; expanded Customs and Border Protection inspection area and erecting a new cruise entrance which will improve vehicular circulation

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

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

EXPLANATION: The 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 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,297	7,513	784	0	0	0	0	0	784	0
Total	8,297	7,513	784	0	0	0	0	0	784	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY
Planning	823	569	50	54	50	50	50	0	254	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	72,888	46,191	4,541	4,320	4,636	4,750	4,450	4,000	26,697	0	
Total	73,711	46,760	4,591	4,374	4,686	4,800	4,500	4,000	26,951	0	
Federal-Aid	15	15	0	0	0	0	0	0	0	0	

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



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	765	765	0	0	0	0	0	0	0	0	
Engineering	6,850	6,850	0	0	0	0	0	0	0	0	
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0	
Construction	232,812	85,985	29,631	21,788	34,053	21,560	22,475	17,320	146,827	0	
Total	241,438	94,611	29,631	21,788	34,053	21,560	22,475	17,320	146,827	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

5305, 5308, 5309, 5311



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None

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

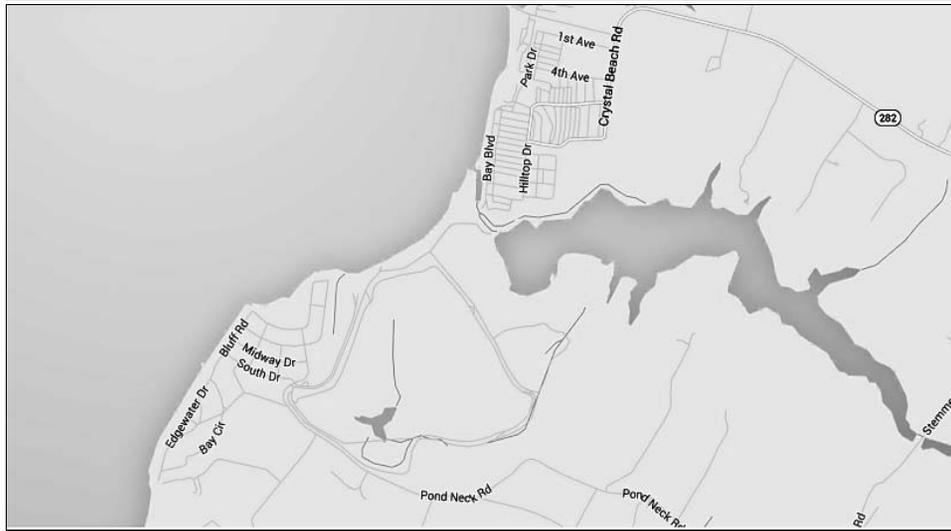
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Open for Service.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	48,890	46,922	1,968	0	0	0	0	0	1,968	0	
Total	48,890	46,922	1,968	0	0	0	0	0	1,968	0	
Federal-Aid	10,000	9,171	829	0	0	0	0	0	829	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: Pearce Creek Waterline Project

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Dredge Material Management Program - Line 10

STATUS: Open For Service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,011	13,451	560	0	0	0	0	0	560	0	0
Total	14,011	13,451	560	0	0	0	0	0	560	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Howard Street Tunnel Project (INFRA GRANT)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,500	2,500	2,000	0	0	0	0	0	2,000	0	
Engineering	8,000	0	8,000	0	0	0	0	0	8,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	453,500	22,500	0	80,300	117,300	118,950	114,450	0	431,000	0	
Total	466,000	25,000	10,000	80,300	117,300	118,950	114,450	0	441,000	0	
Federal-Aid	128,000	0	0	25,000	33,000	34,500	35,500	0	128,000	0	



PROJECT: Dredged Material Management Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Feasibility studies are underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

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

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

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



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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	32,305	0	0	0	0	0	0	0	0	32,305	0
Total	32,305	0	0	0	0	0	0	0	0	32,305	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

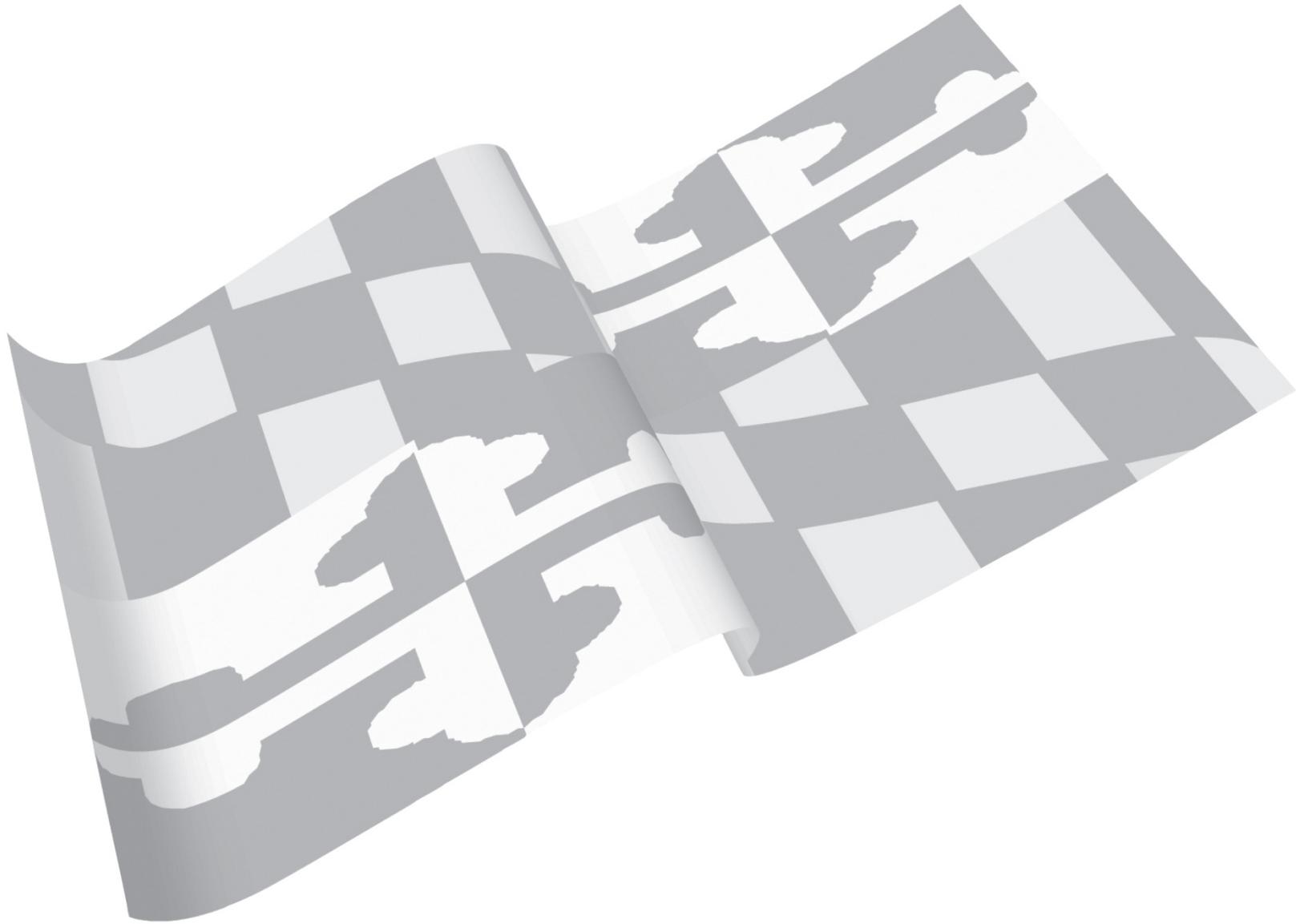
MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 14 (cont'd)

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



MDOT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

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

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



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA CONSTRUCTION PROGRAM



PROJECT: MARC Maintenance, Layover, and Storage Facilities

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

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

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

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

EXPLANATION: Additional storage capacity enables MARC trains to be stored away from passenger platforms, minimizing disruptions and delays caused by congestion around the platforms and will help with maintenance inspections. The new maintenance facility will house specialized equipment to support maintenance of MARC's diesel locomotives.

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	978	894	84	0	0	0	0	0	84	0	
Engineering	8,371	2,351	1,874	3,146	0	0	0	1,000	6,020	0	
Right-of-way	27,760	369	20,700	4,691	2,000	0	0	0	27,391	0	
Construction	59,795	6	272	11,925	46,288	1,304	0	0	59,789	0	
Total	96,904	3,620	22,930	19,762	48,288	1,304	0	1,000	93,284	0	
Federal-Aid	75,691	1,207	18,344	15,809	38,488	1,043	0	800	74,484	0	

1177, 1217, 1545, 1572



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

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2022....	....2023....	....2024....	....2025....		
Planning	100	0	0	0	0	0	0	100	100	0	
Engineering	6,566	5,741	25	0	0	0	0	800	825	0	
Right-of-way	1,607	1,607	0	0	0	0	0	0	0	0	
Construction	433,508	236,664	33,699	28,128	41,403	28,415	29,087	36,112	196,844	0	
Total	441,781	244,012	33,724	28,128	41,403	28,415	29,087	37,012	197,769	0	
Federal-Aid	319,489	182,756	24,829	20,303	20,628	20,950	22,144	27,879	136,733	0	

0183, 0687, 1460, 1544, 1571



PROJECT: MARC Coaches - Overhauls and Replacement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,354	604	0	0	0	0	0	750	750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	230,002	182,004	9,094	15,959	7,570	3,075	12,300	0	47,998	0
Total	231,356	182,608	9,094	15,959	7,570	3,075	12,300	750	48,748	0
Federal-Aid	174,553	136,769	7,161	12,767	4,957	2,459	9,840	600	37,784	0

1263, 1304, 1502, 1567, 1569



PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure and overhaul eight new diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, develop specifications for new locomotive procurements, and replace six electric locomotives.

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: All (8) SC-44 diesel locomotives are in revenue service and received final acceptance in FY 19 and the project is complete. The first two of six overhauled GP-39 are currently under inspection.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,300	1,345	5	450	0	0	0	500	955	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	131,701	61,525	6,051	5,925	6,855	13,500	15,350	22,495	70,176	0	
Total	134,001	62,870	6,056	6,375	6,855	13,500	15,350	22,995	71,131	0	
Federal-Aid	103,738	47,787	4,032	4,960	5,483	10,800	12,280	18,396	55,951	0	

1440, 1444, 1500, 1501, 1568



PROJECT: MARC Positive Train Control

DESCRIPTION: Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. All locomotives and cab cars will be upgraded to operate the Positive Train Control system.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

EXPLANATION: Ensure the safe operation of MARC service.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	737	24	713	0	0	0	0	0	713	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	36,038	29,675	4,513	1,850	0	0	0	0	6,363	0	
Total	36,775	29,699	5,226	1,850	0	0	0	0	7,076	0	
Federal-Aid	29,154	23,726	4,180	1,248	0	0	0	0	5,428	0	



PROJECT: MARC BWI Rail Station Upgrades and Repairs

DESCRIPTION: Structural improvements to the BWI Rail Station parking garages and improvements to the existing station; including a more passenger-friendly station with additional seating.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	405	405	0	0	0	0	0	0	0	0	
Engineering	3,355	2,646	354	0	0	0	280	75	709	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,690	8,163	2,062	145	0	0	145	175	2,527	0	
Total	14,450	11,214	2,416	145	0	0	425	250	3,236	0	
Federal-Aid	7,444	5,664	1,664	116	0	0	0	0	1,780	0	



PROJECT: MARC Camden Station Improvements

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,123	705	418	0	0	0	0	0	0	418	0
Right-of-way	25	0	25	0	0	0	0	0	0	25	0
Construction	6,052	3,296	2,756	0	0	0	0	0	0	2,756	0
Total	7,200	4,001	3,199	0	0	0	0	0	0	3,199	0
Federal-Aid	4,164	2,016	2,148	0	0	0	0	0	0	2,148	0



PROJECT: Homeland Security

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	596	501	95	0	0	0	0	0	95	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,488	5,577	1,911	0	0	0	0	0	1,911	0
Total	8,084	6,078	2,006	0	0	0	0	0	2,006	0
Federal-Aid	7,692	5,902	1,790	0	0	0	0	0	1,790	0

1468, 1490, 1512, 1539



PROJECT: Freight Rail Program

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	21	21	0	0	0	0	0	0	0	0	
Engineering	21,107	13,023	1,715	2,714	739	616	1,500	800	8,084	0	
Right-of-way	103	3	50	50	0	0	0	0	100	0	
Construction	50,949	34,510	4,784	1,926	3,309	1,820	2,400	2,200	16,439	0	
Total	72,180	47,557	6,549	4,690	4,048	2,436	3,900	3,000	24,623	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0212, 0213, 0590



PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

STATUS: The mid-life overhaul began in FY 14. The first 14 overhauled cars have been received and are in revenue service. Ongoing minor overhauls are underway.

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

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

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



PROJECT: Light Rail Safety Improvements

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Howard Street Rail and Interlocking Replacement project - Line 12

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

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

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

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

0489, 1465, 1466



PROJECT: Howard Street Rail Replacement

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

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

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

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

EXPLANATION: This project includes rail replacement to maintain a state of good repair.

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

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

ASSOCIATED IMPROVEMENTS:
Light Rail Safety Improvements - Line 11

STATUS: Design is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	750	587	163	0	0	0	0	0	163	0
Engineering	1,422	510	284	628	0	0	0	0	912	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,828	0	0	0	22,831	16,997	0	0	39,828	0
Total	42,000	1,097	447	628	22,831	16,997	0	0	40,903	0
Federal-Aid	12,102	0	0	0	0	12,102	0	0	12,102	0

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



PROJECT: Metro Railcar and Signal System Overhauls and Replacement

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

PURPOSE & NEED SUMMARY STATEMENT: On-going overhauls for Metro vehicle subsystems are required to reduce system failures and improve reliability. The new vehicles will replace the existing fleet which is nearing the end of its useful life. The replacement of the Railcar Fleet will enhance passenger comfort and convenience, ensure better reliability, and improve safety.

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Metro Maintenance Facility Improvements - Line 16

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,926	5,683	243	0	0	0	0	0	243	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	524,420	119,057	57,695	70,142	130,832	79,086	67,108	500	405,363	0	
Total	530,346	124,740	57,938	70,142	130,832	79,086	67,108	500	405,606	0	
Federal-Aid	364,479	85,668	44,992	53,148	91,882	36,786	52,003	0	278,811	0	

0091, 1281, 1415, 1477



PROJECT: Metro Safety Improvements

DESCRIPTION: Funding to provide repairs and keep Metro tracks in a state of good repair. This project will also provide for improvements to the Metro tunnels and stations to key electrical systems.

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Metro Interlocking Renewals - Line 15

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

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



PROJECT: Metro Interlocking Renewals

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Metro Safety Improvements - Line 14

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	10,911	7,983	1,958	250	250	250	220	0	2,928	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	67,823	21,866	10,000	19,857	1,000	0	15,100	0	45,957	0	
Total	78,734	29,849	11,958	20,107	1,250	250	15,320	0	48,885	0	
Federal-Aid	54,345	16,815	9,565	15,709	0	0	12,256	0	37,530	0	



PROJECT: Metro Maintenance Facility Improvements

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

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

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

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

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

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



PROJECT: Metro Station Rehabilitation and Lighting Program

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Construction to begin in FY 25.

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

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

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



PROJECT: Kirk Bus Facility Replacement

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction of Phase I facility was completed in FY 19. Phase II construction is underway with anticipated completion in FY 21.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	3,366	3,366	0	0	0	0	0	0	0	0
Engineering	12,906	12,892	14	0	0	0	0	0	14	0
Right-of-way	6,806	4,647	1,295	864	0	0	0	0	2,159	0
Construction	149,085	98,085	33,168	17,832	0	0	0	0	51,000	0
Total	172,163	118,990	34,477	18,696	0	0	0	0	53,173	0
Federal-Aid	112,100	70,639	27,579	13,882	0	0	0	0	41,461	0



PROJECT: Bus Procurement

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

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

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

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

ASSOCIATED IMPROVEMENTS:

- Bus Communications Systems Upgrade - Line 20
- Bus Network Improvements - Line 21

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

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

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

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



PROJECT: Bus Communications Systems Upgrade

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

- Bus Procurement - Line 19
- Bus Network Improvements - Line 21

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,952	4,952	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,652	9,175	6,477	10,000	8,000	0	0	0	24,477	0	
Total	38,604	14,127	6,477	10,000	8,000	0	0	0	24,477	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Bus Network Improvements

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

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

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

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

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

1469, 1470, 1471, 1519



PROJECT: Beyond the Bus Stop

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	100	26	74	0	0	0	0	0	74	0	
Engineering	550	17	533	0	0	0	0	0	533	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,950	0	30	4,920	0	0	0	0	4,950	0	
Total	5,600	43	637	4,920	0	0	0	0	5,557	0	
Federal-Aid	2,600	0	16	2,584	0	0	0	0	2,600	0	



PROJECT: North Avenue Rising

DESCRIPTION: Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, shared mobility corrals, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

PURPOSE & NEED SUMMARY STATEMENT: Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

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

ASSOCIATED IMPROVEMENTS:
 Bus Network Improvements - Line 21

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	844	753	91	0	0	0	0	0	91	0
Engineering	3,310	2,558	752	0	0	0	0	0	752	0
Right-of-way	25	0	12	12	1	0	0	0	25	0
Construction	23,151	655	10,468	8,394	3,634	0	0	0	22,496	0
Total	27,330	3,966	11,323	8,406	3,635	0	0	0	23,364	0
Federal-Aid	10,000	991	4,199	3,260	1,550	0	0	0	9,009	0

This project will be funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration.



PROJECT: Mobility Vehicle Procurement

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

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. Regular replacement of vehicles is required to maintain established service benchmarks for on-time performance, travel time, and schedule compliance.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: 25 small cutaway vehicles and 75 large cutaway vehicles will be delivered in FY 20.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	128,028	74,676	8,420	8,634	8,807	8,983	9,162	9,346	53,352	0	
Total	128,028	74,676	8,420	8,634	8,807	8,983	9,162	9,346	53,352	0	
Federal-Aid	73,573	32,990	6,736	6,907	4,950	7,185	7,329	7,476	40,583	0	



PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MDOT MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MDOT MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	307	184	13	22	22	22	22	22	123	0		
Engineering	40,398	31,185	1,738	1,495	1,495	1,495	1,495	1,495	9,213	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	287,315	165,859	23,894	29,679	12,485	13,055	20,984	21,359	121,456	0		
Total	328,020	197,228	25,645	31,196	14,002	14,572	22,501	22,876	130,792	0		
Federal-Aid	277,206	165,141	22,068	26,481	11,986	12,126	19,425	19,979	112,065	0		

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

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



PROJECT: Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MDOT MTA works with non-profits to apply for federal aid and meet compliance requirements.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems - Line 25

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,656	43,893	5,622	4,786	6,405	3,870	4,000	4,080	28,763	0
Total	72,656	43,893	5,622	4,786	6,405	3,870	4,000	4,080	28,763	0
Federal-Aid	57,291	34,282	4,497	3,828	5,124	3,096	3,200	3,264	23,009	0



PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacements and preventive maintenance.

JUSTIFICATION: These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	372	0	372	0	0	0	0	0	372	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	74,152	63,259	0	2,893	2,000	2,000	2,000	2,000	10,893	0	
Total	74,524	63,259	372	2,893	2,000	2,000	2,000	2,000	11,265	0	
Federal-Aid	27,850	18,764	372	2,314	1,600	1,600	1,600	1,600	9,086	0	



PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for bus replacements as well as capital improvements to bus facilities.

JUSTIFICATION: These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 25

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	269	0	269	0	0	0	0	0	269	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,827	7,092	531	2,720	984	500	500	500	5,735	0
Total	13,096	7,092	800	2,720	984	500	500	500	6,004	0
Federal-Aid	5,869	1,012	694	2,176	787	400	400	400	4,857	0



PROJECT: Fare Collection System Enhancements and Equipment Preservation

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	855	602	253	0	0	0	0	0	253	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,456	14,291	2,350	608	5,130	500	150	1,800	10,538	34,627
Total	60,311	14,893	2,603	608	5,130	500	150	1,800	10,791	34,627
Federal-Aid	7,052	4,874	1,312	0	0	0	0	866	2,178	0

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

1329, 1429, 1459



PROJECT: Agencywide Roof Replacement

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

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

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

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

ASSOCIATED IMPROVEMENTS:

None.

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,211	3,583	728	300	500	300	300	500	2,628	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,799	10,768	1,602	5,029	2,000	1,700	1,700	3,000	15,031	0
Total	32,010	14,351	2,330	5,329	2,500	2,000	2,000	3,500	17,659	0
Federal-Aid	19,419	7,751	1,860	3,835	0	1,573	1,600	2,800	11,668	0

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

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

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

STATUS: Design is underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	819	247	542	30	0	0	0	0	572	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,087	2,046	662	3,573	17,629	15,315	400	15,906	53,485	15,556
Total	71,906	2,293	1,204	3,603	17,629	15,315	400	15,906	54,057	15,556
Federal-Aid	25,614	0	0	2,718	0	9,852	320	12,724	25,614	0

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



PROJECT: Agencywide Radio and Telecommunications Upgrade

DESCRIPTION: This project will migrate all MDOT MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MDOT MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	433	433	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,747	9,481	5,010	3,000	6,128	6,128	0	0	20,266	0
Total	30,180	9,914	5,010	3,000	6,128	6,128	0	0	20,266	0
Federal-Aid	11,173	0	4,008	2,400	4,765	0	0	0	11,173	0



PROJECT: Purple Line

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

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line: Third-Party Funded Projects - Line 34

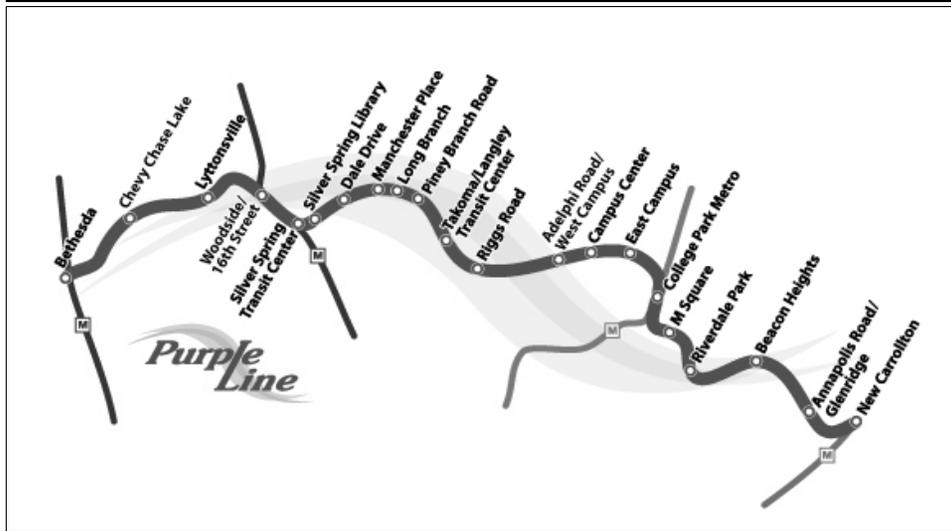
STATUS: Design activities and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

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

<u>POTENTIAL FUNDING SOURCE:</u>										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	299,442	246,060	19,200	19,000	15,182	0	0	0	53,382	0
Right-of-way	229,600	207,864	21,736	0	0	0	0	0	21,736	0
Construction	896,207	559,718	81,041	130,953	91,631	32,864	0	0	336,489	0
Total	1,478,256	1,066,649	121,977	149,953	106,813	32,864	0	0	411,607	0
Federal-Aid	960,433	403,965	149,962	217,454	118,647	70,405	0	0	556,468	0

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



PROJECT: Purple Line: Third-Party Funded Projects

DESCRIPTION: Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path. This project also includes repairs to the Polk Street Maintenance Facility roof, which will be funded by Prince George's County Department of Parks and Recreation.

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

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

Purple Line - Line 33

STATUS: Design activities and construction are underway.

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

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

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



PROJECT: Statewide Transit Innovation Grant

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	238	501	1,511	250	250	250	3,000	0
Total	3,000	0	238	501	1,511	250	250	250	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Communications System Upgrade and Replacement

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

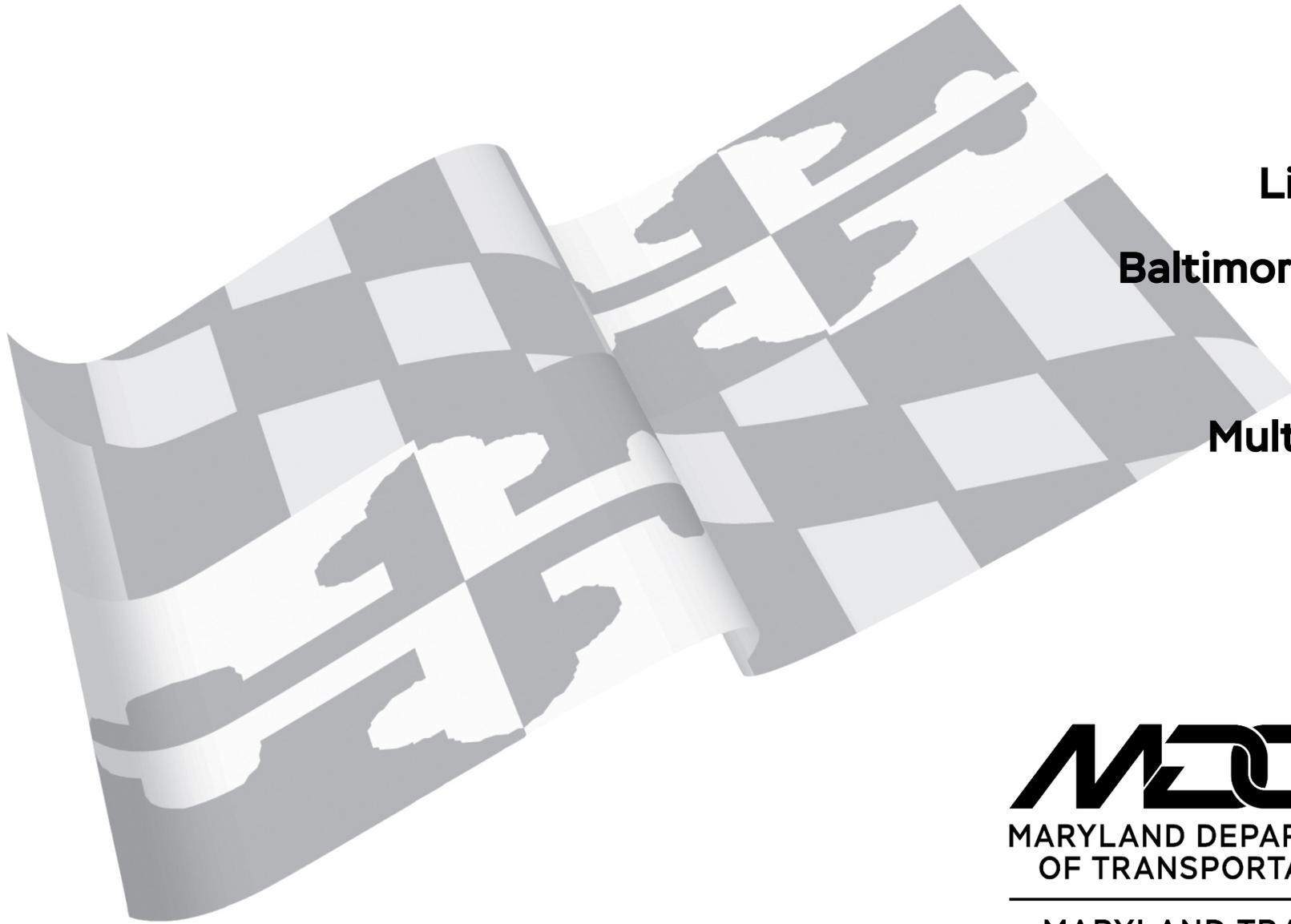
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Design is underway.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	5,000	0	0	0	0	0	0	5,000	5,000	0	
Total	5,000	0	0	0	0	0	0	5,000	5,000	0	
Federal-Aid	4,000	0	0	0	0	0	0	4,000	4,000	0	



MARC

Light Rail

Baltimore Metro

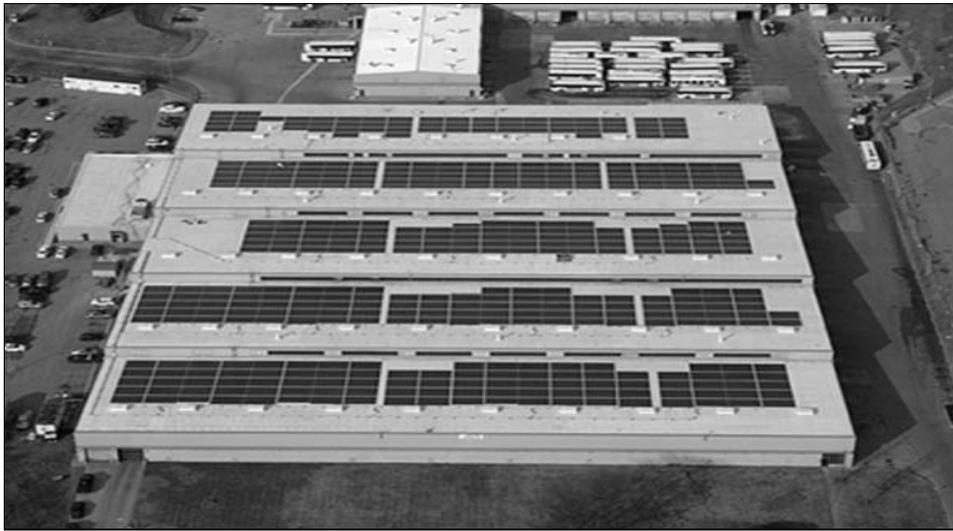
Bus

Multi-Modal

MDOTTM
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSIT
ADMINISTRATION

MDOT MTA DEVELOPMENT & EVALUATION PROGRAM



PROJECT: Environmental Planning Initiatives

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Design efforts underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	2,945	698	1,312	110	0	0	0	825	2,247	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,945	698	1,312	110	0	0	0	825	2,247	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Agency Innovation and Alternative Vehicles

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

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Ongoing planning efforts to investigate innovative methods.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2022	2023	2024	2025		
Planning	1,107	0	607	0	0	0	0	500	1,107	0
Engineering	53	0	25	28	0	0	0	0	53	0
Right-of-way	153	0	60	93	0	0	0	0	153	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,313	0	692	121	0	0	0	500	1,313	0
Federal-Aid	98	0	98	0	0	0	0	0	98	0



PROJECT: Patapsco Ave Pedestrian/Bicycle Bridge

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

JUSTIFICATION: Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. Designing a safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

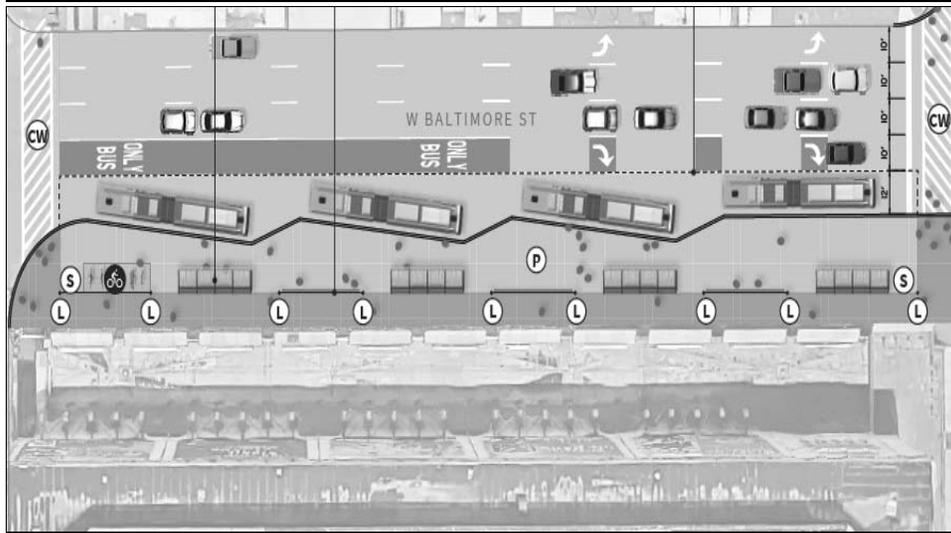
Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Design will build on a feasibility study that began in FY 19.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY						
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,000	0	0	0	0	0	0	1,000	1,000	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	1,000	0	0	0	0	0	0	1,000	1,000	0	
Federal-Aid	800	0	0	0	0	0	0	800	800	0	



PROJECT: Downtown Transfer Center

DESCRIPTION: Design of a transfer facility in Downtown Baltimore. Concept facility includes four bus bays on Baltimore Street near Royal Farms Arena.

JUSTIFICATION: Modernized facility improvements will allow enhanced safety to valued passengers. Use of bus bays will allow enhanced operational efficiency.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Community outreach and design activities are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	174	0	174	0	0	0	0	0	174	0
Engineering	826	185	641	0	0	0	0	0	641	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,000	185	815	0	0	0	0	0	815	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Shared Mobility and Micro-Transit Work Plan

DESCRIPTION: The agencywide Shared Mobility Work Plan will improve first and last mile journeys, quality of mode choices, and equitable and accessible mobility by integrating shared mobility modes into MDOT MTA's core service area. Projects include carsharing, microtransit, on-demand paratransit, and, in coordination with BCDOT, use of transit stations as equity zones for dockless vehicles (scooters and bikes).

JUSTIFICATION: Valued MDOT MTA riders will benefit from enhanced safe, efficient, and reliable transit opportunities.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Design activities underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	63	0	63	0	0	0	0	0	63	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	63	0	63	0	0	0	0	0	63	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.



PROJECT: Regional Transit Plan

DESCRIPTION: Development of a Regional Transit Plan for Central Maryland. Providing a 25-year vision of mobility, this plan will define public transportation goals for Central Maryland including Anne Arundel County, Baltimore County, Baltimore City, Harford County, and Howard County.

JUSTIFICATION: This long-term plan will be used to enhance transit to valued riders throughout central Maryland.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Public input and consultation with Regional Transit Plan Commission is ongoing. Strategic planning efforts underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	5,000	1,265	2,735	1,000	0	0	0	0	3,735	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	1,265	2,735	1,000	0	0	0	0	3,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Transit Oriented Development Initiatives

DESCRIPTION: Support to State and MDOT initiatives on Transit Oriented Development (TOD) at rail stations and transit hubs throughout the system.

JUSTIFICATION: TOD promotes economic prosperity through efforts to mitigate costs related to reliance on transportation services, reducing pollution, and granting transit users access to business opportunities.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Station Area Concept Plans for Bowie State, Odenton, and Monocacy MARC station nearing completion. Additional Station Area Plans under review.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,072	3,066	256	100	100	100	200	250	1,006	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,072	3,066	256	100	100	100	200	250	1,006	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Eastern Bus Facility

DESCRIPTION: Design replacement for the existing Eastern Bus Division.

JUSTIFICATION: The existing Eastern facility is obsolete, severely constrained, and cannot adequately support MDOT MTA's current fleet. Replacing this facility will promote substantial operational efficiencies.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet to Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning activities currently underway.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program.

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	250	0	250	0	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	250	0	250	0	0	0	0	0	250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: LOTS Transit Development Plan (TDP)

DESCRIPTION: Development of Transit Development Plans for Locally Operated Transit Systems throughout the state of Maryland.

JUSTIFICATION: These plans are used by individual LOTS to enhance transit.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

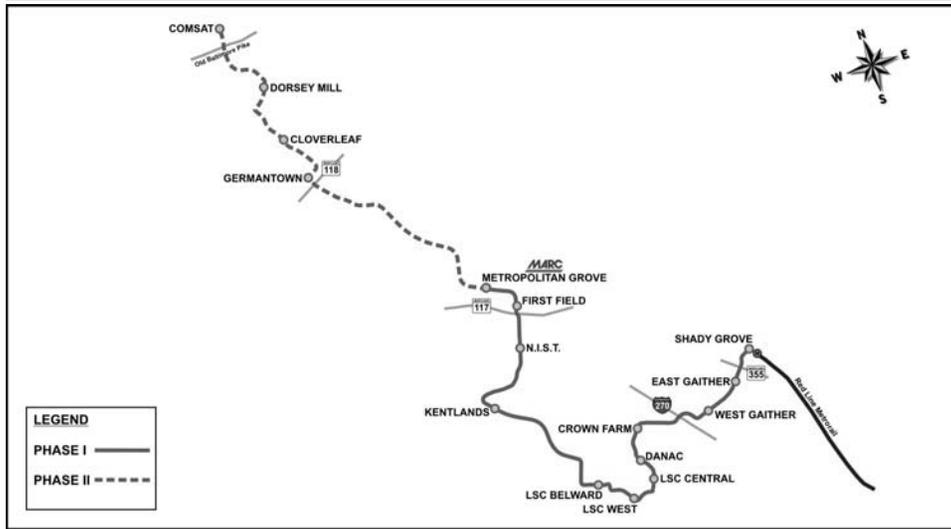
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Outreach to local jurisdictions throughout the state of Maryland ongoing.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to D&E program

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	4,556	1,850	455	640	794	416	197	204	2,706	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,556	1,850	455	640	794	416	197	204	2,706	0
Federal-Aid	2,861	698	364	512	635	332	157	163	2,163	0



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: The CCT is a 16-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove and from Metropolitan Grove to COMSAT. The project includes a grade separated busway, stations, rapid transit vehicles, and a maintenance facility.

JUSTIFICATION: The CCT will provide faster, more direct transportation between residential and major employment areas in the I-270 corridor. It will enhance access to Shady Grove station and employment areas, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

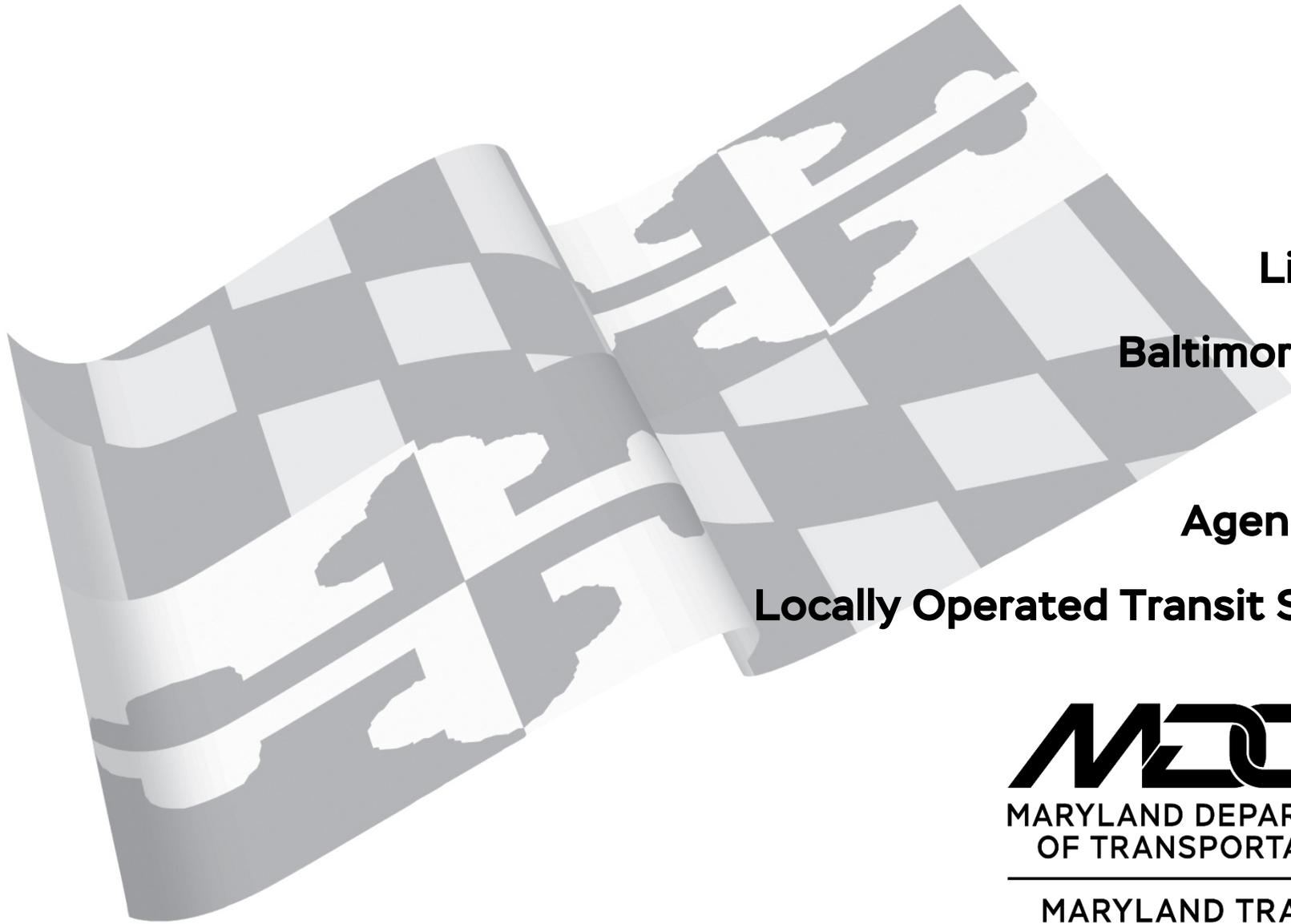
ASSOCIATED IMPROVEMENTS:

- Montgomery County Local Bus Program - Line 26.
- SHA-M-1 - I-270/Watkins Mill Road Extended
- SHA-F-8/M-13 - I-270 and US 15 Corridor Study (D&E)
- SHA-F-9 - MD 85 (D&E)

STATUS: The Environmental Assessment has been completed and published. The project's 30% design is complete. This project was transferred to Montgomery County.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	39,907	39,907	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	39,907	39,907	0	0	0	0	0	0	0	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems



**MARYLAND DEPARTMENT
OF TRANSPORTATION**

**MARYLAND TRANSIT
ADMINISTRATION**

MDOT MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>AGENCY WIDE IMPROVEMENTS FY 2020 AND 2021</u>		
1	AGY BICYCLE INITIATIVES (1449)	326	Ongoing
2	AGY BRIDGE & SUBWAY INSPECTION FUND (0608)	4,236	Ongoing
3	AGY CAPITAL PROGRAM SUPPORT FUND (1239)	5,286	Ongoing
4	AGY COMMUNICATIONS SYSTEMS UPGRADES & SUPPORT (1367)	1,156	Ongoing
5	AGY CORROSION CONTROL SERVICES PROGRAM (0752)	1,712	Ongoing
6	AGY ENERGY SAVINGS INITIATIVES (1422)	920	Ongoing
7	AGY ENVIRONMENTAL COMPLIANCE FUND (1149)	5,331	Ongoing
8	AGY MISC ENGINEERING PROJECTS (1070)	1,706	Ongoing
9	AGY NON-REVENUE VEHICLES FUND (1079)	2,702	Ongoing
10	AGY OWNER CONTROLLED INSURANCE PROGRAM FUND (0832)	1,818	Ongoing
11	AGY PARKING LOT INITIATIVES (0177)	2,828	Ongoing
12	AGY PAVEMENT INSPECTION FUND (0470)	299	Ongoing
13	AGY PLANNING STUDIES FUND (0510)	4,165	Ongoing
14	AGY RAIL PURCHASE FUND (0660)	1,691	Ongoing
15	AGY STANDARD SPECS & DETAILS FUND (0221)	3,382	Ongoing
16	AGY TELECOMMUNICATIONS PRESERVATION FUND (0493)	1,417	Ongoing
17	AGY TRANSIT OPERATIONS SUPPORT (1213)	1,787	Ongoing
18	AGY ADA COMPLIANCE (0266)	1,561	Underway
19	AGY CCTV BUS VAULTING LANES (1496)	525	Underway
20	AGY FIBER OPTIC CONNECTION (1486)	3,486	Underway
21	AGY MTA POLICE VIDEO MGMT SYSTEM REPLACEMENT (1516)	844	Underway
22	AGY SAFETY AND CLAIMS MANAGEMENT SYSTEMS (1473)	735	Underway
23	AGY SIGNAGE IMPROVEMENTS (0843)	2,499	Underway
24	AGY STATION ACCESS IMPROVEMENTS (1540)	475	Underway
25	AGY STATION COMMUNICATION CABINET UPGRADE (1593)	200	Underway
26	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE (1497)	829	Underway
27	AGY TMDL COMPLIANCE (1452)	7,426	Underway
28	AGY TRANSIT ASSET MANAGEMENT (1435)	1,696	Underway
29	AGY TRAPEZE INSTALLS AND UPGRADES (1482)	1,400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>BUS IMPROVEMENTS FY 2020 AND 2021</u>		
30	BUS FACILITIES MAINTENANCE AND EQUIPMENT FUND (1096)	3,990	Ongoing
31	BUS FACILITIES PRESERVATION FUND (0193)	4,779	Ongoing
32	BUS ROLLING STOCK PRESERVATION FUND (0554)	6,833	Ongoing
33	BUS BALTIMORELINK BUS SHELTER (1536)	2,703	Underway
34	BUS BUSH DIVISION HISTORIC GABLE WINDOW REPLACEMENT (1527)	3,075	Underway
35	BUS DIVISION WIRELESS UPGRADE (1504)	780	Underway
36	BUS HYBRID BATTERY REPLACEMENT (1436)	17,332	Underway
37	BUS MINI OVERHAUL (1510)	762	Underway
38	BUS PRIORITY CORRIDORS (1537)	3,149	Underway
39	BUS WASHINGTON BLVD PAINT BOOTH REPLACEMENT (1528)	1,538	Underway
40	BUSH BUILDING 5 HVAC MECHANICAL EQUIPMENT REPLACEMENT (1529)	1,664	Underway
41	S WASHINGTON BLVD BLDGS 3 & 4 UPGRADES AND RENOVATION (1520)	6,624	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS FY 2020 AND 2021</u>		
42	LTR ACCESS ROAD AND GATE PRESERVATION FUND (1189)	150	Ongoing
43	LTR BRIDGE PRESERVATION FUND (0248)	2,303	Ongoing
44	LTR CATENARY PRESERVATION FUND (1254)	1,941	Ongoing
45	LTR DRAINAGE IMPROVEMENTS FUND (0856)	7,858	Ongoing
46	LTR ELECTRICAL BOX REPLACEMENT ALL LTR STATIONS FUND (1187)	190	Ongoing
47	LTR GRADE CROSSING REPLACEMENT FUND (1048)	1,597	Ongoing
48	LTR INTERLOCKING RENEWALS FUND (1451)	9,854	Ongoing
49	LTR PRESERVATION FUND (0005)	4,026	Ongoing
50	LTR RAIL INSTALLATION FUND (0797)	1,524	Ongoing
51	LTR RAILROAD WORKER PROTECTION EQUIPMENT FUND (1364)	568	Ongoing
52	LTR REFURBISHING OF CARWASH FUND (1188)	441	Ongoing
53	LTR SUBSTATION PRESERVATION FUND (1227)	2,667	Ongoing
54	ATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT (1522)	309	Underway
55	ATION TRAIN DETECTION AND WORKER WARNING SYSTEM (SRD) (1508)	3,388	Underway
56	LTR 5KV SIGNAL POWER SYSTEM REPLACEMENT (1531)	4,050	Underway
57	LTR FLEXI FLOW (1538)	12	Underway
58	LTR PA/LED SIGNS REPLACEMENT (1294)	13,139	Underway
59	LTR TRACTION POWER SUBSTATION MAJOR REHABILITATION (1554)	540	Underway
60	LTR TRAIN CONTROL SIGNALS UPS UPGRADE (1521)	151	Underway
61	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE (1499)	1,457	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS FY 2020 AND 2021</u>		
62	MARC FACILITY IMPROVEMENT FUND (0199)	3,863	Ongoing
63	MARC PARKING LOT PRESERVATION FUND (1006)	2,177	Ongoing
64	MARC ROLLING STOCK PRESERVATION FUND (0634)	4,209	Ongoing
65	MARC STRUCTURAL INSPECTION SERVICES D&E (1376)	208	Ongoing
66	MARC PA/LED SIGNS REPLACEMENT (0430)	11,353	Underway
67	MARC PENN STATION TOD SUPPORT (1600)	100	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS FY 2020 AND 2021</u>		
68	METRO BRIDGE & ELEVATED STRUCTURES PRESERVATION FUND (0239)	3,365	Ongoing
69	METRO RAIL INSTALLATION FUND (0868)	4,473	Ongoing
70	METRO SYSTEM PRESERVATION FUND (0179)	5,476	Ongoing
71	METRO TUNNEL PRESERVATION FUND (0529)	3,066	Ongoing
72	YEARLY TESTING AND REPAIR OF FIRE PROTECTION SERVICES (1186)	1,208	Ongoing
73	DEWATERING STATIONS CONTROLS & EQUIPMENT REPLACEMENT (1532)	200	Underway
74	METRO STAT X FIRE EXTINGUISHING AGENT REPLACEMENT (1480)	2,263	Underway
75	METRO TUNNEL AND STATION DOOR REPAIR/REPLACEMENT (1498)	2,703	Underway
76	METRO TUNNEL STANDPIPE INSPECTION & REPAIR (1514)	250	Underway
77	METRO UPS SYSTEM UPGRADES (1535)	2,955	Underway
78	METRO WAYSIDE EMERGENCY TELEPHONE SYSTEMS (1288)	8,187	Underway
79	RO SIGNAL AND TRACTION POWER SYSTEM PRESERVATION FUND (0840)	2,235	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
80	<u>MOBILITY IMPROVEMENTS FY 2020 AND 2021</u> MOL MISC. IMPROVEMENTS FUND (1166)	2,139	Ongoing
81	MOBILTY CAD/AVL SYSTEM REPLACEMENT (1483)	6,400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 53

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2020 AND 2021</u>		
82	AGY CTIPP IT EQUIPMENT (1103)	2,077	Ongoing
83	AGY INFORMATION TECHNOLOGY PRESERVATION FUND (1396)	1,368	Ongoing
84	ITP HIGH AVAILABILITY ENVIRONMENT (1495)	671	Underway
85	ITP REAL TIME PASSENGER INFORMATION SYSTEM (1418)	5,444	Underway
86	ITP SWITCH REPLACEMENT (1494)	1,139	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 54

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
87	<u>LOTS IMPROVEMENTS FY 2019 COMPLETIONS</u> AGY HOWARD COUNTY BRT (1481)	143	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 55

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
88	<u>LOTS IMPROVEMENTS FY 2020 AND 2021</u> AGY GUARANTEED RIDE HOME (1419)	136	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS</u>			
<u>ALLEGANY COUNTY FY 2019 COMPLETIONS</u>			
1	1 Heavy Duty Bus Replacement 308 (FY15)	391	Complete
2	Preventive Maintenance (FY18)	350	Complete
3	Small Replacement Bus - 630 (FY19)	60	Complete
4	Vehicle Parking Addition (FY16)	12	Complete
<u>ANNAPOLIS FY 2019 COMPLETIONS</u>			
1	Electronic Farebox System (FY16)	200	Complete
2	Heavy Duty Floor Jacks (FY17)	9	Complete
3	Preventive Maintenance (FY18)	400	Complete
4	Preventive Maintenance (FY19)	400	Complete
5	Scan Tool (FY18)	6	Complete
6	Small Cutaway Replacement Bus - 300 (FY19)	87	Complete
7	Small Cutaway Replacement Bus - 301 (FY19)	87	Complete
<u>ANNE ARUNDEL COUNTY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	197	Complete
<u>BALTIMORE CITY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	82	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2019 COMPLETIONS</u>			
1	Electronic Farebox (FY18 5339)	14	Complete
2	Electronic Fareboxes (FY15 5339)	30	Complete
3	In-Vehicle Camera System (FY13)	50	Complete
4	Preventive Maintenance (FY18 5307)	36	Complete
5	Preventive Maintenance (FY18 5311)	137	Complete
6	Ridesharing (FY18)	9	Complete
7	Small Replacement Bus - 134 (FY19 5339)	66	Complete
<u>CARROLL COUNTY FY 2019 COMPLETIONS</u>			
1	1 Small Replacement Bus - 3374 (FY19 5339)	61	Complete
2	1 Small Replacement Bus - 3382 (FY19 5339)	61	Complete
3	1 Small Replacement Bus - 3390 (FY19 5339)	61	Complete
4	Preventive Maintenance (FY18)	200	Complete
<u>CECIL COUNTY FY 2019 COMPLETIONS</u>			
1	3 Bus Wraps (FY15)	13	Complete
2	3 Surveillance Cameras	18	Complete
3	Preventive Maintenance (FY18)	150	Complete
4	Preventive Maintenance (FY19)	150	Complete
5	Small Replacement Bus - 231 (FY19 5307)	76	Complete
<u>CENTRAL MD NON-PROFIT FY 2019 COMPLETIONS</u>			
1	Central MD Regional Transit - VTCLI Statewide TRIP (FY15)	487	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CHARLES COUNTY FY 2019 COMPLETIONS</u>			
1	3 Medium Replacement Buses - T79, T80, T27 (FY18)	290	Complete
2	4 Medium Replacement Buses - T75, T76, T77, T78 (FY18)	676	Complete
3	Preventive Maintenance (FY18)	227	Complete
<u>DORCHESTER COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18)	75	Complete
<u>EASTERN SHORE NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Delmarva Community Services - 1 Small Replacement Bus - 166 (FY18/19 5310)	65	Complete
2	Delmarva Community Services - VTCLI One Call/One Click Center (FY15)	500	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Action in Maturity - 1 Small Expansion Bus (FY18 SS)	59	Complete
2	Action in Maturity - Preventive Maintenance (FY18/19)	8	Complete
3	Appalachian Parent Assoc - Preventive Maintenance (FY18/19)	44	Complete
4	Appalachian Parent Assoc - Small Replacement Bus - 14 (FY18 SS)	56	Complete
5	ARC of Southern Maryland - 1 Small Expansion Bus (FY18/19)	65	Complete
6	ARC of Washington County - 1 Small Replacement Bus (FY18 SS)	57	Complete
7	ARC of Washington County - Preventive Maintenance (FY16/17)	15	Complete
8	Center for Life Enrichment - 1 Small Expansion Bus (FY18 SS)	65	Complete
9	Daybreak Adult Day Services - 1 Small Replacement Bus - #6 (FY18 SS)	59	Complete
10	Easter Seals Baltimore - 1 Small Replacement Bus (FY18 SS)	65	Complete
11	Easter Seals Hagerstown - Preventive Maintenance (FY18/19)	15	Complete
12	Easter Seals Hagerstown - Preventive Maintenance (FY16/17)	18	Complete
13	Mosaic - 2 Small Replacement Buses (FY18 SS)	117	Complete
14	Mosaic - Preventive Maintenance (FY18/19)	51	Complete
15	Partners In Care - Preventive Maintenance (FY16/17)	5	Complete
16	Partners In Care-Mobility Management (FY16/17)	294	Complete
17	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY18 SS)	61	Complete
18	Progress Unlimited, Inc. - Preventive Maintenance (FY16/17)	76	Complete
19	Progress Unlimited, Inc. - Preventive Maintenance (FY17 SS)	19	Complete
20	Progress Unlimited, Inc. - Preventive Maintenance (FY18/19)	70	Complete
21	Somerset Community Services - 1 Small Replacement Bus (FY18 SS)	61	Complete
22	Spring Dell - 7 Security Cameras (FY18/19)	15	Complete
23	Spring Dell - Preventive Maintenance (FY16/17)	45	Complete
24	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY16/17)	6	Complete
25	The League for People with Disabilities - 1 Small Replacement Bus (FY18 SS)	65	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2019 COMPLETIONS (cont'd)</u>			
26	Unified Community Connections - 1 Small Replacement Bus (FY18/19)	55	Complete
27	Way Station - 1 Small Expansion Bus (FY18 SS)	65	Complete
28	Winter Growth - 1 Small Expansion Bus (FY18 SS)	61	Complete
<u>FREDERICK COUNTY FY 2019 COMPLETIONS</u>			
1	3 Heavy Duty Diesel Replacement Buses - 35925, 35924, 35926 (FY18)	1,200	Complete
2	Electric Bus 35920 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
3	Electric Bus 35922 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
4	Electric Bus 35928 (FY17) Converted to Heavy Duty Replacement Bus	390	Complete
5	Facility Update D&E (FY17)	390	Complete
6	Gas Medium Duty 37963 (FY17)	133	Complete
7	Paratransit Software (FY17)	275	Complete
8	Preventive Maint (FY17 5311)	70	Complete
9	Preventive Maintenance (FY18 5307)	700	Complete
10	Small Gas Cutaway Replacement Bus - 37960 (FY19 5339)	69	Complete
11	Small Gas Cutaway Replacement Bus - 37961 (FY19 5339)	72	Complete
12	Small Gas Cutaway Replacement Bus - 37962 (FY19 5339)	69	Complete
<u>GARRETT COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18)	267	Complete
2	Small Replacement Bus - 185	57	Complete
3	Small Replacement Bus - 186	57	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HARFORD COUNTYFY 2019 COMPLETIONS</u>			
1	2 Small Replacement Buses - 8005, 8011 (FY18 5307)	167	Complete
2	Bus Shelters (FY13)	130	Complete
3	Bus Wash Renovation (FY14)	55	Complete
4	Bus Wash Renovation (FY16)	30	Complete
5	Call Center Phone (FY15)	14	Complete
6	Garage Door Repair (FY14)	30	Complete
7	Ridesharing (FY18)	88	Complete
<u>HOWARD COUNTY FY 2019 COMPLETIONS</u>			
1	Bus Rapid Transit (BRT) Plan (FY18)	143	Complete
2	Pilot Rideshare Assistance (FY16)	197	Complete
3	Ridesharing (FY18)	131	Complete
<u>MONTGOMERY COUNTY FY 2019 COMPLETIONS</u>			
1	Bus Replacement (FY18 WAG)	2,000	Complete
2	Ridesharing (FY18)	372	Complete
<u>OCEAN CITY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY19 5311)	600	Complete
<u>PRINCE GEORGE'S COUNTY FY 2019 COMPLETIONS</u>			
1	Ridesharing (FY18)	269	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>QUEEN ANNE'S COUNTYFY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY19 5311 & LU)	65	Complete
2	Small Cutaway Replacement Bus - 320 (FY19 5339)	71	Complete
3	Small Cutaway Replacement Bus - 340 (FY19 5339)	71	Complete
<u>SOMERSET COUNTYFY 2019 COMPLETIONS</u>			
1	Small Replacement Bus - 17 (FY19 SS 5310)	56	Complete
2	Small Replacement Bus - 21 (FY19 SS 5310)	56	Complete
3	Smith Island Study (FY17)	40	Complete
<u>SOUTHERN MD NON-PROFITS FY 2019 COMPLETIONS</u>			
1	Tri-County Council of Southern Maryland - Ridesharing (FY18)	109	Complete
<u>ST MARY'S COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18 5307 & 5311)	125	Complete
<u>TALBOT COUNTY FY 2019 COMPLETIONS</u>			
1	Preventive Maintenance (FY18 5311)	84	Complete
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2019 COMPLETIONS</u>			
1	2 Medium Replacement Buses (FY18 5307)	236	Complete
2	Bus Wash Equipment (FY18 5307)	500	Complete
3	Facility Construction Phase III	1,557	Complete
4	Mobility Management (FY18 5307)	143	Complete
5	Mobility Management (FY19 5307)	143	Complete
6	Preventive Maintenance (FY18 5307)	826	Complete
7	Small Replacement Bus - 55 (FY19 5339)	72	Complete

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>		
	<u>WASHINGTON COUNTY FY 2019 COMPLETIONS</u>		
1	Preventive Maintenance (FY18 5307)	300	Complete
	<u>WICOMICO COUNTY FY 2019 COMPLETIONS</u>		
1	See Tri-County Council for the Lower Eastern Shore for Projects		
	<u>WORCESTER COUNTY FY 2019 COMPLETIONS</u>		
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ALLEGANY COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 304 (FY18)	300	FY 2020
2	1 Medium Replacement Bus - 305 (FY18)	300	FY 2020
3	1 Medium Replacement Bus (FY13)	309	FY 2020
4	Medium Duty under 30' Replacement 303 (FY17)	175	FY 2020
5	Medium Replacement Bus - 307 (FY19)	249	FY 2020
6	Transportation Development Plan (FY19)	100	FY 2020
7	1 Heavy Duty Bus Replacement - 299 (FY20)	137	FY 2021
8	1 Small Bus Replacement - 634 (FY20)	92	FY 2021
9	Preventive Maintenance (FY20)	350	FY 2021
10	Preventive Maintenance (FY19)	350	Ongoing
11	Vehicle Cameras APC (FY15)	237	Underway
<u>ANNAPOLIS FY 2020 AND 2021</u>			
1	Office Furniture (FY20)	10	FY 2020
2	Preventive Maintenance (FY20)	45	FY 2020
3	1 Medium Bus Replacement - 253 (FY20)	386	FY 2021
4	1 Medium Bus Replacement - 256 (FY20)	386	FY 2021
5	40 Bus Stop Shelters (FY14)	422	Underway
6	Maintenance Shop Rehabilitation	105	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ANNE ARUNDEL COUNTY FY 2020 AND 2021</u>			
1	Ridesharing (FY20)	197	FY 2020
2	1 Medium Replacement Bus - 9544 (FY20)	139	FY 2021
3	1 Medium Replacement Bus - 9545 (FY20)	139	FY 2021
4	1 Medium Replacement Bus - 9547 (FY20)	139	FY 2021
5	1 Medium Replacement Bus - 9710 (FY19 5339)	180	FY 2021
6	1 Medium Replacement Bus - 9711 (FY19 5339)	180	FY 2021
7	1 Medium Replacement Bus - 9548 (FY18)	194	FY 2021
8	1 Medium Replacement Bus - 9549 (FY18)	194	FY 2021
9	Mobile Radios (FY19 5339)	35	FY 2021
10	Ridesharing (FY19)	197	Ongoing
<u>BALTIMORE CITY FY 2020 AND 2021</u>			
1	Ridesharing (FY20)	82	FY 2020
2	Ridesharing (FY19)	82	Ongoing
<u>BALTIMORE COUNTY FY 2020 AND 2021</u>			
1	BMC Ridesharing (FY20)	170	FY 2020
2	Transportation Development Plan (FY20)	95	FY 2020
3	1 Small Bus Replacement - 30381 (FY20)	61	FY 2021
4	1 Small Bus Replacement - 30382 (FY20)	61	FY 2021
5	BMC Ridesharing (FY18)	170	Ongoing
6	BMC Ridesharing (FY19)	170	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CALVERT COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus (FY16 5311 & 5307)	148	FY 2020
2	Preventive Maintenance (FY20 5307)	32	FY 2020
3	Preventive Maintenance (FY20 5311)	119	FY 2020
4	Ridesharing (FY20)	9	FY 2020
5	Transportation Development Plan (FY20 5304)	95	FY 2020
6	1 Small Bus Replacement - 138 (FY20 5339)	63	FY 2021
7	1 Small Bus Replacement - 140 (FY20 5339)	69	FY 2021
8	Preventive Maintenance (FY19 5307)	36	Ongoing
9	Preventive Maintenance (FY19 5311)	137	Ongoing
10	Ridesharing (FY19)	9	Ongoing
11	AVL Equipment (FY18 5339)	4	Underway
<u>CARROLL COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20)	150	FY 2020
2	1 Small Bus Replacement - 3381 (FY20)	62	FY 2021
3	1 Small Bus Replacement - 3386 (FY20)	66	FY 2021
4	1 Small Bus Replacement - 3387 (FY20)	66	FY 2021
5	Preventive Maintenance (FY19)	200	Ongoing
6	Transportation Development Plan (FY18)	95	Ongoing
7	Replacement Tablets (18) (FY18)	9	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CECIL COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 225 (FY18)	210	FY 2020
2	1 Replacement Bus 35' (FY15)	226	FY 2020
3	2 Expansion 35' HD Buses	451	FY 2020
4	Bus Wraps for Cutaway Buses (FY16)	7	FY 2020
5	Hub Study - Phase II	175	FY 2020
6	Medium duty 35' Expansion (FY17)	300	FY 2020
7	Medium duty 35' Expansion (FY17)	300	FY 2020
8	Medium Replacement Bus - 229 (FY19 5307)	274	FY 2020
9	Mobile Radios (FY17)	7	FY 2020
10	Preventive Maintenance (FY20)	170	FY 2020
11	3 Bus Wraps (FY20)	13	FY 2021
12	Automatic Annunciators (FY20)	80	FY 2021
13	Automatic Passenger Counters (FY20)	70	FY 2021
14	Small Cutaway Bus - 230 (FY20)	77	FY 2021
15	Small Cutaway Bus - 232 (FY20)	77	FY 2021
16	Small Cutaway Bus - 233 (FY20)	77	FY 2021
<u>CENTRAL MD NON-PROFIT FY 2020 AND 2021</u>			
1	Central MD Regional Transit (FY16/17 5310) - Mobility Management	1,104	Ongoing
2	Central MD Regional Transit (FY16/17 5310) - Travel Training	464	Ongoing
3	Central MD Regional Transit (FY18/19 5310) - Mobility Management	411	Ongoing
4	Central MD Regional Transit (FY18/19 5310) - Travel Training	38	Ongoing
5	New Freedom Program (Partners In Care)	20	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>CHARLES COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - T29 (FY19 5339)	100	FY 2020
2	1 Medium Replacement Bus - T30 (FY19 5339)	100	FY 2020
3	1 Medium Replacement Bus - T31 (FY19 5339)	100	FY 2020
4	1 Medium Replacement Bus - T32 (FY19 5339)	100	FY 2020
5	1 Medium Replacement Bus - T33 (FY19 5339)	100	FY 2020
6	Design & Engineering for Facility (FY20)	500	FY 2020
7	Onboard Security Camera System (FY16)	138	FY 2020
8	Preventive Maintenance (FY20)	114	FY 2020
9	Shelter and Bus Stop Improvements (FY17)	50	FY 2020
10	1 Light Duty Paratransit Bus - T82	62	FY 2021
11	1 Light Duty Paratransit Bus - T87	62	FY 2021
12	Preventive Maintenance (FY19)	227	Ongoing
13	Feasibility Study Phase II (FY15)	300	Underway
<u>DORCHESTER COUNTY FY 2020 AND 2021</u>			
1	(2) Gas Engines (FY19 5311)	7	FY 2020
2	(2) Gas Transmissions (FY19 5311)	7	FY 2020
3	Preventive Maintenance (FY20)	50	FY 2020
4	1 Medium Duty Replacement Bus (FY13)	113	FY 2021
5	1 Small Bus Replacement - 197 (FY20)	77	FY 2021
6	1 Van Replacement - 189 (FY20)	50	FY 2021
7	Preventive Maintenance (FY19)	50	Ongoing
8	Transportation Development Plan (TDP) (FY16)	90	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>EASTERN SHORE NON-PROFITS FY 2020 AND 2021</u>			
1	Delmarva Community Transit- 2 Small Replacement Buses (FY20/21)	137	FY 2020
2	Delmarva Community Transit- Mobility Management (FY20/21)	460	FY 2020
3	Delmarva Community Transit- Mobility Management (FY18/19)	324	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021</u>			
1	Action in Maturity - Preventive Maintenance (FY20/21)	25	FY 2020
2	Allegany County HRDC, Inc. - Preventive Maintenance (FY20/21)	26	FY 2020
3	Appalachian Parent Assoc - Preventive Maintenance (FY20/21)	50	FY 2020
4	ARC of Northern Chesapeake Region - 1 Small Bus Expansion(FY20/21)	56	FY 2020
5	ARC of Northern Chesapeake Region - 2 Small Bus Replacements (FY20/21)	120	FY 2020
6	ARC of Northern Chesapeake Region - Preventive Maintenance (FY20/21)	9	FY 2020
7	ARC of Southern Maryland - 2 Small Bus Expansions(FY20/21)	100	FY 2020
8	ARC of Washington County - 1 Small Bus Replacement (FY20/21)	62	FY 2020
9	Associated Catholic Charities - 1 Small Replacement Bus - #MW (FY20/21)	63	FY 2020
10	Associated Catholic Charities - Preventive Maintenance (FY20/21)	55	FY 2020
11	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus - #1 (FY20/21)	69	FY 2020
12	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY20/21)	20	FY 2020
13	Daybreak Adult Day Services - 1 Small Replacement Bus - #4 (FY20/21)	63	FY 2020
14	Daybreak Adult Day Services - 1 Small Replacement Bus - #8 (FY20/21)	63	FY 2020
15	Diakon - Preventive Maintenance (FY20/21)	6	FY 2020
16	Diakon - 1 Small Replacment Bus - #UGH307 (FY20/21)	63	FY 2020
17	Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	25	FY 2020
18	Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	24	FY 2020
19	Easter Seals Baltimore - Preventive Maintenance (FY20/21)	30	FY 2020
20	Easter Seals Hagerstown - 1 Small Replacement Bus - Phoenix (FY20/21)	67	FY 2020
21	Easter Seals Hagerstown - Preventive Maintenance (FY20/21)	30	FY 2020
22	Friends Aware - Preventive Maintenance (FY20/21)	30	FY 2020
23	Harford Center - 1 Small Replacement Bus - 02 (FY20/21)	60	FY 2020
24	Harford Center - 1 Small Replacement Bus - 23 (FY20/21)	60	FY 2020
25	Harford Center - Preventive Maintenance (FY20/21)	6	FY 2020

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
26	Hopkins Elder Plus - 1 Small Replacement Bus - 24-001 (FY20/21)	68	FY 2020
27	Hopkins Elder Plus - Preventive Maintenance (FY20/21)	52	FY 2020
28	Hopkins Elder Plus - 1 Small Expansion Bus (FY20/21)	68	FY 2020
29	Humanim- 1 Small Replacement Bus-43 (FY20/21)	60	FY 2020
30	Humanim- 1 Small Replacement Bus-W4 (FY20/21)	60	FY 2020
31	Kent Center - Office Equipment (FY18/19)	4	FY 2020
32	Mosaic-2 Small Bus Expansions (FY20/21)	121	FY 2020
33	Mosaic-Preventive Maintenece (FY20/21)	60	FY 2020
34	Partners in Care-Mobility Management- All Programs (FY20/21)	591	FY 2020
35	Partners in Car-Preventive Maintenance (FY20/21)	40	FY 2020
36	Progress Unlimited, Inc. - Preventive Maintenance (FY20/21)	90	FY 2020
37	Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	7	FY 2020
38	Spring Dell -2 Small Bus Replacements (FY20/21)	126	FY 2020
39	St. Mary's Adult Medical Day Care - Small Bus Expansion (FY20/21)	59	FY 2020
40	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY20/21)	13	FY 2020
41	The League for People with Disabilities - 1 Small Bus Expansion (FY20/21)	61	FY 2020
42	The League for People with Disabilities - 1 Small Bus Replacement (FY20/21)	64	FY 2020
43	Unified Community Connections- 2 Small Bus Replacements (FY20/21)	110	FY 2020
44	Washington County CAC - 2 Small Replacment Buses (FY20/21)	126	FY 2020
45	Washington County CAC - Mobility Management(FY20/21)	135	FY 2020
46	Way Station- 2 Small Replacement Buses (FY20/21)	120	FY 2020
47	Winter Growth - Preventive Maintenance (FY20/21)	2	FY 2020
48	Winter Growth-1 Small Replacement Bus (FY20/21)	75	FY 2020
49	Worcester County Comm on Aging - Computer/Software (FY18/19)	20	FY 2020
50	Worcester County Comm on Aging - Mobility Management (FY20/21)	106	FY 2020

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
51	Worcester County Developmental Center - 2 Small Replacement Buses (FY20/21)	120	FY 2020
52	Allegany County HRDC, Inc. - 1 Minivan Replacement - AAA2 (FY20/21)	50	FY 2021
53	Appalachian Parent Assoc - 1 Minivan Replacement - X-18 (FY20/21)	50	FY 2021
54	ARC of Washington County - 2 Minivans Expansion (FY20/21)	100	FY 2021
55	Associated Catholic Charities - 10 Minivans - Expansion (FY20/21)	500	FY 2021
56	Center for Life Enrichment - 3 Minivans - Expansion (FY20/21)	150	FY 2021
57	Dove Pointe, Inc. - 1 Minivan - Expansion (FY20/21)	50	FY 2021
58	Easter Seals Baltimore - 2 Minivans - Expansion (FY20/21)	100	FY 2021
59	Freedom Landing - 2 Expansion Minivans (FY16/17)	80	FY 2021
60	Friends Aware - 1 Minivan Expansion (FY20/21)	50	FY 2021
61	Harford Center - 1 Minivan - Expansion (FY20/21)	50	FY 2021
62	Humanim-2 Minivans-Expansion (FY20/21)	100	FY 2021
63	Progress Unlimited, Inc.-1 Minivan Expansion (FY20/21)	50	FY 2021
64	Progress Unlimited, Inc.-2 Minivan Replacements (FY20/21)	100	FY 2021
65	Progress Unlimited, Inc.-35 Ipads and Protective Cases (FY20/21)	13	FY 2021
66	Prologue, Inc. - 2 Minivan Replacements (FY20/21)	100	FY 2021
67	Providence Center- 10 Minivan Expansion (FY20/21)	500	FY 2021
68	Spring Dell- Minivan Replacement (FY 20/21)	50	FY 2021
69	Star Community-2 Minivans Expansion (FY20/21)	100	FY 2021
70	The League for People with Disabilities - 1 Minivan Expansion (FY20/21)	50	FY 2021
71	The League for People with Disabilities - 1 Minivan Replacement (FY20/21)	50	FY 2021
72	Washington County CAC - 1 Minivan Expansion (FY20/21)	50	FY 2021
73	Winter Growth-1 Minivan Expansion (FY20/21)	50	FY 2021
74	Allegany County HRDC, Inc. - Mobility Management (FY18/19)	100	Ongoing
75	Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	27	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
76	ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	45	Ongoing
77	ARC of Southern Maryland - Mobility Management (FY18 SS)	114	Ongoing
78	ARC of Southern Maryland - Preventive Maintenance (FY18/19)	5	Ongoing
79	ARC of Washington County - Preventive Maintenance (FY18/19)	8	Ongoing
80	Associated Catholic Charities - Preventive Maintenance (FY18/19)	55	Ongoing
81	Athelas - Preventive Maintenance (FY18/19)	10	Ongoing
82	Bayside Community Network - Preventive Maintenance (FY16/17)	30	Ongoing
83	Bayside Community Network - Preventive Maintenance (FY18/19)	23	Ongoing
84	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	24	Ongoing
85	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	19	Ongoing
86	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	5	Ongoing
87	Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	3	Ongoing
88	Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	6	Ongoing
89	Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	10	Ongoing
90	Diakon - Preventive Maintenance (FY18/19)	4	Ongoing
91	Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	17	Ongoing
92	Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	48	Ongoing
93	Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	100	Ongoing
94	Easter Seals Baltimore - Preventive Maintenance (FY18/19)	44	Ongoing
95	Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	8	Ongoing
96	Freedom Landing - Preventive Maintenance (FY16/17)	9	Ongoing
97	Freedom Landing - Preventive Maintenance (FY18/19)	3	Ongoing
98	Friends Aware - Preventive Maintenance (FY16/17)	42	Ongoing
99	Friends Aware - Preventive Maintenance (FY18/19)	23	Ongoing
100	Hopkins Elder Plus - Preventive Maintenance (FY18/19)	35	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
101	Humanim-Preventive Maintenance (FY16/17)	20	Ongoing
102	Kent Center - Preventive Maintenance (FY16/17)	9	Ongoing
103	Kent Center - Preventive Maintenance (FY17 SS)	6	Ongoing
104	Kent Center - Preventive Maintenance (FY18/19)	5	Ongoing
105	LifeBridge Health - Mobility Management (FY18/19)	100	Ongoing
106	Lifestyles, Inc. - Preventive Maintenance (FY16/17)	2	Ongoing
107	Partners In Care - Preventive Maintenance (FY18/19)	20	Ongoing
108	Partners in Care-Mobility Management (18/19)	336	Ongoing
109	Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	30	Ongoing
110	Shore Up! - Preventive Maintenance (FY16/17)	12	Ongoing
111	Shore Up! - Preventive Maintenance (FY18/19)	12	Ongoing
112	Spring Dell - Preventive Maintenance (FY18/19)	42	Ongoing
113	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	3	Ongoing
114	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	6	Ongoing
115	Star Community - Preventive Maintenance (FY16/17)	3	Ongoing
116	The League for People with Disabilities - Preventive Maintenance (FY16/17)	7	Ongoing
117	Washington County CAC - Mobility Management(FY18 SS)	10	Ongoing
118	Washington County CAC - Mobility Management(FY18/19)	101	Ongoing
119	Washington County CAC - Preventive Maintenance (FY18/19)	15	Ongoing
120	Winter Growth - Preventive Maintenance (FY16/17)	2	Ongoing
121	Worcester County Comm on Aging - Mobility Management (FY18 SS)	45	Ongoing
122	Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	15	Ongoing
123	Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	5	Ongoing
124	Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	20	Ongoing
125	Worcester County Developmental Center - Preventive Maintenance (FY18/19)	65	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ELDERLY/DISABLED NON-PROFITS FY 2020 AND 2021 (cont'd)</u>			
126	Allegany County HRDC, Inc. - Ride To Wellness (FY18/19)	182	Underway
127	Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	3	Underway
128	Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	1	Underway
<u>FREDERICK COUNTY FY 2020 AND 2021</u>			
1	1 Electric Bus - 35927 (FY18)	585	FY 2020
2	Preventive Maintenance (FY19 5311)	70	FY 2020
3	Preventive Maintenance (FY20 5307)	700	FY 2020
4	Preventive Maintenance (FY20 5311)	70	FY 2020
5	Rideshare (FY20)	124	FY 2020
6	Transportation Development Plan (TDP) (FY20)	95	FY 2020
7	Preventive Maintenance (FY18 5311)	70	Ongoing
8	Preventive Maintenance (FY19 5307)	700	Ongoing
9	Ridesharing (FY19)	124	Ongoing
10	Facility Expansion Construction (FY18)	500	Underway
11	Facility Expansion Construction (FY20)	2,500	Underway
<u>GARRETT COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20)	267	FY 2020
2	1 Small Bus Replacement - 188 (FY20)	58	FY 2021
3	1 Small Bus Replacement - 208 (FY20)	58	FY 2021
4	Preventive Maintenance (FY19)	267	Ongoing
5	Transportation Development Plan (FY18)	95	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>		
	<u>HARFORD COUNTY FY 2020 AND 2021</u>		
1	1 Medium Bus (FY13)	198	FY 2020
2	1 Medium Replacement Bus (FY16)	196	FY 2020
3	3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	586	FY 2020
4	Bus Shelters (FY18)	130	FY 2020
5	Bus Wash (FY18)	150	FY 2020
6	Fare Collection (FY18)	130	FY 2020
7	Office Space Buildout (FY18)	150	FY 2020
8	Operator Training Room A/C Funds (FY16)	25	FY 2020
9	Preventive Maintenance (FY20)	700	FY 2020
10	Ridesharing (FY20)	88	FY 2020
11	Routematch Replacement Tablets & Docks (FY20)	60	FY 2020
12	Security Cameras (FY18)	100	FY 2020
13	Support Vehicle - 8015 (FY19)	45	FY 2020
14	1 Heavy Duty Bus Replacement - 817 (FY20 5339)	413	FY 2021
15	1 Heavy Duty Bus Replacement - 819 (FY20)	413	FY 2021
16	1 Heavy Duty Bus Replacement - 824 (FY20)	413	FY 2021
17	1 Medium Replacement Bus - 8013 (FY19 5339)	265	FY 2021
18	1 Medium Replacement Bus - 814 (FY19 5307)	265	FY 2021
19	4 Small Bus Replacements - 8004, 8007, 8009, 8006 (FY20)	355	FY 2021
20	Feasibility Study	150	FY 2021
21	Preventive Maintenance (FY19)	600	Ongoing
22	Ridesharing (FY19)	88	Ongoing
23	A/C for Training Room (FY15)	15	Underway
24	Bus Wash System (FY17)	280	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>HOWARD COUNTY FY 2020 AND 2021</u>			
1	1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	365	FY 2020
2	1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	365	FY 2020
3	Preventive Maintenance (FY20)	53	FY 2020
4	Ridesharing (FY19)	131	FY 2020
5	1 Heavy Duty Bus Replacement - 9546 (FY20)	423	FY 2021
6	1 Heavy Duty Bus Replacement - 9552 (FY20)	423	FY 2021
7	Ridesharing (FY19)	131	Ongoing
<u>KENT COUNTY FY 2020 AND 2021</u>			
1	See Talbot County for Projects		
<u>MONTGOMERY COUNTY FY 2020 AND 2021</u>			
1	Bus Replacement (FY19 WAG)	2,000	FY 2020
2	Ridesharing (FY20)	372	FY 2020
3	Bus Replacement (FY20 WAG)	2,000	FY 2021
4	Ridesharing (FY19)	372	Ongoing
<u>OCEAN CITY FY 2020 AND 2021</u>			
1	Facility Construction Oversight (FY20 5311)	200	FY 2020
2	Preventive Maintenance (FY20)	600	FY 2020
3	Transit Facility Construction (FY20 5311)	6,263	FY 2020
4	Facility Construction Oversight (FY19 5311)	488	Underway
5	Transit Campus Construction (FY18 5311)	6,250	Underway
6	Transit Campus Construction (FY19 5311)	7,500	Underway
7	Transit Facility D & E (FY17)	520	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>PRINCE GEORGE'S COUNTY FY 2020 AND 2021</u>			
1	Bus Stop Improvements (FY15)	500	FY 2020
2	Ridesharing (FY20)	269	FY 2020
3	Bus Replacement (FY19 WAG)	500	FY 2021
4	Bus Replacement (FY20 WAG)	500	FY 2021
5	Bus Stop Improvements (Buses)(FY16 WAG)	500	FY 2021
6	Bus Stop Improvements (Buses)(FY17 WAG)	500	FY 2021
7	Bus Stop Improvements (Buses)(FY18 WAG)	500	FY 2021
8	Ridesharing (FY19)	269	Ongoing
9	Bus Stop Improvements (FY13 & FY14)	735	Underway
<u>QUEEN ANNE'S COUNTY FY 2020 AND 2021</u>			
1	Preventive Maintenance (FY20 5311 & LU)	85	FY 2020
2	Small Cutaway Replacement Bus - 263 (FY20 5339)	72	FY 2020
3	Small Cutaway Replacement Bus - 264 (FY20 5339)	74	FY 2020
4	Transportation Development Plan (FY17)	90	Underway
<u>SOMERSET COUNTY FY 2020 AND 2021</u>			
1	See Tri-County Council for the Lower Eastern Shore Projects		
2	1 Small Replacement Bus - 15 (FY20 5310)	60	FY 2020
3	1 Small Replacement Bus - 22 (FY20 5310)	60	FY 2020
<u>SOUTHERN MD NON-PROFITS FY 2020 AND 2021</u>			
1	Tri-County Council of Southern Maryland - Ridesharing (FY20)	109	FY 2020
2	Tri-County Council of Southern Maryland - Ridesharing (FY19)	109	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>ST MARY'S COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 45 (FY19 5339)	189	FY 2020
2	1 Medium Replacement Bus - 46 (FY19 5339)	189	FY 2020
3	1 Medium Replacement Bus - 47 (FY19 5339)	189	FY 2020
4	1 Medium Replacement Bus (FY17 5339)	138	FY 2020
5	3 30' HD Replacement Buses (FY16 5307 & 5311)	414	FY 2020
6	4 Medium Replacement Buses (FY15 5339 & 5307 & 5311)	500	FY 2020
7	Preventive Maintenance (FY20 5307 & 5311)	124	FY 2020
8	Routing Software (FY20 5307 & 5311)	446	FY 2021
9	Preventive Maintenance (FY17 5307 & 5311)	94	Ongoing
10	Preventive Maintenance (FY19 5307 & 5311)	125	Ongoing
11	Transportation Development Plan (FY18)	95	Ongoing
<u>TALBOT COUNTY FY 2020 AND 2021</u>			
1	1 Small Bus Replacement - 801 (FY20 5339)	77	FY 2020
2	Preventive Maintenance (FY20 5311)	30	FY 2020
3	1 Medium Replacement Bus - 2192 (FY19 5339)	194	FY 2021
4	1 Medium Replacement Bus - 2193 (FY18 5339)	175	FY 2021
5	1 Van Replacement - 20 (FY20 5339)	50	FY 2021
6	2 Medium Duty Replacement Buses (FY14)	223	FY 2021
7	Preventive Maintenance (FY19 5311)	50	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

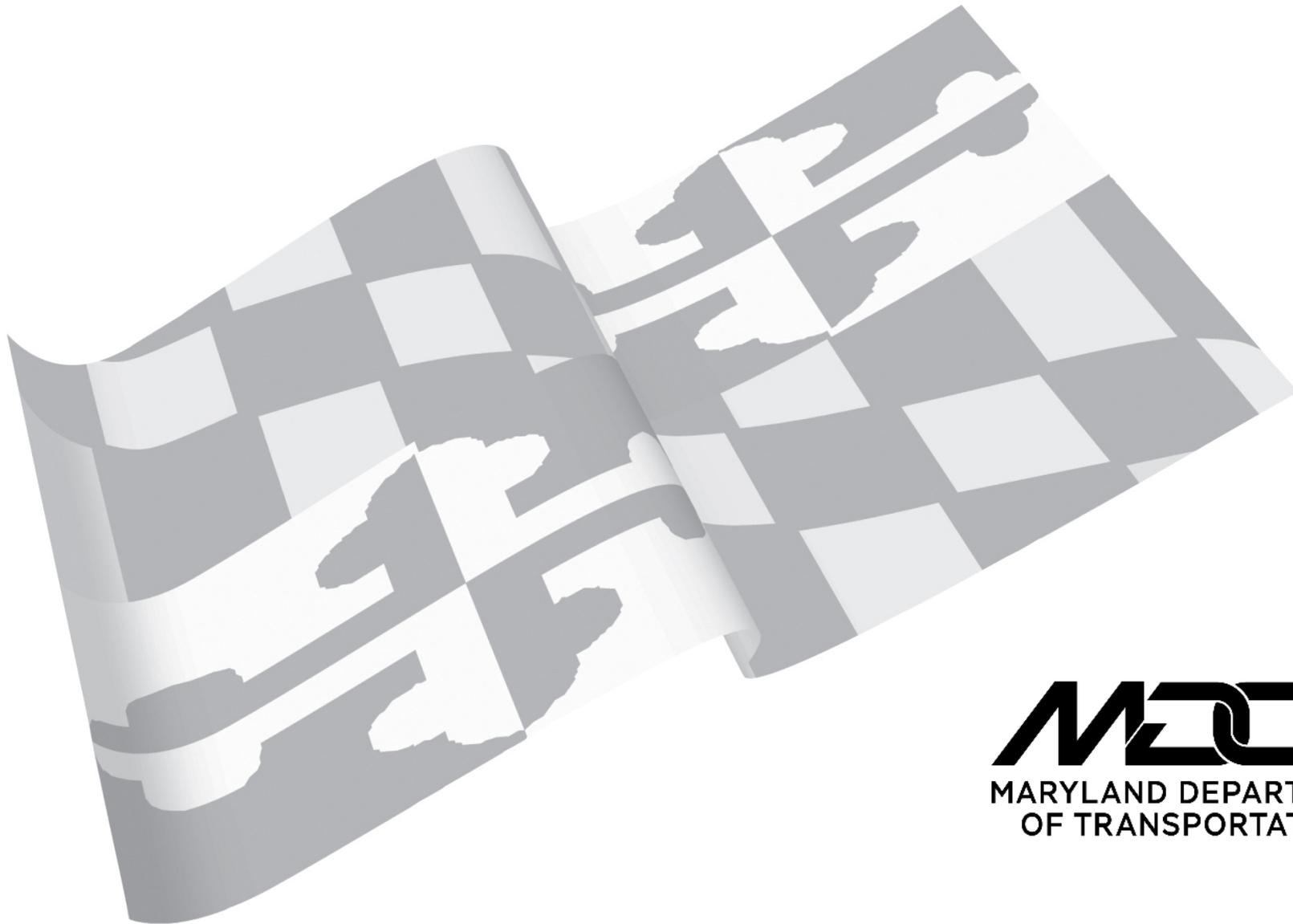
MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u>			
<u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2020 AND 2021</u>			
1	1 Small Bus Replacement - 83 (FY20 5339)	72	FY 2020
2	1 Small Bus Replacement - 94 (FY20 5339)	72	FY 2020
3	1 Small Bus Replacement - 98 (FY20 5339)	72	FY 2020
4	Mobility Management (FY20 5307)	72	FY 2020
5	Preventive Maintenance (FY20 5307)	800	FY 2020
6	1 Medium Bus Replacement - 267 (FY20 5339)	169	FY 2021
7	1 Medium Bus Replacement - 405 (FY20 5339)	169	FY 2021
8	1 Medium Bus Replacement - 420 (FY20 5339)	169	FY 2021
9	1 Medium Replacement Bus - 406 (FY19 5339)	119	FY 2021
10	1 Medium Replacement Bus - 407 (FY19 5339)	119	FY 2021
11	Preventive Maintenance (FY19 5307)	800	Ongoing
<u>WASHINGTON COUNTY FY 2020 AND 2021</u>			
1	1 Medium Replacement Bus - 705 (FY19 5339)	249	FY 2020
2	1 Medium Replacement Bus - 706 (FY19 5339)	249	FY 2020
3	2 Medium Replacement Buses - 701, 702 (FY18 5307)	652	FY 2020
4	2 Medium Replacement Buses - 703, 704 (FY18 5307)	652	FY 2020
5	Preventive Maintenance (FY20 5307)	350	FY 2020
6	1 Medium Replacement Bus - 707 (FY20 5339)	401,340	FY 2021
7	Preventive Maintenance (FY19 5307)	300	Ongoing
8	Passenger Shelter Installs (FY13)	100	Underway
9	RouteMatch Fixed Route System (FY17)	310	Underway
<u>WICOMICO COUNTY FY 2020 AND 2021</u>			
1	See Tri-County Council for the Lower Eastern Shore for Projects		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 57 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
1	<p align="center"><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></p> <p align="center"><u>WORCESTER COUNTY FY 2020 AND 2021</u></p> <p>See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects</p>		



MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

**WASHINGTON METROPOLITAN AREA
TRANSIT AUTHORITY**

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
Special Funds	230.2	219.2	181.5	186.0	190.7	195.5	1,203.1
Federal Funds - WMATA *	99.9	99.9	99.9	99.9	99.9	99.9	599.4
General Funds Dedicated	110.0	125.0	167.0	167.0	167.0	167.0	903.0

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



PROJECT: WMATA Capital Investment Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2020 - 2025 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2020 - 2025 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

Matching Funding for "Passenger Rail Investments and Improvement Act of 2008" - P.L. 110-432 - Line 3
 Series 2017B and 2018 Debt Service - Line 5
 Governor's Capital Dedicated Funding - Line 6

STATUS: The FY 2020 - 2025 CIP was adopted by the WMATA Board of Directors on March 28, 2019.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$137.9M due to the addition of FY 2025 funding, offset by WMATA budget requests.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	
Total	3,446,394	2,236,672	190,559	194,810	199,188	203,697	208,342	213,126	1,209,722	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

9004, 9006



PROJECT: Project Development

DESCRIPTION: The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: The program funds Maryland's share of the Washington Metropolitan Area Transit Authority's Project Development Program.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$1.0M due to the addition of funding for FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	0	0
Total	24,760	18,460	1,300	1,000	1,000	1,000	1,000	1,000	6,300	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

DESCRIPTION: The Passenger Rail Investment Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia and The District of Columbia. This program provides Maryland's share of the match to federal funds.

JUSTIFICATION: Funding is used for capital improvements to improve safety and state of good repair of the rail system, including the replacement of all 1000 series railcars and other investments called for in recommendations made by the Federal Transit Administration (FTA) and National Transportation Safety Board (NTSB).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

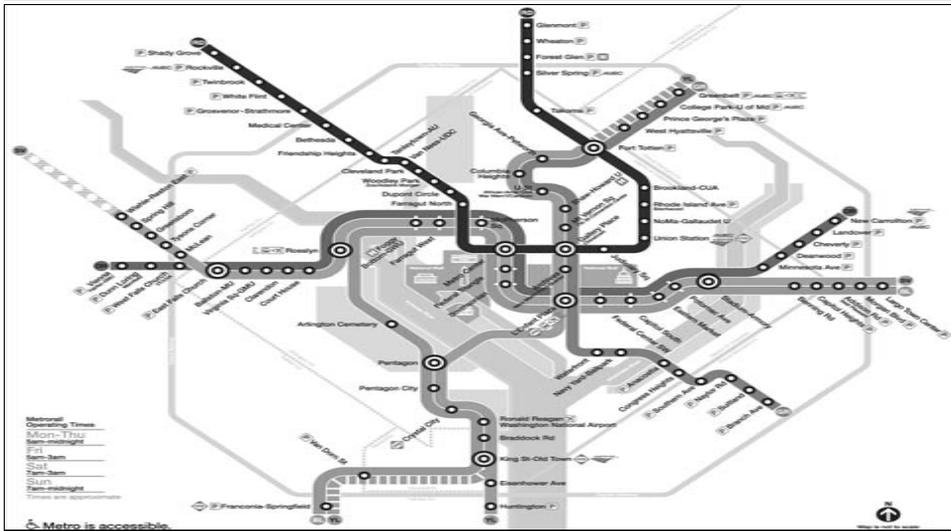
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvements Program - Line 1

STATUS: The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2020 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding for FY 2025.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$50.0M due to the addition of funding in FY 2025.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY					
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	750,000	450,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	750,000	450,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the term of the Metro Matters Funding Agreement.

JUSTIFICATION: The Metro Matters Program was initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005 - 2010. The program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters Program.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Maryland's share of the annual contributions to the Metro Matters Program is approximately \$9.9M during the FY 2020 - FY 2025. The final maturity of the Metro Matters bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$9.9M due to the addition of FY 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Total	163,488	104,022	9,911	9,911	9,911	9,911	9,911	9,911	59,466	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: Series 2017B and 2018 Debt Service

DESCRIPTION: WMATA debt service represents the amount of bond debt taken on by the Authority after agreement by the state to cover the costs of debt repayment and associated fees. This includes the 2017B Series debt for FY 2018 and the 2018 Series debt for FY 2019. This debt was approved for funding Maryland's share fo WMATA's Capital Improvement Program (CIP).

JUSTIFICATION: These series of debt authorizations fund the purchase of long-term bonds issued by WMATA to fund its CIP.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

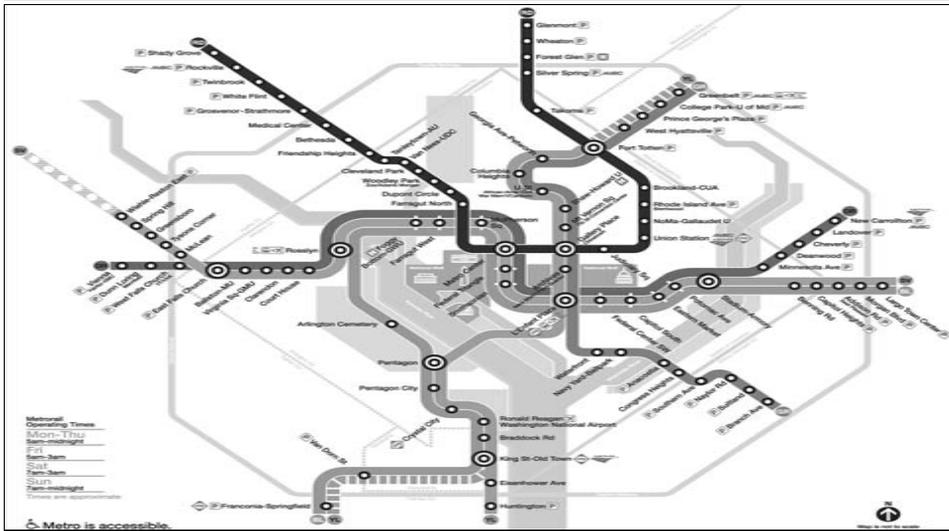
ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvements Program - Line 1

STATUS: Maryland's share of WMATA debt payment for FY 2018 and 2019, with programmed funding beginning in FY 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$20.5M due to the addition of FY 2025.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			YEAR 2020	YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Total	127,800	0	21,300	21,300	21,300	21,300	21,300	21,300	127,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9012, 9013



PROJECT: Governor's Capital Dedicated Funding

DESCRIPTION: In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167.0M will be appropriated to WMATA annually as Maryland's portion of the dedicated fund toward it's capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500.0M dedicated capital fund.

JUSTIFICATION: The funding is mandated by state legislation. Maryland will provide \$167.0M annually to WMATA's Capital Improvement Program beginning in FY 2020.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

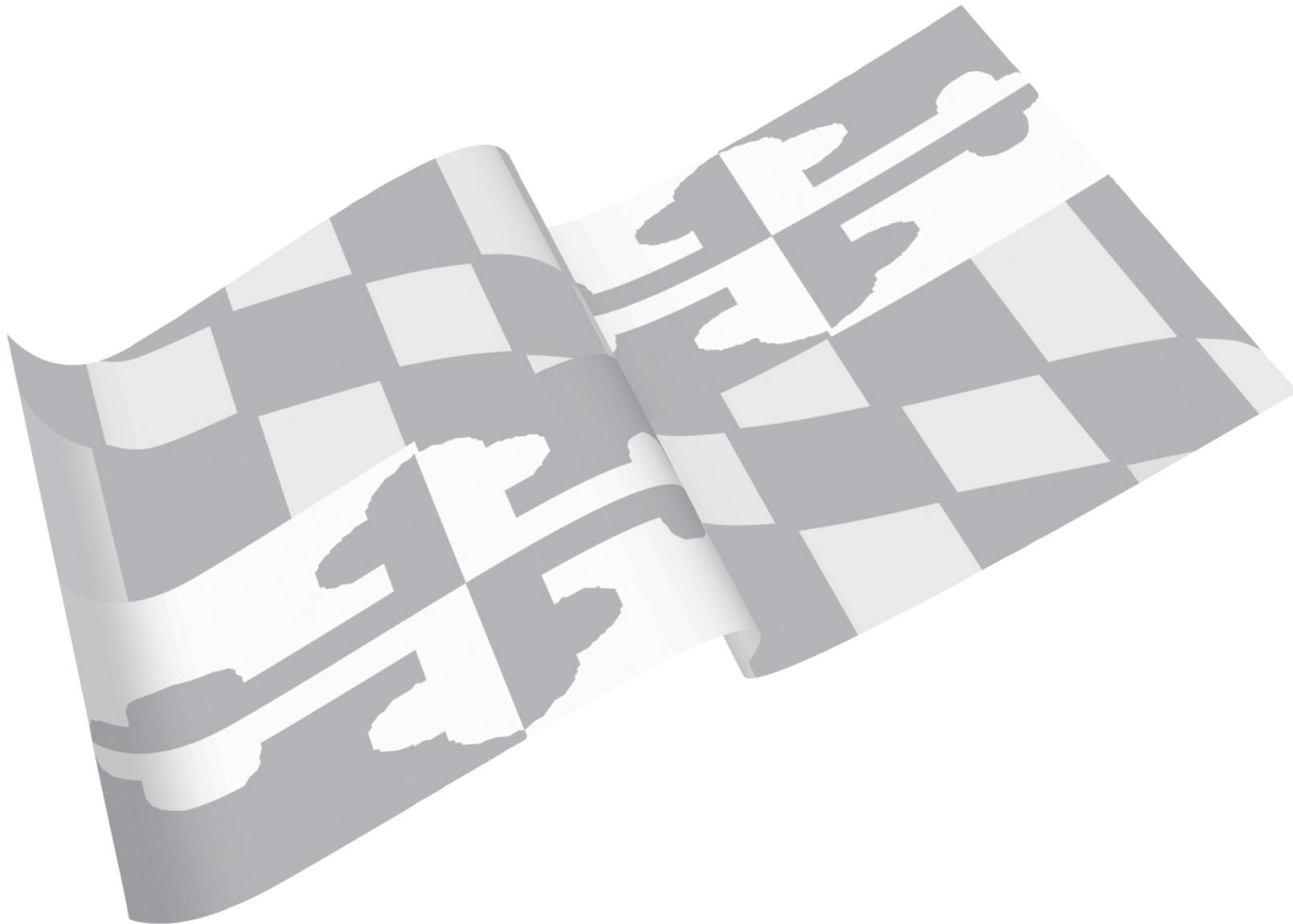
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program - Line 1

STATUS: Maryland's share of the \$500.0M annual dedicated funding to WMATA's CIP is \$167.0M

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The project cost increased \$167.0M due to the addition of funding in FY 2025.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,002,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Total	1,002,000	0	167,000	167,000	167,000	167,000	167,000	167,000	1,002,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

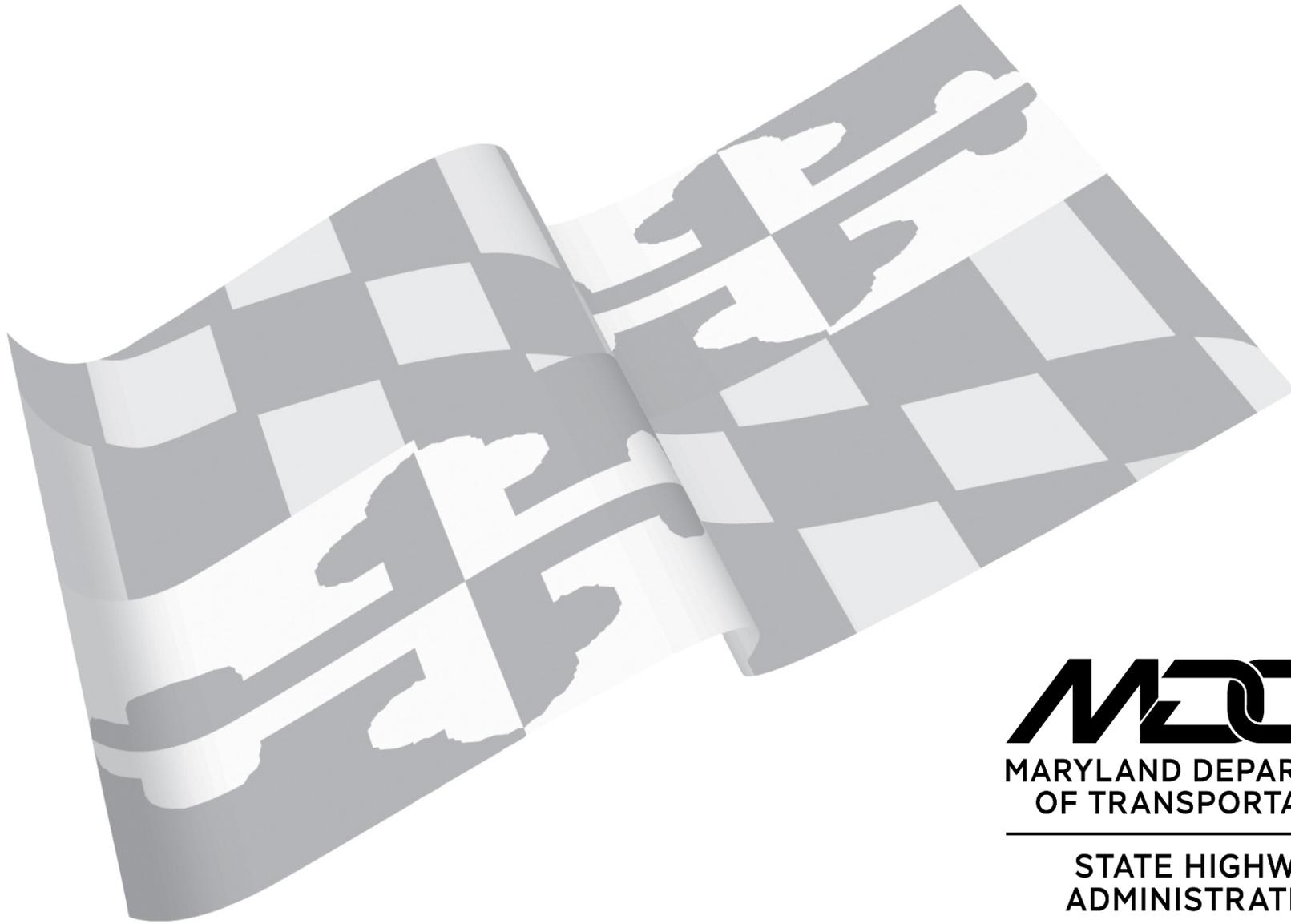


MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	425.7	343.4	208.9	162.2	59.3	3.4	1,202.9
Safety, Congestion Relief and Community Enhancements	883.9	810.9	719.7	698.6	695.7	698.2	4,507.0
Other System Preservation	52.8	41.2	41.2	41.5	41.9	42.2	260.8
Programs 3 & 8	78.0	76.7	76.7	76.4	82.4	82.4	472.6
Highway User Revenues	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
<u>Development & Evaluation Program</u>	<u>65.5</u>	<u>43.4</u>	<u>8.3</u>	<u>9.6</u>	<u>9.3</u>	<u>5.6</u>	<u>141.7</u>
TOTAL	1,764.9	1,580.0	1,324.5	1,262.6	1,164.3	1,029.9	8,126.2
Special Funds	1,010.2	892.5	714.8	667.9	610.7	548.4	4,444.5
Federal Funds	728.2	687.5	609.7	594.7	553.6	481.5	3,655.2
Other Funds	26.4	-	-	-	-	-	26.4



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OF TRANSPORTATION

STATE HIGHWAY
ADMINISTRATION

MDOT SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing MDOT SHA's ability to expand capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: This represents a summary of the Statewide CHART program. Individual projects are shown in the MDOT State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding decreased by \$7.7M due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	49,820	2,300	8,770	7,550	7,550	7,550	8,050	8,050	47,520	0	
Engineering	31,782	7,180	4,280	3,990	3,900	4,580	4,018	3,834	24,602	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,898	12,420	7,650	10,060	5,850	2,370	2,232	2,316	30,478	0	
Total	124,500	21,900	20,700	21,600	17,300	14,500	14,300	14,200	102,600	0	
Federal-Aid	69,931	9,636	11,799	12,096	10,034	8,410	9,152	8,804	60,295	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2035) - N/A



PROJECT: Sidewalk Program

DESCRIPTION: This program provides matching funds for the construction of sidewalks adjacent to State highways.

PURPOSE & NEED SUMMARY STATEMENT: Program supports community revitalization efforts and efforts to encourage pedestrian usage along State highways.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. It also provides safer access to transit service for both bus and fixed rail systems.

STATUS: This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				YEAR 2025			
					2022	2023	2024	2025				
Planning	1,650	200	200	250	250	250	250	250	250	1,450	0	
Engineering	10,850	1,550	1,550	1,550	1,550	1,550	1,550	1,550	1,550	9,300	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	24,900	2,150	650	1,200	5,100	5,600	6,000	4,200	22,750	0	0	
Total	37,400	3,900	2,400	3,000	6,900	7,400	7,800	6,000	33,500	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - N/A

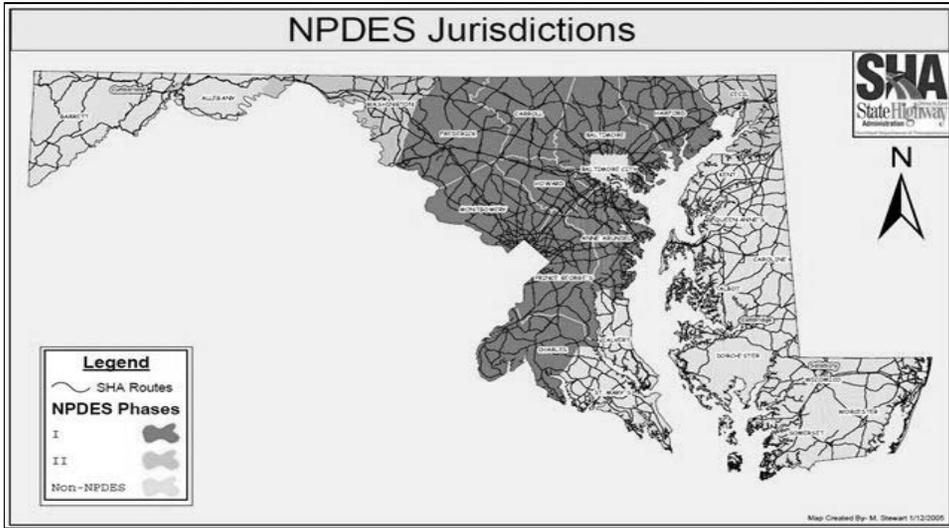
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Total Maximum Daily Load (TMDL) Program

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland's commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Phase I and Phase II Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: Innovative Stormwater Pond Management Pilot Program (TSO - Line 6, Item No. 29)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from MDOT SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

STATUS: Planning, Engineering, Right-of-Way, and Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding was reduced by \$98M due to an increase in projected pollutant reduction loads from water quality improvement strategies that have or will be implemented by 2025.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL				PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
Planning	37,013	24,013	5,500	5,500	500	500	500	500	500	13,000	0
Engineering	202,872	141,072	14,900	14,900	8,000	8,000	8,000	8,000	8,000	61,800	0
Right-of-way	9,555	5,555	1,000	1,000	500	500	500	500	500	4,000	0
Construction	359,260	201,760	68,600	47,700	6,000	6,000	15,100	14,100	157,500	157,500	0
Total	608,700	372,400	90,000	69,100	15,000	15,000	24,100	23,100	236,300	236,300	0
Federal-Aid	109,600	55,500	24,700	13,800	3,000	3,000	4,900	4,700	54,100	54,100	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Traffic Relief Plan Smart Traffic Signals

DESCRIPTION: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.

PURPOSE & NEED SUMMARY STATEMENT: Deploying cutting-edge Smart Traffic Signals will improve traffic operation and ease congestion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The Smart Traffic Signals will improve traffic operations and reduce congestion.

STATUS: Engineering and Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: \$20.1M was deferred outside the 6-year program due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				TOTAL		
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,487	197	948	171	171	0	0	0	1,290	0	
Engineering	3,313	440	1,060	421	348	348	348	348	2,873	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	45,500	2,103	6,058	7,389	1,569	2,747	2,747	2,740	23,250	20,147	
Total	50,300	2,740	8,066	7,981	2,088	3,095	3,095	3,088	27,413	20,147	
Federal-Aid	19,158	1,414	5,362	5,055	1,388	1,981	1,981	1,977	17,744	0	

CLASSIFICATION:

STATE - N/A

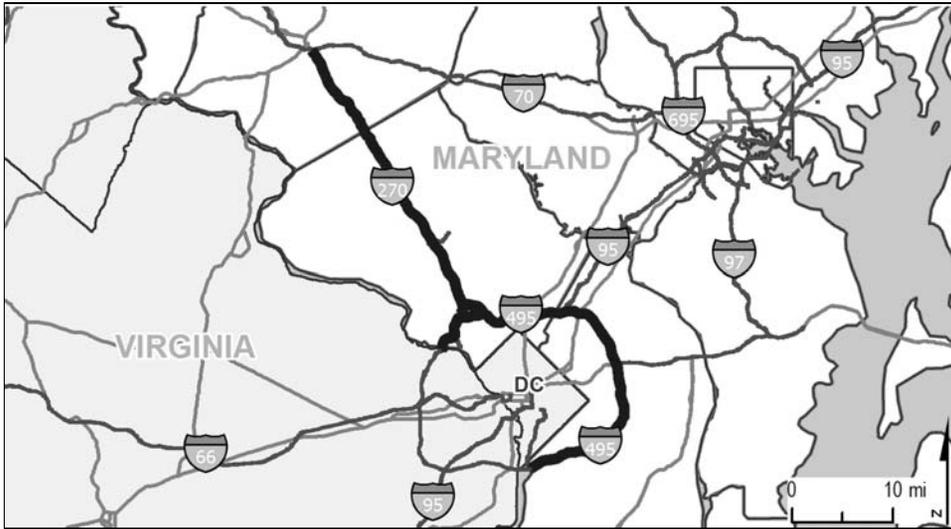
FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway

DESCRIPTION: Planning activities in support of the Traffic Relief Plan, which will implement managed lanes along I-270 and I-495.

JUSTIFICATION: I-270 and I-495 experience severe congestion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- I-270, Innovative Congestion Management (Montgomery County Line 2)
- I-95/I-495, Bridge Replacements over Suitland Road (Prince George's County Line 1)
- MD 4, Interchange at Suitland Parkway (Prince George's County Line 4)
- I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)

STATUS: Planning underway. MDOT is funding planning activities in advance of awarding a contract for design and construction to a private partner, as part of a public/private partnership. Any upfront expenses will be reimbursed at the close of the public/private partnership.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Allocated \$9.5 million to advance the construction of the stream and wetland mitigation associated with the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	130,130	43,849	55,000	31,281	0	0	0	0	86,281	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,500	0	1,516	3,418	4,566	0	0	0	9,500	0
Total	139,630	43,849	56,516	34,699	4,566	0	0	0	95,781	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

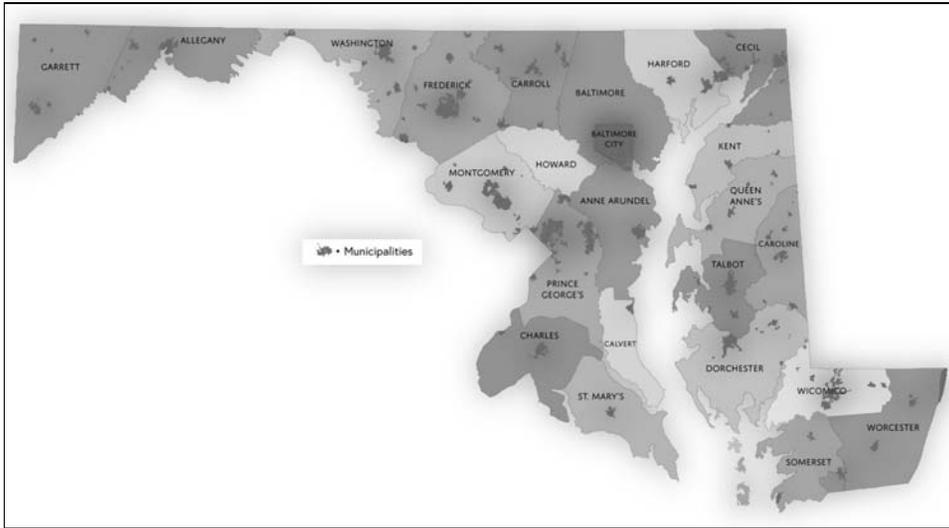
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: Highway User Revenue

DESCRIPTION: Highway User Revenue (HUR) are funds that are distributed from the Transportation Trust Fund to Baltimore City, local counties and municipalities for the benefit of local road systems. The calculation of local funding is based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.

JUSTIFICATION: Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the Counties and the Municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 - FY 2025). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. These changes are effective July 1, 2019. This change increases local transportation funding and is included in the 6-year CTP total funding level.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Funding ongoing.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Project cost increased \$214.6M due to the addition of FY 25.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,541,139	0	259,016	264,371	269,679	274,255	275,673	198,145	1,541,139	0	
Total	1,541,139	0	259,016	264,371	269,679	274,255	275,673	198,145	1,541,139	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,251	Completed
2		At various locations in District 4; surface treatment	1,548	Completed
3		At various locations in District 4; joint sealing	1,572	Completed
4		At various locations on I-70, I-95, I-195, I-795, I-83, I-695, MD 695 and MD 295; safety and resurface	8,555	Completed
5		At various routes in Carroll, Frederick and Howard Counties; guard rail	2,003	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		At various locations - statewide; bridge joint rehabilitate	1,154	Completed
7		At various bridges in District 7; clean/paint bridges	2,195	Completed
8		Various bridges on various routes in District 5; clean/paint bridges	1,714	Completed
9		Provide maintenance of traffic and access equipment for bridge inspection - contract 2; bridge inspection	2,903	Completed
10		Providing maintenance of traffic and access equipment for bridge inspection; bridge inspection	2,589	Completed
11		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,980	Completed
12		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,908	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
13		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,030	Completed
14		At various locations in District 6; bridge rehabilitation	2,860	Completed
15		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,072	Completed
16		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Completed
17		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Completed
18		Substructure preservation of fixed bridges - statewide; bridge rehabilitation	210	Completed
<u>Safety/Spot Improvement</u>				
19		ADA sidewalk construction in District 5; sidewalks	3,376	Completed
20		At various locations in District 1; sidewalks	3,421	Completed
21		At various locations in District 2; sidewalks	2,943	Completed
22		At various locations in District 4; RPM	753	Completed
23		Tree trimming/removal at various locations in Prince George's and Montgomery Counties; safety	523	Completed
24		At various locations in District 5; rumble strips	416	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
25		At various locations statewide; drainage improvement	3,312	Completed
26		At various locations in District 4; sidewalks	2,995	Completed
27		ADA at various locations in District 1; sidewalks	4,541	Completed
28		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	Completed
29		At various locations in District 6; sidewalks	3,392	Completed
30		At various locations in District 3; sidewalks	3,494	Completed
31		Various locations in District 7; ADA compliance	2,515	Completed
32		At various locations in District 1 and 2; pavement marking	899	Completed
33		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,713	Completed
34	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Completed
35		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,927	Completed
<u>Traffic Management</u>				
36		At various locations in Districts 1 and 2; signalization	3,809	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
37		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,813	Completed
38		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	1,562	Completed
39		Road Weather Information Systems Upgrade	500	Completed
40		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Completed
41	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	1,012	Completed
<u>Environmental Preservation</u>				
42	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	524	Completed
<u>Sidewalks</u>				
43		At various locations in District 5; sidewalks	2,983	Completed
<u>TMDL Compliance</u>				
44		At various locations in District 7 - Group 2; drainage improvement	2,310	Completed
45		At various locations in District 5; landscape	1,505	Completed
46		Tree establishment at various locations in Howard and Carroll Counties; landscape	2,388	Completed
47		Tree establishment at various locations in Anne Arundel and Charles Counties; landscape	921	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions (cont'd)</u>				
<u>TMDL Compliance (cont'd)</u>				
48		Tree establishment at various locations in District 3; landscape	1,316	Completed
49		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,447	Completed
50		At various locations in District 3 - Group 1; drainage improvement	2,577	Completed
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
51		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research	135	Completed
52		Archeological and Historic Preservation Data Development; update and enhance searchable database of Maryland's architectural and archeological resources	90	Completed
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
53		Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
54		Various locations in Dorchester, Somerset, Wicomico, and Worcester counties	600	FY 2020
55		Traffic barrier upgrades at various locations in District 2	1,754	FY 2020
56		At various locations in Kent and Queen Anne's County	1,032	FY 2020
57		UTBWC at various locations in District 2	2,503	FY 2020
58		District 7 areawide crack and joint sealing	2,288	FY 2020
59		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County	837	FY 2020
60		At various locations in Montgomery and Prince George's County	5,000	FY 2020
61		Micro-surfacing and fog seal various locations in District 2	2,439	FY 2020
62		Various interstates in Montgomery and Prince George's County	5,000	FY 2020
63		At various locations in Montgomery and Prince George's County	4,000	FY 2020
64		W-beam upgrades at various locations in Montgomery and Prince George's County	2,000	FY 2020
65		At various locations in Caroline, Cecil, Kent, and Queen Anne's County	857	FY 2020
66		Crack seal in District 2	1,664	FY 2021
67		At various locations in Caroline and Talbot County	1,003	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
68		Areawide traffic barrier upgrades in District 7	4,569	FY 2020
69		Various sidewalks in district 1	642	FY 2020
70		At various Locations in District 7	2,288	FY 2020
71		Various locations in District 1	1,143	FY 2020
72		At various locations in District 7; guard rail	2,000	Under construction
73		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; sidewalks	1,082	Under construction
74		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	1,458	Under construction
75		Permanent patching of asphalt superpave at various locations in Cecil County; patching	951	Under construction
76		Permanent patching of asphalt superpave at various locations in Kent and Queen Anne's Counties; patching	1,048	Under construction
77		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; surface treatment	2,259	FY 2020
78		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	1,782	FY 2020
79		Various locations in District 3; pavement marking	1,790	Under construction
80		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	2,281	Under construction
81		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; joint sealing	114	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
82		Various services road in Montgomery and Prince George's County; safety and resurface	2,395	Under construction
83		At various locations in Calvert, Charles and St. Mary's Counties; surface treatment	1,300	Under construction
84		At various locations in District 6; guard rail	2,986	FY 2020
85		Permanent patching of asphalt superpave at various locations in Caroline and Talbot Counties; patching	688	Under construction
86		At Various locations in District 7; pavement marking	3,175	Under construction
87		At various locations in District 1; surface treatment	3,681	Under construction
88		At Various locations in District 1; pavement marking	1,469	Under construction
89		At Various locations in District 2; pavement marking	1,947	Under construction
90		At various locations in District 5; sidewalks	1,904	Under construction
91		Thermo thinline striping at various locations in District 6	1,128	Under construction
92		At various locations in District 5; guard rail	1,786	Under construction
93		At various locations in Dorchester County; resurface	6,796	Under construction
94		At various locations in Somerset County; resurface	7,379	Under construction
95		At various locations in Wicomico County; resurface	7,796	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
96		At various locations in District 6; joint sealing	1,109	Under construction
97		At various locations in Montgomery and Prince George's Counties; guard rail	1,870	FY 2020
98		At various locations in District 1; surface treatment	5,662	Under construction
99		At various locations in Montgomery and Prince George's Counties; sidewalks	1,737	FY 2020
100		At various locations in District 4 - thermo thinline striping; pavement marking	1,743	Under construction
101		At various locations in District 5 - thermo thinline striping; pavement marking	2,358	Under construction
102		At various locations in Montgomery and Prince George's Counties; joint sealing	5,404	Under construction
103		Along various interstates in Montgomery and Prince George's Counties; patching	8,625	Under construction
104		At various locations in District 5; resurface	2,134	Under construction
105		At various locations in Caroline and Talbot Counties; patching	1,822	Under construction
106		At various locations in District 2; surface treatment	2,730	Under construction
107		At various locations in District 2; guard rail	574	Under construction
108		At various locations in District 7; guard rail	3,595	Under construction
109		At various locations in District 2; sidewalks	1,049	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
110		At various locations in District 2; surface treatment	3,302	Under construction
111		At various locations in Carroll, Frederick and Howard Counties; patching	3,795	Under construction
112		At various locations in Caroline, Cecil, Queen Anne's and Talbot Counties; joint sealing	337	Under construction
113		At various locations in Kent and Queen Anne's Counties; patching	1,960	Under construction
114		At various locations in Baltimore and Harford Counties; guard rail	2,038	FY 2020
115		At various locations in Kent and Queen Anne's Counties; patching	1,888	Under construction
116		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	1,390	Under construction
117		At various locations in District 1; patching	1,845	Under construction
118		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	977	Under construction
119		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; guard rail	2,020	Under construction
120		At various locations in District 7; guard rail	2,341	Under construction
121		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	Under construction
122		At various locations in Allegany, Garrett and Washington Counties; guard rail	2,396	Under construction
123		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
124		At various locations in Caroline and Talbot Counties; resurface	1,892	Under construction
125		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	Under construction
126		At various locations in District 2; sidewalks	1,392	Under construction
127		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
128		At various locations in District 2; joint sealing	465	Under construction
129	I 70 WB	Baltimore National Pike; Carroll County line to east of MD 75; safety and resurface	3,204	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
130		Cleaning and Painting various locations in District 2	1,830	FY 2020
131		Preservation of minor rehab of movable and fixed bridges, culverts, and walls	11,154	FY 2020
132		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,856	Under construction
133		Bridge inspection statewide; bridge inspection	4,352	Under construction
134		Preservation and minor rehab of fixed bridges, culverts, and walls - statewide; bridge rehabilitation	9,028	Under construction
135		Bridge inspection statewide; bridge inspection	4,414	Under construction
136		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,894	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
137		Preservation and rehab of bridges, culverts, and walls in District 6; bridge rehabilitation	2,115	Under construction
138		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,904	Under construction
139		Various bridges on Ocean Highway, Salisbury Bypass, Ocean City Expressway; clean/paint bridges	1,367	Under construction
140		Movable and fixed bridges, culverts and walls - statewide; bridge rehabilitation	11,327	Under construction
<u>Safety/Spot Improvement</u>				
141		ADA sidewalk upgrades District 4	2,990	FY 2020
142		Full delivery stream and wetland mitigation services	266	FY 2020
143		Areawide safety and operations improvements for locations in Baltimore and Harford Counties	7,291	FY 2020
144		Various locations in Dorchester, Somerset, Wicomico, and Worcester county	275	FY 2020
145		Areawide traffic barrier upgrades in District 4; guard rail	2,512	Under construction
146		At various locations in District 4: RPMs	944	FY 2020
147		At various locations in District 7; guard rail	1,697	Under construction
148		At various locations in District 5; RPM	517	Under construction
149		At various locations in District 1; RPM	328	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
150		At various locations in District 5; guard rail	2,322	FY 2020
151		At various locations in Prince George's and Montgomery County; geometric improvements	5,952	Under construction
152		At various locations in District 1; drainage improvement	3,708	Under construction
153		At various locations in Frederick, Carroll and Howard Counties; guard rail	2,211	Under construction
154		At various locations in District 5; drainage improvement	5,019	Under construction
155		At various locations in District 1; rumble strips	363	FY 2020
156		At various locations in District 7; sidewalks	2,616	FY 2020
157		At various locations in District 7; drainage improvement	3,971	FY 2020
158		At various locations in District 2; drainage improvement	3,197	FY 2020
159		At various locations in Prince George's and Montgomery Counties; drainage improvement	3,144	FY 2020
160		At various locations in District 3; bicycle-pedestrian improvements (Total cost \$13.7 million, includes all phases)	2,792	Under construction
161		At various locations statewide - on call contract; drainage improvement	4,966	FY 2020
162		At various locations in District 6; drainage improvement	8,786	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Noise Barriers</u>				
163		Noise barrier preservation and remediation at various locations	3,267	FY 2020
164		Noise barrier preservation and remediation at various locations - statewide; noise abatement	2,240	Under construction
<u>Traffic Management</u>				
165		Mod/install/recon of traffic signals - District 4	5,925	FY 2020
166		Mod/Install/Recon of signing - Districts 3, 4, and 5	7,395	FY 2020
167		At various Locations in District 1 and District 2	5,506	FY 2020
168		Mod/Install/Recon of Traffic Signals-District 3	7,787	FY 2020
169		Mod/install/recon of traffic signals-district 6&7	5,108	Under construction
170		Mod/install/recon of Traffic Signals-statewide	7,766	FY 2020
171		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; signalization	5,542	Under construction
172		At various locations in Prince George's and Montgomery Counties; lighting	3,546	Under construction
173		At various locations in District 4; lighting	2,449	FY 2020
174		At various locations in Districts 6 and 7; signalization	5,642	FY 2020
175		At various locations in District 5; lighting	4,726	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
176		At various locations in Districts 1 and 2; signalization	4,758	FY 2020
177		At various locations in District 3; lighting	3,588	FY 2020
178		At various locations in District 3; signalization	6,078	FY 2020
179		At various locations in Districts 6 and 7; signing	4,652	FY 2020
180		At various locations in Districts 3, 4 and 5; signing	6,160	FY 2020
181		At various locations in District 1 and 2; lighting	3,735	FY 2020
182		At various locations in Districts 1 and 2; signing	3,584	FY 2020
183		At various locations in District 4; signalization	6,023	FY 2020
184		At various locations - statewide; signalization	6,821	FY 2020
185		Sign structure replacement - statewide; signing	7,360	FY 2020
186		Mod/install/recon of signing - statewide; signing	8,815	FY 2020
187		At various locations in District 6 and 7; lighting	3,025	Under construction
188		At various locations statewide - UPS/APS/CFS; signalization	3,641	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
189		SOC Floor Reconfiguration - Chart (Construction)	6,041	FY 2020
190		Statewide CHART DMS deployment - Phase 6; miscellaneous	5,126	Under construction
191		Statewide CHART DMS deployment - Phase 5; miscellaneous	5,388	Under construction
192		Statewide CHART CCTV deployment - Phase 6; miscellaneous	3,757	Under construction
193		Chart SOC improvements	6,064	FY 2020
<u>Environmental Preservation</u>				
194		Areawide sidewalk upgrades in District 7	4,205	FY 2020
195		At various locations in District 3	308	FY 2020
196		Welcome Center - pollinator initiative improvements - Statewide; landscape	114	Under construction
197		At various locations in District 5; landscape	1,398	Under construction
<u>TMDL Compliance</u>				
198		TMDL SWM Retrofits - Group 1A - District 3; drainage improvement	902	Under construction
199		SWM at various locations in District 7 - Group 1; drainage improvement	4,736	Under construction
200		SWM Facilities Remediation; drainage improvement	3,349	Under construction

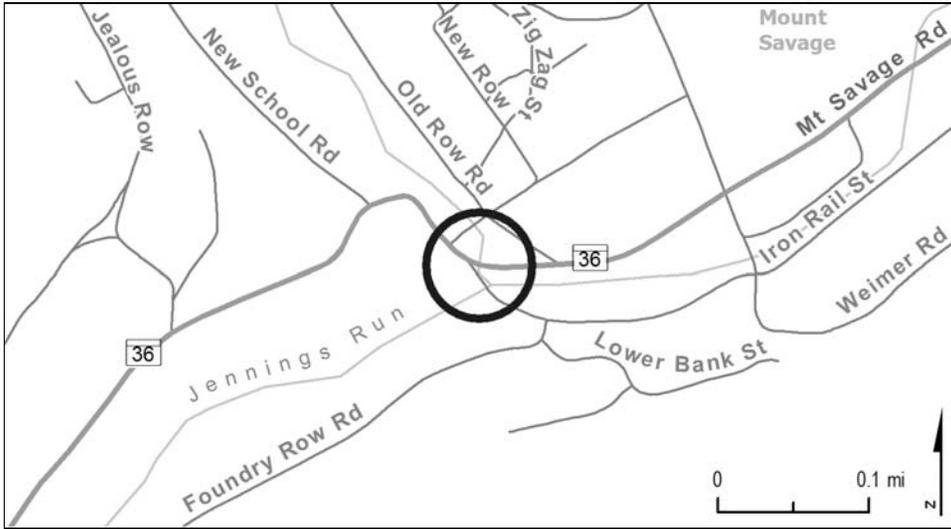
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance (cont'd)</u>				
201		Tree planting on DNR property in District 7; landscape	2,562	Under construction
202		Tree planting on DNR property in District 4; landscape	971	Under construction
203		Tree planting at various locations in District 4; landscape	1,514	Under construction
204		Tree planting at various locations in District 3; landscape	427	Under construction
<u>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research (cont'd)</u>				
205		Data Development and Analysis of Architectural Resources; update and enhance searchable database of Maryland's architectural and archeological resources	196	Design Underway



ALLEGANY COUNTY



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run. Bicycle and pedestrian accommodations will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,168	2,168	0	0	0	0	0	0	0	0	0
Right-of-way	467	431	33	3	0	0	0	0	0	36	0
Construction	6,459	1,220	4,289	950	0	0	0	0	0	5,239	0
Total	9,094	3,819	4,322	953	0	0	0	0	0	5,275	0
Federal-Aid	5,846	2,195	3,014	637	0	0	0	0	0	3,651	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 2,600

PROJECTED (2040) - 2,900



PROJECT: MD 51, Industrial Boulevard

DESCRIPTION: Rehabilitation of bridge 01092 over CSX and Canal Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge deck is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The existing bridge deck is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.8 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	504	504	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	12,255	814	2,919	4,268	4,254	0	0	0	0	11,441	0	
Total	12,759	1,318	2,919	4,268	4,254	0	0	0	0	11,441	0	
Federal-Aid	9,956	650	2,371	3,473	3,462	0	0	0	0	9,306	0	

CLASSIFICATION:

STATE - Minor Arterial

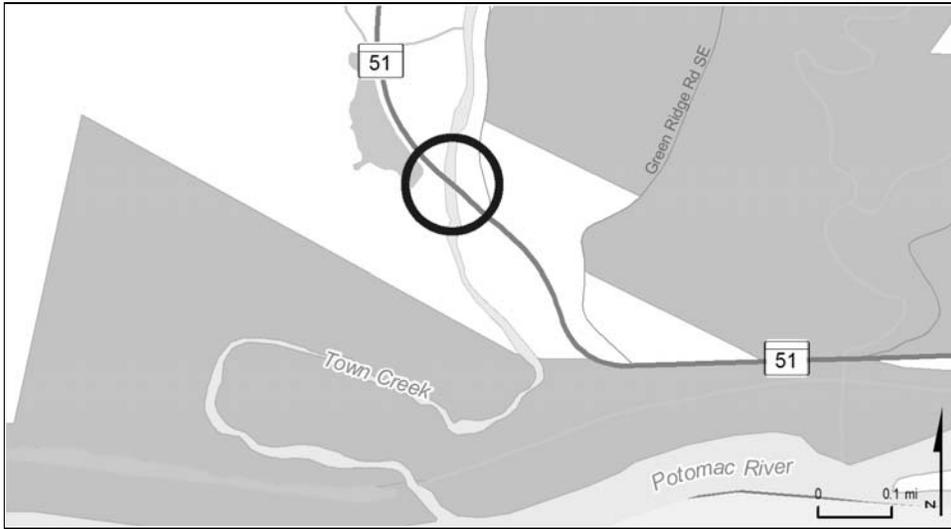
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,250

PROJECTED (2040) - 23,575



PROJECT: MD 51, Old Town Road

DESCRIPTION: Replace Bridge 01047 over Town Creek (0.3 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932 is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				2022	2023	2024	2025					
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,351	188	460	601	601	501	0	0	0	2,163	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	9,999	0	0	0	0	1,209	5,614	3,176	9,999	0	0	
Total	12,350	188	460	601	601	1,710	5,614	3,176	12,162	0	0	
Federal-Aid	9,559	34	363	481	481	1,344	4,379	2,477	9,525	0	0	

CLASSIFICATION:

STATE - Minor Collector

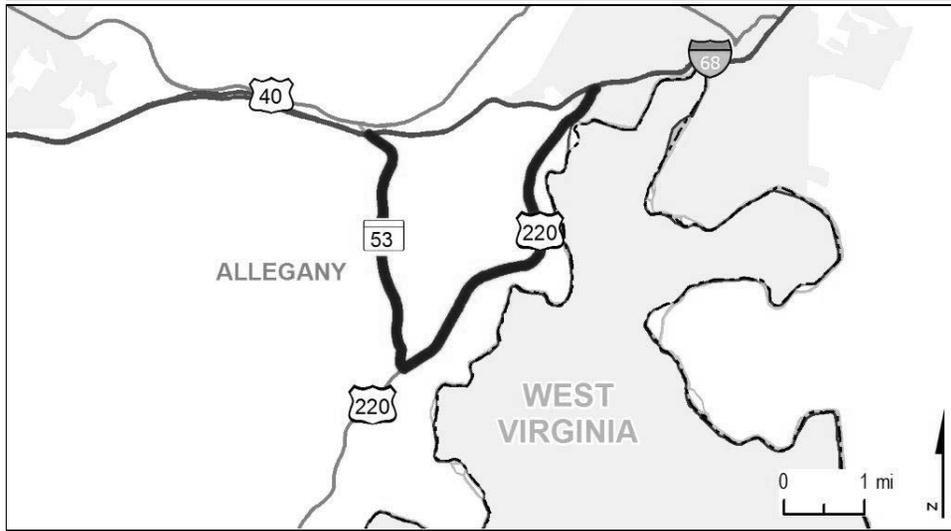
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,350

PROJECTED (2040) - 23,600



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 (4.8 miles) and/or MD 53 (3.1 miles) from I-68/US 40 to Cresaptown. This study represents a portion of an approved 2014 Maryland/West Virginia joint study, between two Appalachian Development Highway System corridors, I-68 and US 48.

JUSTIFICATION: US 220 and MD 53 corridor improvements will enhance accessibility and promote economic development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Coordination with West Virginia remains funded.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$1.9 million due to mandated increased transit operating and capital spending and lowered fuel tax revenue forecast.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU			2021	2022	2023	2024	2025		
						2022	2023	2024	2025		
Planning	4,310	4,110	200	0	0	0	0	0	200	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	4,310	4,110	200	0	0	0	0	0	200	0	
Federal-Aid	2,136	2,136	0	0	0	0	0	0	0	0	

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - (US 220) 14,655 - 16,670; (MD 53) 8,450 - 16,245

PROJECTED (2040) - (US 220) 15,870 - 18,025; (MD 53) 9,095 - 18,860

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

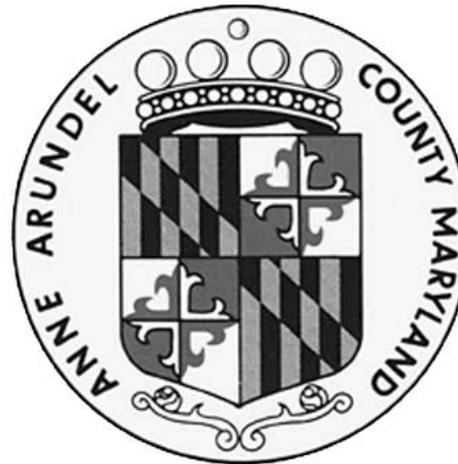
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	At various locations in Allegany County; surface treatment	1,382	Completed
2	MD 51	0.50 miles east of Moores Hollow Rd	29	Completed
3	VARIOUS	At various locations on MD 53, MD 658, and US 40 Alt; drainage improvement	449	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	I 68/US 40	National Freeway; Bridge 0111503 and 0111504 on I-68; clean/paint bridges	2,688	Completed
5	I 68	National Freeway; Bridge 0109300 over MD 639; bridge rehabilitation	7,192	Completed
<u>Safety/Spot Improvement</u>				
6	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	609	Completed
7	US 220	McMullen Highway; Milnor Avenue to Robinette Avenue (Phase 1); drainage improvement	582	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
8	VARIOUS	Amtrak Station Entryway Improvement	243	Completed

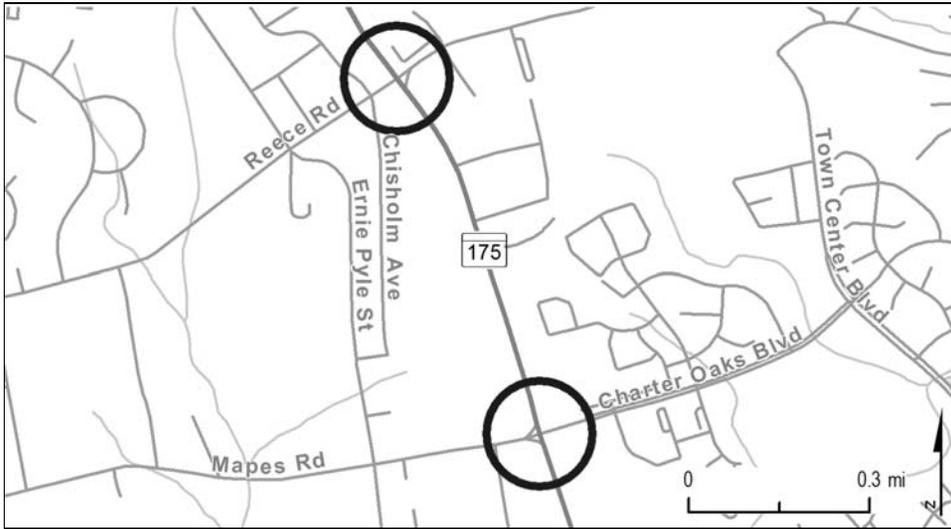
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
9	VARIOUS	At various locations in Allegany County; mill and resurface	10,321	Under construction
10	VARIOUS	At various locations in Allegany County	5,018	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
11	MD 831C	MD 831C over Jennings Run	2,288	FY 2020
12	MD 51	Bridge 0104800 over C&O Canal	3,000	FY 2021
13	MD 36	Bridge 0107800 over North Branch	3,432	FY 2020
<u>Safety/Spot Improvement</u>				
14	IS 68 WB	US 40 ALT (Baltimore Avenue) to Maryland Avenue	5,955	FY 2020
15	I 68/US 40	National Freeway; At Greene Street; widen and resurface	3,855	Under construction
16	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage and sidewalk improvements	671	Under construction
<u>Enhancements</u>				
<u>Establishment of Transportation Museums</u>				
17	VARIOUS	Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of an exhibition exploring the National Road and C&O Canal	150	Under construction



ANNE ARUNDEL COUNTY



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (0.6 miles) (BRAC intersection improvement). This project includes construction of a new security fence and tree buffer along Fort Meade's property. Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

EXPLANATION: This project will relieve traffic congestion at these intersections to accommodate growth at Ft. Meade.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.5 million is due to plan revisions, differing site conditions, and additional time required for utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,106	3,391	915	800	0	0	0	0	1,715	0
Construction	20,160	18,413	1,747	0	0	0	0	0	1,747	0
Total	25,266	21,804	2,662	800	0	0	0	0	3,462	0
Federal-Aid	17,459	14,989	1,835	635	0	0	0	0	2,470	0

CLASSIFICATION:

STATE - Urban Minor Arterial

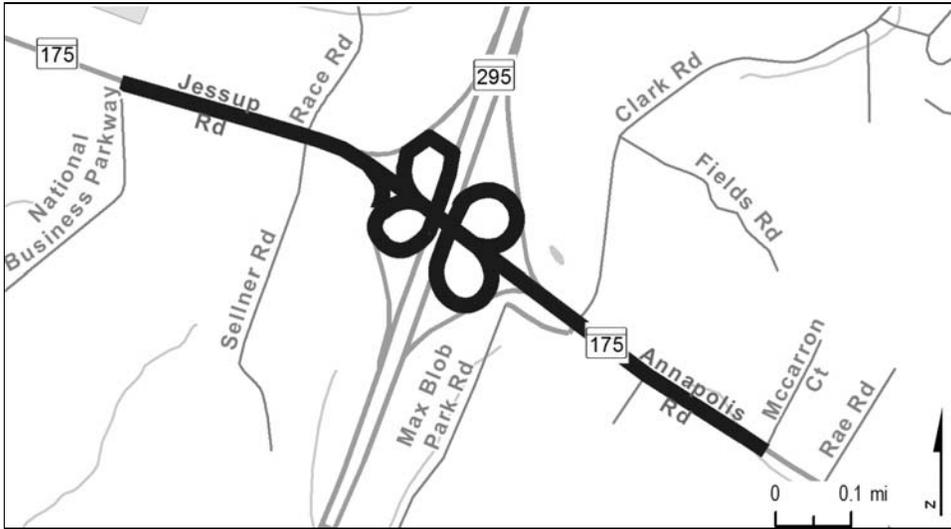
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 28,000

PROJECTED (2040) - 50,500



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece (Line 1)
- MD 175, Disney Road to Reece Road (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

EXPLANATION: This project will address safety concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

STATUS: Engineering, right-of-way, and utility relocations underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.9 million is due to additional engineering, right-of-way, and utility needs. Construction delayed to FY 21 due to utility relocation difficulties.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,575	3,849	484	242	0	0	0	0	0	726	
Right-of-way	20,374	17,208	574	1,062	773	757	0	0	0	3,166	
Construction	51,267	240	5	3,594	14,464	18,070	14,894	0	0	51,027	
Total	76,216	21,297	1,063	4,898	15,237	18,827	14,894	0	0	54,919	
Federal-Aid	43,544	2,991	486	3,048	11,290	14,104	11,625	0	0	40,553	

CLASSIFICATION:

STATE - Urban Minor Arterial

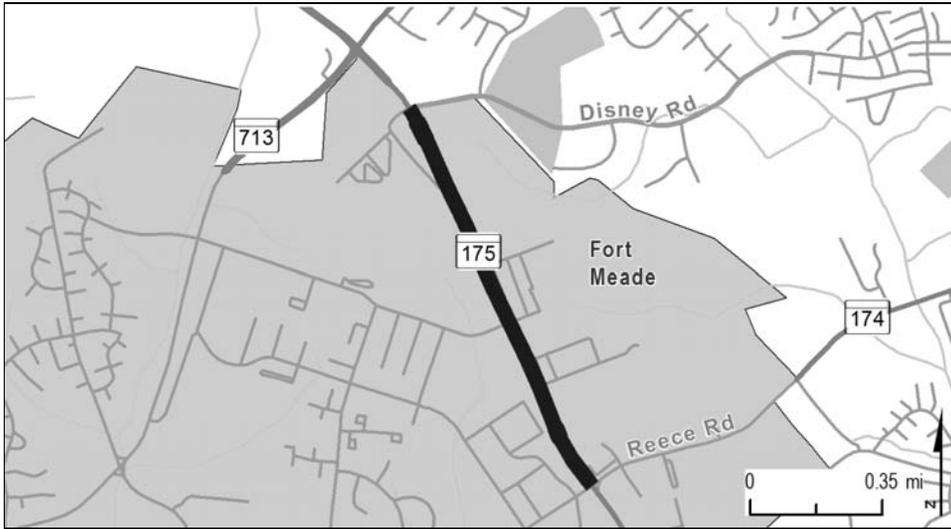
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 33,300 - 40,200

PROJECTED (2040) - 52,100 - 66,000



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, MD 295 to MD 170 (Line 6)

EXPLANATION: This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

STATUS: Construction underway. The project received a \$10.0 million TIGER grant for construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.6 million is due to Verizon utility relocation work.

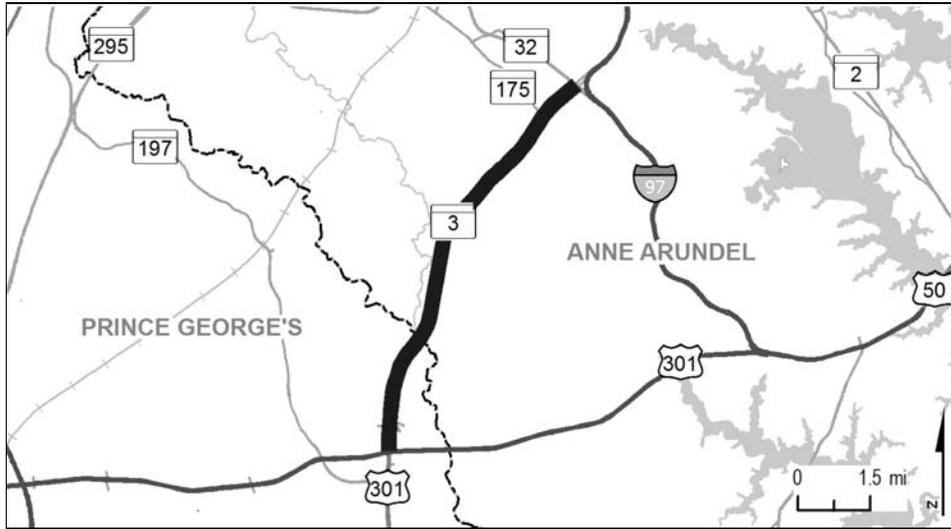
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW						
						FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,241	2,241	0	0	0	0	0	0	0	0	0
Right-of-way	1,527	325	584	618	0	0	0	0	1,202	0	0
Construction	18,850	15,404	3,446	0	0	0	0	0	3,446	0	0
Total	22,618	17,970	4,030	618	0	0	0	0	4,648	0	0
Federal-Aid	19,147	15,186	3,413	548	0	0	0	0	3,961	0	0

CLASSIFICATION:

- STATE - Urban Minor Arterial
- FEDERAL - Urban Minor Arterial
- STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

- CURRENT (2019) - 28,500
- PROJECTED (2040) - 50,500



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 22)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

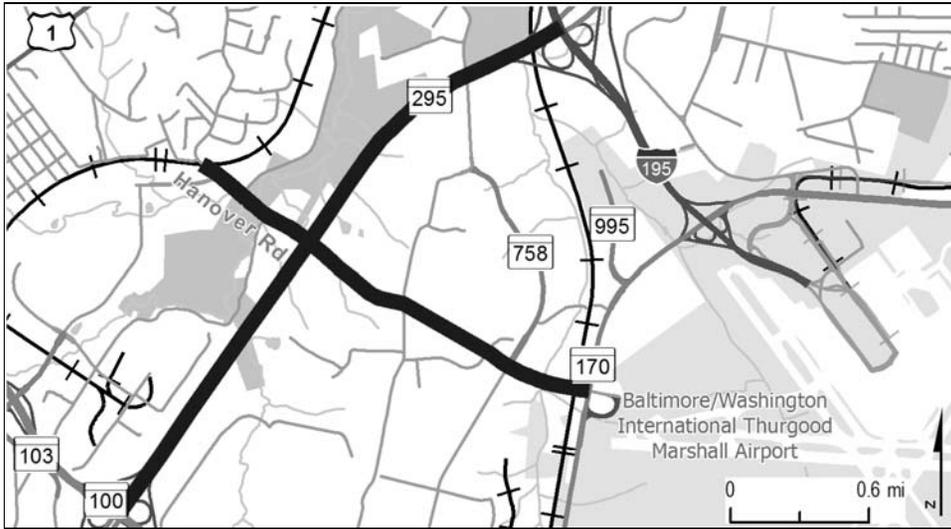
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 70,100 - 89,200

PROJECTED (2040) - 86,100 - 133,500



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport and surrounding areas.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	1,814	1,814	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

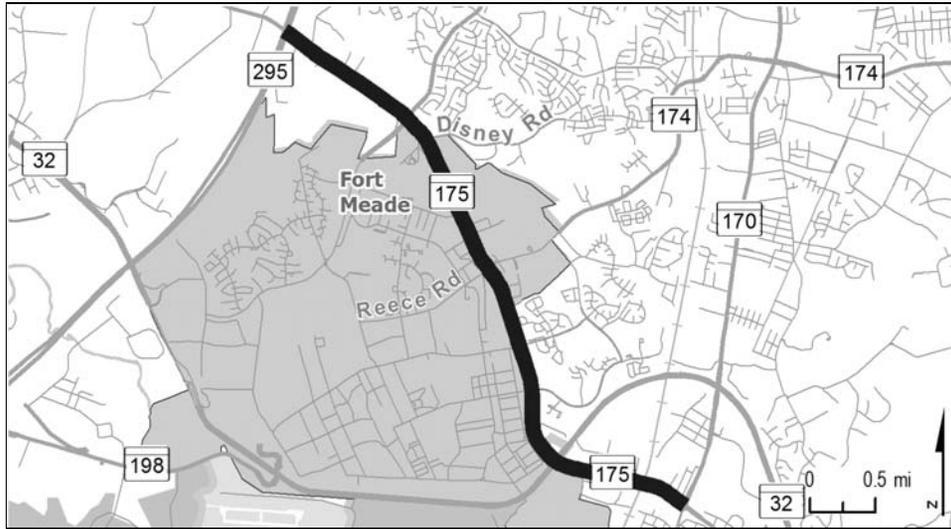
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 105,600

PROJECTED (2040) - 145,100



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 198, MD 295 to MD 32 (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,644	2,644	0	0	0	0	0	0	0	0
Engineering	4,826	4,826	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	7,470	7,470	0	0	0	0	0	0	0	0
Federal-Aid	6,068	6,068	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

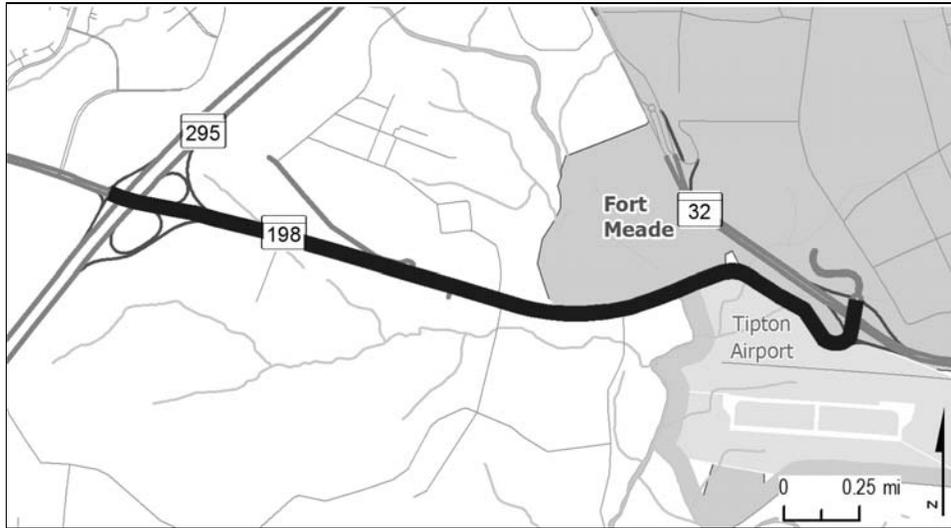
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 26,700 - 40,700

PROJECTED (2040) - 53,000 - 62,600



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 175, at Mapes and Reece Roads (Line 1)
- MD 175, National Business Parkway to Race Road (Line 2)
- MD 175, Disney Road to Reece Roads (Line 3)
- MD 175, MD 295 to MD 170 (Line 6)

STATUS: County contributed \$3.5 million for the planning phase. Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$0.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	345	345	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,784	1,784	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 28,500

PROJECTED (2035) - 48,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various location in Anne Arundel County; surface treatment	1,283	Completed
2	MD 171	MD 2 to Baltimore City	859	Completed
3	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; safety and resurface	5,260	Completed
		<u>Safety/Spot Improvement</u>		
4		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,901	Completed
5	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	823	Completed
		<u>Traffic Management</u>		
6	I 695	Baltimore Beltway; at I-97; lighting	1,270	Completed
		<u>Environmental Preservation</u>		
7		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US 50 to MD 3); landscape	2,881	Completed
		<u>TMDL Compliance</u>		
8		At various locations in Anne Arundel County - Group 1; drainage improvement	2,182	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
9		<p align="center"><u>Fiscal Year 2019 Completions (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Environmental Mitigation</u></p> <p>Rutland Road Fish Passage</p>	748	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
10		At various locations in Northern Anne Arundel County; mill and resurface	10,688	Under construction
11		At various locations in Southern Anne Arundel County; mill and resurface	12,356	Under construction
12		At various locations in Anne Arundel County; patching	1,201	Under construction
13		At various locations in Anne Arundel County; joint sealing	995	Under construction
14		At various locations in Southern Anne Arundel County; mill and resurface	12,683	Under construction
15		At various locations in Northern Anne Arundel County; mill and resurface	12,144	Under construction
16		At various locations in Anne Arundel County; mill and resurface	6,377	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
17	MD 450	Defense Highway; Bridge 02243X0, 02335X0, 02288X0, 02244X0 on MD 450; miscellaneous	958	Under construction
<u>Safety/Spot Improvement</u>				
18		Anne Arundel County Stormwater Management Remediation; drainage improvement	3,215	Under construction
19	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,838	Under construction
20	MD 174	Reece Road; 1000 ft south to 700 ft north of Severn Road; geometric improvements	2,000	Under construction
21	MD 915 A	Long Hill Road; At MD 177; 2 lane construct	1,004	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Traffic Management</u>				
22	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	700	Under construction
<u>Environmental Preservation</u>				
23		PH 2 - IRVM, PLANTING - US 50 - AA/PG CO LINE TO I-97 - US 50 TO MD 3	1,236	FY 2020
<u>Commuter Action Improvements</u>				
24	MD 794	Wayson's Corner Park N Ride	682	FY 2020
<u>Sidewalks</u>				
25	MD 424	Davidsonville Road; Duke of Kent Drive to MD 450 (Defense Highway) - Phase 2; sidewalks	2,803	Under construction
<u>TMDL Compliance</u>				
26		Sandy Point State Park - MDOT SHA/DNR restoration credit partnership; drainage improvement	200	Under construction
27		At various locations in Anne Arundel County - Group 1A; drainage improvement	2,996	Under construction
28		At various locations in Anne Arundel County; drainage improvement	899	Under construction
29		At various locations - Group 1; drainage improvement	3,720	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
30		Broadneck Peninsula Trail II; construct 1.24 mile shared-use asphalt trail including landscaping, storm water management and access to a library, school, park and residential neighborhoods	1,809	Under construction
<u>Environmental Mitigation</u>				
31		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,800	Under construction



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replacement of Dual Bridges 0306201 and 0306202 on I-83 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridges carrying northbound and southbound I-83 over Padonia Road were constructed in 1950 and do not allow for shoulders and sidewalks on Padonia Road. Bridges are nearing the end of their structural life.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: These existing structures are rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,903	1,899	4	0	0	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	23,680	7,498	7,450	6,073	2,659	0	0	0	0	16,182	0	0
Total	25,583	9,397	7,454	6,073	2,659	0	0	0	0	16,186	0	0
Federal-Aid	20,859	6,617	6,514	5,375	2,353	0	0	0	0	14,242	0	0

CLASSIFICATION:

STATE - Principal Arterial

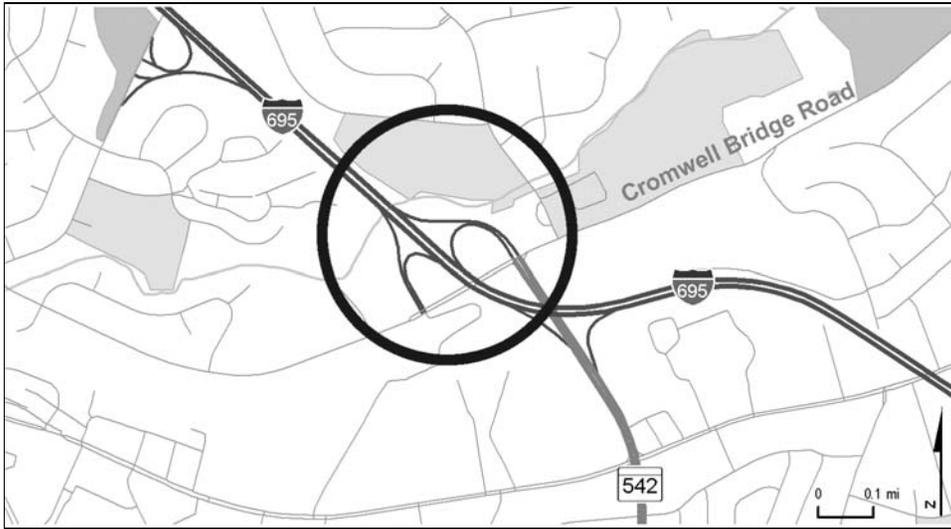
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 123,500

PROJECTED (2040) - 148,000



PROJECT: I-695, Cromwell Bridge Road

DESCRIPTION: Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide stream channel restoration, repair drainage outfalls, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 4).

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve storm water drainage and stabilize environmental facilities and features into the future.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,943	1,943	0	0	0	0	0	0	0	0	0	0
Right-of-way	660	387	88	123	62	0	0	0	0	273	0	0
Construction	8,708	4,203	3,150	1,355	0	0	0	0	0	4,505	0	0
Total	11,311	6,533	3,238	1,478	62	0	0	0	0	4,778	0	0
Federal-Aid	7,480	3,744	2,606	1,130	0	0	0	0	0	3,736	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

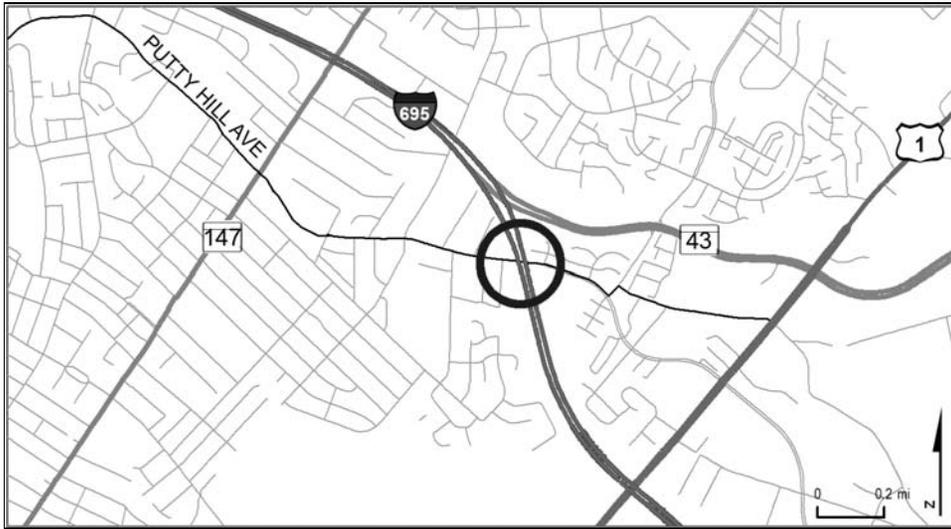
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 156,000

PROJECTED (2040) - 167,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03174 on Putty Hill Avenue over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge constructed in 1961, is nearing the end of its structural life.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-695, US 40 to MD 144 (Line 5)
- I-695, I-70 to MD 43 (Line 6)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering and right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,100	196	0	0	0	0	0	0	0	196	0
Right-of-way	1,203	876	69	100	100	58	0	0	0	0	327	0
Construction	10,000	0	2,406	3,666	3,928	0	0	0	0	0	10,000	0
Total	12,499	1,976	2,671	3,766	4,028	58	0	0	0	0	10,523	0
Federal-Aid	8,885	909	1,913	2,907	3,109	47	0	0	0	0	7,976	0

CLASSIFICATION:

STATE - Principal Arterial

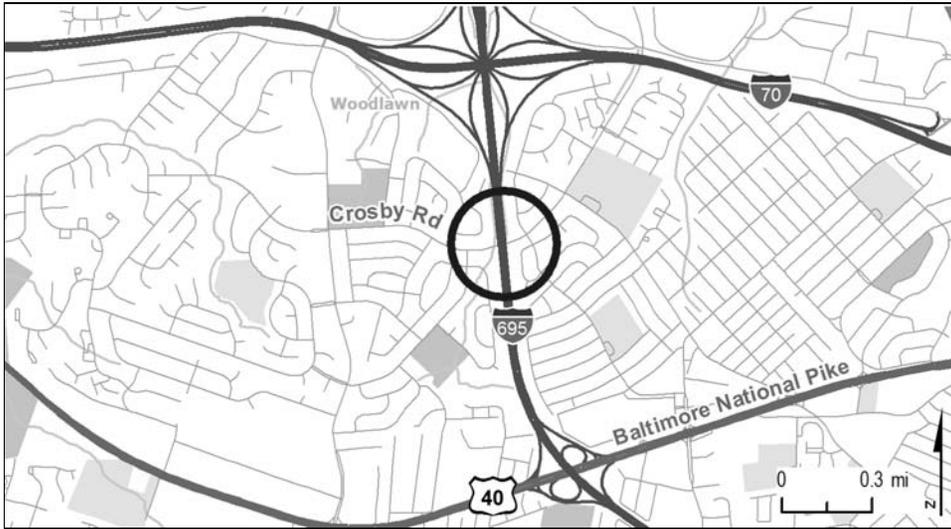
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 15,500

PROJECTED (2040) - 18,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. The project enhances safety, operation, and accommodates pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	818	818	0	0	0	0	0	0	0	0	0	0
Right-of-way	32	32	0	0	0	0	0	0	0	0	0	0
Construction	7,920	7,473	447	0	0	0	0	0	0	447	0	0
Total	8,770	8,323	447	0	0	0	0	0	0	447	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,225

PROJECTED (2040) - 14,225



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook Ave to US 40 as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, Cromwell Bridge Road (Line 2)
 I-695, I-70 to MD 43 (Line 6)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$25.8 million is due to project change orders related to additional excavation and pile driving work for retaining walls.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,384	13,657	400	300	27	0	0	0	0	727
Right-of-way	4,027	3,411	615	1	0	0	0	0	0	616
Construction	112,912	53,524	31,839	11,859	9,091	6,599	0	0	0	59,388
Total	131,323	70,592	32,854	12,160	9,118	6,599	0	0	0	60,731
Federal-Aid	76,602	54,849	21,753	0	0	0	0	0	0	21,753

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 200,511

PROJECTED (2040) - 200,850



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Using the shoulder and dynamic lane controls to create a new lane of traffic during peak hours on the inner and outer loops of I-695 from I-70 to MD 43. This includes adaptive ramp metering and the reconfiguration of the I-695/I-70 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion along I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- I-695, Cromwell Bridge Road (Line 2)
- I-695, Crosby Road (Line 4)
- I-695, US 40 to MD 144 (Line 5)
- I-695, Putty Hill Ave (Line 3)

EXPLANATION: This project will improve safety and traffic flow along I-695 between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	7,357	9,499	5,144	0	0	0	0	14,643	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	259,102	0	10,701	41,739	81,358	93,371	31,933	0	259,102	0
Total	281,102	7,357	20,200	46,883	81,358	93,371	31,933	0	273,745	0
Federal-Aid	276,229	2,484	20,200	46,883	81,358	93,371	31,933	0	273,745	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - N/A

PROJECTED (2040) - N/A



PROJECT: MD 45, York Road

DESCRIPTION: Construction of safety and resurfacing improvements on MD 45 from south of Padonia Road to Wight Avenue (2.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will construct safety and resurfacing improvements along this segment of MD 45, including a County waterline replacement.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and operations along this segment of MD 45.

STATUS: Construction underway. County is contributing \$12.3 million to construction for a waterline replacement.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

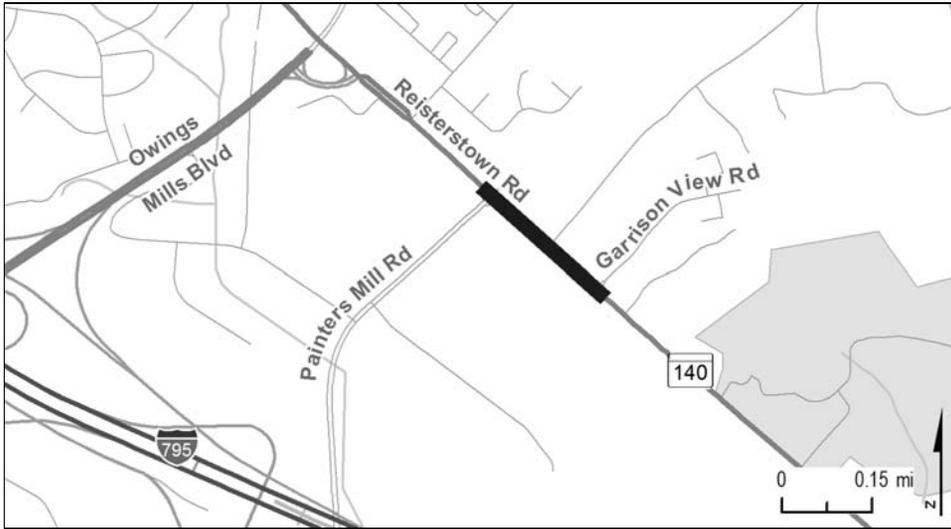
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	15,724	520	5,870	8,197	1,137	0	0	0	15,204	0	0
Total	16,577	1,373	5,870	8,197	1,137	0	0	0	15,204	0	0
Federal-Aid	2,597	388	896	1,158	155	0	0	0	2,209	0	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 33,700
 PROJECTED (2040) - 42,400



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the development in the area, including the Owings Mills Metro Center and Foundry Row.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- I-795, Interchange at Dolefield (Line 12)
- MD 140, Painters Mill Road to Owings Mills Boulevard (Line 13)

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bicycle and pedestrian accommodations.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

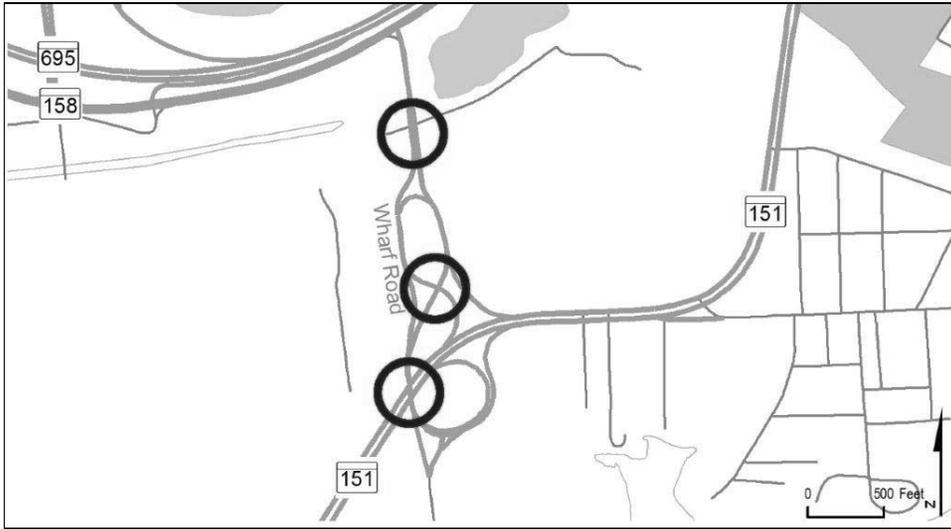
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,574	1,574	0	0	0	0	0	0	0	0
Right-of-way	4,298	3,773	493	32	0	0	0	0	525	0
Construction	12,326	10,856	966	504	0	0	0	0	1,470	0
Total	18,198	16,203	1,459	536	0	0	0	0	1,995	0
Federal-Aid	1,022	1,022	0	0	0	0	0	0	0	0

CLASSIFICATION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

- CURRENT (2019) - 40,825
- PROJECTED (2040) - 52,525



PROJECT: MD 151/MD 151B, Sparrows Point Boulevard

DESCRIPTION: Replace bridge 0309900 on MD 151 and bridges 0335000 and 0335100 on MD 151B.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1954, 1955, and 1957 are rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering underway. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.5 million is due to additional engineering needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,500	1,546	649	305	0	0	0	0	0	0	954	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	1,128	6,368	7,176	5,328	0	0	0	20,000	0	0
Total	22,500	1,546	1,777	6,673	7,176	5,328	0	0	0	20,954	0	0
Federal-Aid	15,600	0	880	4,967	5,597	4,156	0	0	0	15,600	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Urban Minor Arterial

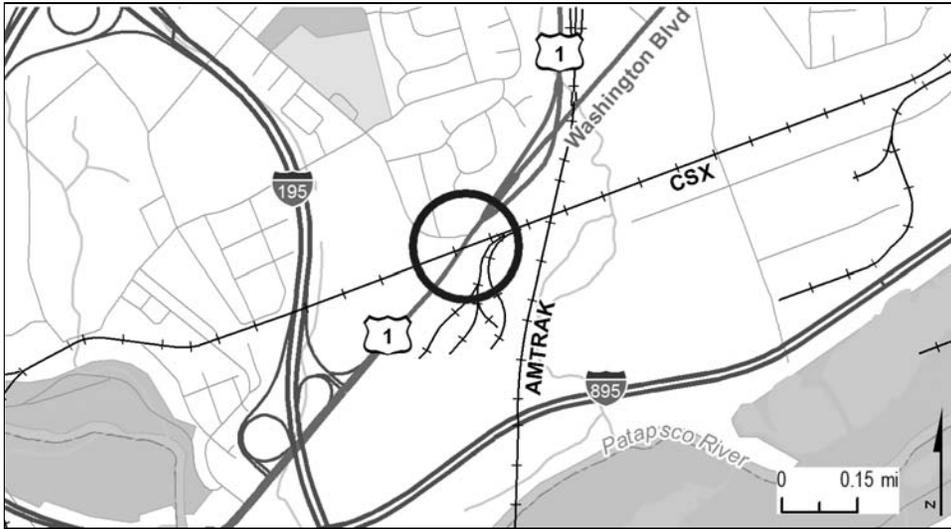
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,400

PROJECTED (2040) - 11,000



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 1, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				YEAR 2025			
					2022	2023	2024	2025				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,105	2,105	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,399	1,270	39	51	39	0	0	0	0	129	0	0
Construction	30,669	5,198	13,939	11,532	0	0	0	0	0	25,471	0	0
Total	34,173	8,573	13,978	11,583	39	0	0	0	0	25,600	0	0
Federal-Aid	24,234	4,356	10,902	8,976	0	0	0	0	0	19,878	0	0

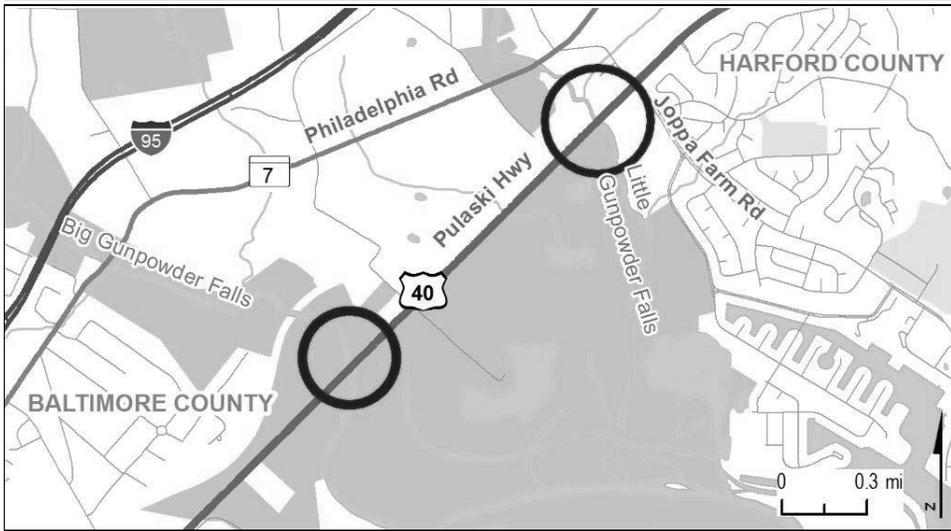
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 26,450

PROJECTED (2040) - 29,125



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1935, are rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,223	3,223	0	0	0	0	0	0	0	0	0	0
Right-of-way	30	20	3	4	3	0	0	0	0	0	10	0
Construction	27,387	5,814	7,428	8,039	5,980	126	0	0	0	21,573	0	0
Total	30,640	9,057	7,431	8,043	5,983	126	0	0	0	21,583	0	0
Federal-Aid	23,047	6,844	5,643	5,982	4,477	101	0	0	0	16,203	0	0

CLASSIFICATION:

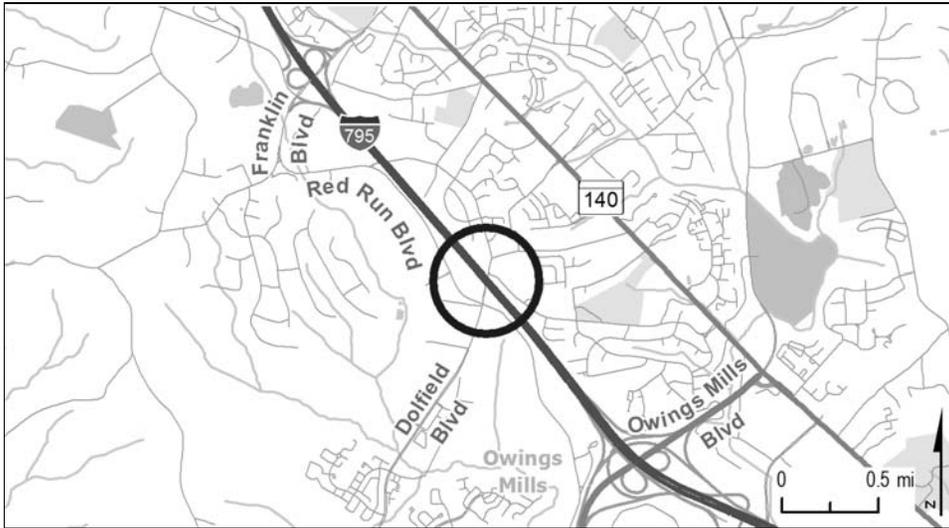
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,900

PROJECTED (2040) - 42,750



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from four to six lanes.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 140, Painters Mill Road to Garrison View Rd. (Line 8)
 MD 140, Painters Mill Road to Owings Mills Boulevard (Line 13)

STATUS: Project on hold. County contributed \$0.625 million towards planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	3,459	3,459	0	0	0	0	0	0	0	0	0	0
Engineering	3,438	3,438	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,897	6,897	0	0	0	0	0	0	0	0	0	0
Federal-Aid	2,635	2,635	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,650

PROJECTED (2040) - 102,250



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 140, Painters Mill Road to Garrison View Road (Line 8)
 I-795, at Dolfield Road (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,538	100	300	238	150	0	0	788	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	3,538	100	300	238	150	0	0	788	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 40,250 (MD 140)

PROJECTED (2040) - 52,750 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in east Baltimore County; mill and resurface	12,661	Completed
2		At various locations in west Baltimore County; mill and resurface	11,887	Completed
3	I 95	US 1 to end of SHA maintenance; safety and resurface	5,895	Completed
4	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,605	Completed
<u>Noise Barriers</u>				
5	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 100 ft. north of Dogwood Road; noise abatement	3,211	Completed
<u>Traffic Management</u>				
6	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,328	Completed
<u>TMDL Compliance</u>				
7		White Marsh Tributary at MD 43 (Silver Hill Farm); wetlands replacement	635	Completed
8		At various locations in Baltimore County - Group 1B; drainage improvement	3,351	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
9		At various locations west of I-83 in Baltimore County; mill and resurface	8,021	Under construction
10		At various locations east of I-83 in Baltimore County; mill and resurface	9,704	Under construction
11		At various locations in Baltimore County; safety and resurface	10,293	Under construction
12	US 1	Washington Boulevard; North of I-695 to Dunfield Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,991	Under construction
13	MD 45	York Road; Towson roundabout to Cavan Drive; safety and resurface	3,220	Under construction
14	MD 150	Eastern Avenue; Back River Bridge to Riverside Drive; safety and resurface	2,300	Under construction
15	MD 140	Reisterstown Road; Rosewood Lane to East Pleasant Hill Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,318	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
16	CO 5820	Bridge 0324800 over MD 695	3,089	FY 2020
17	MD 146	03189X0, 03190X0 and 03192X0 over drainage ditches	1,300	FY 2021
18	I 70	Bridge number 0323900 over Ingleside Avenue	2,574	FY 2021
20	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX	3,610	FY 2020
21		Cleaning and painting bridge numbers 0304300, 0324400, 0327605, 0327606, 03417X0	3,318	FY 2020

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
22		Various bridges on Baltimore Beltway and Northwest Expressway; clean and paint bridges	3,516	FY 2021
23		Various bridges - Washington Boulevard, Martin Boulevard, Hollins Ferry, White Marsh, Baltimore Beltway; clean/paint bridges	2,759	Under construction
24	US 1	Belair Road; Bridge 0300300 over Gunpowder Falls	6,735	Under construction
<u>Safety/Spot Improvement</u>				
25	MD 30	At Mount Gilead.	900	FY 2020
<u>Traffic Management</u>				
26	I 95	At I-695; lighting	1,999	Under construction
<u>C.H.A.R.T. Projects</u>				
27	IS 83	I-695 to Pennsylvania state line	1,257	FY 2020
<u>Environmental Preservation</u>				
28	I 95	At Old Harford Road	15	FY 2020
29	I 695	I-695 (BA/AA County Line-Old Court Road), I-95 (BA/HO County Line-Baltimore County/Baltimore City Line)	331	FY 2020
30	I 83	Harrisburg Expressway; IRVM, vegetation management - I-695 split to MD/PA line - Phase 1; landscape	3,498	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance</u>				
31		Little Gunpowder Falls Tributary at MD 145 & MD 165 - stream restoration; wetlands replacement	2,862	Under construction
32		Tree establishment at various locations in Baltimore County; landscape	2,471	Under construction



BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<p><u>Fiscal Year 2019 Completions</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>		
1		Baltimore Downtown Bicycle Network; create cycle tracks and bicycle lanes in Downtown Baltimore, stain concrete surface of Jones Fall Trail path, complete Phase 1 of Potomac Street Cycle Track	1,684	Completed
2		Herring Run Greenway; Construct new portions of an 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Completed
		<p><u>Historic Preservation</u></p>		
3		St. Paul Place and Preston Gardens	1,778	Completed

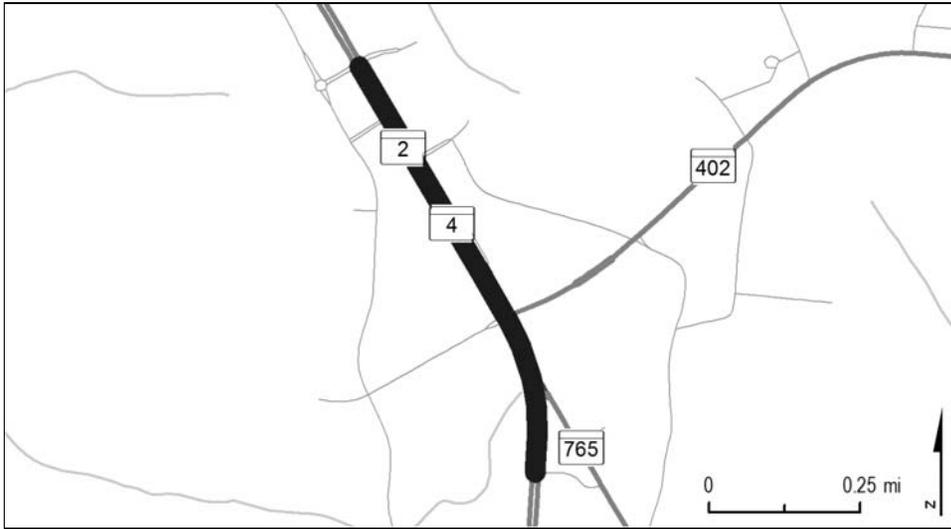
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		Hanover Street Bridge; repair and resurface (Baltimore City Project)	3,000	FY 2020
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
5		Inner Harbor Crosswalks and Bicycle Way; complete eight intersection upgrades on Pratt Street from Light Street to President Street	1,050	FY 2021
6		Potomac Street Cycle Track - Phase II; construct two way cycle track on Potomac Street between Eastern Avenue and Boston Street	418	PE Completed
7		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	Under construction



CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade and widen MD 2/4 to a six lane divided highway from Fox Run Boulevard to MD 231 (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase two of a five-phase project to upgrade and widen MD 2/4 from north of Stoakley Road/Hospital Road to south of MD 765A.

PURPOSE & NEED SUMMARY STATEMENT: MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

MD 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 3)
 Prince Frederick Boulevard (County Project)

EXPLANATION: MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports regional transportation needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.0 million is due to additional utility work.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY						
					2020	2021	2022	2023	2024			2025
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,897	0	0	0	0	0	0	0	0	0
Right-of-way	10,616	8,481	1,177	958	0	0	0	0	0	2,135	0
Construction	31,659	13,984	17,675	0	0	0	0	0	0	17,675	0
Total	47,172	27,362	18,852	958	0	0	0	0	0	19,810	0
Federal-Aid	2,408	2,408	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

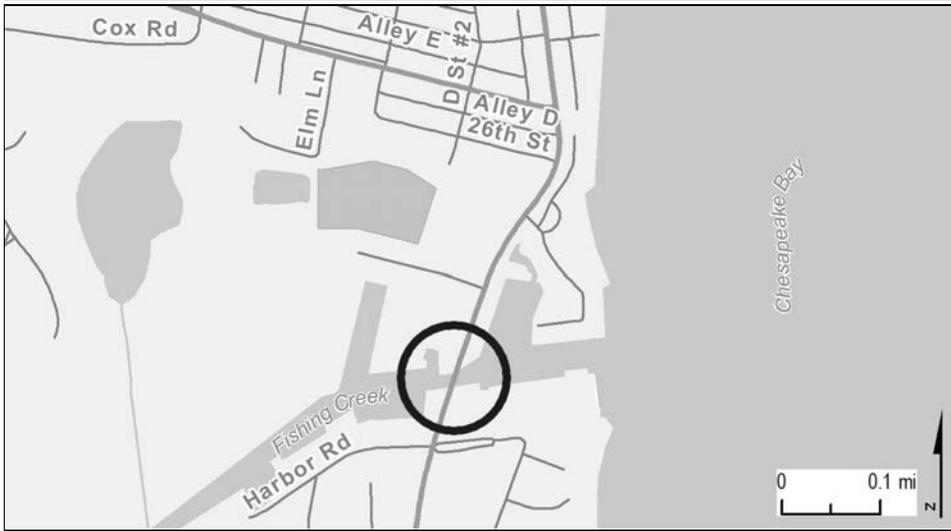
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,300

PROJECTED (2040) - 57,500



PROJECT: MD 261, Bayside Road

DESCRIPTION: Replace Bridge 04011 over Fishing Creek. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1940, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.2 million is due to additional maintenance of traffic and utility work, and renegotiated bid prices based upon current market values.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0	0
Right-of-way	2,008	2,008	0	0	0	0	0	0	0	0	0
Construction	27,749	22,990	3,782	977	0	0	0	0	4,759	0	0
Total	32,119	27,360	3,782	977	0	0	0	0	4,759	0	0
Federal-Aid	21,669	18,955	1,936	778	0	0	0	0	2,714	0	0

CLASSIFICATION:

STATE - Major Collector

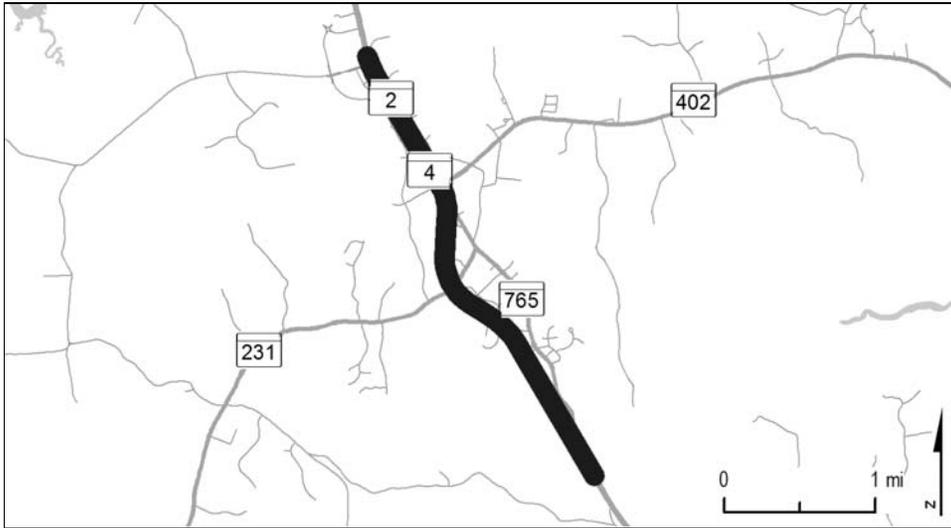
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 17,300

PROJECTED (2040) - 27,875



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Study to upgrade and widen MD 2/4 to a six lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

JUSTIFICATION: MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 2/4 Phase 2, Fox Run Boulevard to MD 231 (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
			2020	2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0	
Engineering	1,422	1,422	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	4,038	4,038	0	0	0	0	0	0	0	0	
Federal-Aid	776	776	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

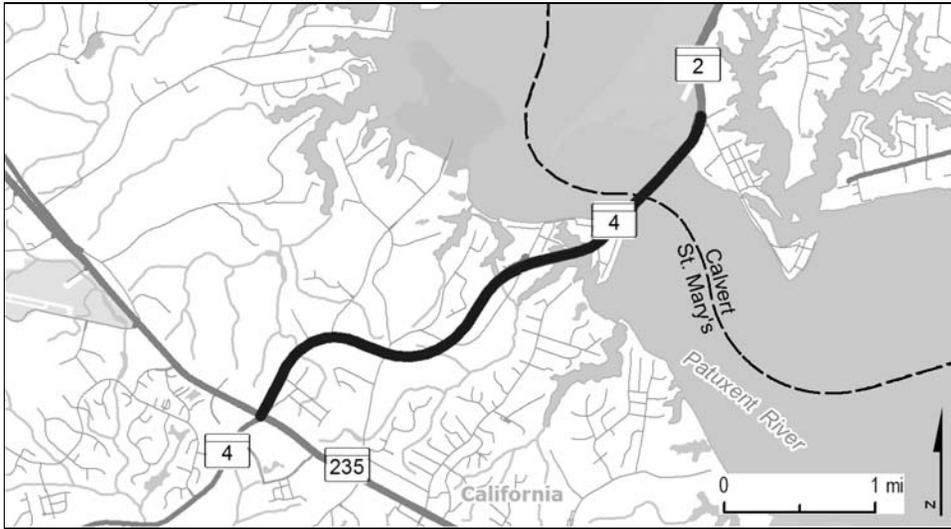
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 39,400 - 47,300

PROJECTED (2040) - 46,300 - 57,500



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

JUSTIFICATION: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,939	4,939	0	0	0	0	0	0	0	0	
Engineering	915	915	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,854	5,854	0	0	0	0	0	0	0	0	
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,400

PROJECTED (2040) - 38,275

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	At various locations in Calvert County; mill and resurface	9,515	Under construction
2	VARIOUS	At various locations in Calvert County; mill and resurface	10,512	Under construction
3	MD 2/4	Solomon's Island Road; Coster Mill Bridge Road to Calvert Cliff Parkway, MD 264 to Commerce Lane; surface treatment	6,864	Under construction
<u>Urban Reconstruction</u>				
4	MD 261	Bay Avenue; 9th Street to Anne Arundel County line; 2 lane reconstruct	3,782	FY 2020



CAROLINE COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Rehabilitation/Operation of Historic Transportation Structures</u></p> <p>Ridgely Railroad Station - Phase I; rehabilitate and restore historic railroad depot</p>	359	Completed

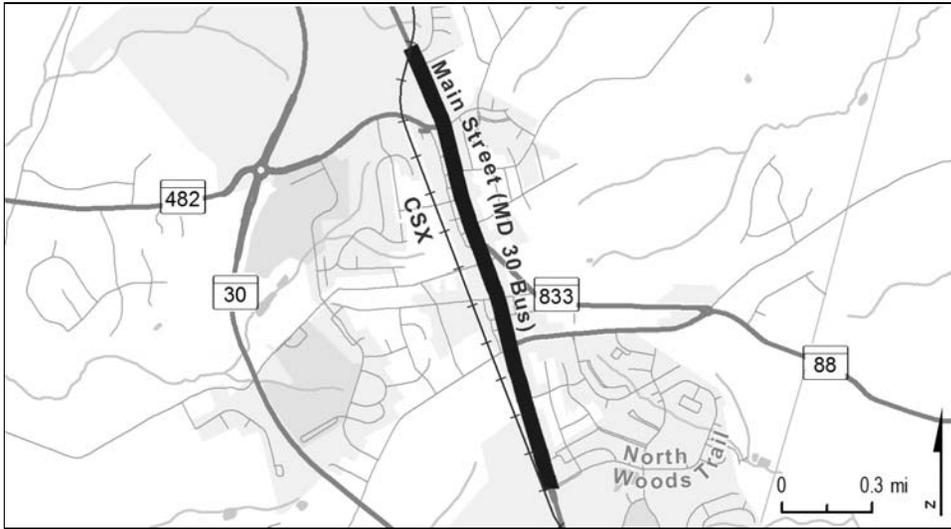
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Caroline County	4,505	FY 2020
3		At various locations in Caroline County; mill and resurface	5,201	Under construction
		<u>Environmental Preservation</u>		
4	MD 404	Shore Highway; Smith Farm wetland and reforestation planting; landscape	613	Under construction



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Urban Reconstruction). Bicycle and pedestrian facilities will be provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

STATUS: Construction underway. County contributed \$0.6 million towards construction cost.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.3 million is due to additional utility relocation activities.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,688	4,688	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,046	964	23	34	25	0	0	0	0	0	82	0
Construction	27,781	11,512	16,211	58	0	0	0	0	0	16,269	0	0
Total	33,515	17,164	16,234	92	25	0	0	0	0	16,351	0	0
Federal-Aid	5,447	5,382	18	27	20	0	0	0	0	65	0	0

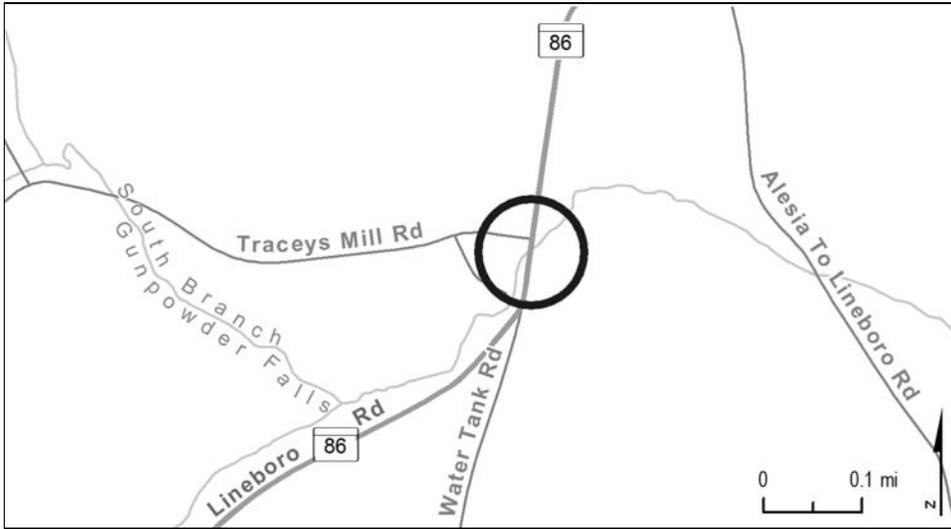
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,250
 PROJECTED (2040) - 20,400



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.1 million is due to additional surveying, signing, and excavation work.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	337	337	0	0	0	0	0	0	0	0
Engineering	1,190	1,187	3	0	0	0	0	0	3	0
Right-of-way	436	295	54	80	7	0	0	0	141	0
Construction	6,587	2,624	3,891	27	24	21	0	0	3,963	0
Total	8,550	4,443	3,948	107	31	21	0	0	4,107	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

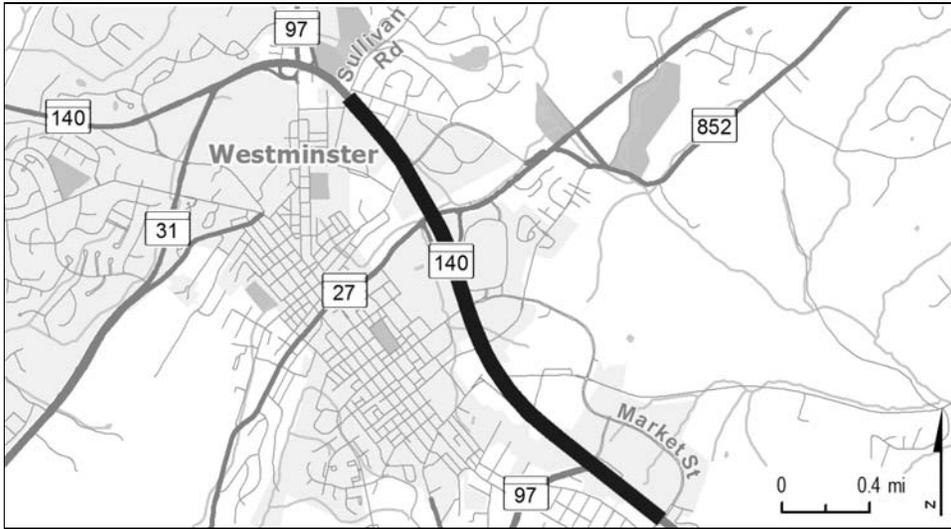
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,300

PROJECTED (2040) - 5,000



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). The project will add a 16 foot wide outside lane for bicyclists and sidewalks for pedestrians.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within Westminister.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,431	1,431	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

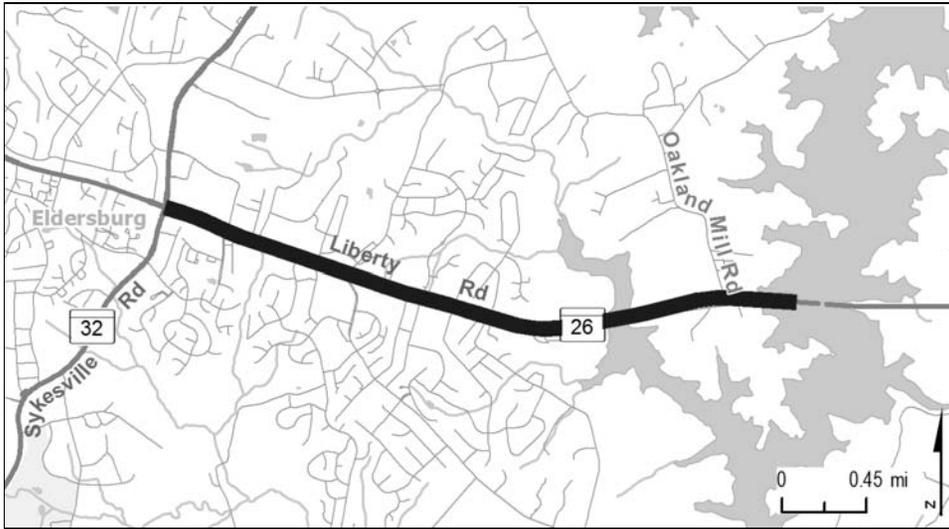
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,100 - 56,800

PROJECTED (2040) - 65,200 - 71,300



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	290	290	0	0	0	0	0	0	0	0	0	0
Engineering	1,367	1,367	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,657	1,657	0	0	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

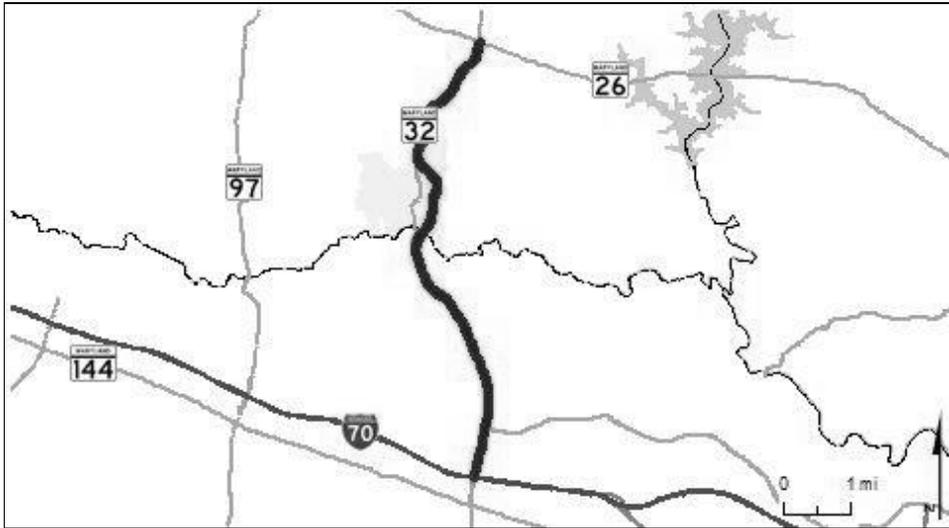
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,600 - 33,400

PROJECTED (2040) - 18,800 - 40,600



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 26, Liberty Reservoir to MD 32 (Line 4)
- MD 32, MD 108 to Linden Church Road (Howard Line 1)
- MD 32, Linden Church Road to I-70 (Howard Line 2)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	702	702	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	702	702	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,300 - 28700

PROJECTED (2040) - 36,100 - 40,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Intersection Capacity Improvements</u>				
1	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	3,285	Completed
2	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	5,027	Completed
<u>Bicycle Retrofit</u>				
3	MD 27	Railroad Avenue; Baltimore Boulevard to Hollow Rock Avenue; sidewalks	2,900	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		Mill, grind, patch and resurface roadways at various locations in Carroll County	15,341	FY 2020
5		At various locations in Carroll County; mill and resurface	12,524	Under construction
		<u>Safety/Spot Improvement</u>		
6	MD 32	MD 32 at Johnsville Road and Bennett Road	3,360	FY 2020
7	MD 32	Main Street to Macbeth Way	4,180	Under construction
8	MD 27	Ridge Road; Gillis Falls Road and Harrisville Road; geometric improvements	2,179	Under construction
		<u>TMDL Compliance</u>		
9		Tree planting at various locations in Carroll County; landscape	1,871	Under construction
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
10		Langdon SWM project	980	FY 2020
11		Elderwood SWM Basin and Oklahoma Phase IV SWM Facility	1,047	Under construction



CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1954, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is rated poor. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.2 million is due to additional maintenance of traffic, construction stakeout, excavation and overhead costs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,415	2,415	0	0	0	0	0	0	0	0
Right-of-way	657	631	26	0	0	0	0	0	26	0
Construction	19,437	10,322	5,014	3,383	718	0	0	0	9,115	0
Total	22,509	13,368	5,040	3,383	718	0	0	0	9,141	0
Federal-Aid	15,794	8,299	4,030	2,838	627	0	0	0	7,495	0

CLASSIFICATION:

STATE - Other Principal Arterial

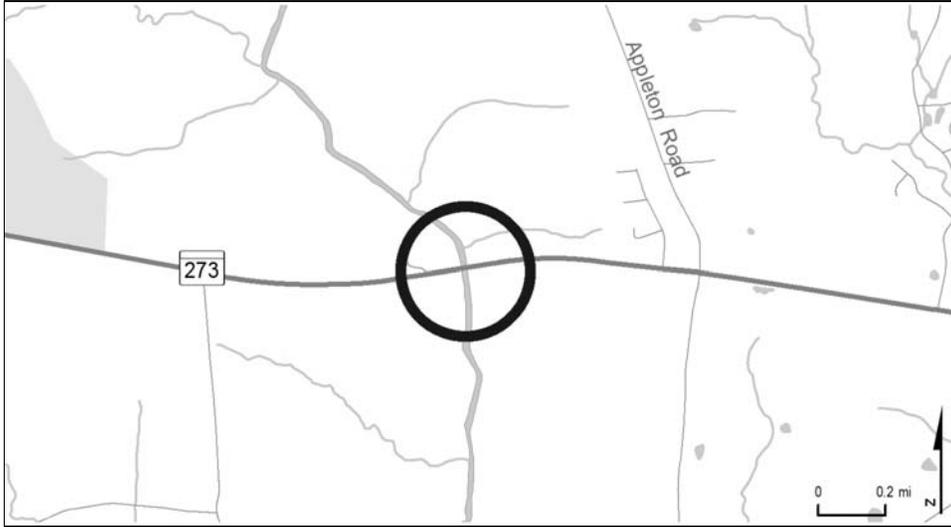
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,475

PROJECTED (2040) - 20,500



PROJECT: MD 273, Telegraph Rd

DESCRIPTION: Replace Bridge 0704400 over Big Elk Creek. The bridge will have two 12 foot lanes and two 10 foot shoulders. No sidewalks will be provided.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor and requires replacement.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is classified as rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,296	0	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0	0
Construction	7,572	3,693	3,879	0	0	0	0	0	0	3,879	0	0
Total	8,895	5,016	3,879	0	0	0	0	0	0	3,879	0	0
Federal-Aid	6,069	2,904	3,165	0	0	0	0	0	0	3,165	0	0

CLASSIFICATION:

STATE - Rural Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,425

PROJECTED (2040) - 13,500

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Cecil County; mill and resurface	6,435	Completed
2		At various locations in Cecil County; patching	1,373	Completed
<u>Safety/Spot Improvement</u>				
3	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,106	Completed
<u>Sidewalks</u>				
4	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,156	Completed
<u>TMDL Compliance</u>				
5		Tree establishment at various locations in District 2; landscape	399	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
6		At various locations in Cecil County	1,036	FY 2020
7		At various locations in Cecil County	4,750	FY 2020
8		At various locations in Cecil County; mill and resurface	5,250	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
9	MD 316	Structure No. 07111X0 over branch of Big Elk Creek	1,144	FY 2021
		<u>Safety/Spot Improvement</u>		
10	US 40	Pulaski Highway; at Maloney Road; geometric improvements	1,703	Under construction
11	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,597	Under construction
12	MD 272	Turkey Point Road; South of US 40 to Rogers Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,402	Under construction
		<u>Intersection Capacity Improvements</u>		
13	US 40	At Nottingham Road	1,800	FY 2021
		<u>TMDL Compliance</u>		
14		TMDL Tree Establishment at SHA Row Sites & DNR Sites in Cecil Co (District 2)	298	FY 2020
15		Gramies Run; wetlands replacement	4,389	Under construction

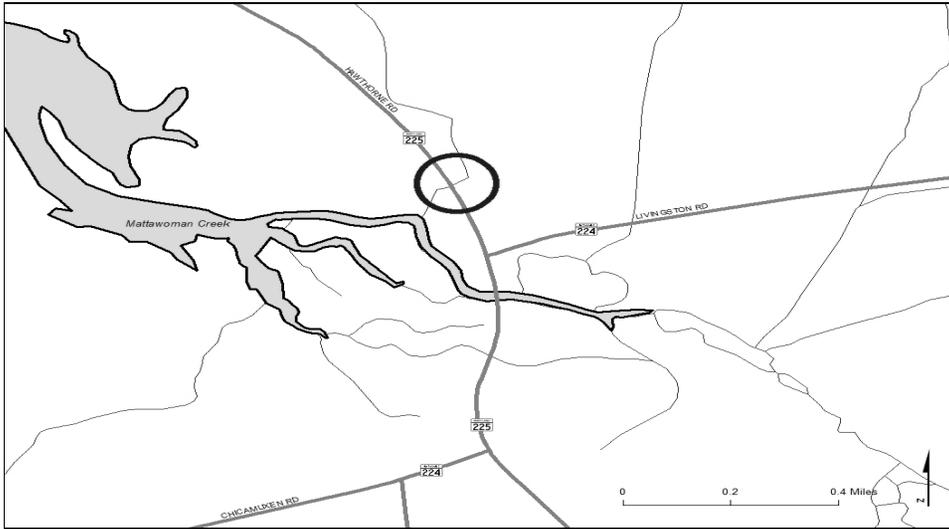
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
16		<p align="center"><u>Fiscal Year 2020 and 2021 (cont'd)</u></p> <p align="center"><u>TMDL Compliance (cont'd)</u></p> <p>Tree planting at various locations in Cecil County; landscape</p>	1,422	Under construction



CHARLES COUNTY



PROJECT: MD 225, Hawthorne Road

DESCRIPTION: Replace Bridge 08021 over Mattawoman Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1951, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	323	489	364	0	0	0	0	0	0	853	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	2,000	0	0	387	1,613	0	0	0	0	0	2,000	0
Total	3,176	323	489	751	1,613	0	0	0	0	0	2,853	0
Federal-Aid	1,560	0	0	302	1,258	0	0	0	0	0	1,560	0

CLASSIFICATION:

STATE - Intermediate Arterial

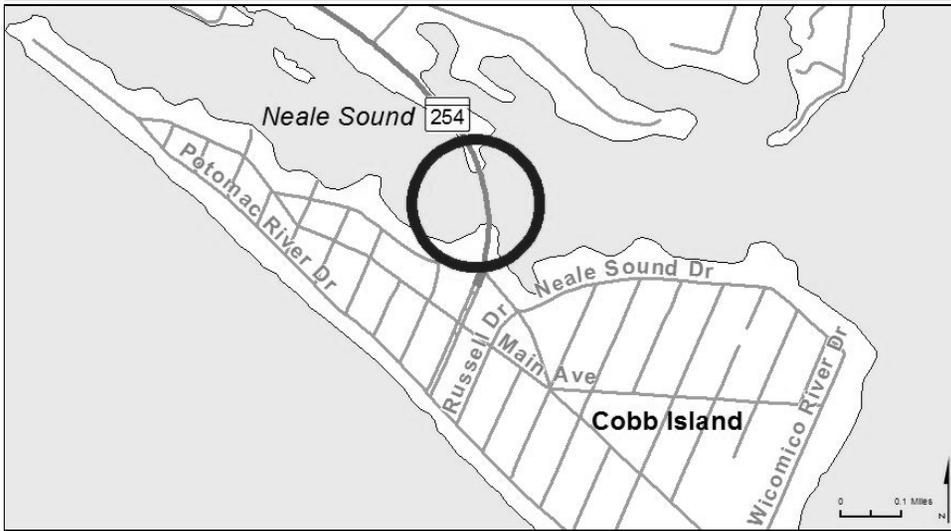
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,000

PROJECTED (2040) - 13,300



PROJECT: MD 254, Cobb Island Road

DESCRIPTION: Replace Bridge 08038 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1963, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,402	2,399	3	0	0	0	0	0	0	3	0
Right-of-way	169	139	10	13	7	0	0	0	0	30	0
Construction	15,262	8,662	6,504	96	0	0	0	0	0	6,600	0
Total	17,833	11,200	6,517	109	7	0	0	0	0	6,633	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

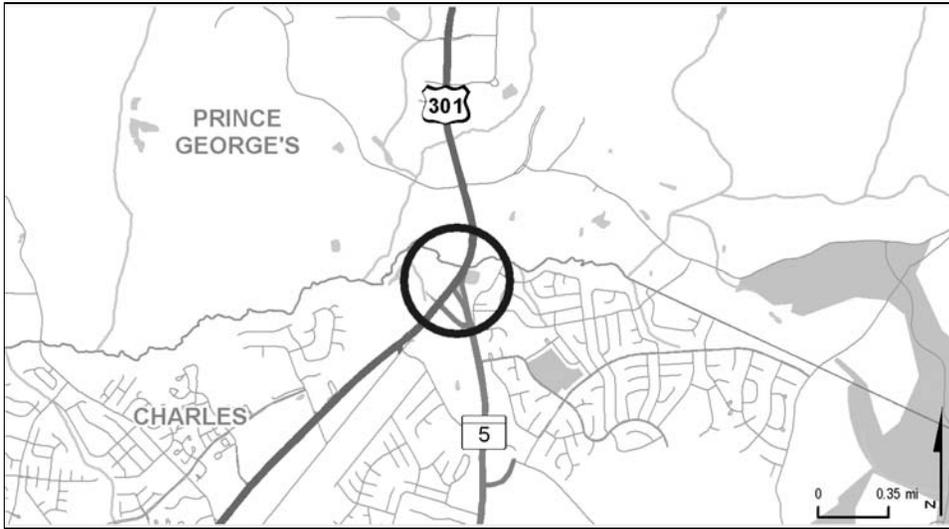
FEDERAL - Minor Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 2,100

PROJECTED (2040) - 2,550



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

JUSTIFICATION: This project will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 4)
- US 301, MD 228/MD5 Business (Line 5)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Removed from Construction Program following expiration of legislative mandate.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

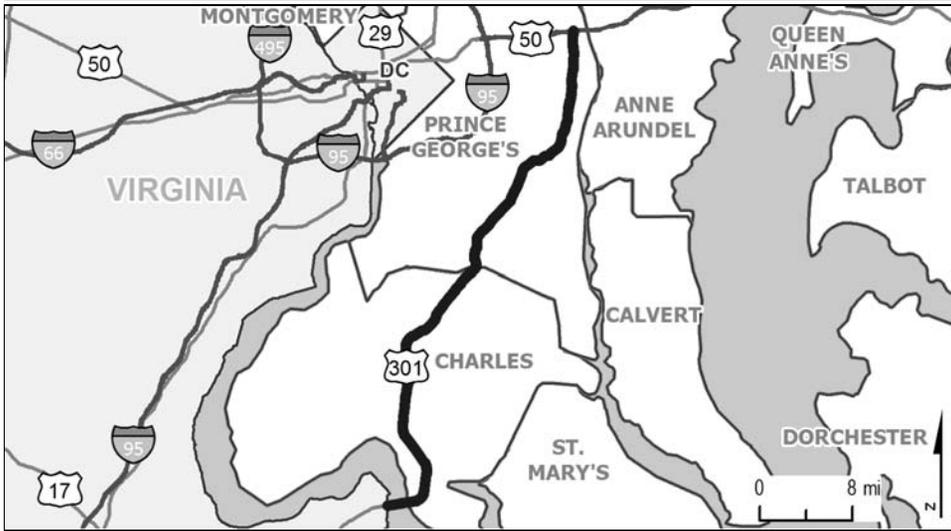
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 71,900 (Charles)
102,400 (Prince George's)

PROJECTED (2040) - 75,200 (Charles)
127,400 (Prince George's)



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 3)
- US 301, at MD 228/MD 5BU (Line 5)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 3, US 50 to MD 32 (Prince George's County Line 16)
- US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 23)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025	2025		
Planning	10,750	10,750	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

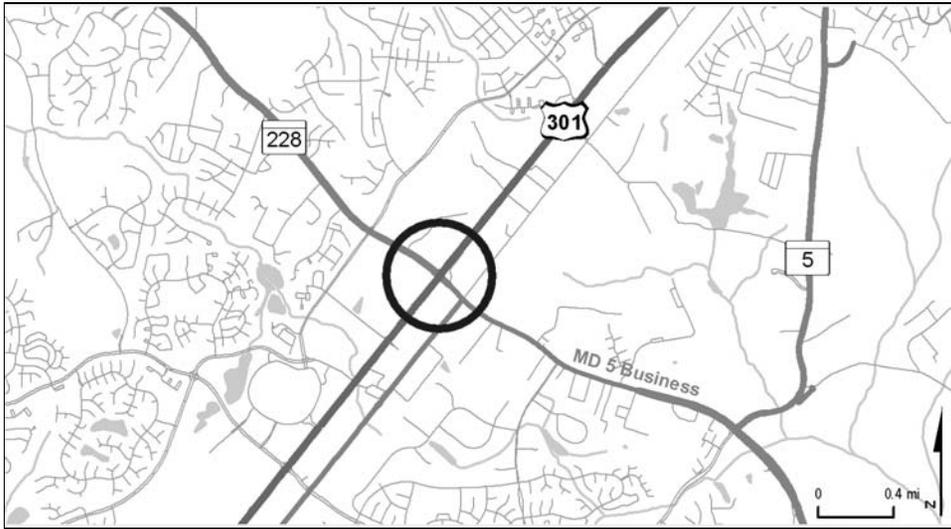
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,100 - 65,000 (Charles)
104,000 (Prince George's)

PROJECTED (2040) - 45,000 - 82,050 (Charles)
127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersection at MD 228/MD 5 Business.

JUSTIFICATION: Project will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 3)
- US 301, South Corridor Transportation Study (Line 4)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 6)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	12,907	12,894	13	0	0	0	0	0	0	13	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,907	12,894	13	0	0	0	0	0	0	13	0
Federal-Aid	7,669	7,669	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,800 (Charles)

PROJECTED (2040) - 79,800 (Charles)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 6	Charles Street; Bridge 0800700 over Zekiah Swamp; bridge rehabilitation	3,748	Completed
2	MD 224	Riverside Road; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut; bridge rehabilitation	1,927	Completed
<u>TMDL Compliance</u>				
3		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	535	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
4		At various locations in Charles County; mill and resurface	7,602	Under construction
5		At various locations in Charles County; mill and resurface	9,511	Under construction
		<u>Urban Reconstruction</u>		
6	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Completed
		<u>Environmental Preservation</u>		
7		Vegetation management on select mitigation sites in Charles County (D5)	7,435	FY 2020
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
8		Indian Head Trailhead Restroom	360	FY 2021
9		Indian Head Boardwalk; construct 1,200 foot boardwalk	3,314	FY 2020



DORCHESTER COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Dorchester County; resurface</p>	9,070	Completed

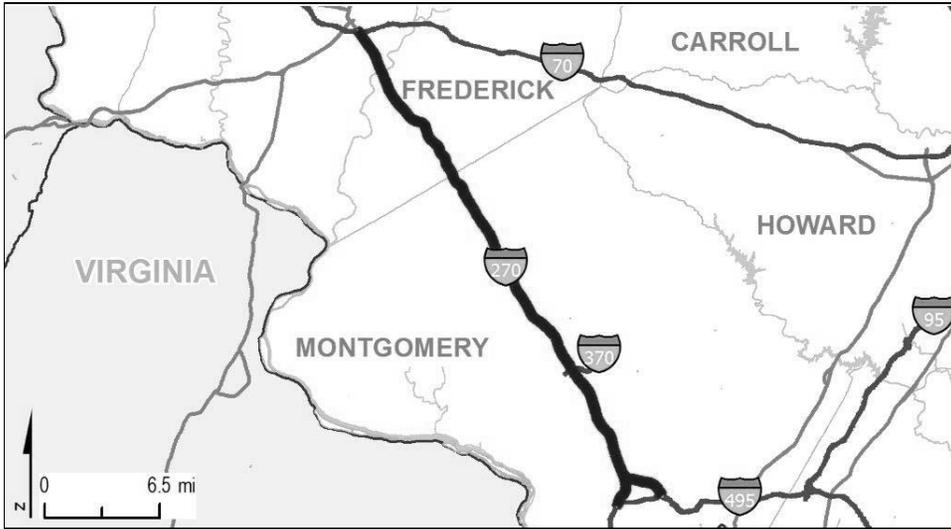
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Bridge Replacement/Rehabilitation</u>				
2	US 50	Fender repairs to Bridge Number 0902200 over Nanticoke River	1,100	FY 2020
3	MD 331	Structure 09045X0 over Branch of Nanticoke River	580	FY 2020
<u>Safety/Spot Improvement</u>				
4	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement	2,659	FY 2020



FREDERICK COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 6)
- MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 16)
- I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- Traffic Relief Plan (Statewide - Line 4)

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$17.0 million is due to the addition of ramp metering improvements at multiple interchanges.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	129,054	43,606	42,582	42,866	0	0	0	0	0	85,448	0	0
Total	131,115	45,667	42,582	42,866	0	0	0	0	0	85,448	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

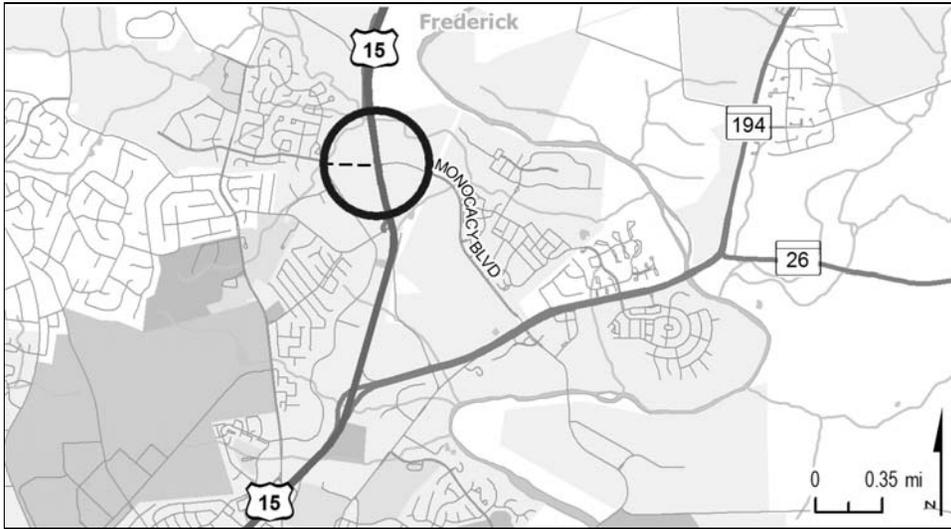
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 90,700 - 260,800

PROJECTED (2040) - 105,000 - 299,000



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Constructed a new US 15 grade-separated interchange and park-and-ride lot at Monocacy Boulevard. Bicycle and pedestrian improvements was included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project added a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic associated with existing and planned development. The project closed an existing at-grade US 15 intersection at Hayward Road.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new interchange improves safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a park and ride facility. This interchange supports ongoing and planned growth.

STATUS: Open to service. Frederick County funded \$1.4 million for engineering. City of Frederick funded \$1.4 million for engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				YEAR 2021			
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	682	682	0	0	0	0	0	0	0	0	0	
Engineering	4,344	4,344	0	0	0	0	0	0	0	0	0	
Right-of-way	30,262	28,794	301	452	452	263	0	0	0	1,468	0	
Construction	39,298	38,942	356	0	0	0	0	0	0	356	0	
Total	74,586	72,762	657	452	452	263	0	0	0	1,824	0	
Federal-Aid	25,375	24,246	232	347	347	203	0	0	0	1,129	0	

CLASSIFICATION:

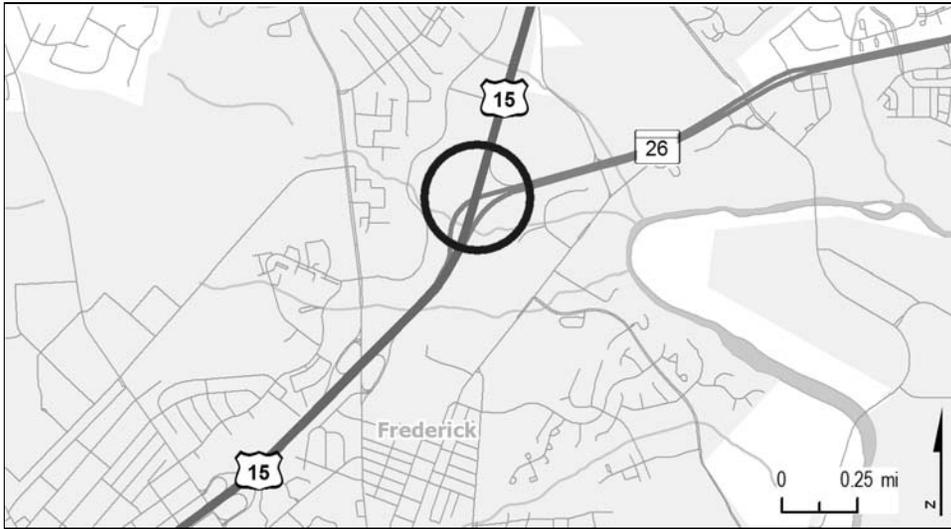
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 56,200

PROJECTED (2040) - 102,700



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Replaced Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, was rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.5 million is due to additional paving, excavation, and asphalt work.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	642	642	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,574	6,995	579	0	0	0	0	0	0	579	0	0
Total	8,216	7,637	579	0	0	0	0	0	0	579	0	0
Federal-Aid	280	280	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

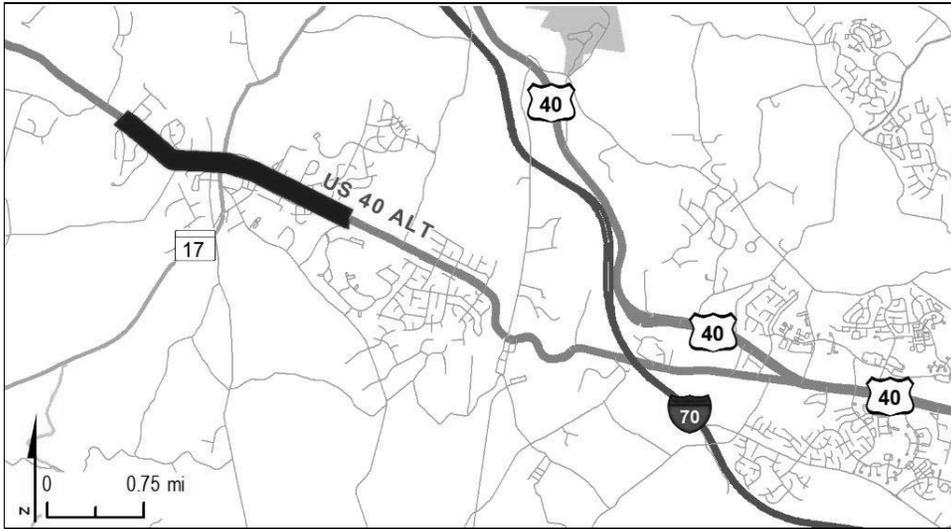
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 24,975

PROJECTED (2040) - 31,475



PROJECT: US 40 Alternate, Old National Pike

DESCRIPTION: Construct roadway improvements, including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements, from Ivy Hill Drive to Middletown Parkway (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 Alternate.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project will improve safety and enhance community vitality in the Town of Middlestown.

STATUS: Construction underway. Town of Middlestown funded \$4.8 million for construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				2022	2023	2024	2025					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,462	3,462	0	0	0	0	0	0	0	0	0	0
Right-of-way	338	338	0	0	0	0	0	0	0	0	0	0
Construction	14,254	9,234	4,982	38	0	0	0	0	0	5,020	0	0
Total	18,054	13,034	4,982	38	0	0	0	0	0	5,020	0	0
Federal-Aid	13,887	9,451	4,436	0	0	0	0	0	0	4,436	0	0

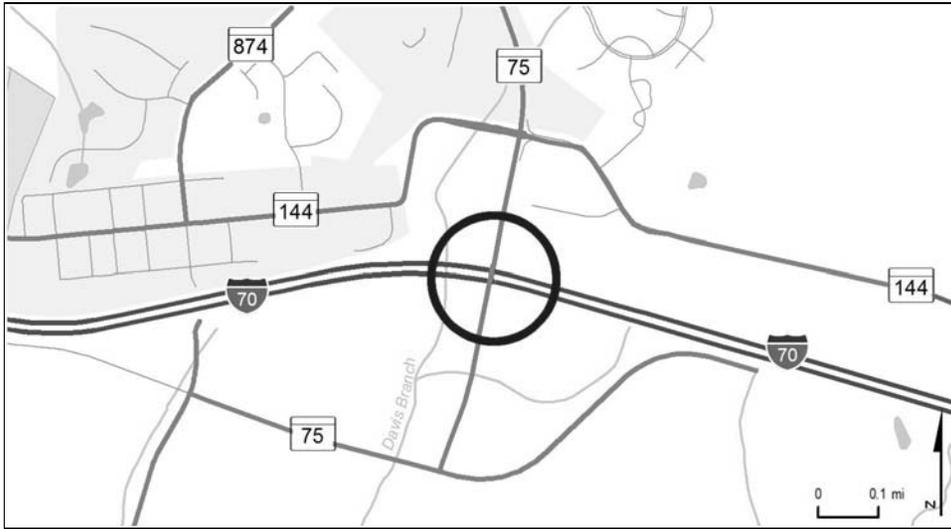
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,800

PROJECTED (2040) - 16,700



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 105600 on MD 75 over I-70.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1973, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	470	303	120	47	0	0	0	0	0	0	167	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	11,440	0	0	892	4,170	5,177	1,201	0	0	11,440	0	0
Total	11,910	303	120	939	4,170	5,177	1,201	0	0	11,607	0	0
Federal-Aid	8,924	0	0	696	3,253	4,038	937	0	0	8,924	0	0

CLASSIFICATION:

STATE - Major Collector

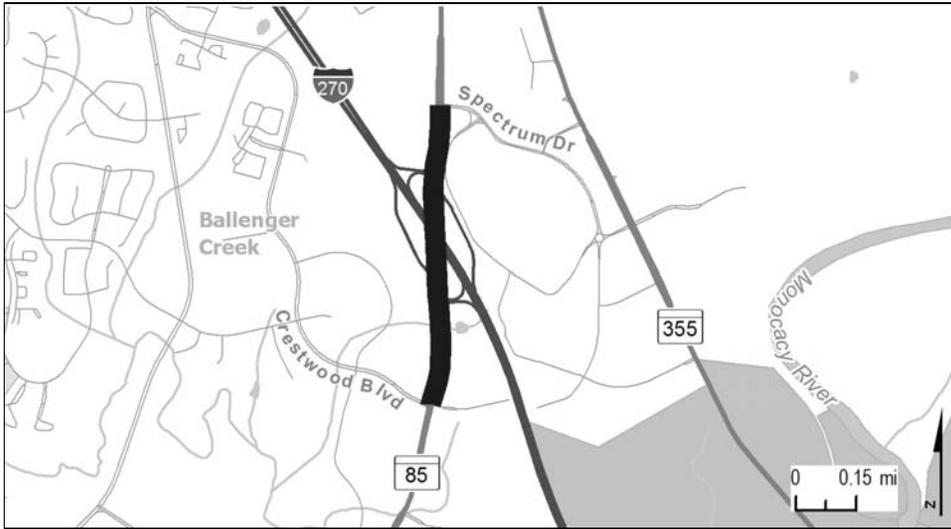
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,500

PROJECTED (2040) - 21,700



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 16)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Construction underway. County funded \$1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost decrease of \$4.4 million is due to reduced right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	6,612	6,612	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,899	8,748	151	0	0	0	0	0	0	151	0	0
Construction	65,867	27,097	11,681	12,650	14,439	0	0	0	0	38,770	0	0
Total	81,909	42,988	11,832	12,650	14,439	0	0	0	0	38,921	0	0
Federal-Aid	56,269	24,479	9,318	10,506	11,966	0	0	0	0	31,790	0	0

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 42,400 - 53,875
 PROJECTED (2040) - 57,000 - 81,325



PROJECT: MD 140, Main Street

DESCRIPTION: Replaced Bridge 10062 over Flat Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, was rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure was rated poor.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$0.7 million is due to the reconciliation of final expenditures.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,344	1,344	0	0	0	0	0	0	0	0	0
Right-of-way	270	261	8	1	0	0	0	0	0	9	0
Construction	5,098	4,481	539	78	0	0	0	0	0	617	0
Total	6,712	6,086	547	79	0	0	0	0	0	626	0
Federal-Aid	5,102	4,550	479	73	0	0	0	0	0	552	0

CLASSIFICATION:

STATE - Intermediate Arterial

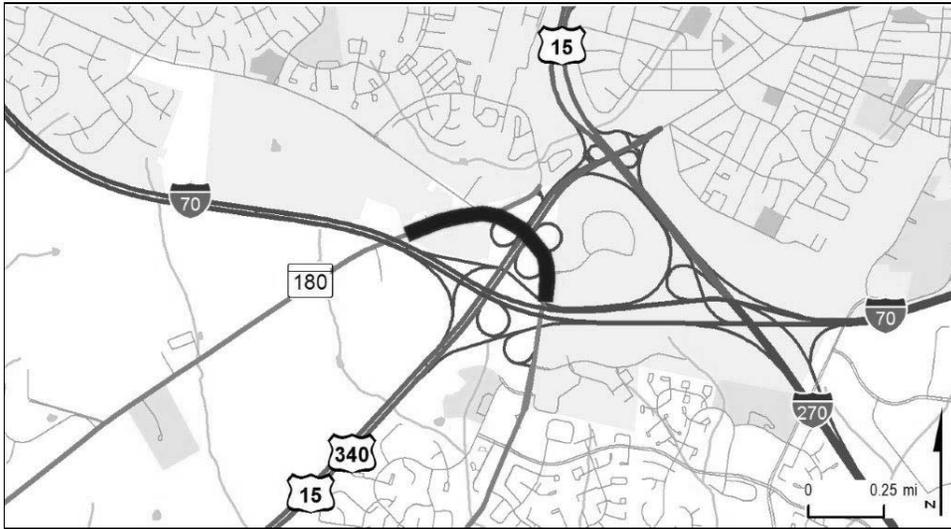
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,775

PROJECTED (2040) - 15,925



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340. Bicycle and pedestrian accommodations will be provided as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Operational and capacity improvements to support mobility and economic development in Frederick County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The corridor experiences operational failures due to congested roads and high traffic volumes, especially during peak periods.

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.0 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,444	2,433	11	0	0	0	0	0	0	11	0
Right-of-way	583	105	188	232	58	0	0	0	0	478	0
Construction	15,884	64	7,360	8,460	0	0	0	0	0	15,820	0
Total	18,911	2,602	7,559	8,692	58	0	0	0	0	16,309	0
Federal-Aid	11,436	35	5,319	6,063	19	0	0	0	0	11,401	0

CLASSIFICATION:

STATE - Major Collector

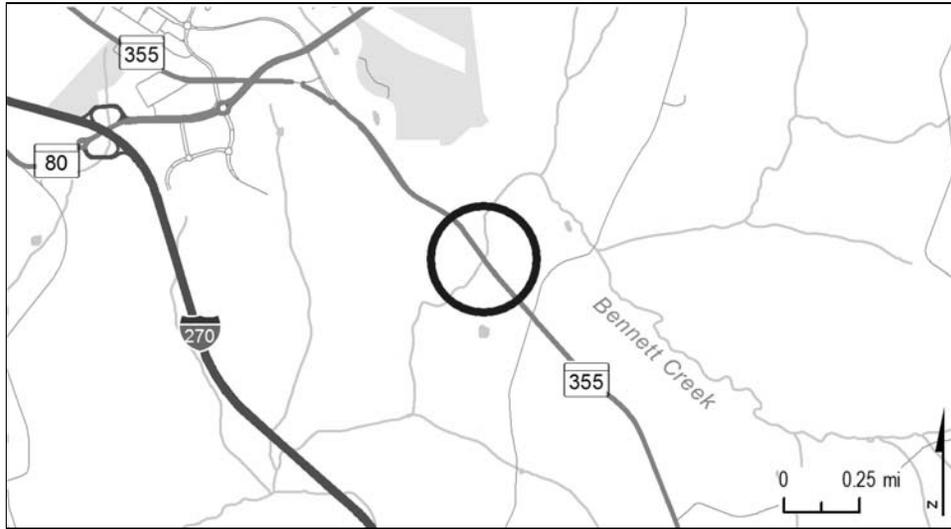
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,800

PROJECTED (2040) - 47,600



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,539	2,539	0	0	0	0	0	0	0	0	0
Right-of-way	1,013	779	116	118	0	0	0	0	0	234	0
Construction	13,441	1,606	6,473	5,362	0	0	0	0	0	11,835	0
Total	16,993	4,924	6,589	5,480	0	0	0	0	0	12,069	0
Federal-Aid	12,646	3,127	5,157	4,362	0	0	0	0	0	9,519	0

CLASSIFICATION:

STATE - Major Collector

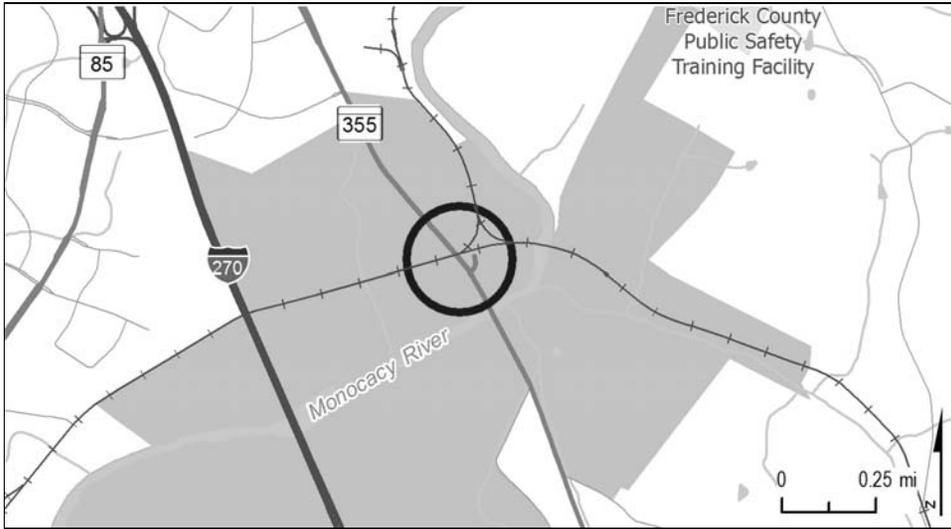
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 9,800

PROJECTED (2040) - 13,750



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over the CSX railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0
Right-of-way	40	40	0	0	0	0	0	0	0	0
Construction	12,067	5,371	5,293	1,403	0	0	0	0	6,696	0
Total	13,977	7,281	5,293	1,403	0	0	0	0	6,696	0
Federal-Aid	1,443	1,443	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

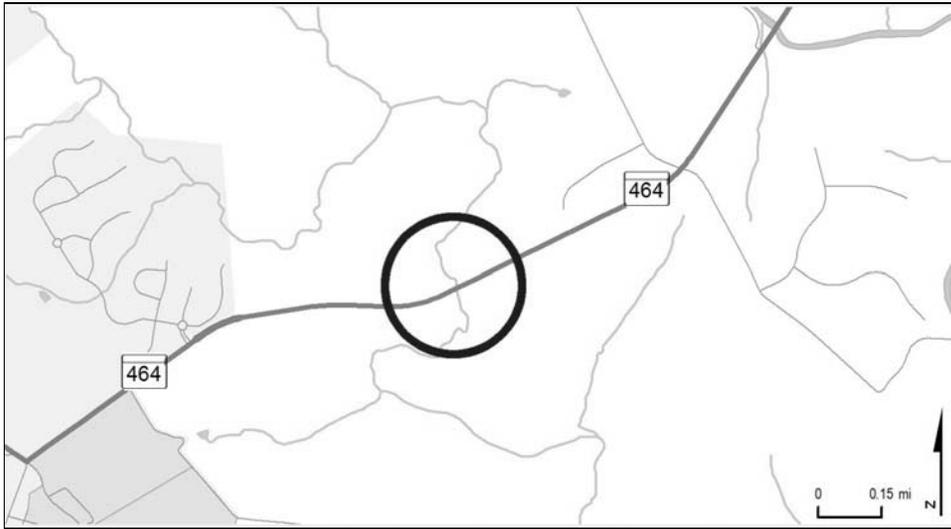
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 13,400

PROJECTED (2040) - 16,625



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 1009000 over Little Catocin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1933, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,112	1,112	0	0	0	0	0	0	0	0	0
Right-of-way	65	62	3	0	0	0	0	0	0	3	0
Construction	4,086	443	3,219	424	0	0	0	0	0	3,643	0
Total	5,263	1,617	3,222	424	0	0	0	0	0	3,646	0
Federal-Aid	4,045	1,125	2,579	341	0	0	0	0	0	2,920	0

CLASSIFICATION:

STATE - Rural Major Collector

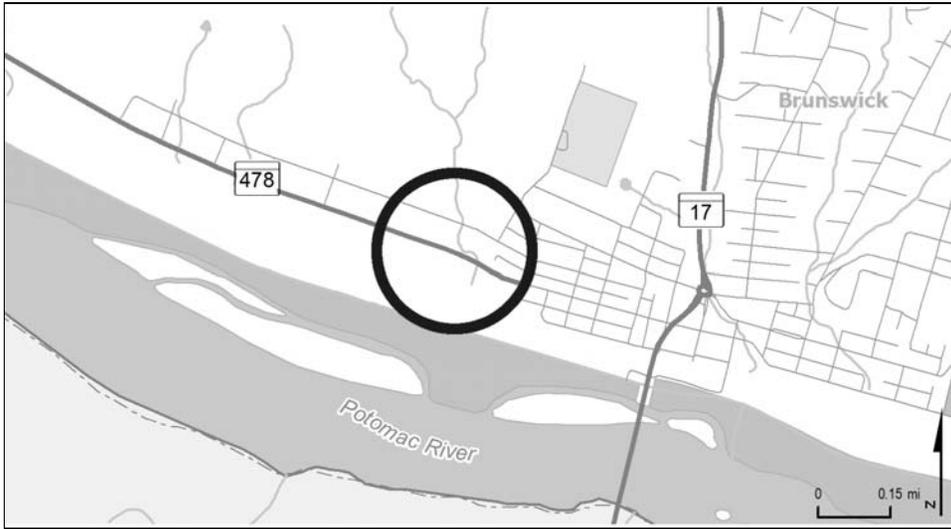
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,600

PROJECTED (2040) - 7,100



PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replace Bridge 10089 over a branch of the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	818	818	0	0	0	0	0	0	0	0	0	0
Right-of-way	425	389	14	19	3	0	0	0	0	0	36	0
Construction	5,609	2,901	2,708	0	0	0	0	0	0	2,708	0	0
Total	6,852	4,108	2,722	19	3	0	0	0	0	2,744	0	0
Federal-Aid	4,971	2,898	2,073	0	0	0	0	0	0	2,073	0	0

CLASSIFICATION:

STATE - Major Collector

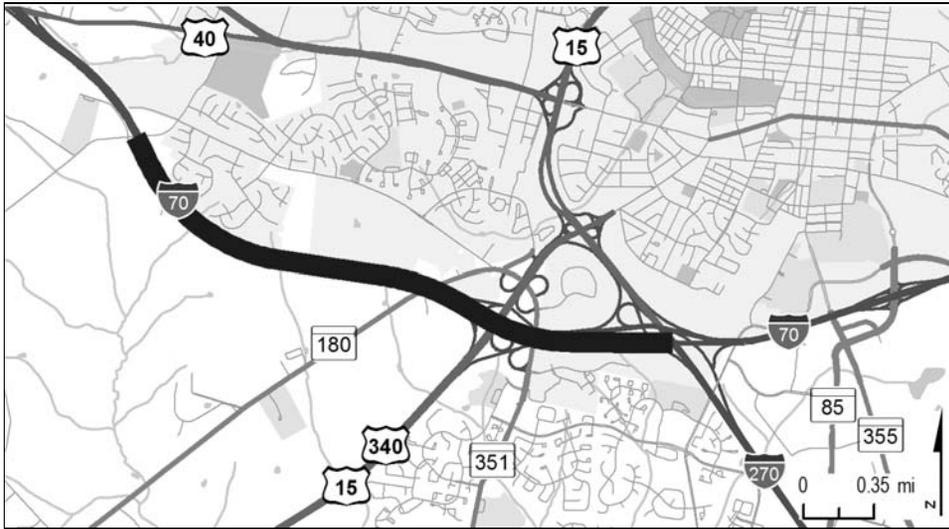
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,700

PROJECTED (2040) - 5,400



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase four of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

JUSTIFICATION: This project will reduce congestion and provide capacity to accommodate planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-270, Innovative Congestion Management (Line 1)
- MD 180, Jefferson Pike (Line 8)
- US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 15)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

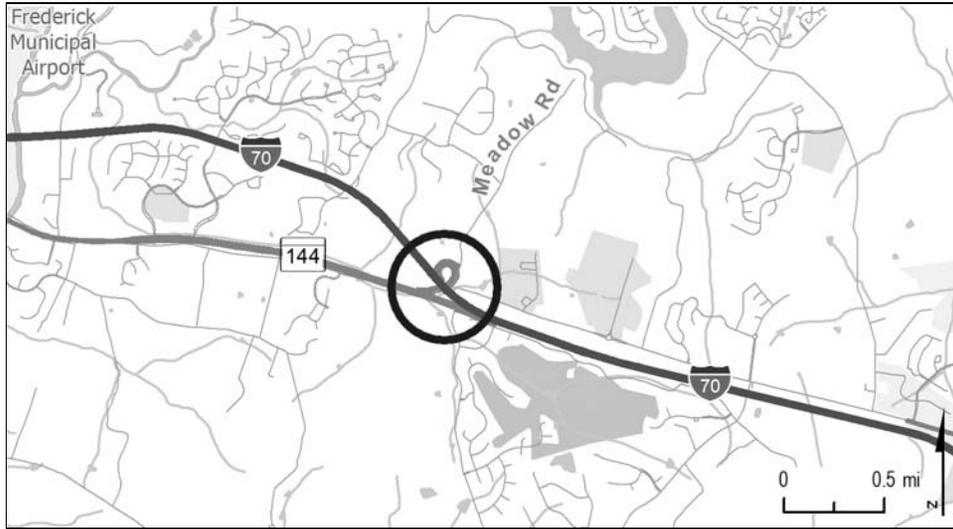
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 103,200

PROJECTED (2040) - 150,725



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will accommodate development in the surrounding area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Developer funded planning and engineering. County funded right-of-way and construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	252	252	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	252	252	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

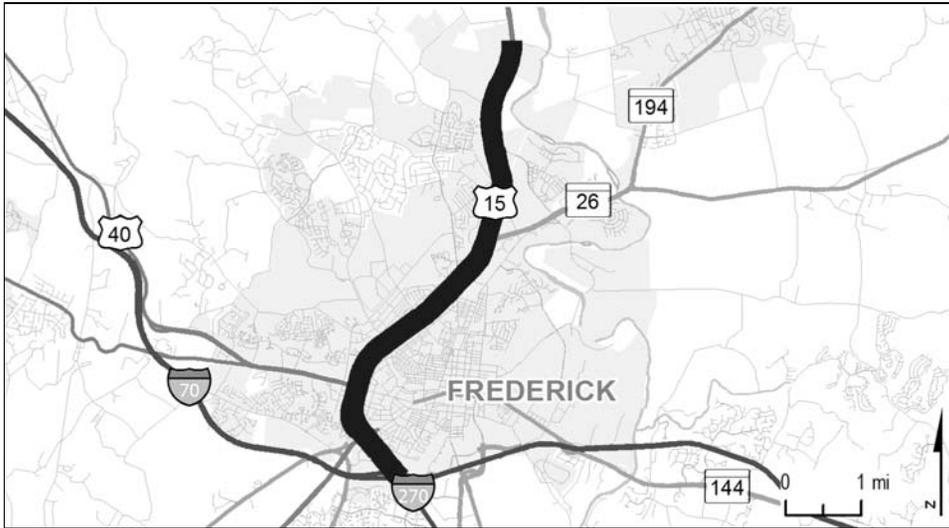
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 69,000

PROJECTED (2040) - 86,375



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road (7.0 miles).

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, sharp curves, and short merging and weaving sections.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-270, Innovative Congestion Management (Line 1)
- US 15, MD 26 Bridge Replacement (Line 3)
- I-70, Mount Phillip Rd. and I-270 (Line 13)
- Traffic Relief Plan (Statewide - Line 4)

STATUS: Planning and engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	3,059	2,809	250	0	0	0	0	0	0	250	0
Engineering	3,000	431	500	500	500	650	169	250	2,569	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,059	3,240	750	500	500	650	169	250	2,819	0	0
Federal-Aid	2,055	0	400	400	400	520	135	200	2,055	0	0

CLASSIFICATION:

STATE - Principal Arterial

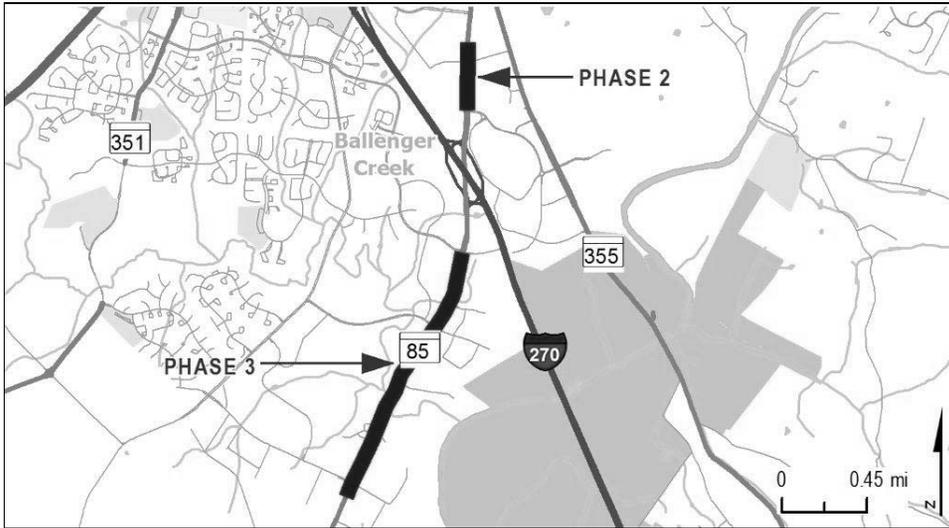
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 101,900 - 127,000

PROJECTED (2040) - 121,400 - 182,100



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). Bicycle and pedestrian improvements will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 6)

STATUS: Planning complete. Proceeding with phase one construction (Line 5).

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

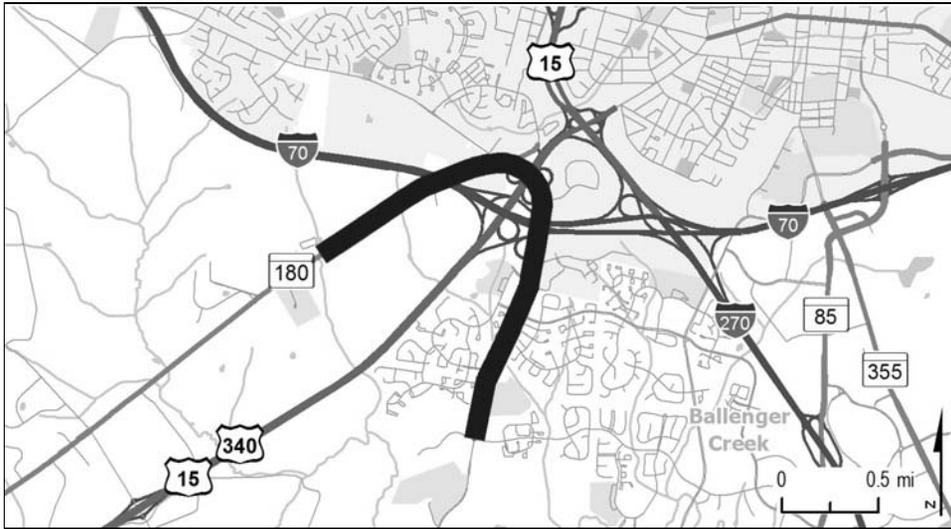
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 17,800 - 55,200

PROJECTED (2040) - 27,300 - 78,725



PROJECT: MD 180, Jefferson Pike, and Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and Ballenger Creek Pike (formerly MD 351) capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: The MD 180 and Ballenger Creek Pike corridor is experiencing rapid development. Businesses and residential developments in the study are contribute to operational failures along the existing roadway network, especially during peak periods.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 8)
 I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 13)

STATUS: Project on hold. County contributed \$0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
			2020	2021	2022	2023	2024	2025			
Planning	2,288	2,288	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,288	2,288	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,300

PROJECTED (2040) - 72,025

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<p><u>Fiscal Year 2019 Completions</u></p> <p><u>Enhancements</u></p> <p><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></p>		
1		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Completed
		<p><u>Pedestrian/Bicycle Facilities</u></p>		
2		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3	IS 70	Washington County Line to Grindstone Run structure 10135	5,937	FY 2020
4		At various locations in Frederick County	17,127	FY 2020
5		At various locations in Frederick County; mill and resurface	14,391	Under construction
6	I 70 WB	Eisenhower Memorial Highway; East of MD 75 to structure 10183 over Monocacy River; safety and resurface	6,368	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 17	Bridge 1001900 over Middle Creek	5,720	FY 2021
8	US 15	Bridge 1010900 over MD 77 and Hunting Creek	4,000	FY 2021
9	MD 491	Small structure 10039X0-MD491 over BR of Owens Creek	500	FY 2020
10	MD 383	Small structures 10399X0 and 10400X0	316	FY 2020
11	MD144F	Cleaning and Painting of Bridge No. 1003800	1,373	FY 2020
12	MD 26	At Old Annapolis Road/Water Street Road	3,586	FY 2020
13		Various bridges on Eisenhower Memorial Highway, Catoclin Mountain Highway, E. Main Street; clean/paint bridges	2,161	Under construction
14	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,457	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
15	US 15	Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements	4,294	Under construction
16	US 15	Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements	5,452	Under construction
17	MD 77	Foxville Road; Pryor Road to Stottlemeyer Road; drainage improvement	2,288	Under construction
<u>Urban Reconstruction</u>				
18	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,786	Under construction
19	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	5,876	Under construction
<u>Traffic Management</u>				
20	MD 180	Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization	458	Under construction
<u>TMDL Compliance</u>				
21		Israel creek at Stauffers Road	5,261	FY 2020
22		Israel Creek at MD 550	6,135	FY 2020
23		At various locations in Frederick County - Group 1A; drainage improvement	1,571	Under construction
24		Tree establishment at various locations in Frederick County; landscape	1,253	Under construction
25		Little Catoctin Creek at US 340; wetlands replacement	2,706	Under construction

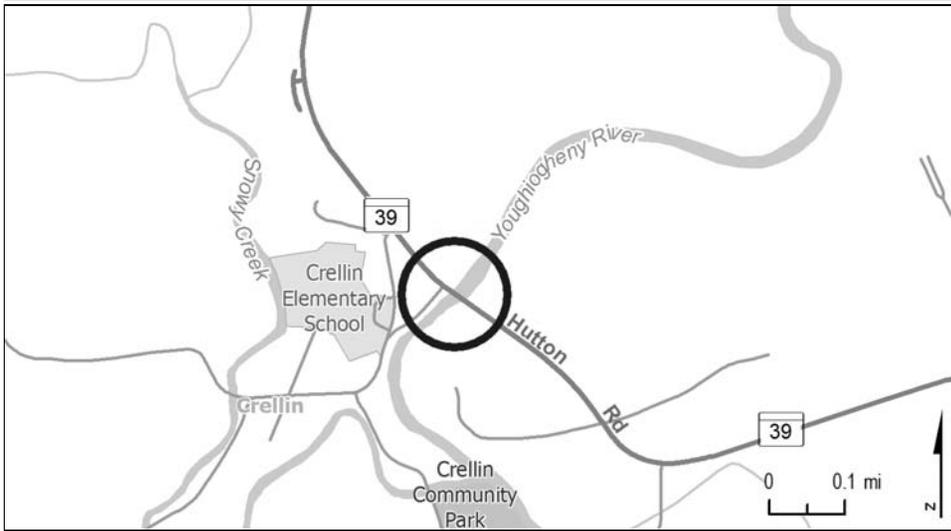
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 18 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
26		<p align="center"><u>Fiscal Year 2020 and 2021 (cont'd)</u></p> <p align="center"><u>TMDL Compliance (cont'd)</u></p> <p>Tree planting at various locations in Frederick County; landscape</p>	2,106	Under construction



GARRETT COUNTY



PROJECT: MD 39, Hutton Road

DESCRIPTION: Replace Bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- Environmental Stewardship
- System Preservation
- Community Vitality
- Quality of Service
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering underway. Construction to begin current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.1 million is due to the final engineer's estimate.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,259	1,221	38	0	0	0	0	0	0	38	0
Right-of-way	93	53	27	13	0	0	0	0	0	40	0
Construction	7,300	0	1,278	5,117	905	0	0	0	0	7,300	0
Total	8,652	1,274	1,343	5,130	905	0	0	0	0	7,378	0
Federal-Aid	5,693	0	996	3,991	706	0	0	0	0	5,693	0

CLASSIFICATION:

STATE - Minor Arterial

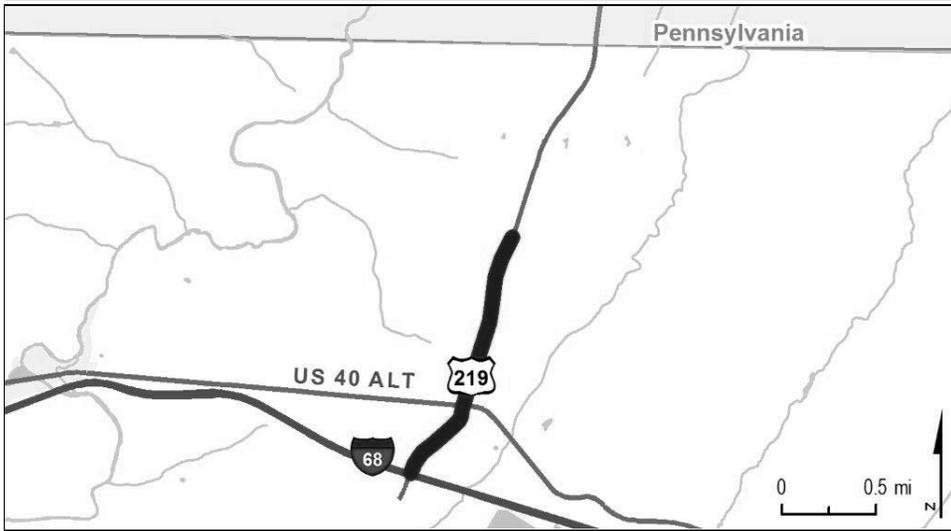
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,000

PROJECTED (2040) - 4,600



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade and relocate US 219, from I-68/US 40 to Old Salisbury Road (1.5 miles). This project is being broken out from a larger study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: US 219 corridor improvements will enhance accessibility and promote economic development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: US 219 Corridor, I-68 to Pennsylvania State line (Line 5)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will enhance accessibility and promote economic development.

STATUS: Construction underway. Construction and right-of-way phases funded with Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.2 million is due to additional right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,152	1,152	0	0	0	0	0	0	0	0	0
Engineering	5,574	5,574	0	0	0	0	0	0	0	0	0
Right-of-way	4,357	2,988	719	650	0	0	0	0	0	1,369	0
Construction	51,540	15,713	18,162	17,665	0	0	0	0	0	35,827	0
Total	62,623	25,427	18,881	18,315	0	0	0	0	0	37,196	0
Federal-Aid	53,620	17,541	18,418	17,661	0	0	0	0	0	36,079	0

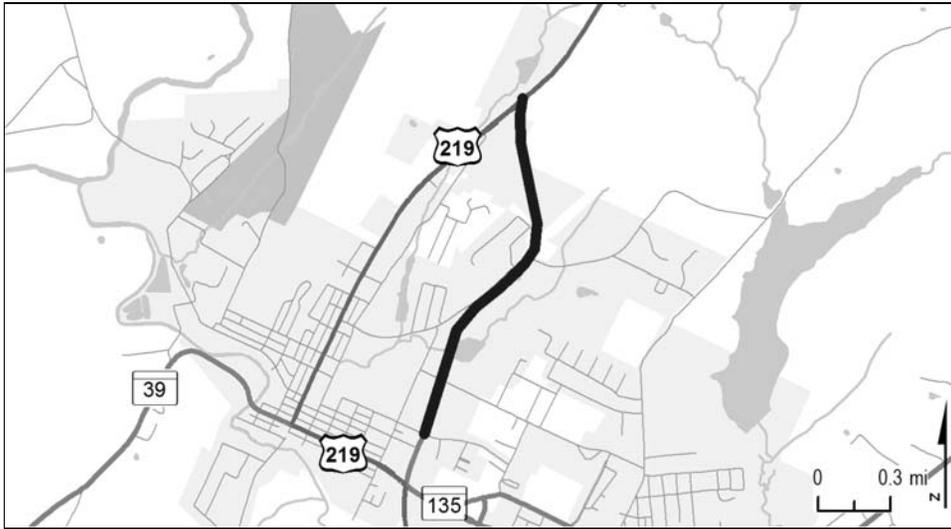
POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,600
 PROJECTED (2040) - 6,900



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

JUSTIFICATION: US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 219, MD 135 to north of East Orchid Street (System Preservation Program)

STATUS: Practical design review complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$0.6 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0	0
Engineering	4,417	4,407	10	0	0	0	0	0	0	0	10	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	10,108	10,098	10	0	0	0	0	0	0	0	10	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Intermediate Arterial

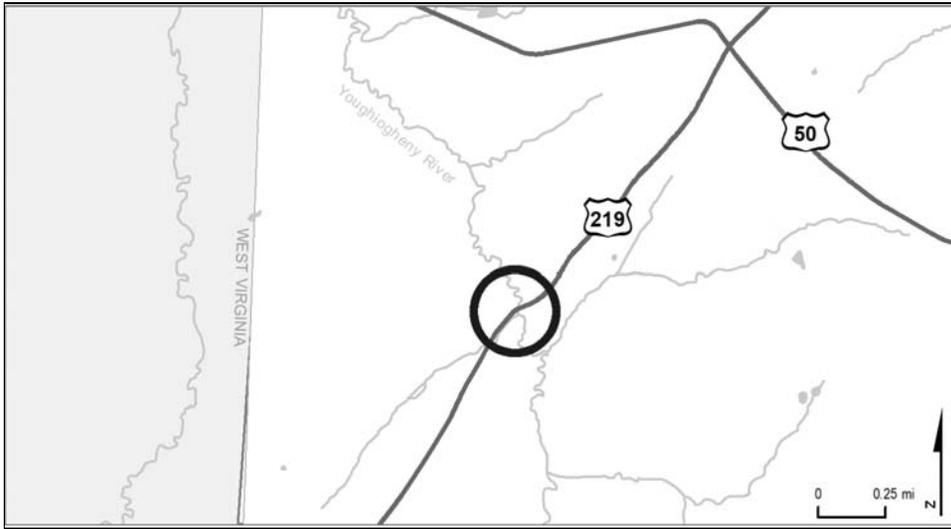
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 11,000

PROJECTED (2040) - 13,650



PROJECT: US 219, Garrett Highway

DESCRIPTION: Replace Bridge 11024 over Youghiogheny River (0.04 miles).

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1927, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				.....2022.....	.....2023.....	.....2024.....	.....2025.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	394	283	272	227	0	0	0	0	782	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	6,999	0	0	0	401	1,535	1,808	3,255	6,999	0	0	0
Total	8,175	394	283	272	628	1,535	1,808	3,255	7,781	0	0	0
Federal-Aid	5,461	0	0	0	313	1,198	1,411	2,539	5,461	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

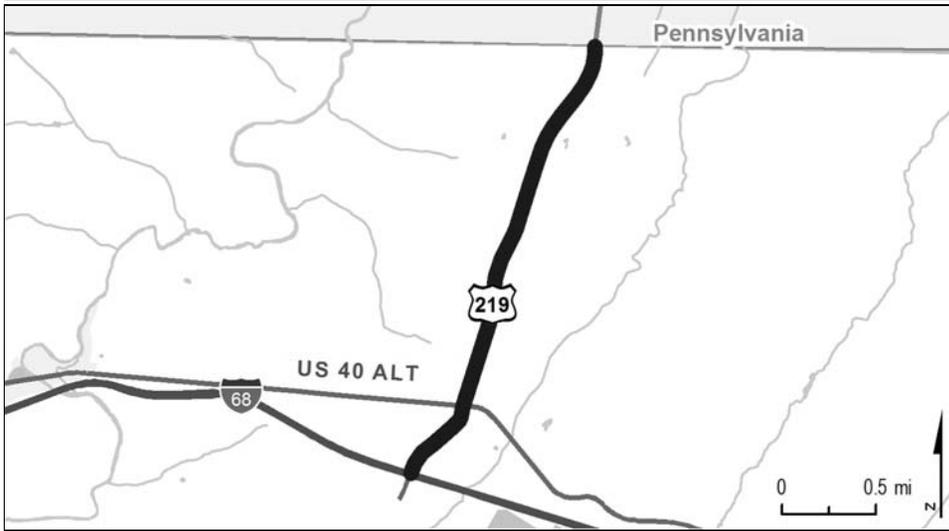
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,600

PROJECTED (2040) - 1,835



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Study to upgrade and/or relocate US 219 from I-68 to the Pennsylvania State line (2.5 miles). This study represents Maryland's portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, Pennsylvania.

JUSTIFICATION: US 219 corridor improvements will enhance accessibility and promote economic development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 219, north of I-68/US 40 (Line 2)

STATUS: Phase one is under construction (Garrett County Line 2). The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	5,189	5,189	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	5,189	5,189	0	0	0	0	0	0	0	0	
Federal-Aid	2,186	2,186	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 4,400 - 5,600

PROJECTED (2040) - 5,400 - 6,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	VARIOUS	Friendsville, Grantsville and Accident; sidewalks	1,149	Completed
2	MD 495	Swanton Road; MD135 to Crabtree Creek; safety and resurface	3,434	Completed
<u>Commuter Action Improvements</u>				
3	MD 42	Friendsville Road; west of MD 742; ridesharing improvement	881	Completed

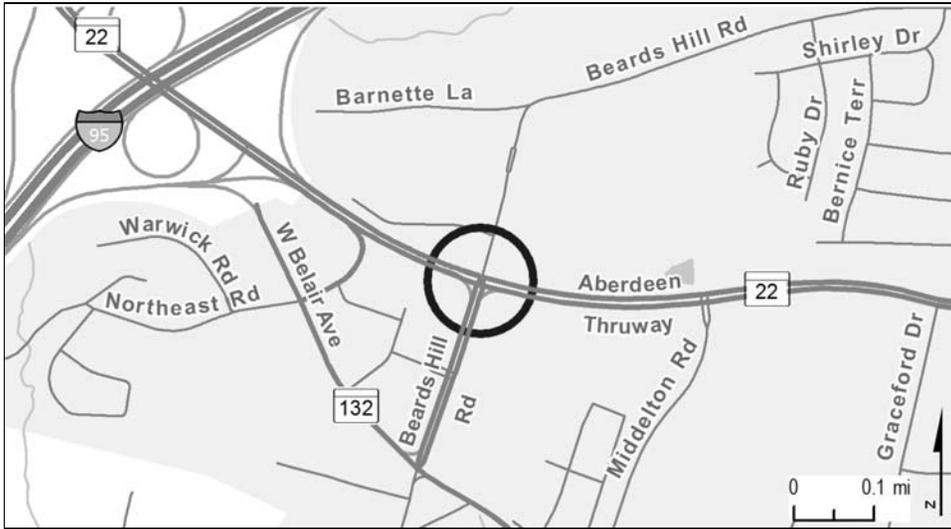
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
4	VARIOUS	At various locations in Garrett County	3,916	FY 2020
5	VARIOUS	At various locations in Garrett County; mill and resurface	7,214	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
6	US 219	Small structure 11010X0 over tributary to Youghioghany River	1,144	FY 2021
7	US 219	Replacement of small structure no. 11114X0 along US 219 carrying Wilson Run	1,500	FY 2020
8		Cleaning and painting of bridges 1101600, 1103803 and 1103804	2,116	FY 2020
<u>Safety/Spot Improvement</u>				
9	US 219	Garrett Highway; At Mosser Road; geometric improvements	3,118	FY 2020



HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improved at Beards Hill Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations at the MD 22 and Beards Hill Road intersection. It improved access to the Aberdeen Proving Grounds and commercial activities in the area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement addresses operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PHASE	TOTAL			PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	5,068	5,068	0	0	0	0	0	0	0	0
Construction	11,812	11,705	107	0	0	0	0	0	107	0
Total	16,889	16,782	107	0	0	0	0	0	107	0
Federal-Aid	13,528	13,437	91	0	0	0	0	0	91	0

CLASSIFICATION:

STATE - Intermediate Arterial

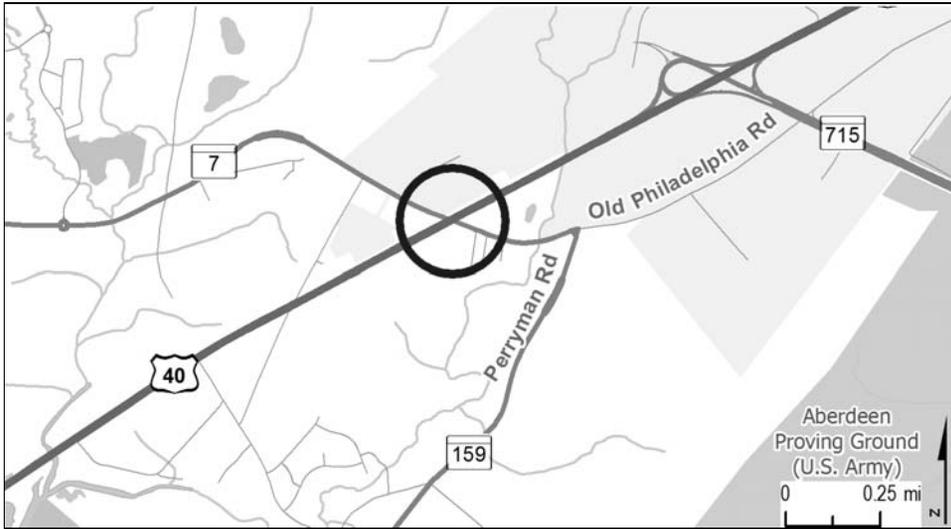
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,300

PROJECTED (2040) - 42,400



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Constructed intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) growth at Aberdeen Proving Grounds.

PURPOSE & NEED SUMMARY STATEMENT: Improved capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Open to service. City of Aberdeen contributed \$0.1 million towards construction and Harford County contributed \$3.4 million towards construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

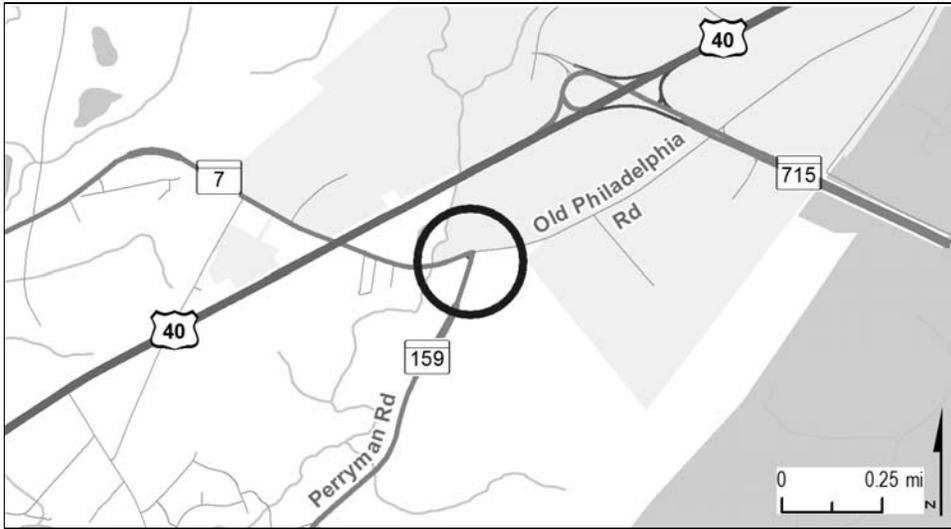
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,353	2,751	602	0	0	0	0	0	0	0	602	0
Construction	21,498	19,462	2,027	9	0	0	0	0	0	0	2,036	0
Total	24,851	22,213	2,629	9	0	0	0	0	0	0	2,638	0
Federal-Aid	19,262	17,882	1,377	3	0	0	0	0	0	0	1,380	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 40,375
 PROJECTED (2040) - 56,375



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Construct a roundabout at MD 159 and Old Philadelphia Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 40, at MD 7/MD 159 (Phase 2) (Line 2)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will address safety and promote economic development through better access to major manufacturing and distribution centers.

STATUS: County project open to service. County funded engineering and construction.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	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

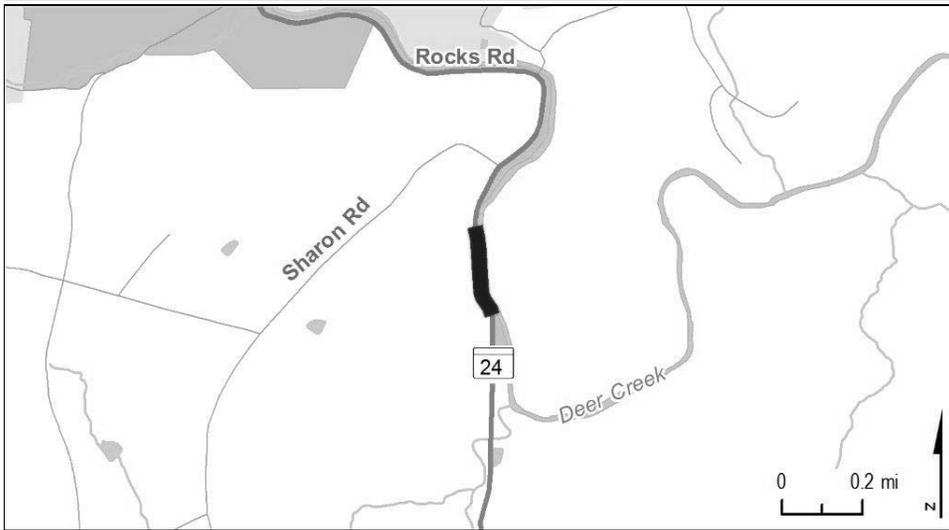
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,525

PROJECTED (2040) - 12,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,988	1,318	500	750	250	170	0	0	1,670	0
Right-of-way	250	18	50	182	0	0	0	0	232	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,238	1,336	550	932	250	170	0	0	1,902	0
Federal-Aid	2,127	887	371	557	186	126	0	0	1,240	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,775

PROJECTED (2040) - 7,825



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multilane highway from MD 152 to the Hickory Bypass (5.5 miles). Sidewalks will be included where appropriate and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve safety and operations on US 1.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	2,556	2,556	0	0	0	0	0	0	0	0	0	
Federal-Aid	979	979	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermed./Minor Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 45,640

PROJECTED (2040) - 62,750

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in east Harford County; mill and resurface	13,540	Completed
2		At various locations in west Harford County; mill and resurface	14,172	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
3	US 1	Conowingo Road; South of Conowingo Dam; retaining walls	1,558	Completed
4		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	2,399	Completed
		<u>Safety/Spot Improvement</u>		
5	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,714	Completed
		<u>TMDL Compliance</u>		
6		At various locations in Harford County - Group 1A; drainage improvement	1,599	Completed
7		Tree establishment in various locations in Harford County; landscape	1,702	Completed

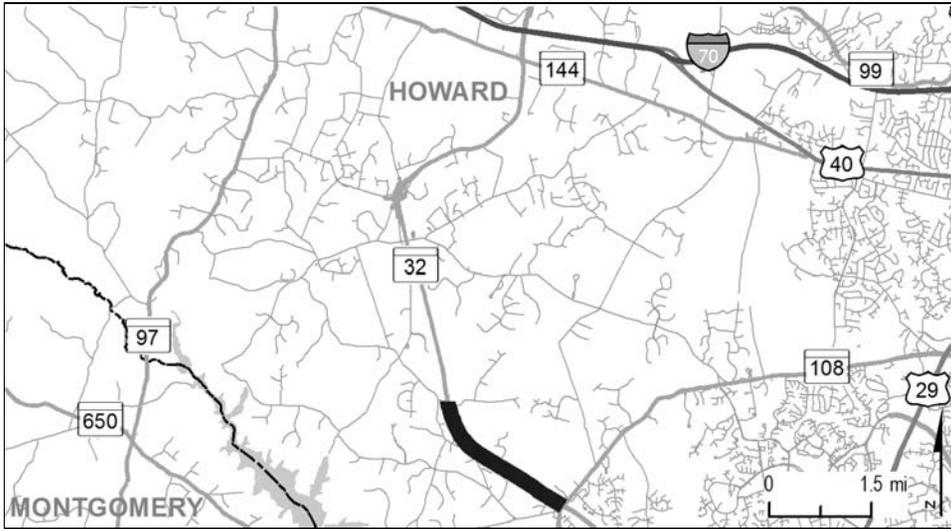
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8	US 1 BU	Main Street to Hickory Avenue	853	Under construction
9	MD 924	Plumtree Road to Ring Factory Road, US 1 Business to MD 924 (Main Street)	2,666	FY 2020
10	MD 132	MD 462 to US 40	2,008	Under construction
11		At various locations west of US 1 in Harford County; mill and resurface	6,794	Under construction
12		At various locations east of US 1 in Harford County; mill and resurface	8,790	Under construction
13	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	2,324	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
14	US 1	Bridge 12065 over Winters Run	8,000	FY 2020



HOWARD COUNTY



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Widened MD 32 from MD 108 to Linden Church Road from two lanes to a four lane divided roadway.

PURPOSE & NEED SUMMARY STATEMENT: This project addressed congestion and safety problems resulting from increased traffic volumes on the existing two lane roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 32, Linden Church Road to I-70 (Line 2)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project relieved traffic congestion and addressed safety concerns along MD 32 in the Columbia area.

STATUS: Open to service. County contributed \$16.5 million to this project.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,026	2,026	0	0	0	0	0	0	0	0	0
Right-of-way	2,097	1,159	769	169	0	0	0	0	0	938	0
Construction	40,257	30,433	9,824	0	0	0	0	0	0	9,824	0
Total	44,380	33,618	10,593	169	0	0	0	0	0	10,762	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

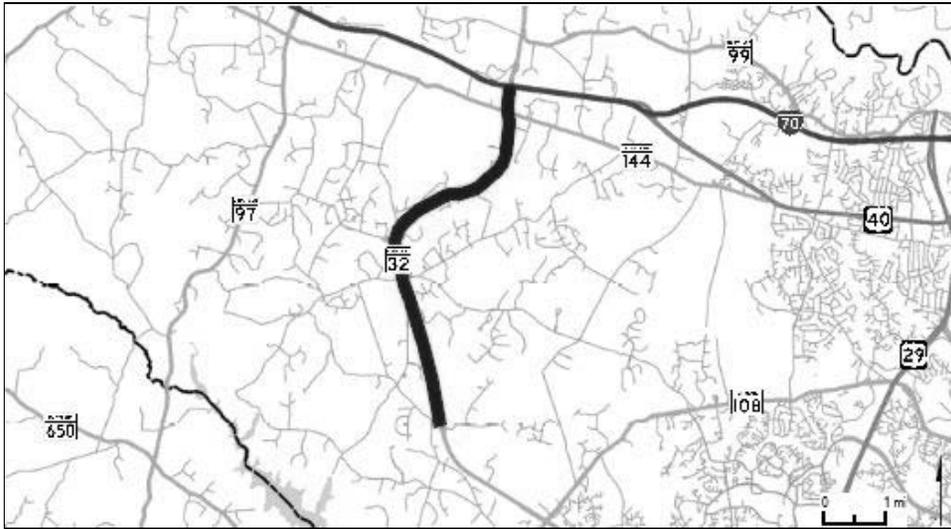
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,500

PROJECTED (2040) - 50,200



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will address congestion and safety problems as a result of increasing traffic volumes on the existing two lane roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 32, MD 108 to Linden Church Road (Line 1)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	8,054	8,041	13	0	0	0	0	0	0	13	0
Right-of-way	16,180	7,928	2,722	2,931	1,700	899	0	0	0	8,252	0
Construction	98,934	12,260	27,267	32,555	26,852	0	0	0	0	86,674	0
Total	126,825	31,886	30,002	35,486	28,552	899	0	0	0	94,939	0
Federal-Aid	118,905	25,063	29,766	35,179	28,195	702	0	0	0	93,842	0

CLASSIFICATION:

STATE - Principal Arterial

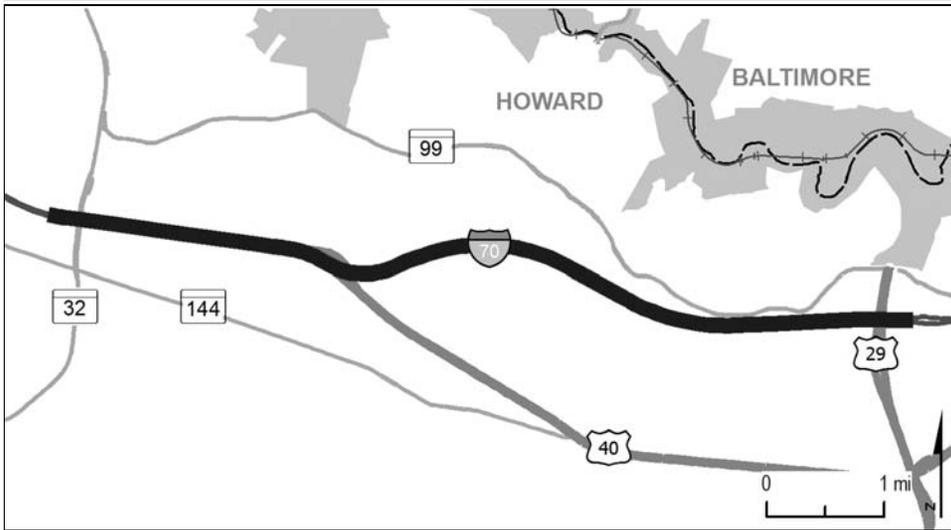
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 25,200

PROJECTED (2040) - 41,100



PROJECT: I-70, MD 32 to US 29

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

JUSTIFICATION: This project will ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	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

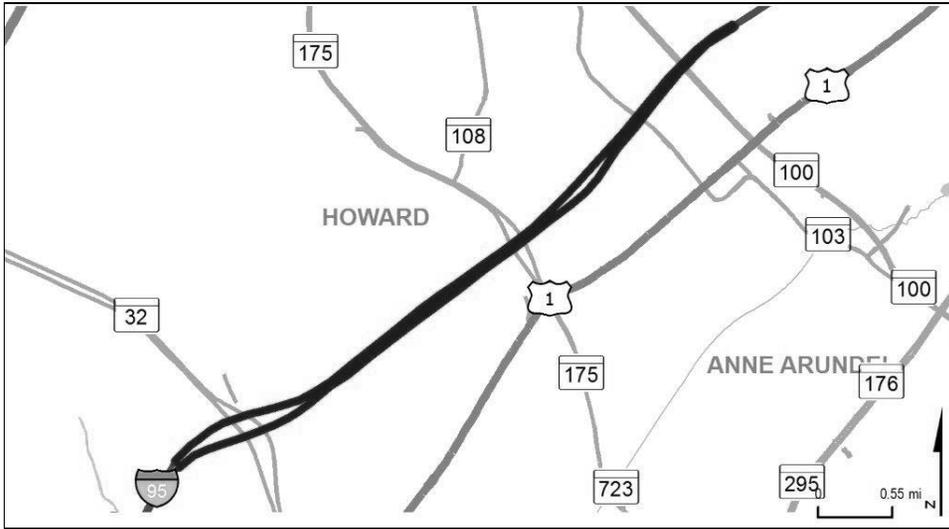
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 83,000 - 85,400

PROJECTED (2040) - 110,500 - 113,700



PROJECT: I-95, Active Traffic Management

DESCRIPTION: Construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 to MD 100.

JUSTIFICATION: This project will address capacity and safety concerns along I-95.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,800	1,258	75	250	167	50	0	0	542	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,800	1,258	75	250	167	50	0	0	542	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Urban Interstate

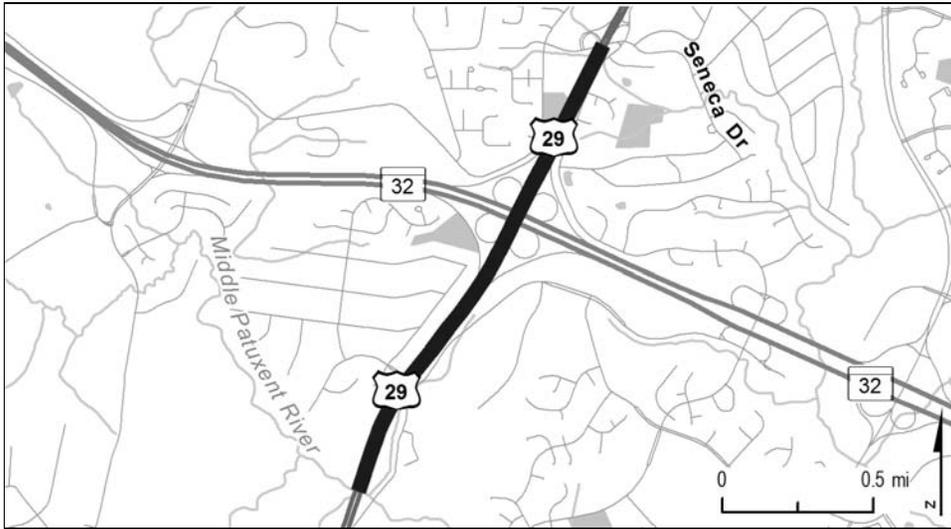
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 210,200 - 218,000

PROJECTED (2040) - 221,600 - 233,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$2.0 million is due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	665	665	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	665	665	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

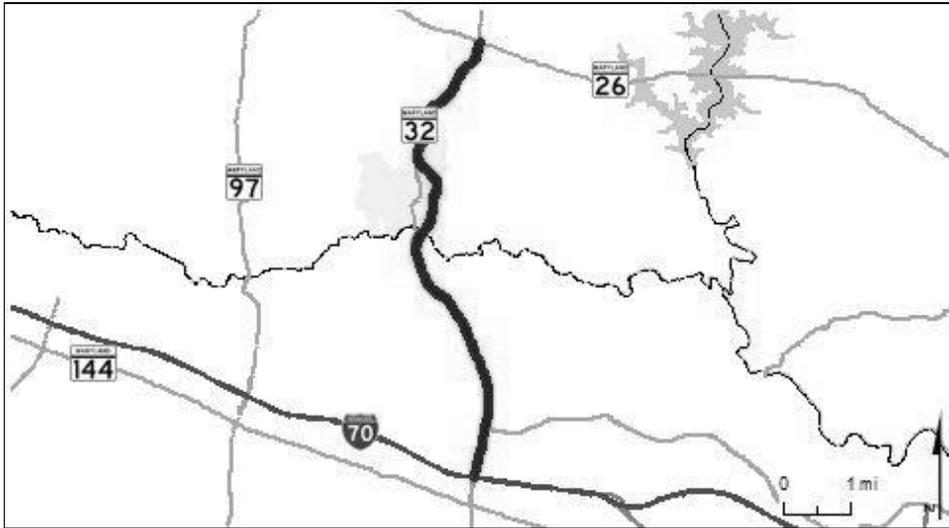
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,150

PROJECTED (2040) - 66,025



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 32, MD 108 to Linden Church Road (Line 1)
- MD 32, Linden Church Road to I-70 (Line 2)
- MD 26, Liberty Reservoir to MD 32, Carroll County, (Line 4)

STATUS: Study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	702	702	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	702	702	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

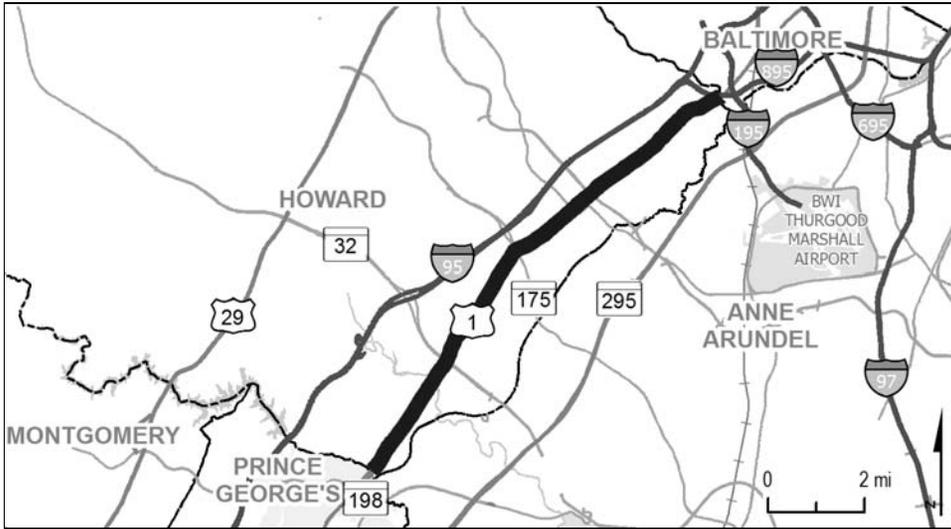
FEDERAL - Minor Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,300 - 28,700

PROJECTED (2040) - 36,100 - 40,300



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,044	1,044	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0	0	0
Federal-Aid	837	837	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 20,200 - 44,000

PROJECTED (2040) - 37,200 - 62,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Howard County; mill and resurface	17,027	Completed
2	MD 100	Structure 13144 to Anne Arundel County line; safety and resurface	2,935	Completed
3	I 70 WB	Structure 13054 to Baltimore County line; safety and resurface	3,612	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
4	US 40 WB	Bridge 13055 over I-70; bridge rehabilitation	3,429	Completed
5	I 95	Bridges 1307201 and 1307202 over Little Patuxent River; clean/paint bridges	2,133	Completed
		<u>Safety/Spot Improvement</u>		
6	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	3,199	Completed
		<u>TMDL Compliance</u>		
7		At various locations - Group 1; drainage improvement	853	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8		At various locations in Howard County; mill and resurface	17,941	Under construction
9	I 95	Baltimore/Howard County line to MD 100 ramps; safety and resurface	5,185	Under construction
10		Howard County areawide concrete patching	686	FY 2020
11	MD 32	Guilford Road to Middle Patuxent Road; Safety and Resurface	3,132	Under construction
12	MD 32	At Dorsey Run Road Interchange	2,400	FY 2021
<u>Safety/Spot Improvement</u>				
13	US 1	Washington Boulevard; at Kit Kat Road; geometric improvements	1,327	Under construction
<u>Environmental Preservation</u>				
14	I 95	Prince George's/Howard County line to Howard/Baltimore County line - Phase 2; landscape	839	Under construction
15	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,507	Under construction
<u>Commuter Action Improvements</u>				
16	MD 32	Patuxent Parkway; Broken Land Parkway West Lot Park and Ride Expansion; ridesharing expansion	865	FY 2020
<u>Intersection Capacity Improvements</u>				
17	MD 103	US 29 to Long Gate Shopping Center Entrance	4,019	FY 2021

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021 (cont'd)</u>		
		<u>TMDL Compliance</u>		
18		TMDL Adaptive Management at Brampton Hills Stream Restoration	92	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
19		Patuxent Branch Trail; paving Patuxent Branch Trail from Old Guilford Road to Vollmerhausen Road	1,092	FY 2021



KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Kent County; mill and resurface</p>	5,866	Completed
2	US 301 NB	<p align="center"><u>Bridge Replacement/Rehabilitation</u></p> <p>Blue Star Memorial Highway; Bridge 1400501 over MD 290</p>	3,574	Completed

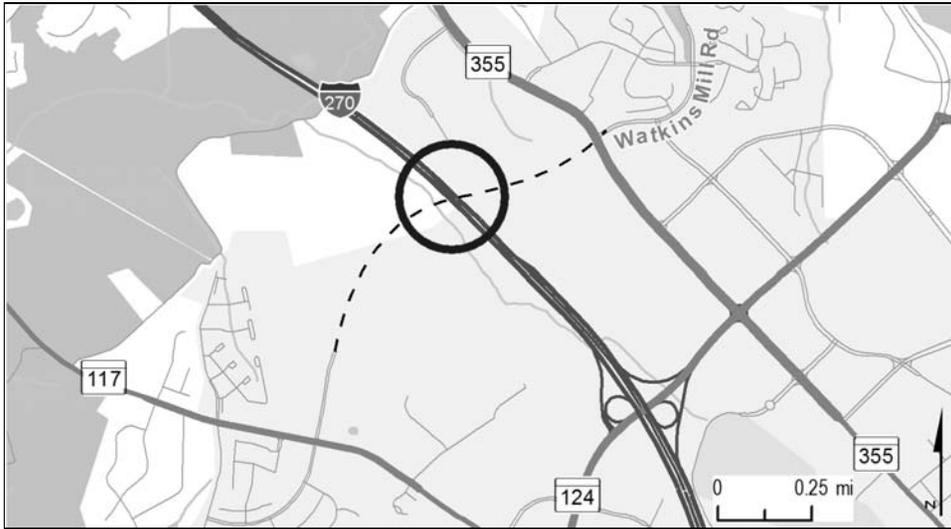
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3		At various locations in Kent County	4,256	FY 2020
4		At various locations in Kent County; mill and resurface	3,001	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 20	Structure 14030X0 over drainage ditch	2,288	FY 2021
6		Bridges 1400401, 1400402, 1402200 on Bluestar Memorial Highway, Morgnec Road; clean/paint bridges	840	Under construction
<u>Urban Reconstruction</u>				
7	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	2,627	Under construction



MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It will provide access from I-270 to the Metropolitan Grove MARC Station.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

I-270 Innovative Congestion Management (Line 2)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Construction underway. County contributed \$4.9 million towards engineering.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$4.9 million is due to the redesign and construction of a pile foundation for a retaining wall and additional maintenance of traffic, erosion and settlement control, and utility coordination activities.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,177	1,177	0	0	0	0	0	0	0	0	0
Engineering	10,613	10,613	0	0	0	0	0	0	0	0	0
Right-of-way	9,409	7,265	214	789	1,141	0	0	0	0	2,144	0
Construction	103,533	69,265	19,669	14,599	0	0	0	0	0	34,268	0
Total	124,732	88,320	19,883	15,388	1,141	0	0	0	0	36,412	0
Federal-Aid	14,865	12,735	200	789	1,141	0	0	0	0	2,130	0

CLASSIFICATION:

STATE - Principal Arterial

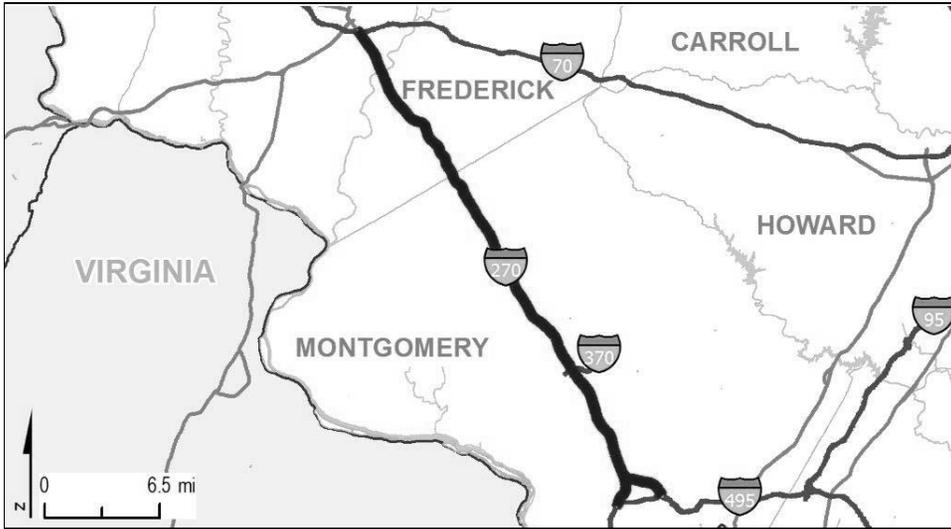
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 171,400

PROJECTED (2040) - 201,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-270, Interchange at Watkins Mill Road (Line 1)
 Traffic Relief Plan (Statewide - Line 5)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$17.0 million is due to the addition of ramp metering improvements at multiple interchanges.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	129,054	43,606	42,582	42,866	0	0	0	0	0	85,448	0	0
Total	131,115	45,667	42,582	42,866	0	0	0	0	0	85,448	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

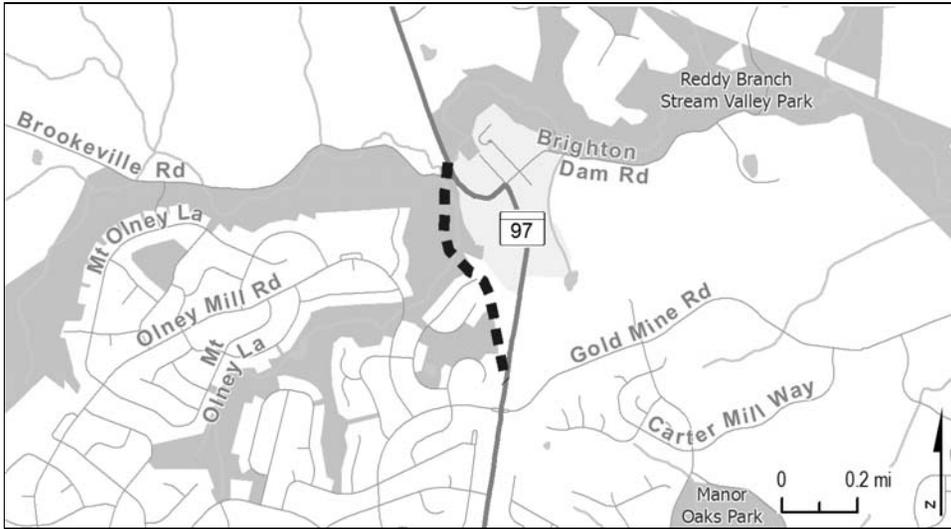
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 90,700 - 260,800

PROJECTED (2040) - 105,000 - 299,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville (0.7 miles). Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Construction underway. County contributed \$10.0 million towards engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	9,710	9,710	0	0	0	0	0	0	0	0
Right-of-way	1,461	1,258	87	116	0	0	0	0	203	0
Construction	30,760	3,822	9,692	10,753	6,493	0	0	0	26,938	0
Total	43,995	16,854	9,779	10,869	6,493	0	0	0	27,141	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

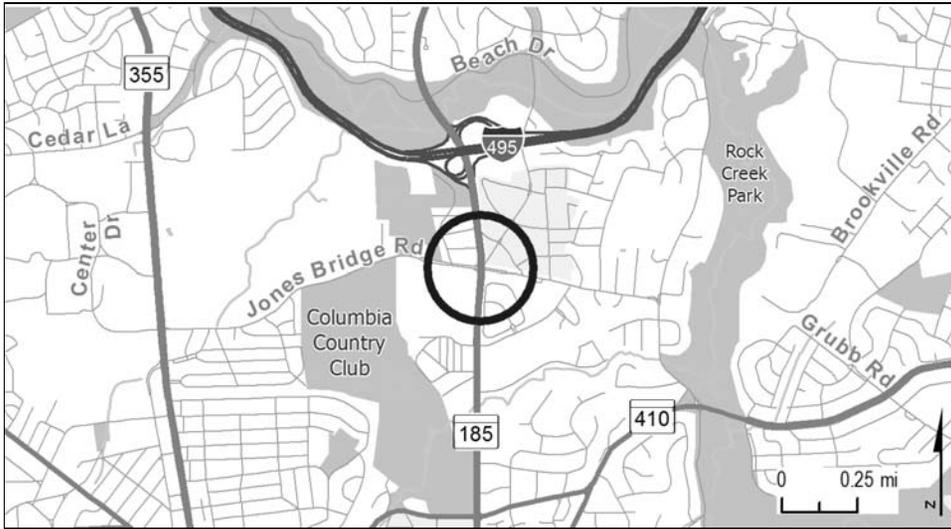
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 11,400

PROJECTED (2040) - 14,800



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 6)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: This project is fully funded by the U.S. Department of Defense Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Construction delayed from FY 20 to FY 21 due to utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	687	0	0	0	0	687	0	0	687	0
Right-of-way	8,851	5,352	1,439	1,221	839	0	0	0	3,499	0
Construction	8,766	0	0	3,068	4,712	986	0	0	8,766	0
Total	18,304	5,352	1,439	4,289	5,551	1,673	0	0	12,952	0
Federal-Aid	18,300	5,348	1,439	4,289	5,551	1,673	0	0	12,952	0

CLASSIFICATION:

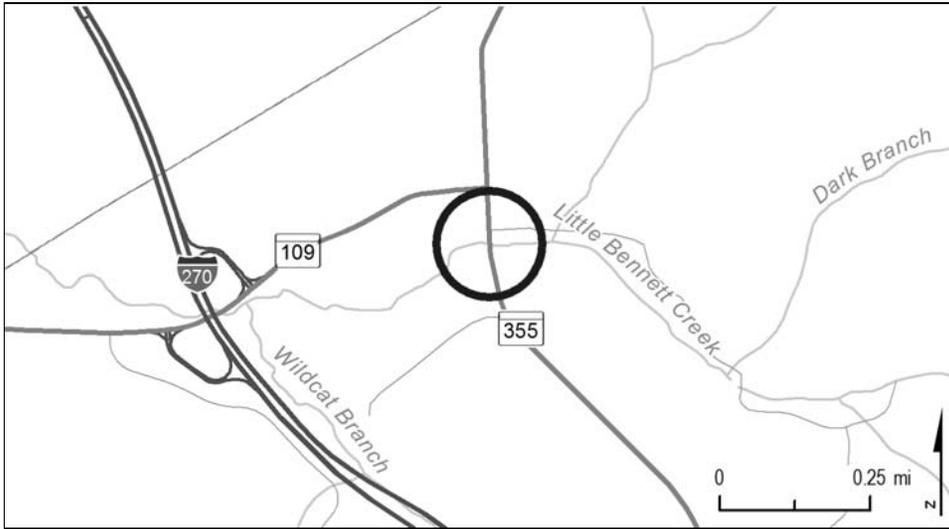
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 79,100

PROJECTED (2040) - 82,400



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is poor rated.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is poor rated.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,979	1,979	0	0	0	0	0	0	0	0	0	0
Right-of-way	104	96	8	0	0	0	0	0	0	0	8	0
Construction	8,365	2,999	3,934	1,432	0	0	0	0	0	5,366	0	0
Total	10,448	5,074	3,942	1,432	0	0	0	0	0	5,374	0	0
Federal-Aid	6,966	2,590	3,202	1,174	0	0	0	0	0	4,376	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 8,500

PROJECTED (2040) - 9,500



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct MD 355 intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 4)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Improvements in the vicinity of the Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: U.S. Department of Defense Office of Economic Adjustment is contributing \$4.3 million towards construction. County advertised and is constructing MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	4,300	10	4,290	0	0	0	0	0	0	4,290	0	0
Total	4,300	10	4,290	0	0	0	0	0	0	4,290	0	0
Federal-Aid	4,294	4	4,290	0	0	0	0	0	0	4,290	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 46,900
 PROJECTED (2040) - 54,400



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,388	5,388	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,467	6,467	0	0	0	0	0	0	0	0	0	0
Federal-Aid	1,635	1,635	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

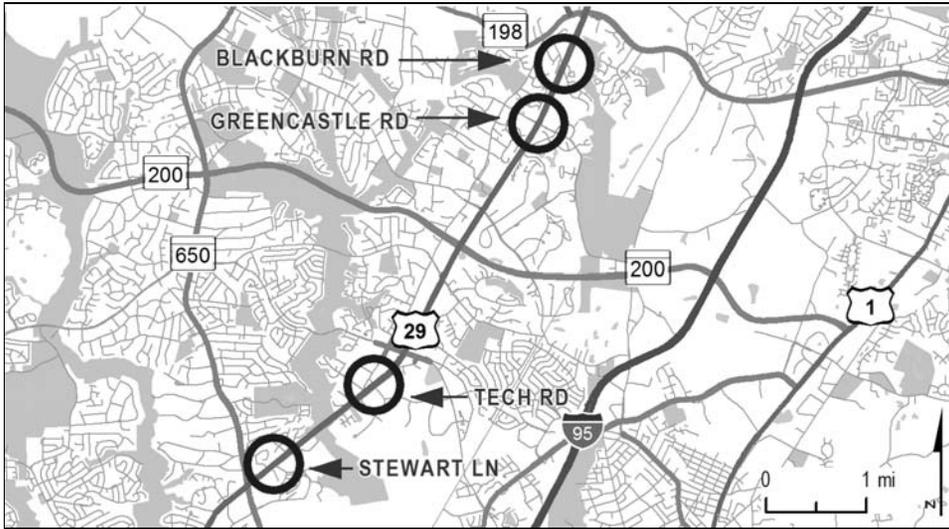
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 61,000

PROJECTED (2040) - 79,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 29, Interchange Construction at Musgrove Road and Fairland Road (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	2,448	2,448	0	0	0	0	0	0	0	0	0	0
Engineering	4,288	4,288	0	0	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,281	7,281	0	0	0	0	0	0	0	0	0	0
Federal-Aid	2,267	2,267	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

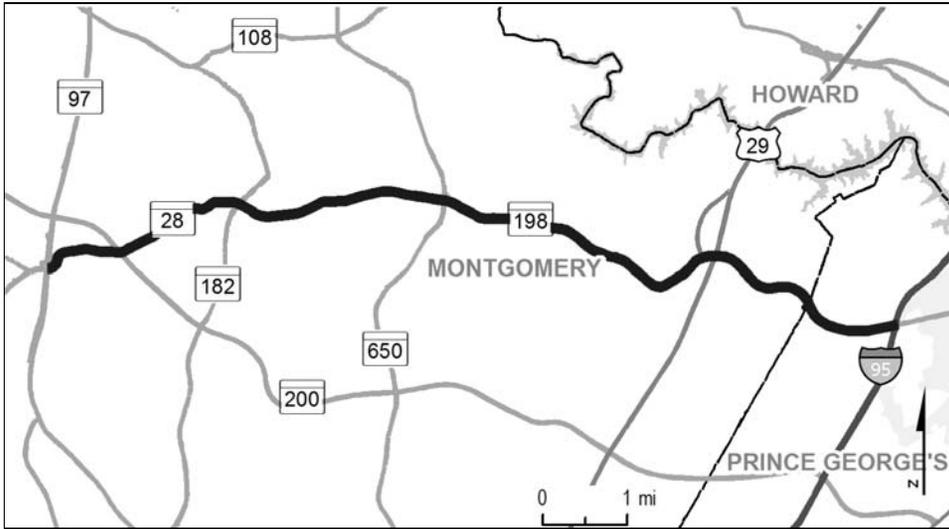
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,000 - 75,000

PROJECTED (2040) - 68,000 - 83,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Line 10)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	7,426	7,426	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,428	7,428	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

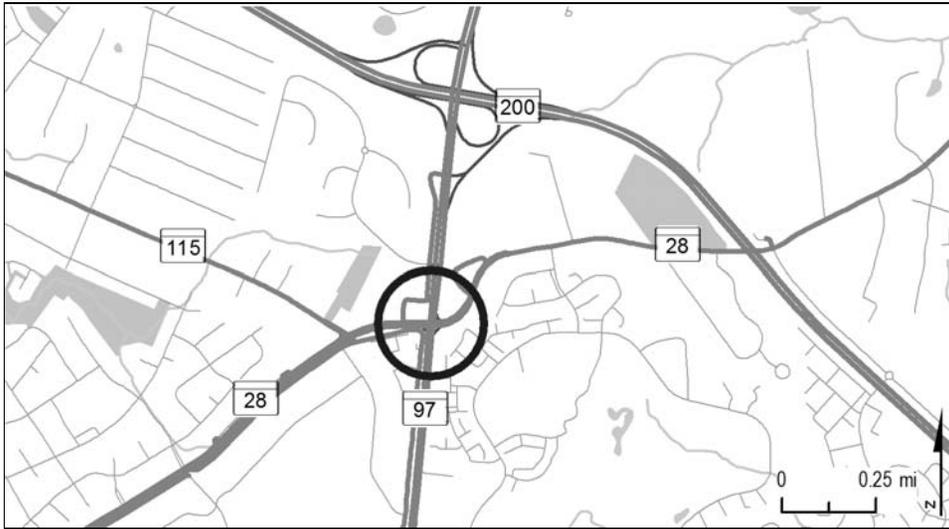
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)

PROJECTED (2040) - 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and improve safety at the existing intersection.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 9)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	847	847	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

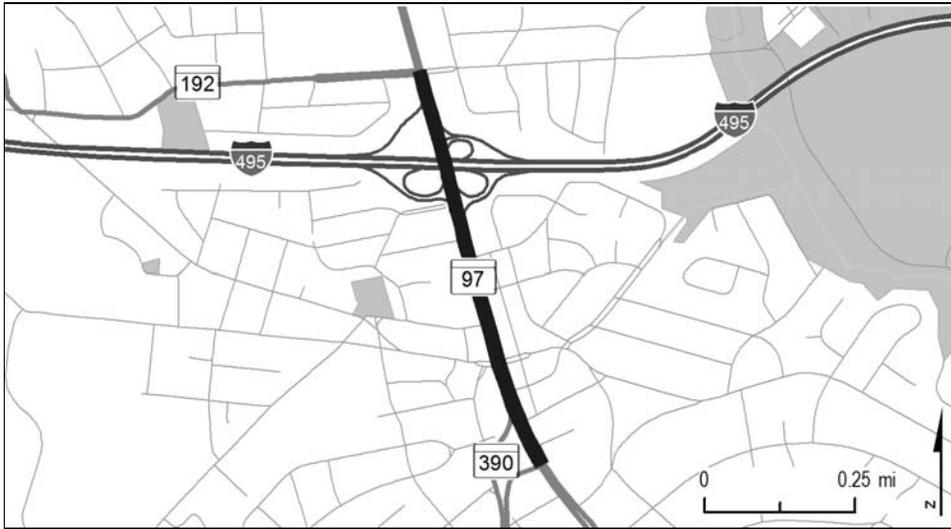
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 51,000

PROJECTED (2040) - 56,900



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Engineering underway. County contributed \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$0.8 million is due to additional pedestrian and traffic analysis.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	3,044	3,044	0	0	0	0	0	0	0	0	0	
Engineering	3,273	1,632	700	450	246	245	0	0	0	1,641	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	6,317	4,676	700	450	246	245	0	0	0	1,641	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

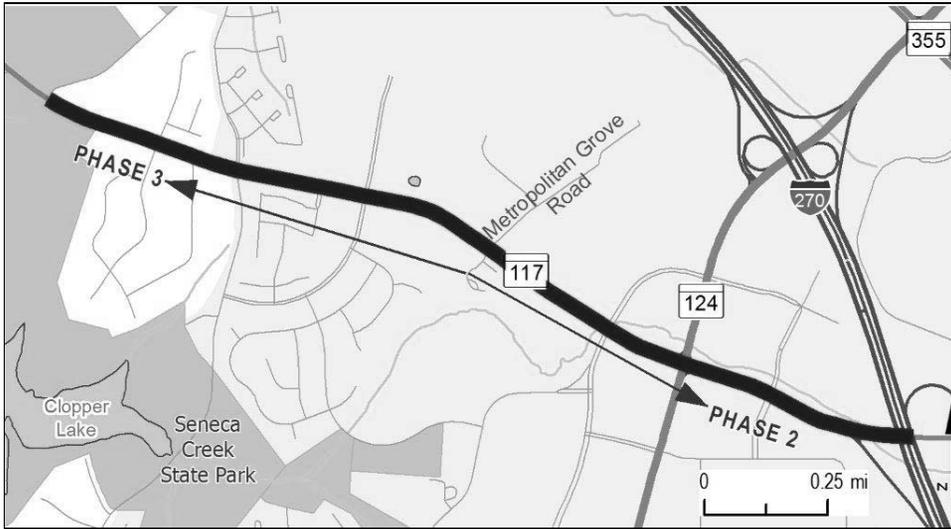
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 83,925

PROJECTED (2040) - 93,125



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-270, Interchange Construction at Watkins Mill Road (Line 1)
- I-270, Innovative Congestion Management (Line 2)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
			2020	2021	2022	2023	2024	2025			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	1,909	1,909	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,939	2,939	0	0	0	0	0	0	0	0	
Federal-Aid	546	546	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

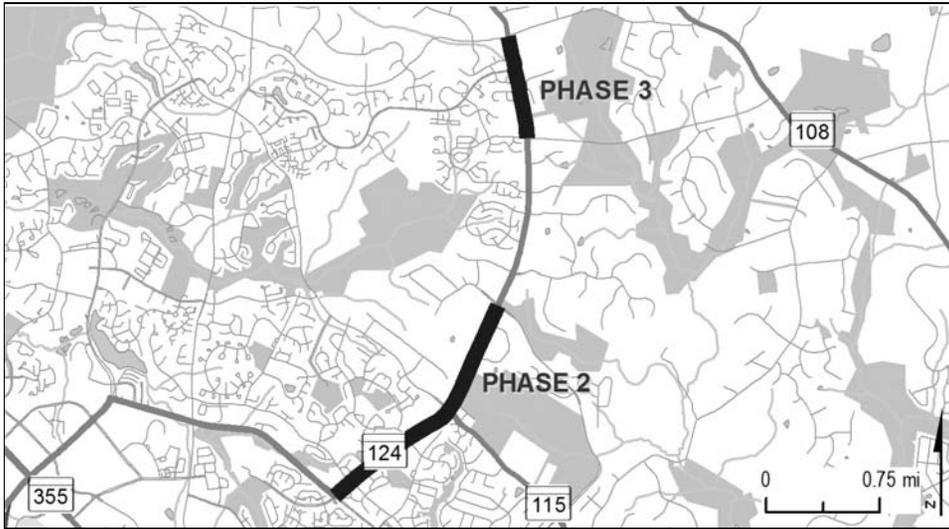
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,700 - 51,500

PROJECTED (2040) - 38,000 - 53,800



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance problems.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County contributed \$5.0 million to engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	
Engineering	873	873	0	0	0	0	0	0	0	0	
Right-of-way	4,922	24	0	0	0	2,398	2,500	0	4,898	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,909	3,011	0	0	0	2,398	2,500	0	4,898	0	
Federal-Aid	655	20	0	0	0	0	635	0	635	0	

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - (Phase 2) 21,900
(Phase 3) 14,800

PROJECTED (2040) - (Phase 2) 32,500
(Phase 3) 21,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 185	Connecticut Avenue; North of MD 410 to Manor Road; safety and resurface	1,809	Completed
2	MD 124	Montgomery Village Avenue; Spur to Christopher Avenue to Midcounty Highway; safety and resurface	2,548	Completed
<u>Intersection Capacity Improvements</u>				
3		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	818	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
4		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	Completed
5		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
6		Patching various locations in Montgomery County	5,000	FY 2020
7		Various locations in Montgomery County	15,000	FY 2020
8		At various locations in Fairland shop area of Montgomery County; patching	1,177	Under construction
9		At various locations in Montgomery County; mill and resurface	13,669	Under construction
10		At various locations in Gaithersburg shop area of Montgomery County; patching	1,141	Under construction
11	US 29	Georgia Avenue; MD 384 to St. Andrews Way; safety and resurface	1,893	Under construction
12	MD 355	Wisconsin Avenue; MD 28 to Mannakee Street; safety and resurface	2,480	Under construction
13	US 29	St. Andrews Way to Stewarts Lane	6,187	FY 2020
14	MD 187	Johnson Avenue to I-495	1,547	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
15		Bridges 1510100, 1514200, 1414800 on Capital Beltway, Quince Orchard Road; clean/paint bridges	1,796	Under construction
16		Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	7,248	Under construction
<u>Safety/Spot Improvement</u>				
17		Capital Crescent Trail walls between CCT and Purple Line; retaining walls	7,635	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
18	MD 117	Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,853	Under construction
		<u>Traffic Management</u>		
19		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,670	Under construction
		<u>Environmental Preservation</u>		
20	I 495	I-495 Inner and Outer Loop from Seven Locks Road to Persimmon Tree Road	57	Under construction
21	MD 185	Median from Jones Bridge Rd. to I-495 and Ramp From MD 185 NB to EB I-495	54	Under construction
		<u>Intersection Capacity Improvements</u>		
22	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,688	Under construction
		<u>Truck Weight</u>		
23	I 270	At Southbound weigh station	3,652	FY 2020
		<u>Bicycle Retrofit</u>		
24	MD 124	Quince Orchard Road; Dosh Drive to MD 117; bicycle-pedestrian route	1,732	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>TMDL Compliance</u>				
25		At tributary to Cabin John Creek (Tower Oaks); drainage improvement	1,380	Under construction
26		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,467	Under construction
27		TMDL Stream Restoration of Watts Branch Tributary at Plymouth Woods	1,414	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
28	MD 355	Clarksburg shared path	523	Design Underway
29		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	Under construction
30		North Branch Hiker-Biker Trail; construct 2.2 mile trail with access to Meadowside Nature Center, The Smith Environmental Center and the Rock Creek Trail	2,000	FY 2021
31		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	Under construction



PRINCE GEORGE'S COUNTY



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures, built in 1963, are rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 Traffic Relief Plan (Statewide - Line 5)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The original structures were at the end of their useful lives and were in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,882	1,882	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,031	20,853	6,976	6,202	0	0	0	0	0	13,178	0
Total	35,913	22,735	6,976	6,202	0	0	0	0	0	13,178	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

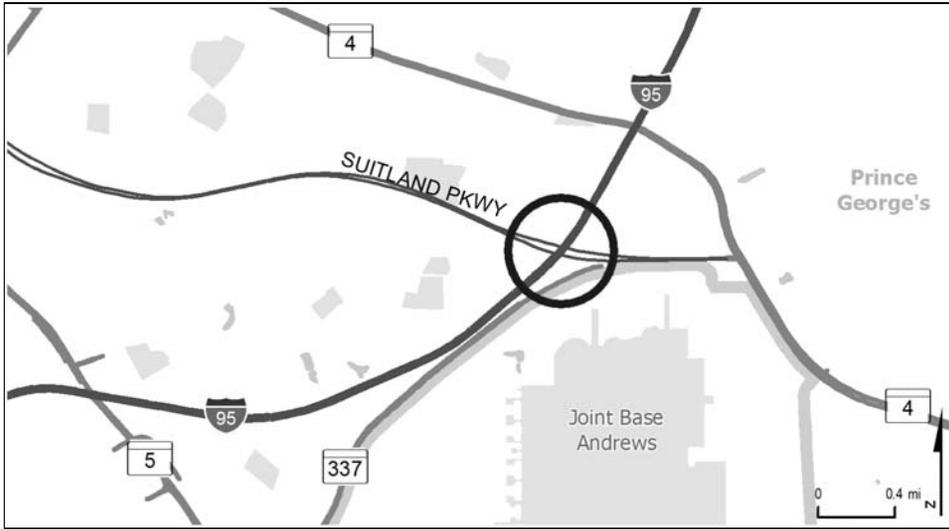
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 178,400

PROJECTED (2040) - 194,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Road (Line 1)
 MD 4, Interchange at Suitland Parkway (Line 4)
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The existing structures are nearing the end of their useful lives and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,605	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,203	8,024	12,843	13,336	0	0	0	0	0	26,179	0
Total	35,808	9,629	12,843	13,336	0	0	0	0	0	26,179	0
Federal-Aid	30,920	7,110	11,645	12,165	0	0	0	0	0	23,810	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

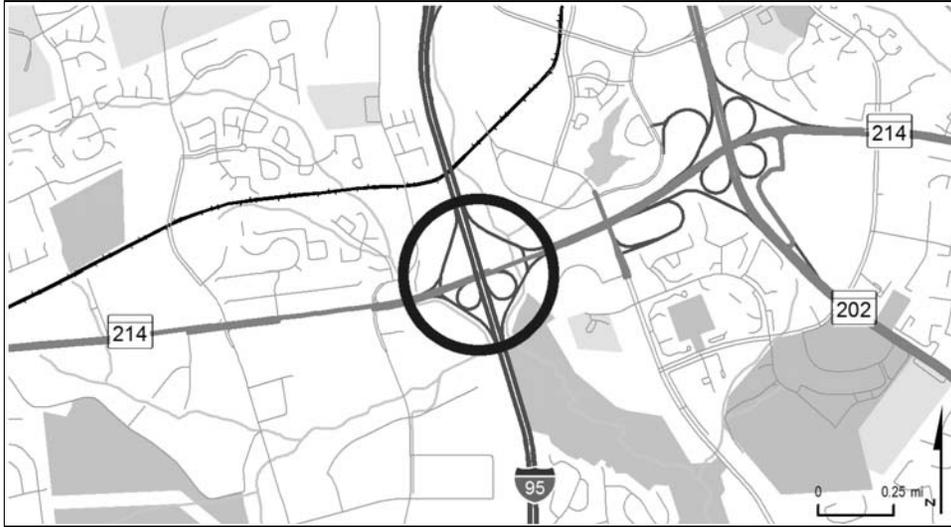
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 199,000

PROJECTED (2040) - 218,000



PROJECT: I-95, Capital Beltway

DESCRIPTION: Replace Bridges 1615305 and 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$1.0 million is due to the addition of utility relocations.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,860	1,860	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,723	6,105	11,251	10,029	3,245	93	0	0	24,618	0	
Total	32,583	7,965	11,251	10,029	3,245	93	0	0	24,618	0	
Federal-Aid	26,436	5,338	9,719	8,550	2,757	72	0	0	21,098	0	

CLASSIFICATION:

STATE - Principal Arterial

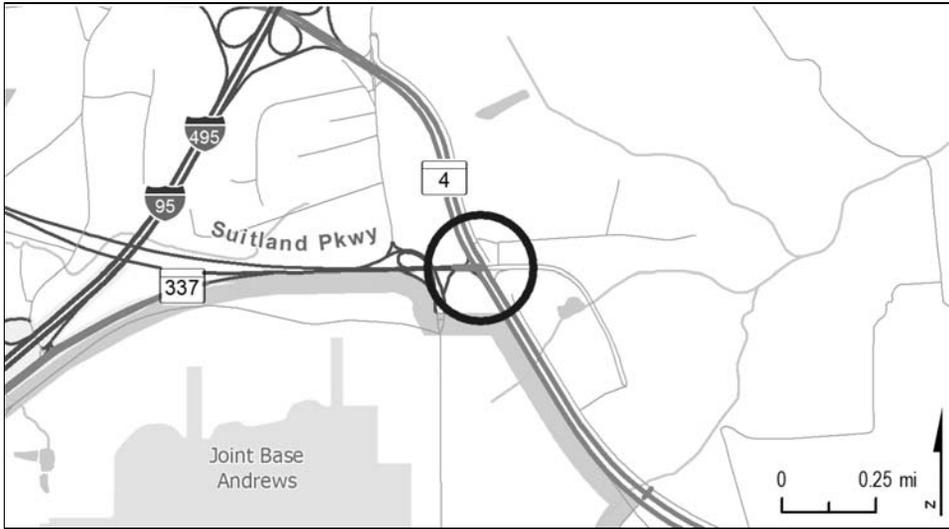
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 228,000

PROJECTED (2040) - 247,000



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and will accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 MD 4, MD 223 to I-95/I-495 (Line 17)
 Traffic Relief Plan (Statewide - Line 5)

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,326	12,326	0	0	0	0	0	0	0	0	0
Right-of-way	27,989	17,253	4,250	2,235	2,441	1,810	0	0	0	10,736	0
Construction	93,613	29,312	26,184	38,117	0	0	0	0	0	64,301	0
Total	133,928	58,891	30,434	40,352	2,441	1,810	0	0	0	75,037	0
Federal-Aid	100,264	36,588	25,709	37,967	0	0	0	0	0	63,676	0

CLASSIFICATION:

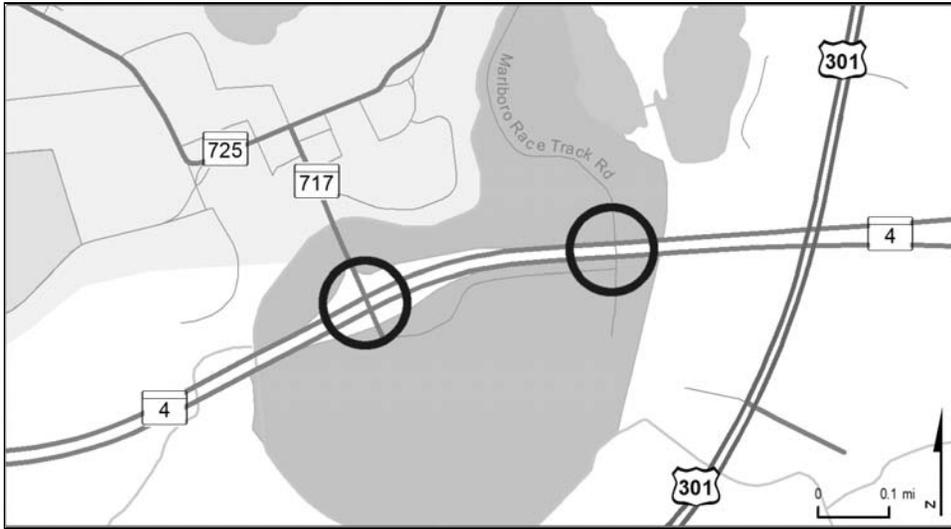
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,000

PROJECTED (2040) - 108,900



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1609903 and 1609904 over MD 717 and Bridges 1610803 and 1610804 over Race Track Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures over MD 717 and Race Track Road (built 1960) are rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 4, MD 223 to I-95/I-495 (Line 17)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The original structures were at the end of their useful lives and are in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,804	393	455	675	281	0	0	0	1,411	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	1,193	4,835	5,545	8,427	20,000	0	0
Total	21,804	393	455	675	1,474	4,835	5,545	8,427	21,411	0	0
Federal-Aid	15,600	0	0	0	931	3,771	4,325	6,573	15,600	0	0

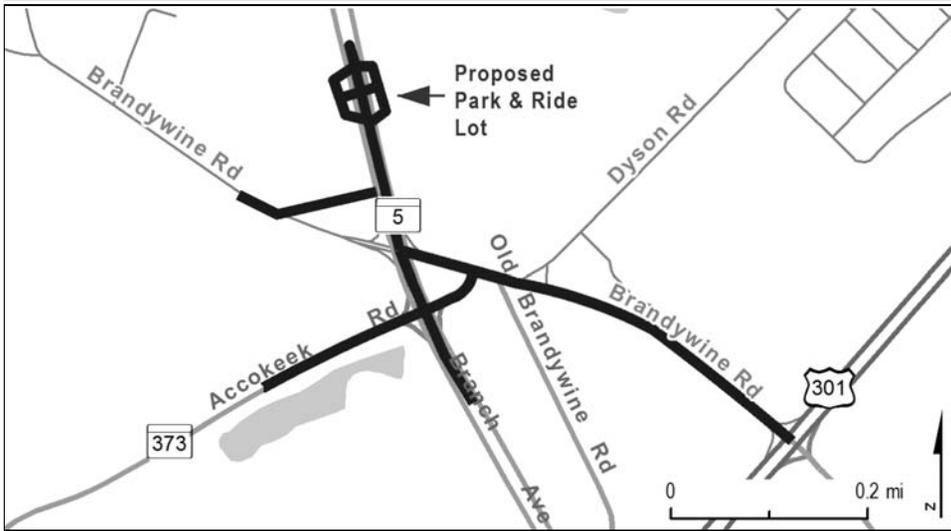
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,900

PROJECTED (2040) - 63,550



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)
 US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

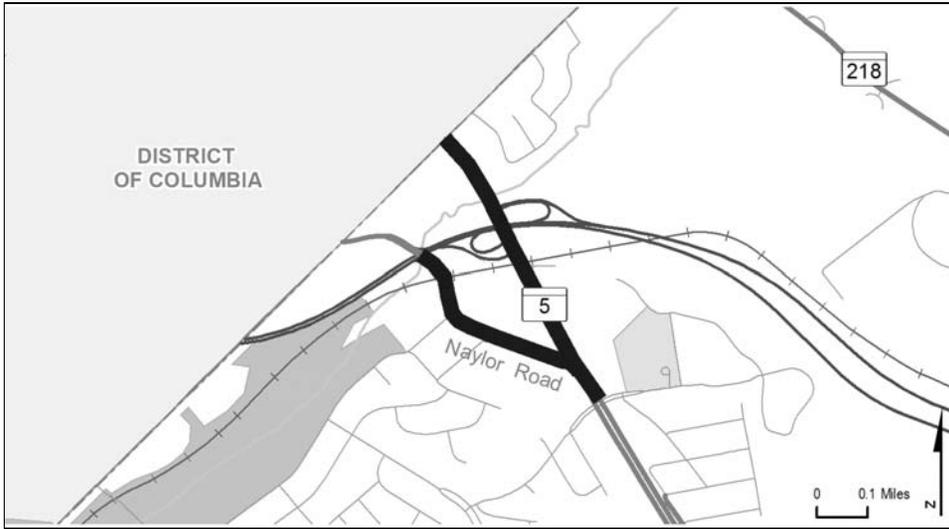
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,870	6,870	0	0	0	0	0	0	0	0	0
Right-of-way	6,103	5,458	645	0	0	0	0	0	0	645	0
Construction	43,265	36,455	6,810	0	0	0	0	0	0	6,810	0
Total	56,238	48,783	7,455	0	0	0	0	0	0	7,455	0
Federal-Aid	32,874	29,032	3,842	0	0	0	0	0	0	3,842	0

CLASSIFICATION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 75,000
PROJECTED (2040) - 104,200



PROJECT: MD 5, Branch Ave

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to the Washington D.C. Line (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The project will improve multi-modal access and provide enhanced pedestrian mobility and safety.

STATUS: Construction to resume during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,978	3,722	161	95	0	0	0	0	0	0	256	0
Right-of-way	834	674	37	37	39	47	0	0	0	0	160	0
Construction	16,688	10,292	28	2,291	4,077	0	0	0	0	0	6,396	0
Total	21,500	14,688	226	2,423	4,116	47	0	0	0	0	6,812	0
Federal-Aid	7,595	2,628	0	1,787	3,180	0	0	0	0	0	4,967	0

CLASSIFICATION:

STATE - Principal Arterial

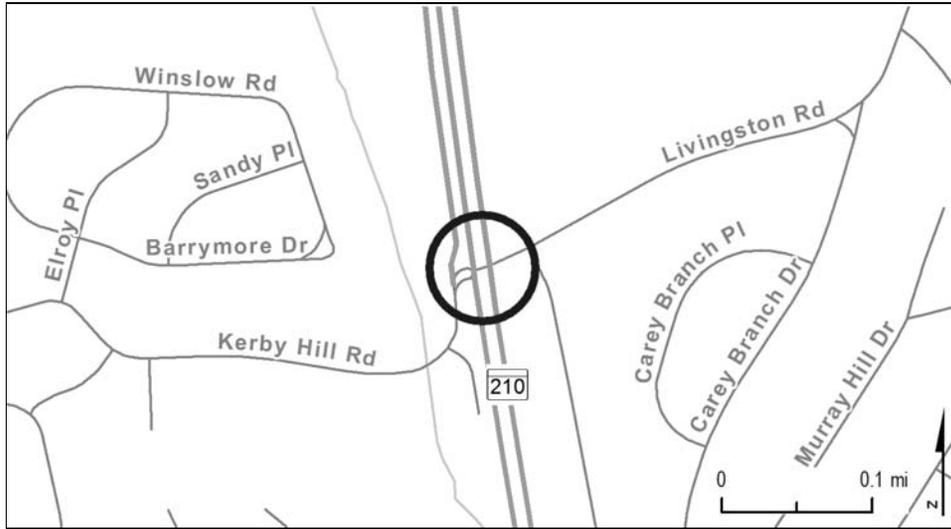
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,300 (MD5)
22,100 (MD 637)

PROJECTED (2040) - 40,075 (MD5)
24,250 (MD 637)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 210, MD 228 to 95/I-495 (Line 20)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

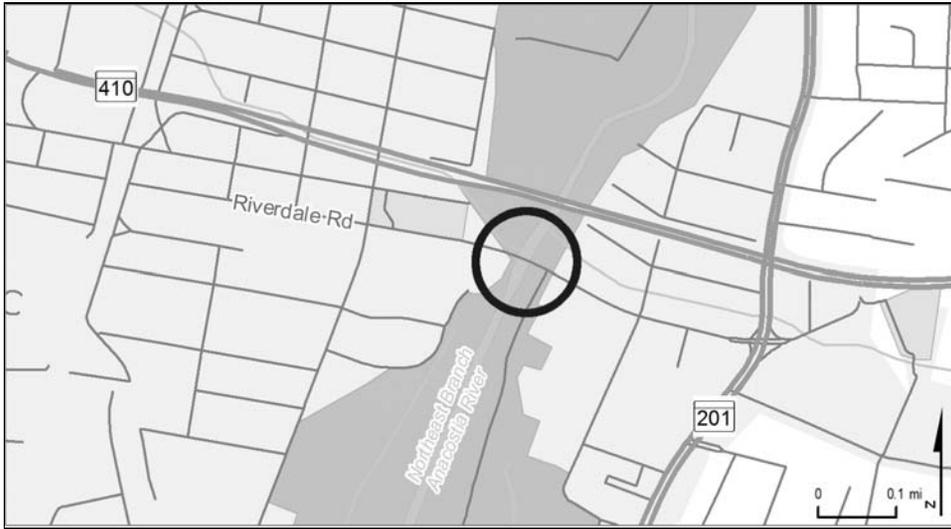
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,262	5,262	0	0	0	0	0	0	0	0	0
Right-of-way	13,974	9,037	4,937	0	0	0	0	0	0	4,937	0
Construction	98,261	55,060	24,412	18,789	0	0	0	0	0	43,201	0
Total	117,497	69,359	29,349	18,789	0	0	0	0	0	48,138	0
Federal-Aid	94,396	51,954	25,814	16,628	0	0	0	0	0	42,442	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800
 PROJECTED (2040) - 118,500



PROJECT: MU 277, Riverdale Road

DESCRIPTION: Replace Bridge 16090 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1931, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
				.....2022.....	.....2023.....	.....2024.....	.....2025.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	510	167	187	187	125	0	0	0	666	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	0	0	1,116	4,173	2,711	8,000	0	0	0
Total	9,176	510	167	187	187	1,241	4,173	2,711	8,666	0	0	0
Federal-Aid	6,240	0	0	0	0	870	3,255	2,115	6,240	0	0	0

CLASSIFICATION:

STATE - Minor Collector

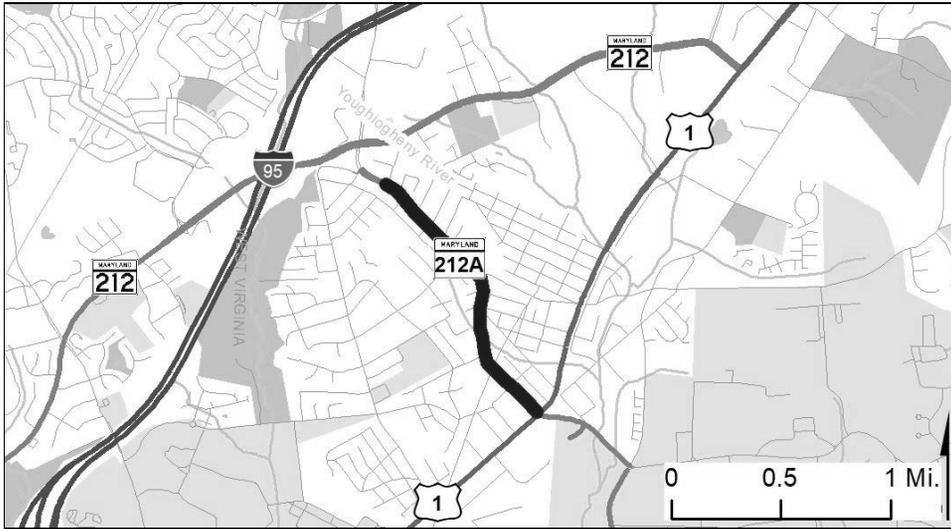
FEDERAL - Major Collector

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,825

PROJECTED (2040) - 7,050



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.

STATUS: Engineering underway. Construction to begin during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,760	137	0	0	0	0	0	0	137	0
Right-of-way	2,889	2,651	238	0	0	0	0	0	0	238	0
Construction	17,253	1	1,922	4,426	5,341	3,145	2,418	0	0	17,252	0
Total	25,039	7,412	2,297	4,426	5,341	3,145	2,418	0	0	17,627	0
Federal-Aid	18,471	4,593	1,633	3,522	4,273	2,516	1,934	0	0	13,878	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 20,975

PROJECTED (2040) - 24,275



PROJECT: MD 382, Croom Road

DESCRIPTION: Replace Bridge 16061 over Charles Branch.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1933, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 301, South Corridor Transportation Study (Line 22)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	587	589	0	0	0	0	0	0	0	589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	4,576	0	0	0	0	1,030	3,546	0	0	0	4,576	0
Total	5,752	587	589	0	0	1,030	3,546	0	0	0	5,165	0
Federal-Aid	3,569	0	0	0	0	803	2,766	0	0	0	3,569	0

CLASSIFICATION:

STATE - Major Collector

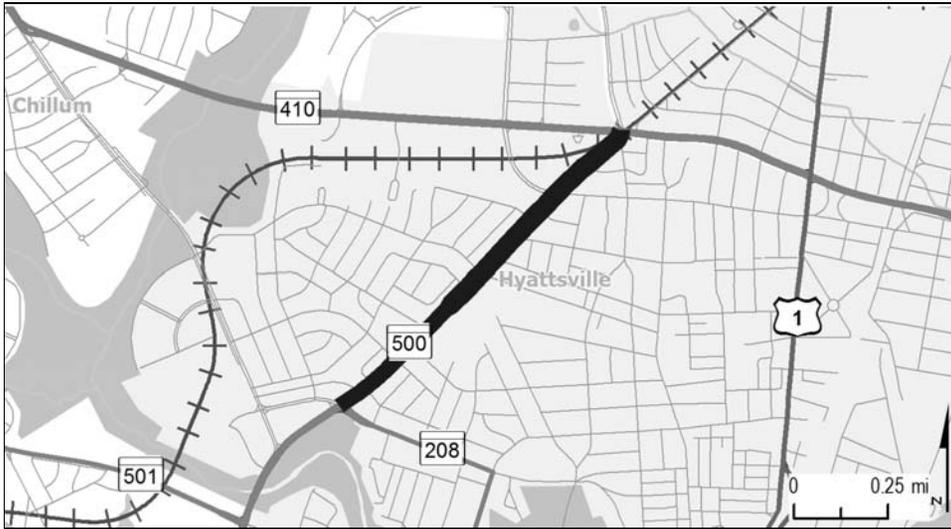
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,325

PROJECTED (2040) - 5,225



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Constructed landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (0.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS: MD 500, MD 208 to D.C. Line (Line 13)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements provides traffic calming and enhances pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that increases stormwater management capacity.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.7 million is due to additional pedestrian and vehicular safety improvements throughout the project corridor.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,040	2,040	0	0	0	0	0	0	0	0	0
Right-of-way	271	271	0	0	0	0	0	0	0	0	0
Construction	12,675	10,895	1,632	148	0	0	0	0	1,780	0	0
Total	14,986	13,206	1,632	148	0	0	0	0	1,780	0	0
Federal-Aid	1,944	1,944	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

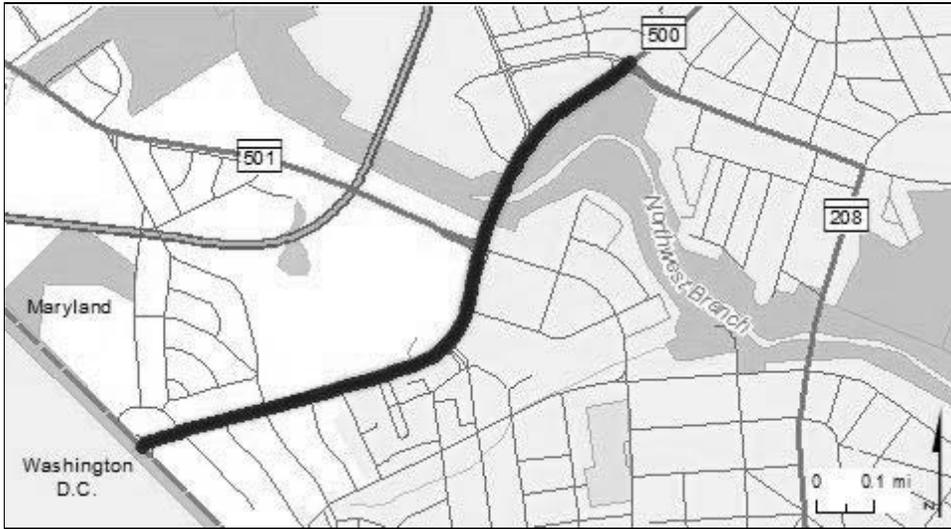
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,900

PROJECTED (2040) - 25,900



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 500, MD 410 to MD 208 (Line 12)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$6.3 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,438	4,401	37	0	0	0	0	0	0	37	0
Right-of-way	2,433	1,529	671	233	0	0	0	0	0	904	0
Construction	16,784	23	4,638	7,754	4,369	0	0	0	0	16,761	0
Total	23,655	5,953	5,346	7,987	4,369	0	0	0	0	17,702	0
Federal-Aid	12,801	16	3,573	5,901	3,311	0	0	0	0	12,785	0

CLASSIFICATION:

STATE - Minor Arterial

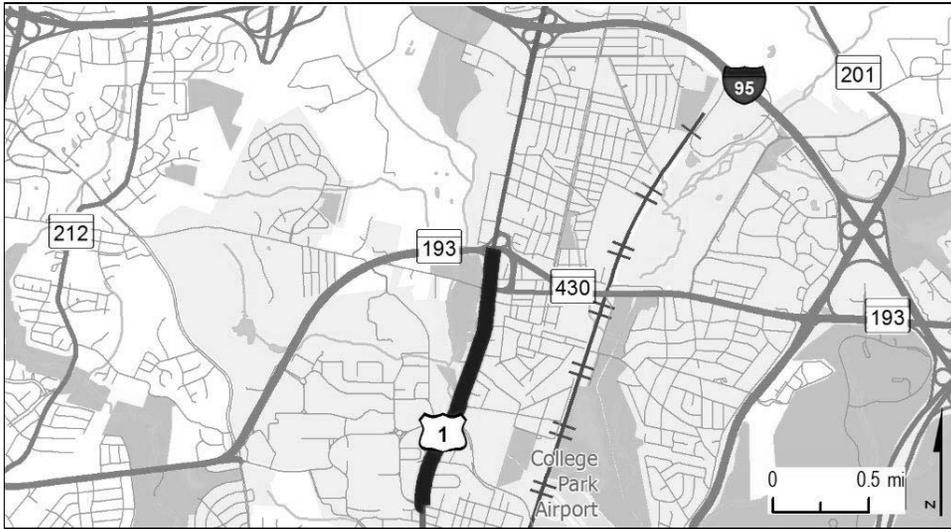
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,600

PROJECTED (2040) - 41,000



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Including bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95, Segments 2 and 3 (Line 31)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Utility relocation underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$14.6 million is due to an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,159	9,859	300	0	0	0	0	0	0	300	0
Right-of-way	6,259	3,827	882	688	862	0	0	0	0	2,432	0
Construction	34,722	470	3,063	6,669	8,550	8,774	7,196	0	0	34,252	0
Total	51,140	14,156	4,245	7,357	9,412	8,774	7,196	0	0	36,984	0
Federal-Aid	32,640	7,320	2,572	4,888	6,244	6,406	5,210	0	0	25,320	0

CLASSIFICATION:

STATE - Intermediate Arterial

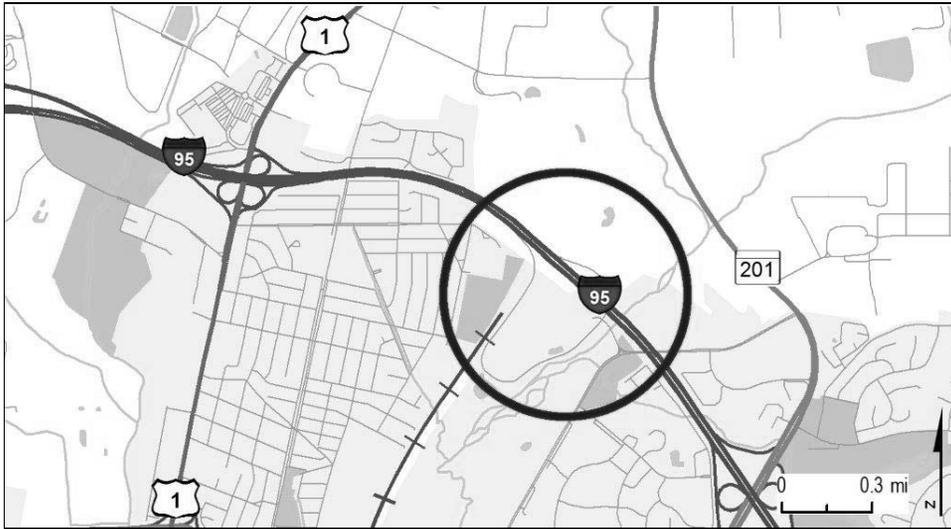
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 38,700

PROJECTED (2040) - 55,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	0
Engineering	10,773	10,773	0	0	0	0	0	0	0	0	0	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0	0
Total	13,287	13,287	0	0	0	0	0	0	0	0	0	0
Federal-Aid	8,880	8,880	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

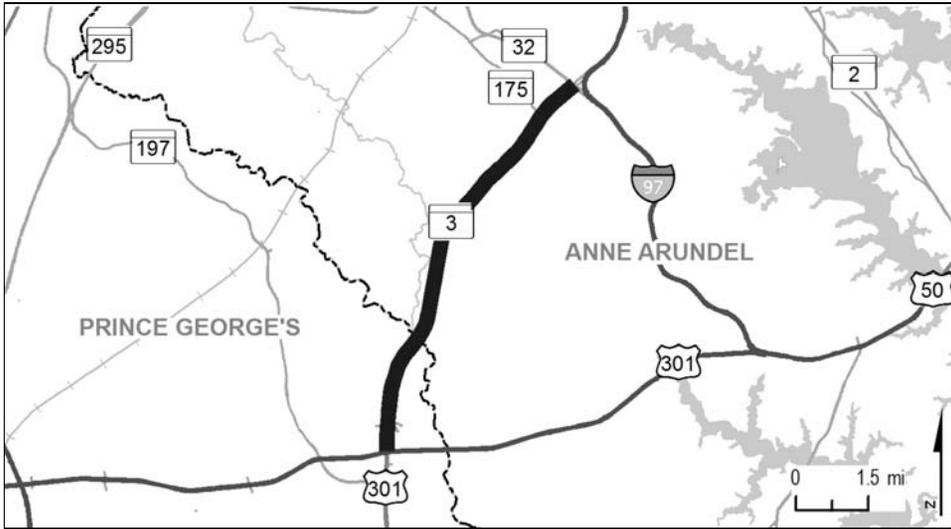
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 231,000

PROJECTED (2040) - 245,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,545	8,545	0	0	0	0	0	0	0	0	
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

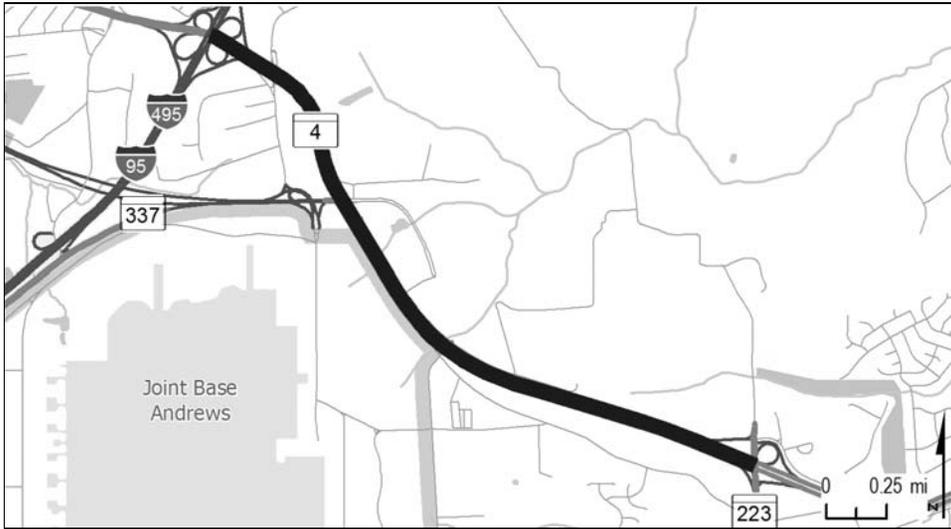
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 70,100 - 89,200

PROJECTED (2040) - 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
- MD 4, Interchange at Suitland Parkway (Line 4)
- MD 4, Bridge Replacement over MD 717 and Racetrack Road (Line 5)
- MD 223, Steed Road to MD 4 (Line 29)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

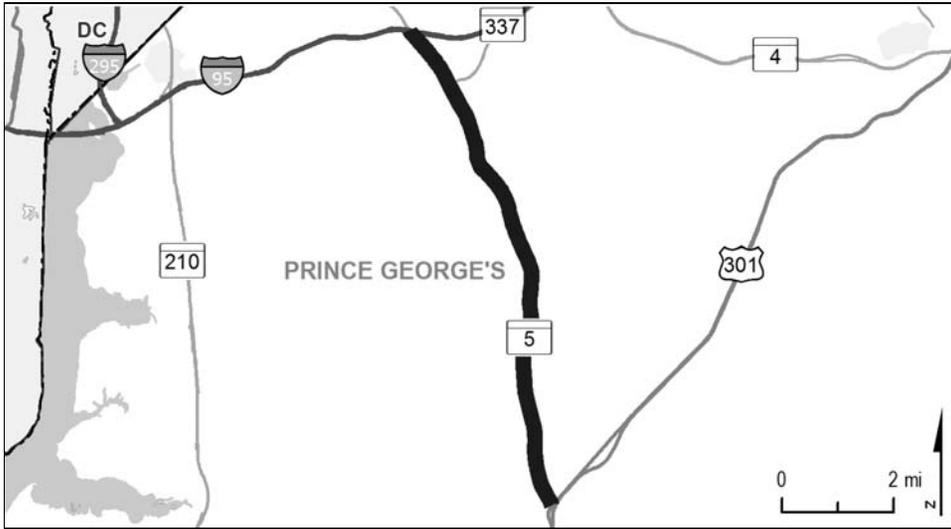
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,700

PROJECTED (2040) - 108,900



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, at MD 5 (Mattawoman Beantown Road) (Line 24, Charles County - Line 3)
- MD 5, Improvements at Linda Lane (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- MD 223, Steed Road to MD 5 (Line 29)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0	0
Federal-Aid	7,268	7,268	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 131,900
PROJECTED (2040) - 145,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$2.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	435	435	0	0	0	0	0	0	0	0
Federal-Aid	393	393	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

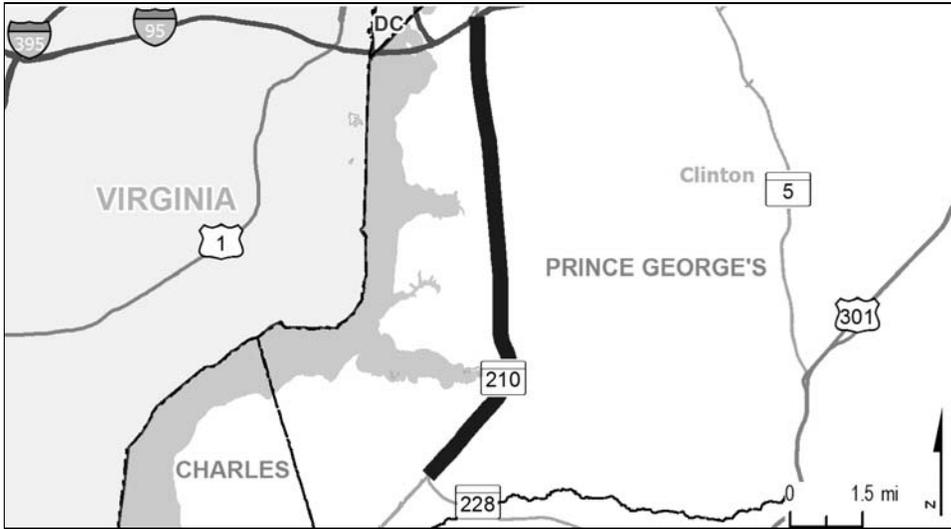
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 134,700

PROJECTED (2040) - 149,200



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 8)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Evaluating the next phase with Prince George's County.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,055	4,041	250	1,500	2,000	2,000	2,000	3,264	11,014	0
Federal-Aid	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0

CLASSIFICATION:

STATE - Intermediate Arterial

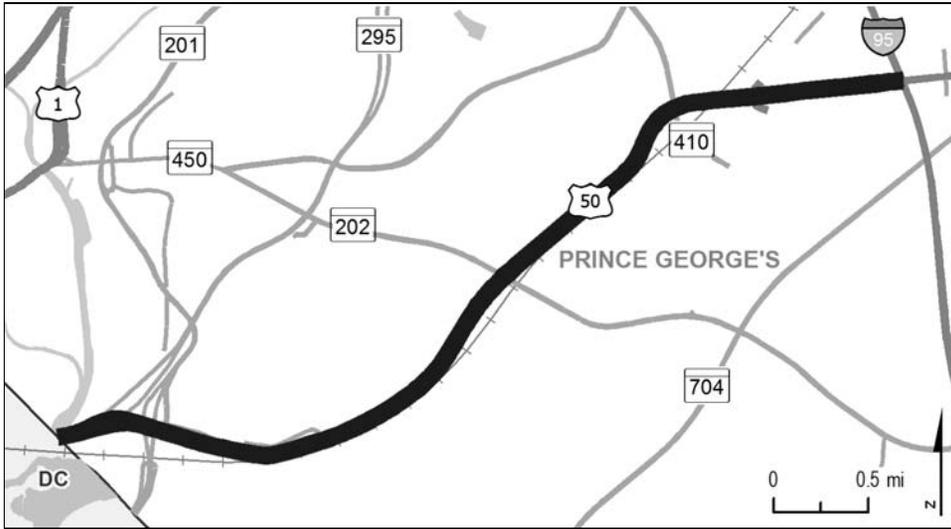
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800

PROJECTED (2040) - 118,500



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

JUSTIFICATION: This study identifies a series of improvements to address various congestion, safety, and operational issues along this section of US 50.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	476	476	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	476	476	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

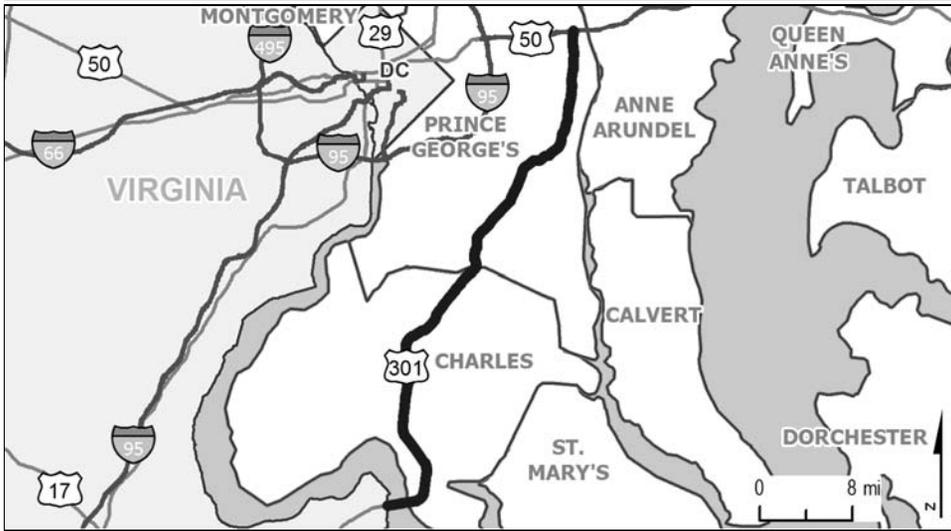
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 81,000 - 155,500

PROJECTED (2040) - 84,000 - 155,875



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-95/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)
- MD 3, US 50 to MD 32 (Line 16)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)
- US 301, at MD 228/MD5 Buisness (Charles County, Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	10,750	10,750	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,100 - 65,000 (Charles)
 104,000 (Prince George's)
 PROJECTED (2040) - 45,000 - 82,050 (Charles)
 127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301 from, north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

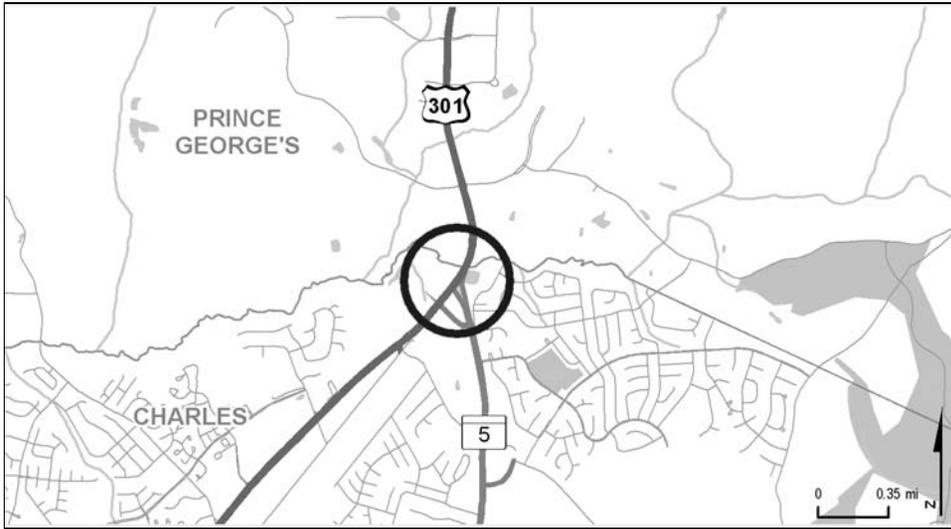
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 67,800 (US 301)
 20,200 (MD 197)

PROJECTED (2040) - 74,500 (US 301)
 24,900 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

JUSTIFICATION: This project will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)
- MD 5, US 301 to I-95/I-495 (Line 18)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, MD 228/MD 5 Business (Charles County Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Removed from Construction Program following expiration of legislative mandate.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

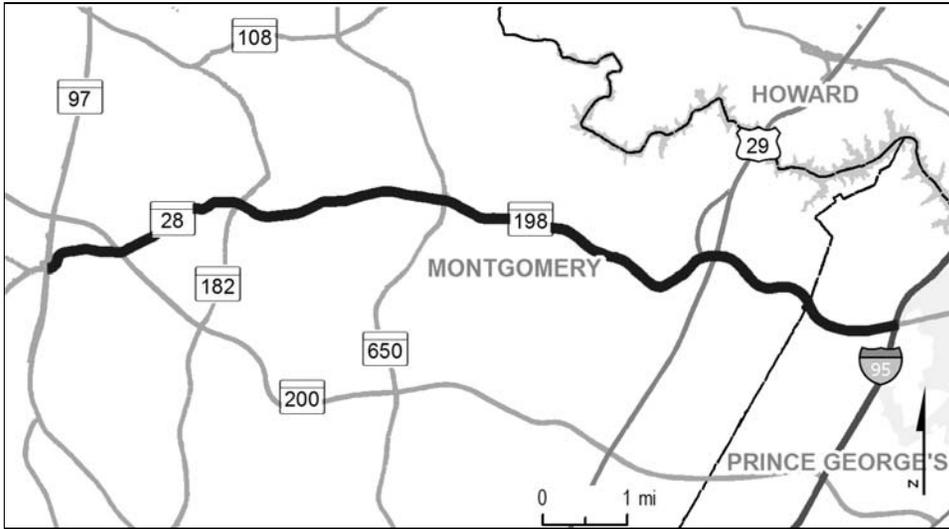
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 71,900 (Charles)
 102,400 (Prince George's)

PROJECTED (2040) - 75,200 (Charles)
 127,400 (Prince George's)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety, congestion, and operations in the MD 28/MD 198 corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 97 Interchange Construction at MD 28 (Montgomery County, Line 10)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	7,426	7,426	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,428	7,428	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

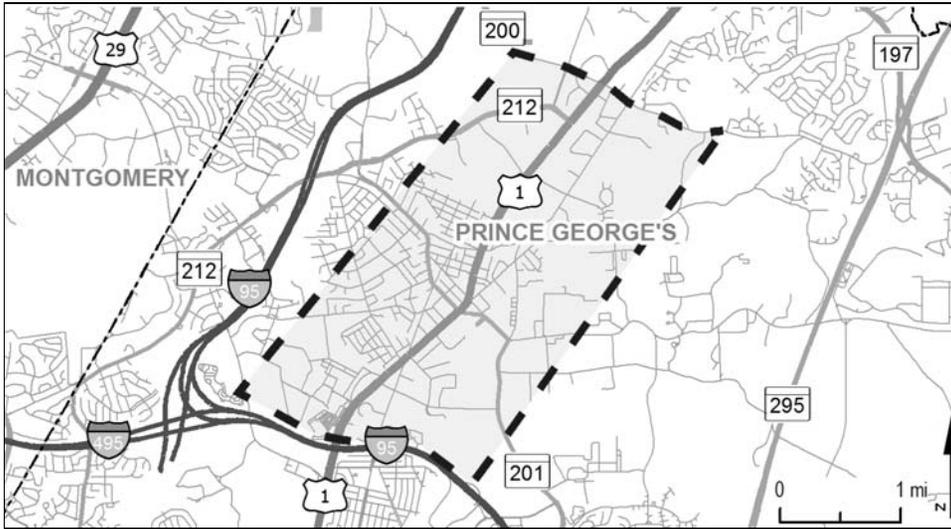
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,000 - 39,000 (MD 28)
 18,000 - 48,000 (MD 198)

PROJECTED (2040) - 29,000 - 51,000 (MD 28)
 26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 31)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,100

PROJECTED (2040) - 59,300



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Bicycle and pedestrian improvements will be included.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,596	1,596	0	0	0	0	0	0	0	0	0
Engineering	10,554	2,120	800	1,500	1,800	2,000	2,100	234	8,434	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,150	3,716	800	1,500	1,800	2,000	2,100	234	8,434	0	0
Federal-Aid	8,434	0	800	1,500	1,800	2,000	2,100	234	8,434	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

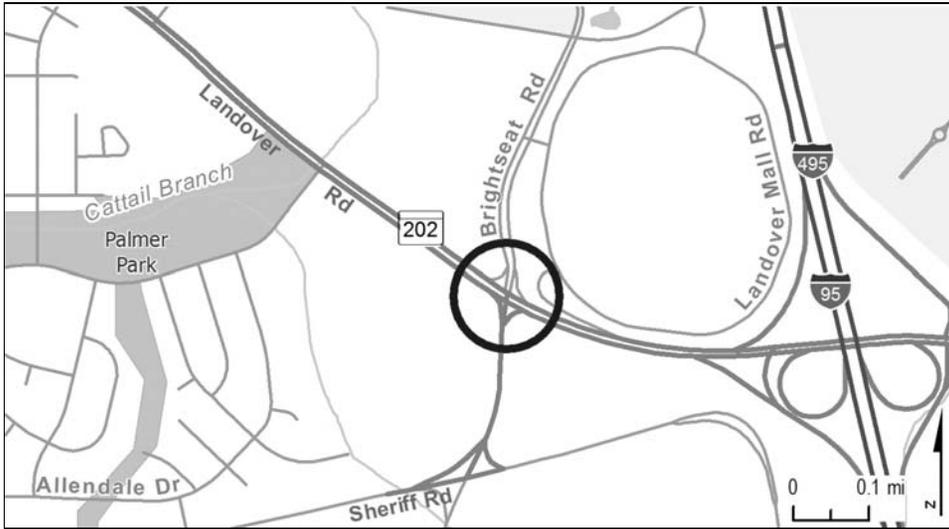
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 35,800

PROJECTED (2040) - 42,500



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	462	462	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	462	462	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

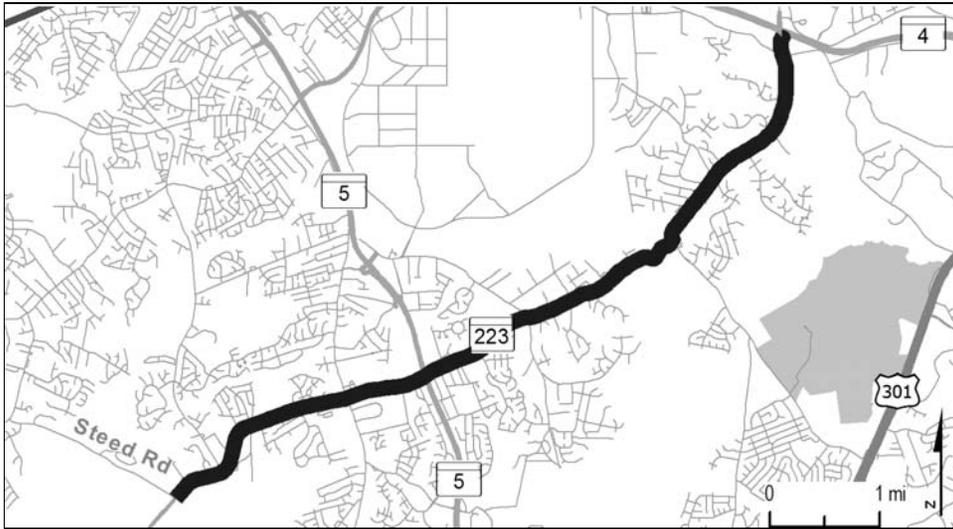
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,000

PROJECTED (2040) - 65,200



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)
 MD 5, US 301 at TB to I-95/495 (Line 18)

STATUS: Corridor study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,293	1,293	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,293	1,293	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

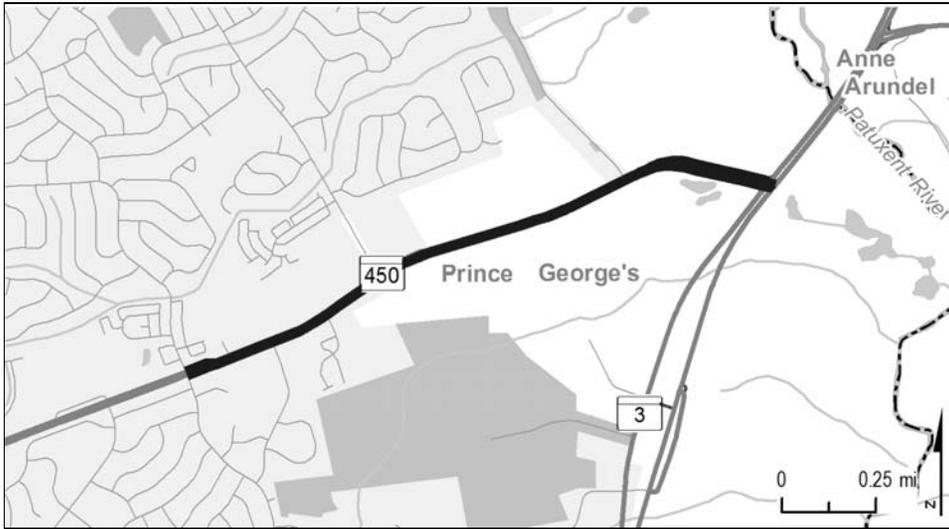
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,700

PROJECTED (2040) - 53,200



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,502	1,502	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,502	1,502	0	0	0	0	0	0	0	0	
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

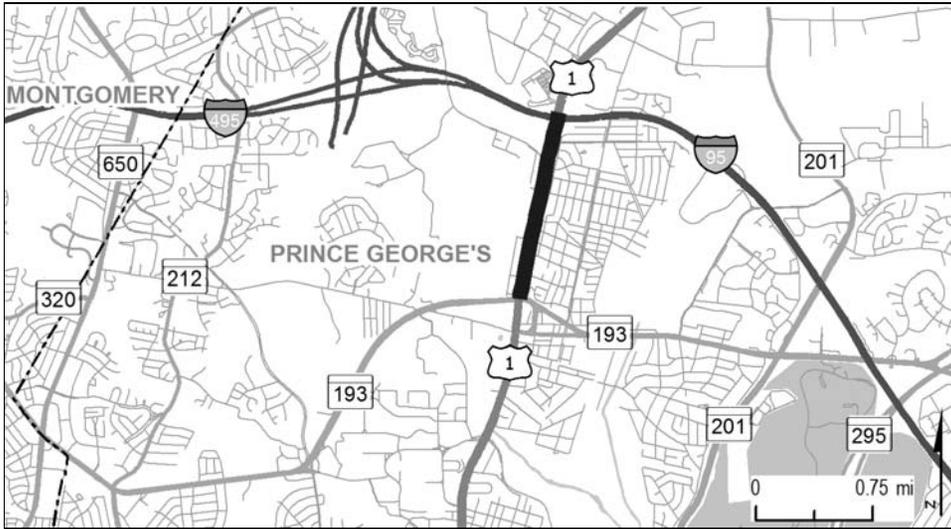
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 25,900

PROJECTED (2040) - 39,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to MD 193 (Segment 1) (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 26)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,387	1,387	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 48,600

PROJECTED (2040) - 53,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,545	Completed
2	US 301	Crain Highway; Peerless Avenue to MSP weigh station; safety and resurface	2,753	Completed
3	MD 202	Largo Road; Prince George's Community College entrance to 1900 feet south of MD 214; safety and resurface	891	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	1,879	Completed
<u>Safety/Spot Improvement</u>				
5		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,556	Completed
<u>Traffic Management</u>				
6		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,839	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
7		Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge	383	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8		Various locations in Prince George's County	5,000	FY 2020
9		Various locations in Prince George's County	15,000	FY 2020
10	MD 198	Vandusen Road to 8th Street	1,634	FY 2020
11	MD 450	From MD 704 to MD 193	2,623	FY 2020
12		At various locations in Prince George's County; mill and resurface	15,717	Under construction
13		At various locations in Marlboro shop area of Prince George's County; patching	1,378	Under construction
14		At various locations in Laurel shop area of Prince George's County; patching	1,257	Under construction
15	US 1	Baltimore Avenue; Oak Street to Howard County line; safety and resurface	3,076	Under construction
16	MD 4	Pennsylvania Avenue; MD 458 to DC Line and Forestville Road to I 695 Bridge; resurface	4,801	Under construction
17	MD 201	Kenilworth Avenue; Edmonston Road to Patterson Road; resurfacing	1,806	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
18		Cleaning and painting bridge numbers 1601800, 1606500, 1614505/06 AND 1623903/04	2,059	FY 2020
19		Bridge 1616600 over I-95/495; bridge deck replacement	4,737	Under construction

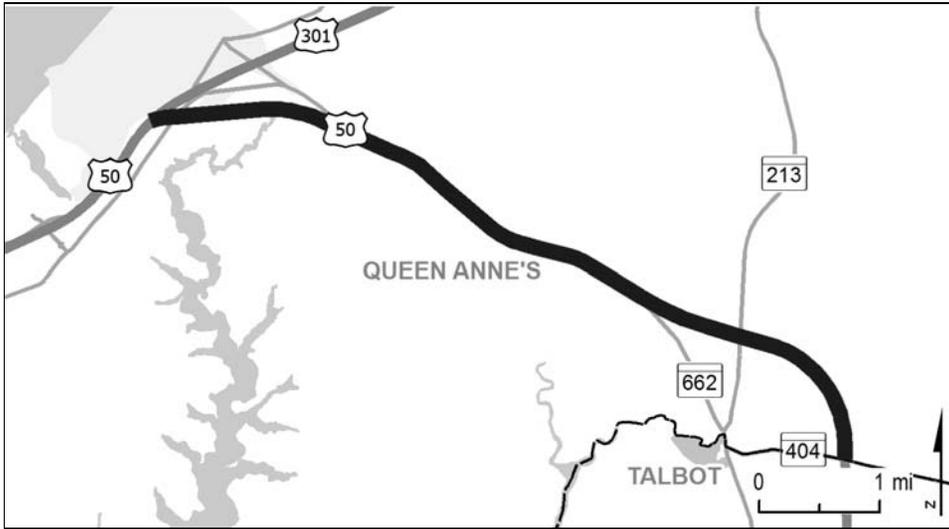
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
20		Purple Line alignment; bicycle-pedestrian route	3,082	Under construction
21	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,855	Under construction
22	MD 201	Kenilworth Avenue; M Square betterments near MD 201/River Road; intersection reconstruct	600	Under construction
23	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	FY 2020
<u>Traffic Management</u>				
24	MD 214	Central Avenue; I-495 and MD 202; signing	1,418	Under construction
<u>Environmental Preservation</u>				
25	US 50	John Hanson Highway; 1000 feet west of I-495/95 to AA County line; landscape	343	FY 2020
<u>Intersection Capacity Improvements</u>				
26	MD 223	At Dower House Road	2,960	FY 2020
<u>TMDL Compliance</u>				
27		At various locations - group 2; drainage improvement	2,719	Under construction
28		Charles Branch Tributaries; wetlands replacement	6,635	Under construction



QUEEN ANNE'S COUNTY



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2025			
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	20,014	20,014	0	0	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 43,650
65,100 (Summer)

PROJECTED (2040) - 71,550
90,100 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1	MD 309	<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Bridge Replacement/Rehabilitation</u></p> <p>Cordova Road; MD 309 over several small streams - replace 5 small structures (pipes); small structure replacement</p>	873	Completed
2		<p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>Cross County Connector Trail - Grasonville; construct 6,150 foot extension of Queen Anne's County Cross County Connector Trail</p>	3,431	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
3		At various locations in Queen Anne's County	4,501	FY 2020
4	MD 213	From Mill Stream Branch to Gravel Run in Centreville	1,091	FY 2020
5		At various locations in Queen Anne's County; mill and resurface	3,113	Under construction
6		At various locations in Queen Anne's County; mill and resurface	5,824	Under construction
7	US 50 EB	Blue Star Memorial Highway; SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	5,050	FY 2020
<u>Bridge Replacement/Rehabilitation</u>				
8	US 301 NB	Bridge 1701401 over Chester River	7,000	FY 2021
9	MD 213	Centerville Road; Bridges over Gravel Run and Old Mill Stream; bridge rehabilitation	5,287	Under construction



SAINT MARY'S COUNTY



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to St. Mary's Hospital.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 5 Corridor, MD 243 to MD 245 (Line 4)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$3.5 million is due to more accurate settlements, additional utility relocation costs, and an unfavorable bid.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,900	2,660	240	0	0	0	0	0	0	240	0
Right-of-way	4,616	2,143	407	742	1,183	141	0	0	0	2,473	0
Construction	7,759	1,120	3,972	2,667	0	0	0	0	0	6,639	0
Total	15,275	5,923	4,619	3,409	1,183	141	0	0	0	9,352	0
Federal-Aid	5,746	0	3,177	2,270	189	110	0	0	0	5,746	0

CLASSIFICATION:

STATE - Minor Arterial

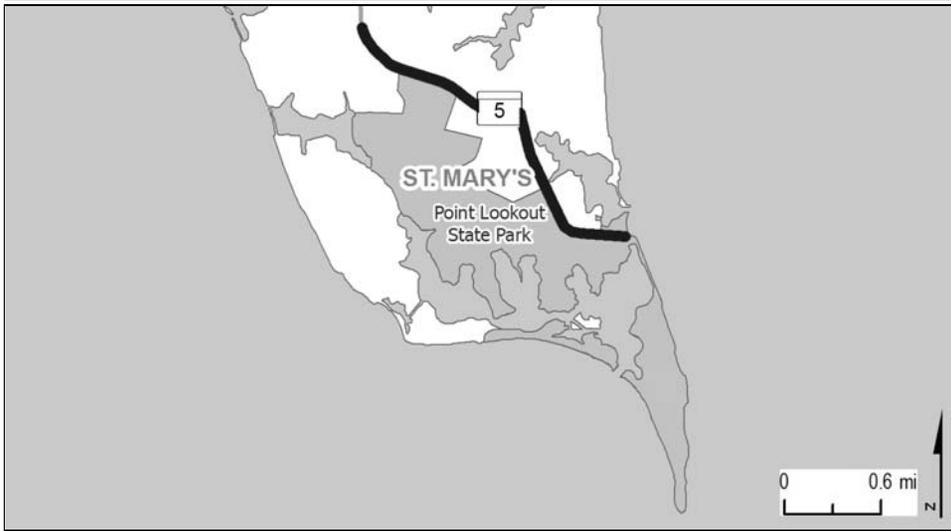
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,400

PROJECTED (2040) - 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing roadway does not meet current design standards.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost decrease of \$3.4 million is due to reduced right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	469	469	0	0	0	0	0	0	0	0	0	0
Engineering	3,785	3,735	50	0	0	0	0	0	0	0	50	0
Right-of-way	1,181	827	251	103	0	0	0	0	0	0	354	0
Construction	17,778	772	8,298	6,451	2,257	0	0	0	0	0	17,006	0
Total	23,213	5,803	8,599	6,554	2,257	0	0	0	0	0	17,410	0
Federal-Aid	12,943	875	5,837	4,658	1,573	0	0	0	0	0	12,068	0

CLASSIFICATION:

STATE - Major Collector

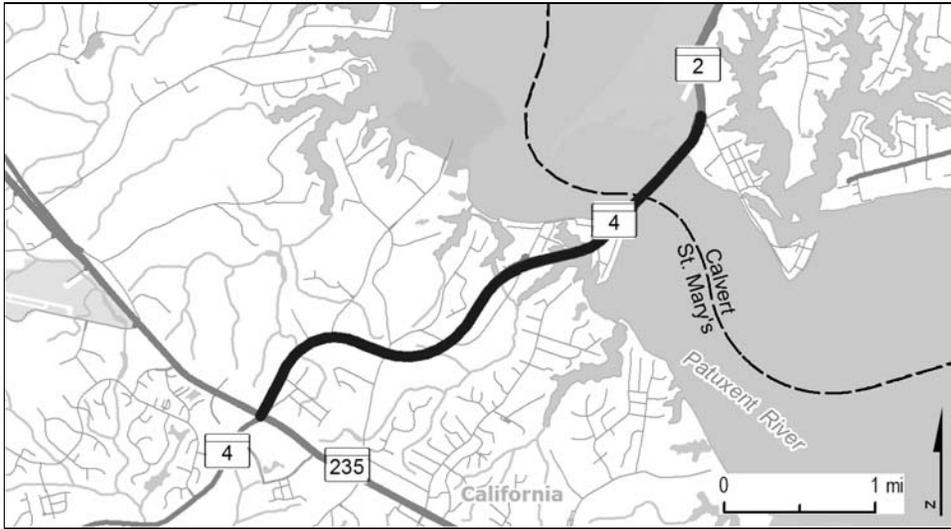
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 3,750 (Summer Peak)

PROJECTED (2040) - 4,500 (Summer Peak)



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

JUSTIFICATION: MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Funding reduced \$3.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	4,939	4,939	0	0	0	0	0	0	0	0	
Engineering	915	915	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,854	5,854	0	0	0	0	0	0	0	0	
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,400

PROJECTED (2040) - 38,275



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).

JUSTIFICATION: MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, at Abell Street/Moakley Street (Line 1)
 MD 245, MD 5 to Baldrige Street (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,174	2,174	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,174	2,174	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

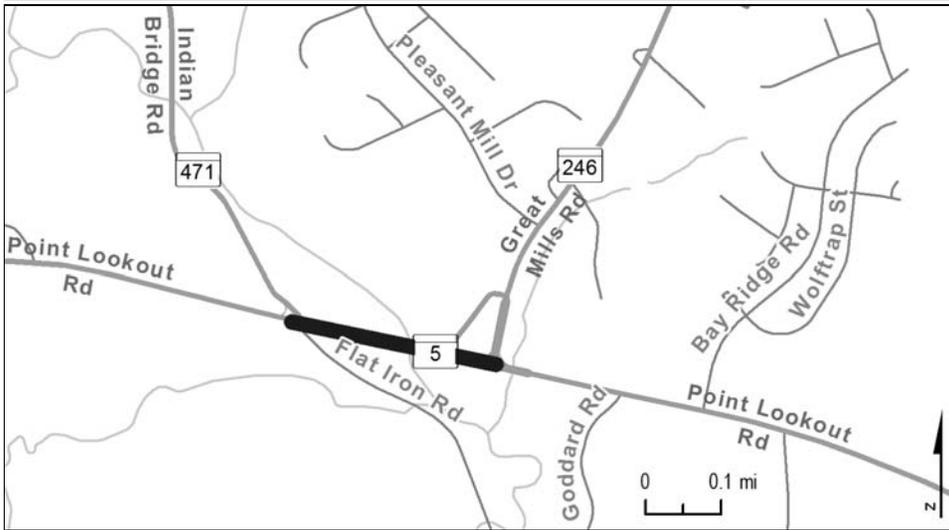
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 30,400

PROJECTED (2040) - 38,100



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade MD 5 from MD 471 to MD 246, including Bridge 18006 over the Saint Mary's River (0.3 miles).

JUSTIFICATION: Improvements would address existing vehicular congestion, provide pedestrian facilities, and expand capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The right-of-way phase was funded at \$4.7 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	1,554	1,529	25	0	0	0	0	0	0	25	0
Engineering	3,658	1,567	750	1,150	191	0	0	0	0	2,091	0
Right-of-way	4,651	0	2,000	2,000	651	0	0	0	0	4,651	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,863	3,096	2,775	3,150	842	0	0	0	0	6,767	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,500

PROJECTED (2040) - 26,950

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	842	Completed
		<u>Intersection Capacity Improvements</u>		
2	MD 235	Three Notch Road; Access Road to Woodland Acres; access road	1,823	Completed

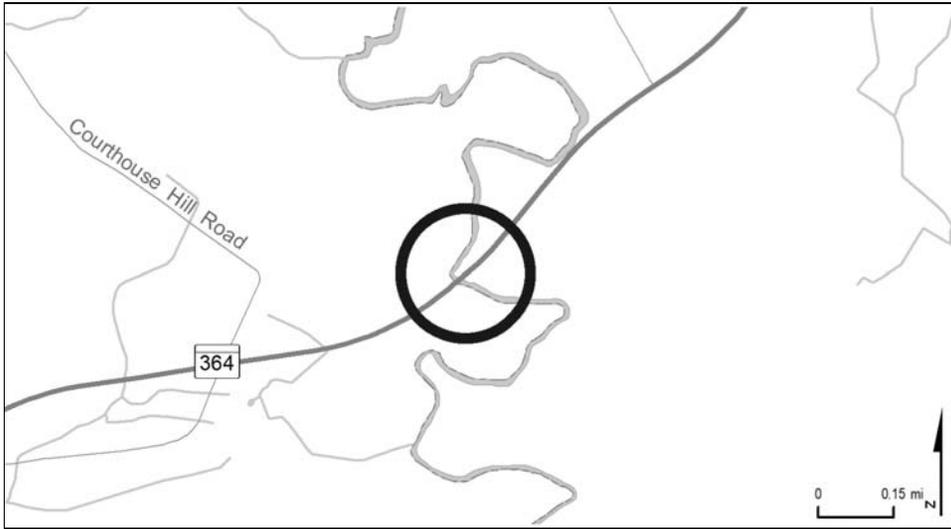
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
3	VARIOUS	At various locations in St. Mary's County; mill and resurface	11,450	Under construction
4	VARIOUS	At various locations in St. Mary's County; mill and resurface	10,917	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
5	MD 5	Bridge 1800700 over Hilton Run	4,000	FY 2021
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
6		MD 5 Pedestrian and Bicycle Trail; construct 2,142 foot trail connecting St. Mary's College's North Field with existing sidewalk system at St. John's Pond pedestrian bridge	1,741	Design Underway



SOMERSET COUNTY



PROJECT: MD 364

DESCRIPTION: Replace bridge 1901000 over Dividing Creek with a new span. The bridge will have two 12 feet lanes and two 4 feet shoulders.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is poor rated.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is classified as poor rated.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	862	862	0	0	0	0	0	0	0	0	0	0
Right-of-way	167	1	154	12	0	0	0	0	0	166	0	0
Construction	2,605	363	2,242	0	0	0	0	0	0	2,242	0	0
Total	3,634	1,226	2,396	12	0	0	0	0	0	2,408	0	0
Federal-Aid	2,011	258	1,753	0	0	0	0	0	0	1,753	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 1,125

PROJECTED (2040) - 1,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Somerset County; resurface	9,036	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 413	Crisfield Highway; At Tulls Corner Road; geometric improvements	1,804	Completed



TALBOT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
1		<p align="center"><u>Fiscal Year 2019 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Talbot County; mill and resurface</p>	6,149	Completed

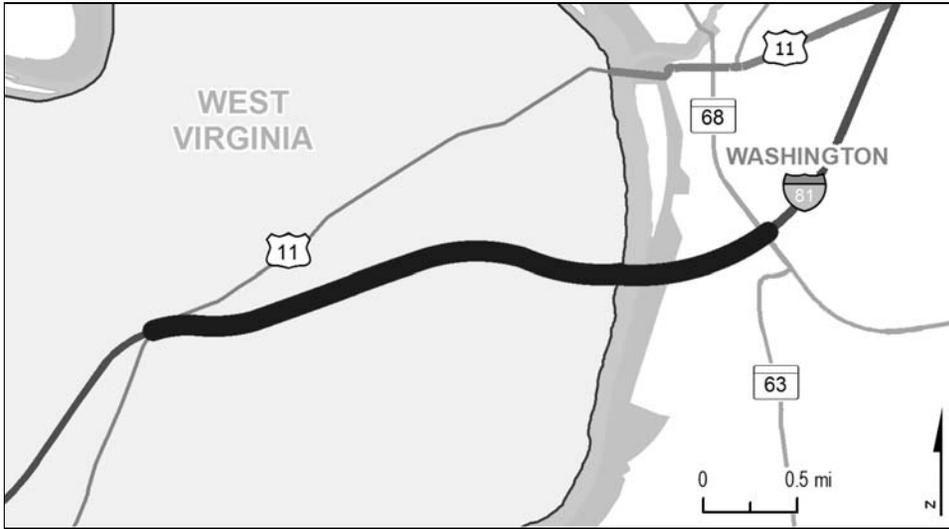
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2020 and 2021</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Talbot County	4,254	FY 2020
3		At various locations in Talbot County; mill and resurface	3,380	Under construction
		<u>Safety/Spot Improvement</u>		
4	MD 322	At Glenwood Avenue	3,134	FY 2021



WASHINGTON COUNTY



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Upgrade and widen I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements will reduce congestion, especially congestion related to high truck volume, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (Line 4)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

STATUS: Construction underway. West Virginia is contributing \$38.0 million for the additional widening to the Maryland State line.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					2022	2023	2024	2025	2026			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,102	2,102	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	101,128	75,584	25,544	0	0	0	0	0	0	25,544	0	0
Total	103,230	77,686	25,544	0	0	0	0	0	0	25,544	0	0
Federal-Aid	48,794	36,920	11,874	0	0	0	0	0	0	11,874	0	0

CLASSIFICATION:

STATE - Principal Arterial

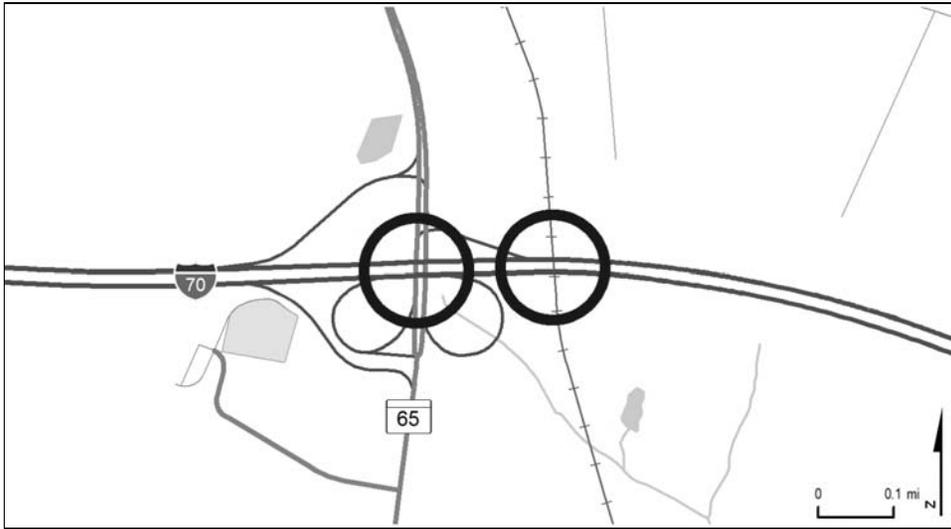
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 69,500

PROJECTED (2040) - 94,800



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-70/MD 65, Interchange Study (Line 3)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$5.5 million is due to additional utility and resurfacing work.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,011	1,908	103	0	0	0	0	0	0	103	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,355	0	1,917	7,681	8,788	6,705	3,264	0	28,355	0	0
Total	30,366	1,908	2,020	7,681	8,788	6,705	3,264	0	28,458	0	0
Federal-Aid	21,215	0	1,315	5,721	6,584	5,049	2,546	0	21,215	0	0

CLASSIFICATION:

STATE - Principal Arterial

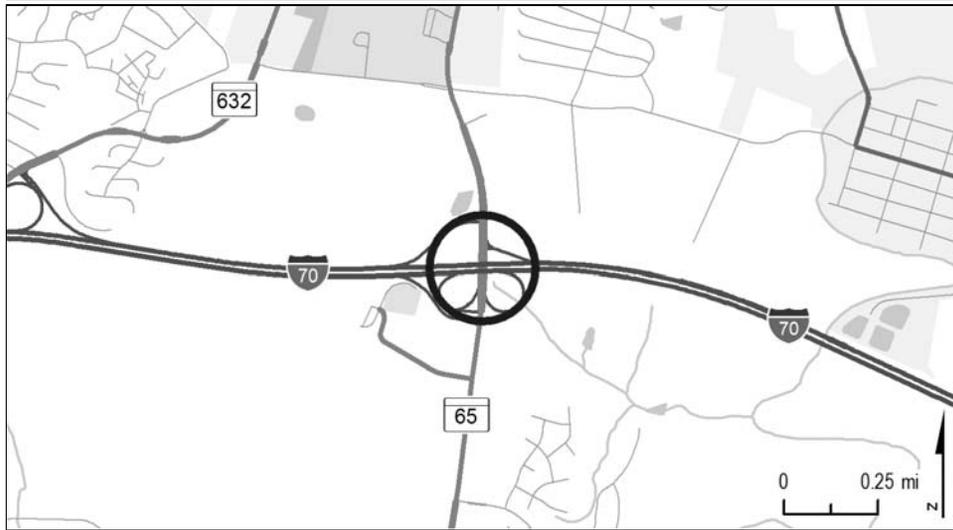
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 68,000

PROJECTED (2040) - 83,350



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Study to upgrade the I-70 interchange at MD 65.

JUSTIFICATION: I-70 interchange improvements will reduce congestion and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-70, Bridge replacements over MD65 and CSX Hagerstown Branch (Line 2).

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	1,742	1,727	15	0	0	0	0	0	0	0	15	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,742	1,727	15	0	0	0	0	0	0	0	15	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

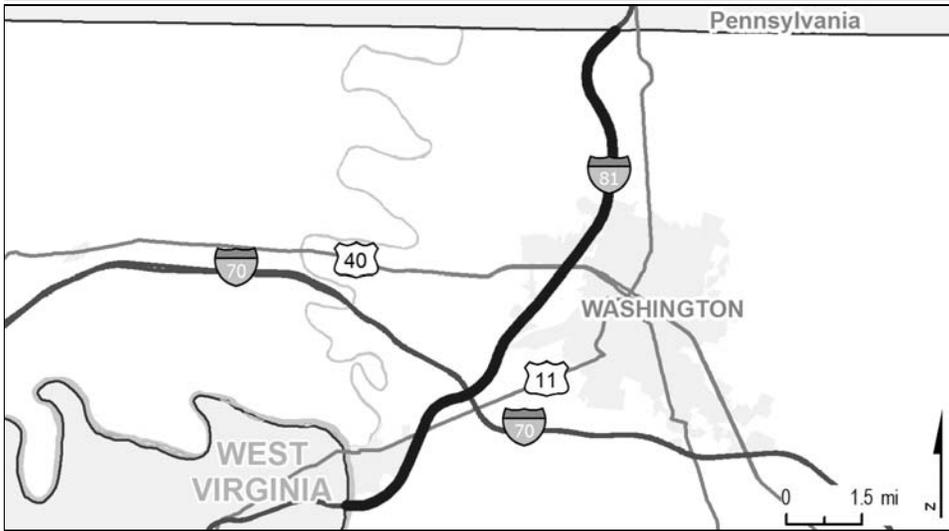
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 68,000 (MD 65) 25,600

PROJECTED (2040) - 83,350 (MD 65) 36,650



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to upgrade and widen I-81 to a six lane divided highway between the Potomac River/West Virginia State line and Pennsylvania State line (12.1 miles).

JUSTIFICATION: I-81 corridor improvements will reduce congestion, especially related to high truck volume, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-81, Phase 1, Potomac River/West Virginia State line to MD 63/MD 68 (Line 1)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY							
					.....2022.....	.....2023.....	.....2024.....	.....2025.....				
Planning	3,530	3,530	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	3,083	750	750	417	0	0	0	0	1,917	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,530	6,613	750	750	417	0	0	0	0	1,917	0	0
Federal-Aid	5,270	3,737	600	600	333	0	0	0	0	1,533	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 62,000 - 88,800

PROJECTED (2040) - 75,900 - 110,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in west Washington County; mill and resurface	4,421	Completed
2		At various locations in east Washington County; mill and resurface	5,695	Completed
3	I 68/US 40	National Freeway; Allegany County line to Mountain Road bridge; safety and resurface	3,564	Completed
4	I 70 EB	Eisenhower Memorial Highway; Tonoloway Creek to 0.75 miles east of MD 615; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,150	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	9,128	Completed
<u>Environmental Preservation</u>				
6		IRVM, VEG MGMT along I-70 Corridor from MM12 to MM22; landscape	1,592	Completed
<u>Intersection Capacity Improvements</u>				
7	US 40 AL	Frederick Street; at New Intersection Southern Boulevard; geometric improvements	868	Completed
<u>TMDL Compliance</u>				
8	VARIOUS	At various locations in Washington County - Group 1B; drainage improvement	2,865	Completed
9	VARIOUS	At various locations in Washington County - Group 1A; drainage improvement	3,039	Completed
10		Tree planting at various locations; landscape	3,088	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions (cont'd)</u>		
		<u>TMDL Compliance (cont'd)</u>		
11	VARIOUS	At various locations in Washington County - Group 1; drainage improvement	2,069	Completed
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
12		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,495	Completed
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
13		Conococheague Creek; rehabilitate the Conococheague Creek Aqueduct	6,240	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
14	I 70	0.44 miles east of Boyd Road to Ashton Road	4,764	FY 2020
15	VARIOUS	In Hancock, Sharpsburg, and Boonsboro; sidewalks	1,149	Under construction
16	VARIOUS	Various roadways in Washington County; surface treatment	2,339	Under construction
17	VARIOUS	At various locations in Washington County (east); safety and resurface	4,674	Under construction
18		At various locations in Washington County (west); safety and resurface	3,943	Under construction
19	MD 68	MD 65 to Barnes Road	1,510	Under construction
20	MD 804	MD 64 to MD 64, MD 804B to Little Antietam Road	622	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
21	I 70	Eisenhower Highway; Dual bridge 21118 on I-70/MD 65, bridge 21119 on I-70/CSX - Stage 1; bridge deck replacement	6,328	Under construction
22	MD 56	Bridge 2109600 over MD I-70	3,200	FY 2020
23	VARIOUS	Various bridges on Mapleville Road, National Freeway, Eisenhower Memorial Highway; clean/paint bridges	1,884	Under construction
24	MD 68	Lappans Road; Bridge 2108500 over Norfolk Southern Railroad; bridge rehabilitation	3,000	FY 2020
<u>Safety/Spot Improvement</u>				
25	US 40	Walnut Street to Eastern Boulevard	1,706	Under construction

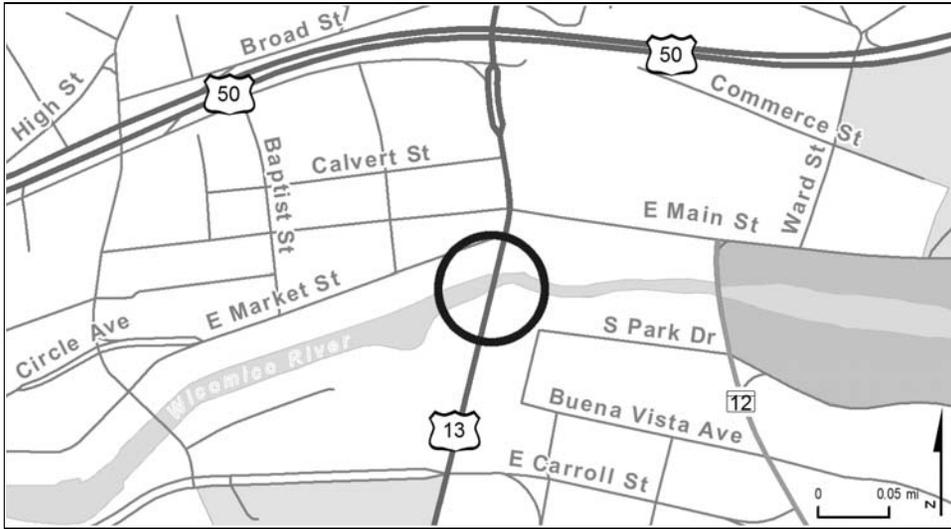
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Urban Reconstruction</u>				
26	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	5,145	Under construction
<u>Environmental Preservation</u>				
27		IRVM, native planting along I-70 - Phase 2	562	Under construction
<u>Intersection Capacity Improvements</u>				
28	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	2,800	FY 2020
<u>TMDL Compliance</u>				
29		Little Tonoloway Creek at Kirkwood Park - stream restoration; wetlands replacement	1,887	Under construction
30	VARIOUS	Chesapeake Bay Watershed implementation plan - tree establishment at various locations; landscape	625	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
31		Marsh Run Multi-Use Trail; design a trail between Summit Avenue and Potomac Street	200	Design Underway



WICOMICO COUNTY



PROJECT: US 13 Business, Salisbury Boulevard

DESCRIPTION: Replace Bridge 2200400 over East Branch Wicomico River in Salisbury.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is rated poor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing structure is rated poor.

STATUS: Right-of-way and engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					2022	2023	2024	2025			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,587	1,561	26	0	0	0	0	0	0	26	0
Right-of-way	1,600	1,030	171	208	191	0	0	0	0	570	0
Construction	6,999	0	0	628	3,048	2,633	690	0	0	6,999	0
Total	10,186	2,591	197	836	3,239	2,633	690	0	0	7,595	0
Federal-Aid	5,460	0	0	490	2,378	2,054	538	0	0	5,460	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 31,120

PROJECTED (2040) - 34,390

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Wicomico County; resurface	9,830	Completed
		<u>Safety/Spot Improvement</u>		
2	US 50	Ocean Gateway; at Sixty Foot Road; geometric improvements	2,784	Completed
3	US 50	Ocean Gateway; At White Lowe Road; geometric improvements	2,340	Completed

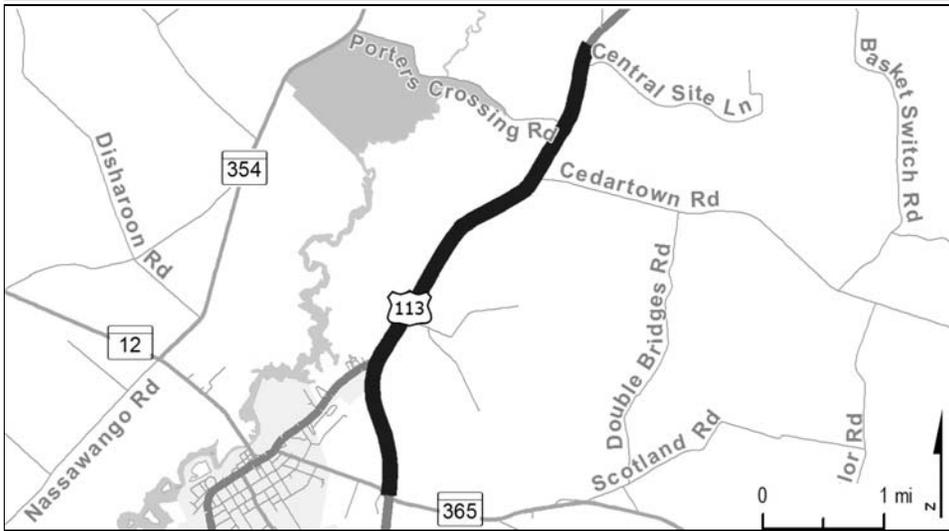
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Bridge Replacement/Rehabilitation</u>				
4	US 13 BU	Bridge 2200400 over East Branch Wicomico River	7,000	FY 2021
5	US 13	Bridge numbers 2202100,2203101/02,2203201/02 and 2203301/02	1,287	FY 2020
<u>Safety/Spot Improvement</u>				
6	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement	7,516	Under construction



WORCESTER COUNTY



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a four lane divided highway, including access controls from north of MD 365 (Public Landing Road) to Five Mile Branch (Phase 4)(4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 113, Massy Branch to Five Mile Branch (Phase 3) (Line 2)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will improve safety, operations, and freight movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

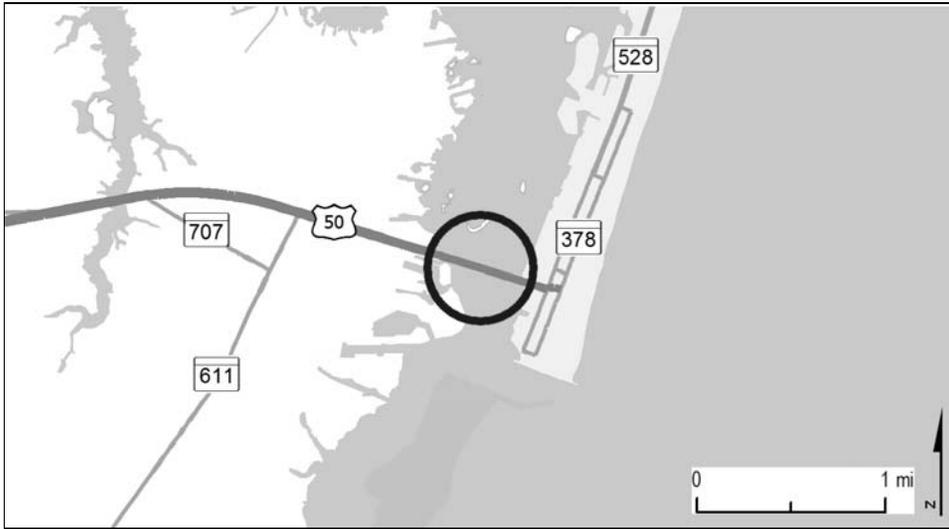
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,318	5,318	0	0	0	0	0	0	0	0
Right-of-way	4,315	3,869	446	0	0	0	0	0	446	0
Construction	64,801	49,851	14,950	0	0	0	0	0	14,950	0
Total	74,434	59,038	15,396	0	0	0	0	0	15,396	0
Federal-Aid	70,187	55,715	14,472	0	0	0	0	0	14,472	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 12,150
 PROJECTED (2040) - 17,450



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

JUSTIFICATION: This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	2,907	2,907	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,907	2,907	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

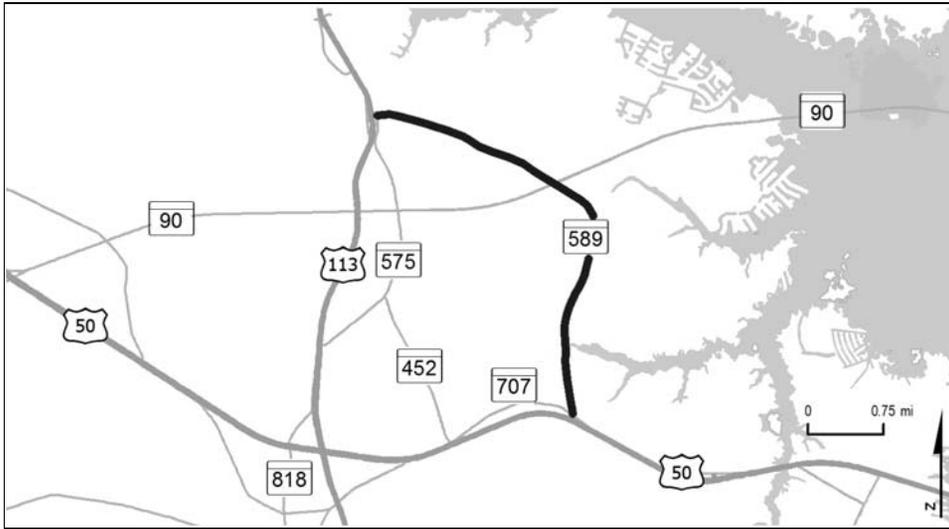
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,800
34,700 (Summer)

PROJECTED (2040) - 34,475
57,000 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	1,417	1,417	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 16,775
20,700 (Summer)

PROJECTED (2040) - 21,875
28,150 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

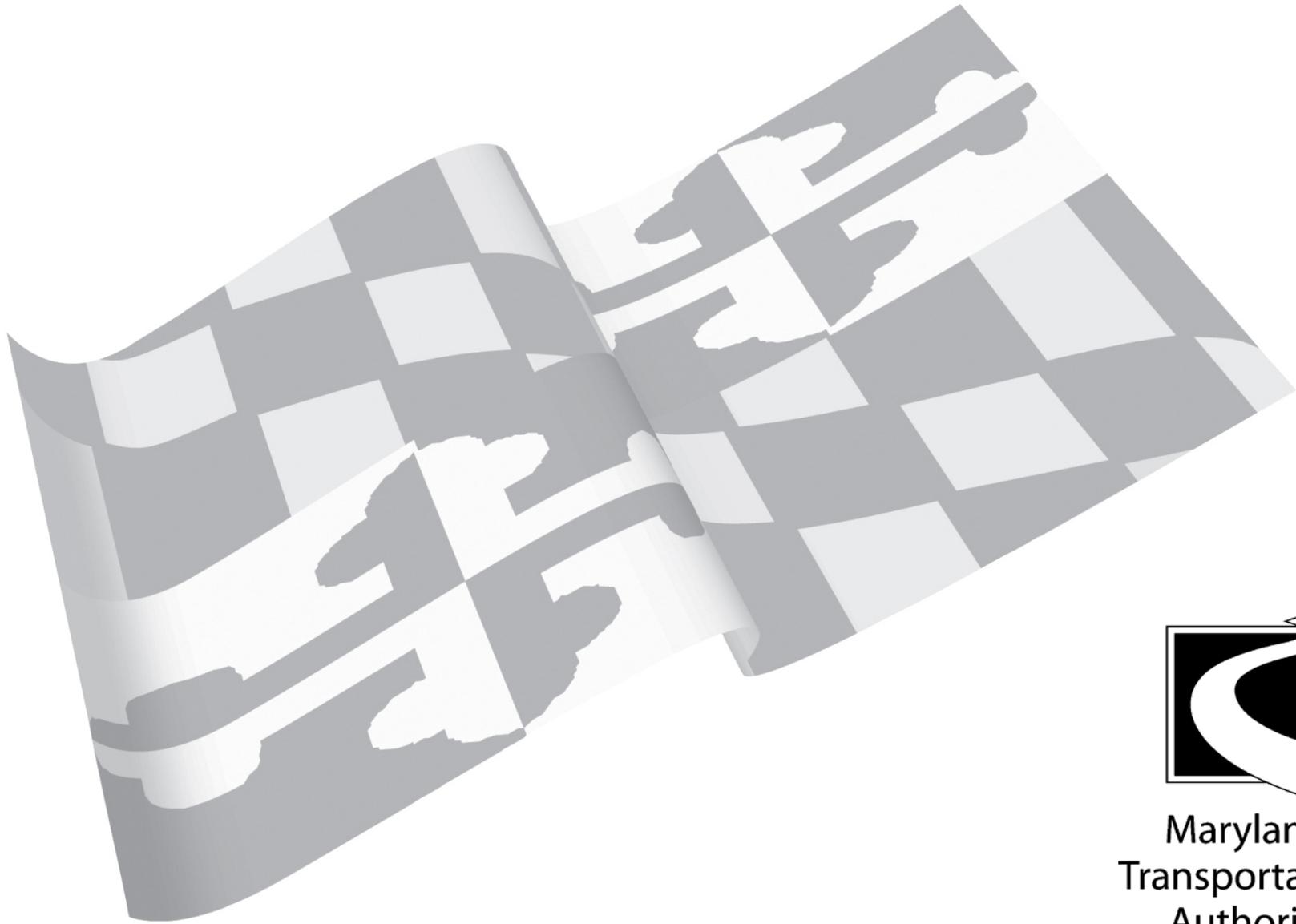
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2019 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 113	Worcester Highway; North of Hayes Landing Road to US 50; safety and resurfacing	2,333	Completed
2	MD 528	Coastal Highway; 62nd Street to 26th Street; resurface	6,819	Completed
<u>Safety/Spot Improvement</u>				
3		MD 346 and MD 589; drainage improvement	708	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
4		Various locations in Worcester County; mill and resurface	9,500	FY 2020
5		At various locations in Worcester County; mill and resurface	9,893	Under construction
<u>Safety/Spot Improvement</u>				
6	US 50	Ocean Gateway; At MD 589; geometric improvements	3,047	Under construction
<u>Environmental Preservation</u>				
7		Vegetation management on select mitigation sites in Worcester County (D1)	16	Under construction
<u>Intersection Capacity Improvements</u>				
8	MD 376	US 113 to Flower Street	2,300	FY 2020
9	MD 346	US 113 to Healthway Drive	1,090	Under construction
<u>Bicycle Retrofit</u>				
10	US 50	Ocean Gateway; MD 611 to bridge over Sinepuxent Bay; bicycle-pedestrian route	2,053	Under construction



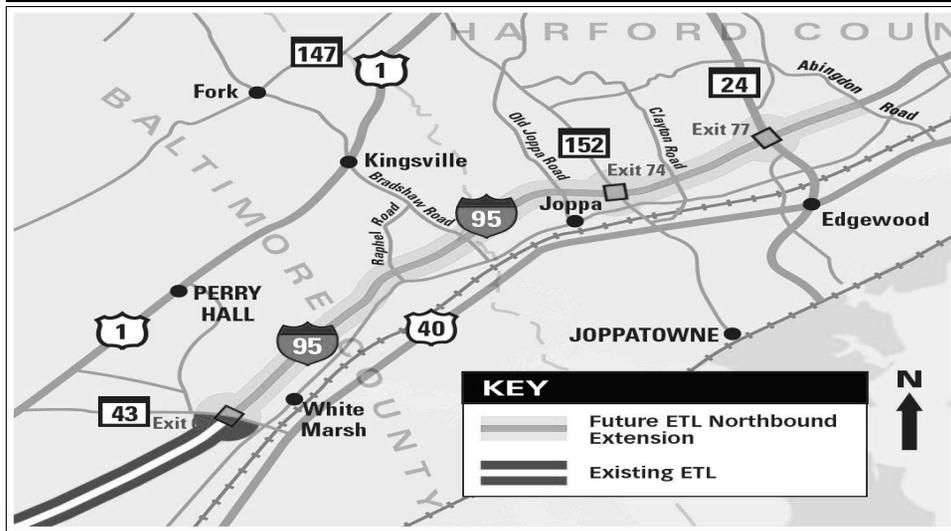
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	348.0	327.4	454.8	525.1	294.2	166.4	2,115.8
System Preservation Minor Projects	81.5	96.8	148.8	233.9	245.8	258.0	1,064.6
<u>Development & Evaluation Program</u>							
	-	-	-	-	-	-	-
TOTAL	429.5	424.1	603.6	758.9	539.9	424.3	3,180.4



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS: None.

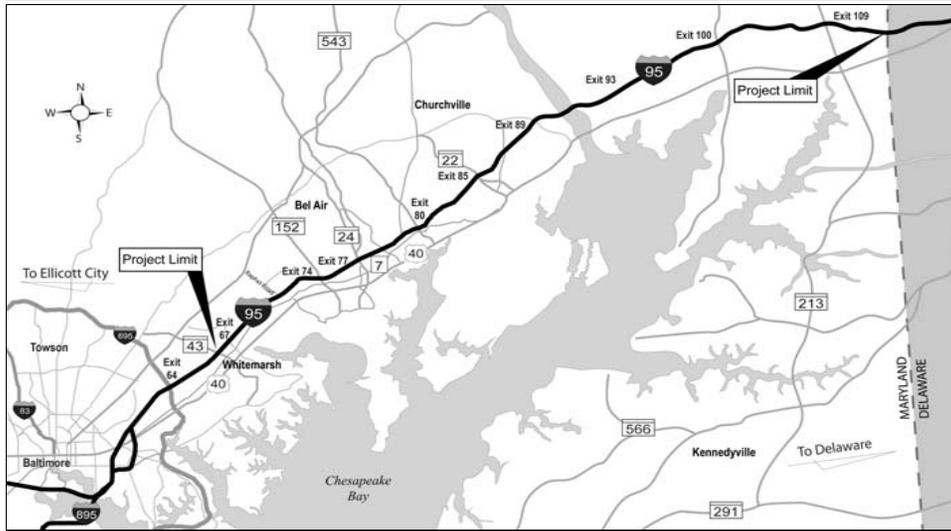
EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	77,652	26,379	24,715	17,294	5,854	2,889	521	0	51,273	0	0
Right-of-way	6,834	37	3,260	3,537	0	0	0	0	6,797	0	0
Construction	985,818	6,396	41,257	105,982	208,718	287,455	142,502	98,430	884,344	95,078	0
Total	1,070,304	32,812	69,232	126,813	214,572	290,344	143,023	98,430	942,414	95,078	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

2453, 2457, 2464, 2465, 2473, 2474, 2475, 2490, 2491, 2492, 2493, 2494, 2495, 2518, 2519, 2522, 2525, 2526, 2530, 2531, 2532, 2533, 2534, 2535, 2536



PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Phases I and II are complete. Phase III construction is underway.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

ASSOCIATED IMPROVEMENTS:

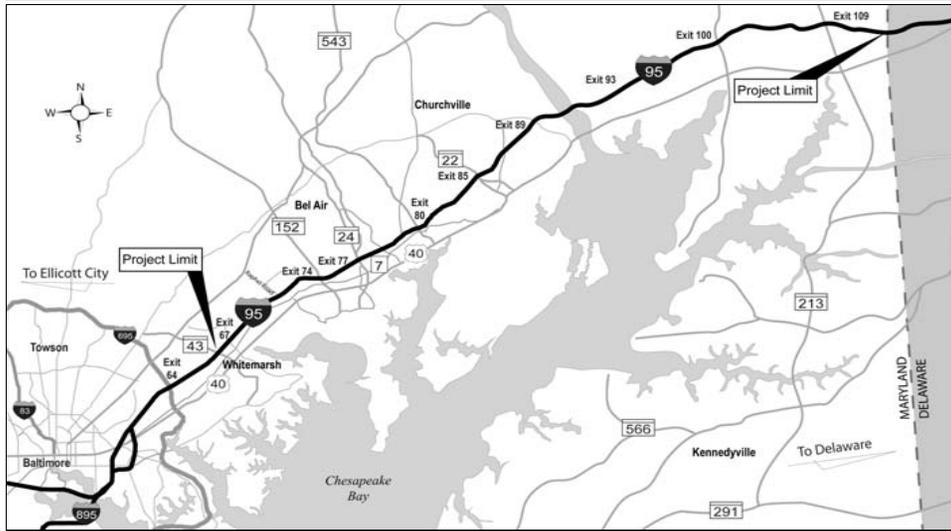
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 5)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 6)

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,362	1,362	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,453	37,335	16,799	3,319	0	0	0	0	20,118	0
Total	58,815	38,697	16,799	3,319	0	0	0	0	20,118	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

2261, 2312, 2393, 2394



PROJECT: I-95 John F. Kennedy Memorial Highway - Repair Substructure and Superstructure

DESCRIPTION: Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore County, Harford County, and Cecil County. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

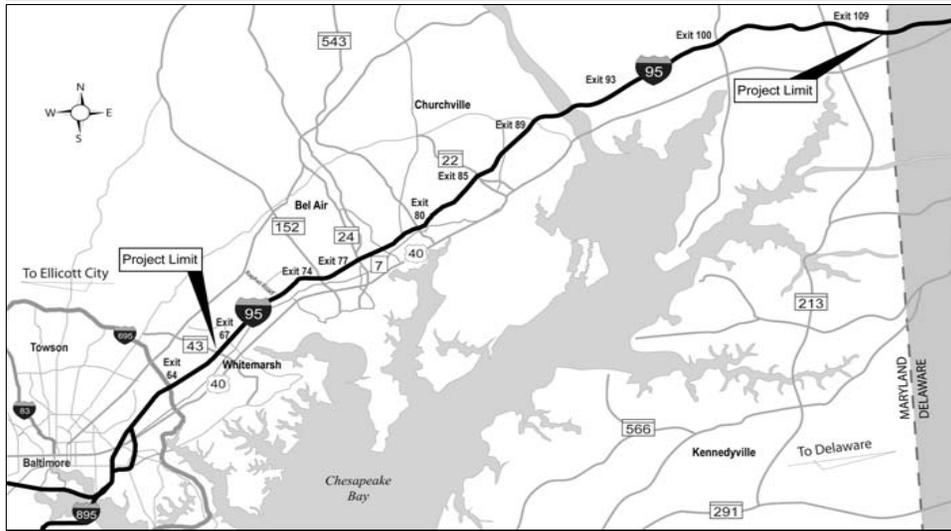
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,581	2,493	88	0	0	0	0	0	88	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,510	13,063	447	0	0	0	0	0	447	0
Total	16,091	15,556	535	0	0	0	0	0	535	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$3.3 million for extended contract time and materials, and for significant additional work including concrete protective coating.



PROJECT: I-95 John F. Kennedy Memorial Highway - Remove, Replace, and Upgrade Sign Structures

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980's and are approaching the end of their useful life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

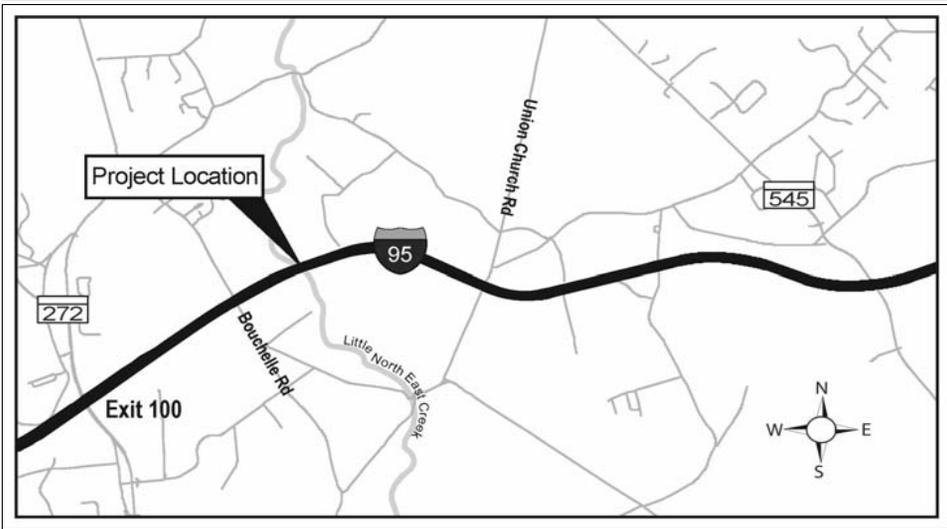
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway will be updated or replaced.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	723	723	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,529	3,779	5,984	3,766	0	0	0	0	9,750	0	
Total	14,252	4,502	5,984	3,766	0	0	0	0	9,750	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

DESCRIPTION: Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Replacing the deck and upgrading the existing shoulders will provide a safer, smoother ride.

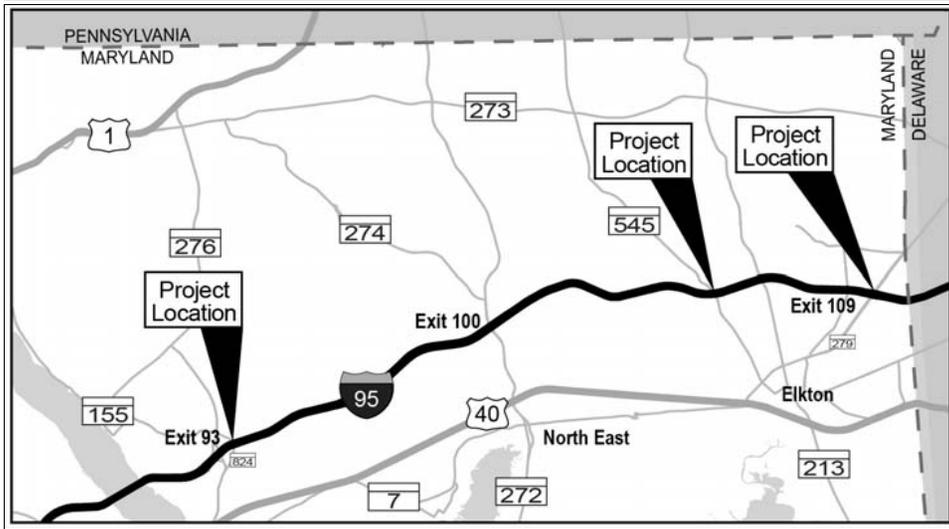
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 2)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 6)

STATUS: Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,298	1,298	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,809	7,949	1,860	0	0	0	0	0	1,860	0
Total	11,107	9,247	1,860	0	0	0	0	0	1,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County

DESCRIPTION: Rehabilitate the decks on three bridges on I-95 in Cecil County. The work includes overlaying the bridge decks, making the decks continuous over the piers, and performing miscellaneous steel and concrete repairs. Bridges included are I-95 over MD 824, I-95 over MD 545 and Little Elk Creek, and I-95 over MD 279.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: Deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

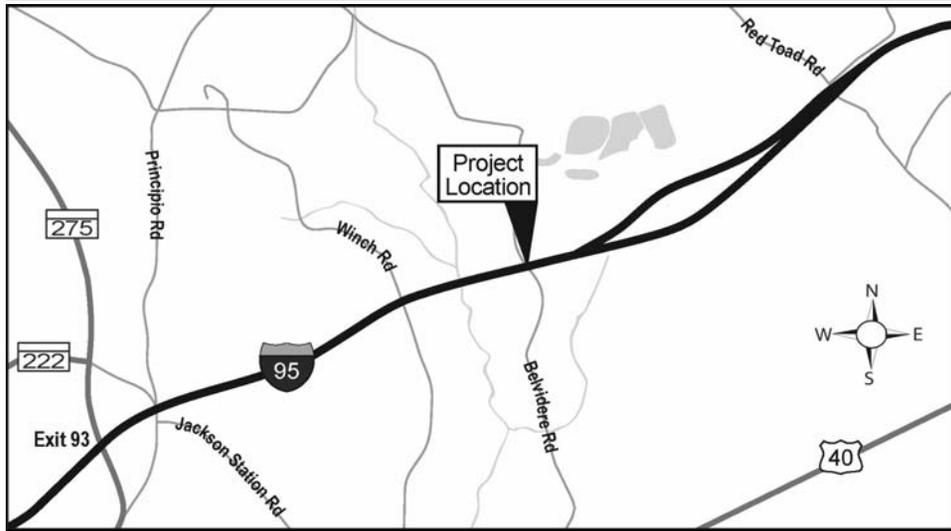
ASSOCIATED IMPROVEMENTS:

- I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 2)
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 5)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	499	445	54	0	0	0	0	0	54	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,675	2,283	11,263	2,129	0	0	0	0	13,392	0
Total	16,174	2,728	11,317	2,129	0	0	0	0	13,446	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

PURPOSE & NEED SUMMARY STATEMENT: Increased development in the I-95 JFK Highway and Belvidere Road area necessitates an I-95/Belvidere Road interchange. The \$54 million project cost will be shared with Stewart Properties providing \$6.7 million for design and right of way, Cecil County providing \$1 million for construction, and MDTA providing \$26.3 million for design and construction, with the balance of \$20 million from a BUILD Grant. The \$20 million BUILD Grant was awarded in December 2018. Additionally, Stewart Properties is providing \$1.7 million for planning with a \$300 thousand commitment from MDTA for NEPA review.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

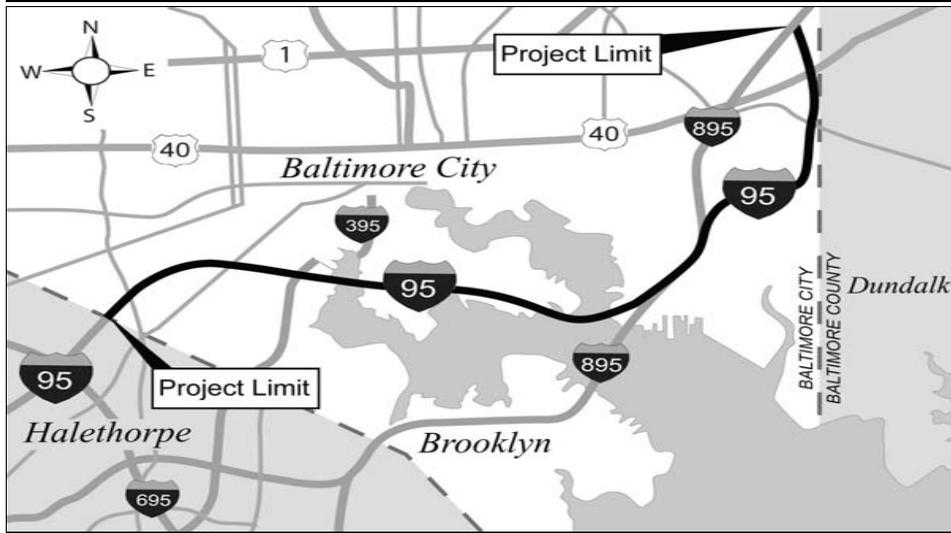
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will support development by providing access to I-95 at Belvidere Road.

STATUS: Planning and engineering are underway. Construction is scheduled to begin in FY 2022.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	300	0	200	100	0	0	0	0	300	0
Engineering	2,325	27	1,750	548	0	0	0	0	2,298	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,962	0	0	0	15,000	15,000	14,962	0	44,962	0
Total	47,587	27	1,950	648	15,000	15,000	14,962	0	47,560	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Increased by \$4.0 million for MDTA's increased share of the project and by \$21.0 million for the addition of out-of-pocket expenses that will be reimbursed later by the BUILD Grant and Cecil County.



PROJECT: I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

DESCRIPTION: Replaced all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replaced foundations and associated conduits/controls.

PURPOSE & NEED SUMMARY STATEMENT: The weathering steel high mast light poles were part of the original construction in 1985 and were nearing the end of their useful life. They were replaced with galvanized steel poles that have a longer life expectancy.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

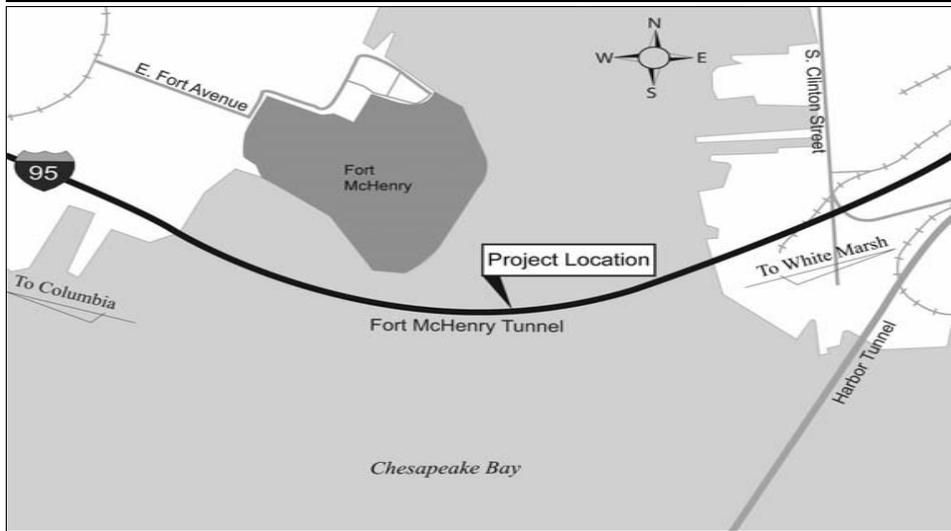
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The weathering steel high mast light poles were part of the original construction in 1985 and were nearing the end of their useful life. They were replaced with galvanized steel poles that have a longer life expectancy.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,189	16,189	0	0	0	0	0	0	0	0
Total	17,666	17,666	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting systems.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel systems. The lighting systems, which are approaching the end of their useful life, need to be replaced.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Old and inadequate lighting will be replaced throughout the Fort McHenry Tunnel, enhancing safety for both workers and drivers.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,078	2,078	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,895	18,487	1,408	0	0	0	0	0	1,408	0
Total	21,973	20,565	1,408	0	0	0	0	0	1,408	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

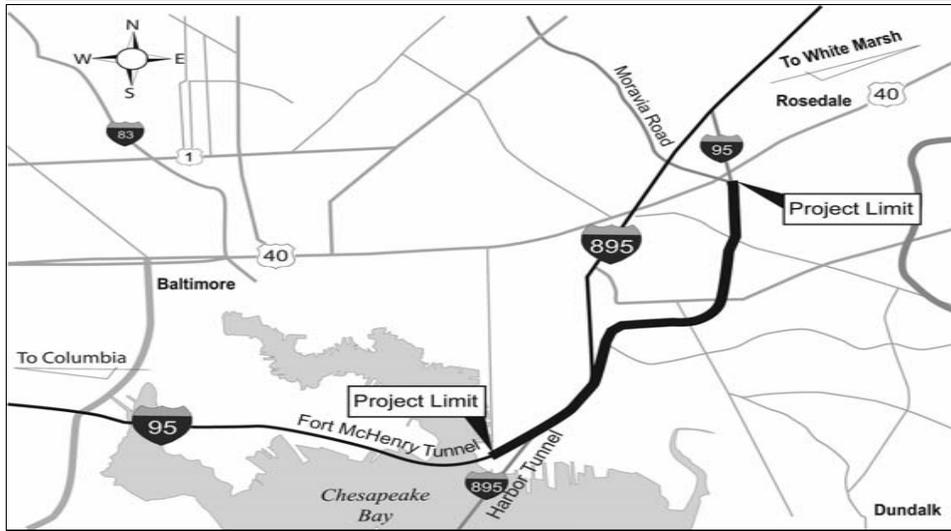
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

STATUS: Engineering is underway. Construction will begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	2,149	229	250	271	150	100	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,800	0	1,330	2,585	15,480	17,975	7,430	0	44,800	0
Total	47,949	2,149	1,559	2,835	15,751	18,125	7,530	0	45,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements

DESCRIPTION: This project reconfigured I-95 to provide four continuous mainline lanes in each direction from north of the Fort McHenry Toll Plaza to the southern end of the I-95 Express Toll Lanes (ETL). The project involved restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

PURPOSE & NEED SUMMARY STATEMENT: This project provides lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETL. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that results from MDTA's I-895 Bridge Replacement Project. It improves safety by providing higher roadside concrete traffic barriers and bridge parapets.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

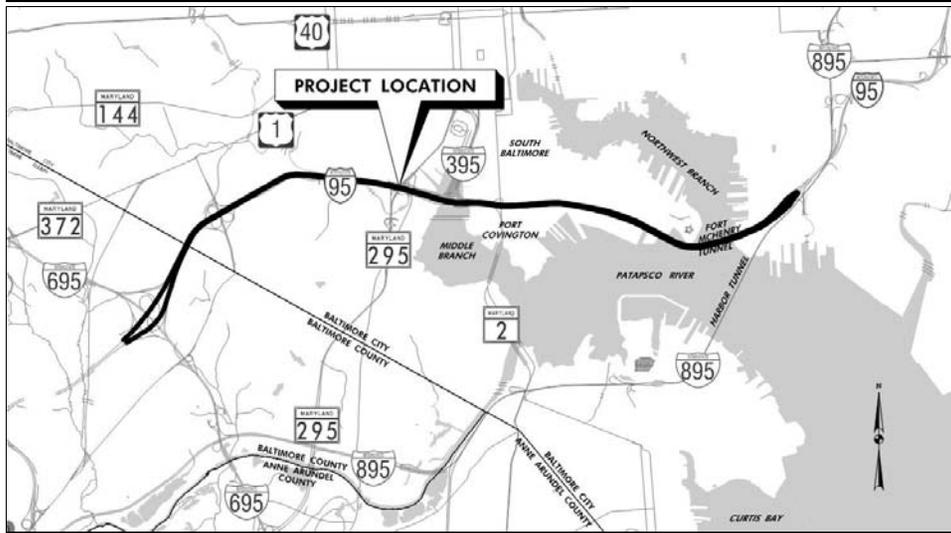
I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)

EXPLANATION: This project provides northbound and southbound lane continuity from north of the Fort McHenry Toll Plaza to the southern end of the I-95 Express Toll Lanes (ETL). This improves traffic flow on this segment of I-95 to accommodate traffic diverted from the Baltimore Harbor Tunnel Thruway during the I-895 Bridge Replacement project.

STATUS: Open to service. Remaining paving, signage, and miscellaneous structural repairs are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	5,773	5,773	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	69,975	68,275	1,700	0	0	0	0	0	1,700	0
Total	76,303	74,603	1,700	0	0	0	0	0	1,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$2.5 million due to increased construction management inspections and extended project duration.



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access

DESCRIPTION: The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

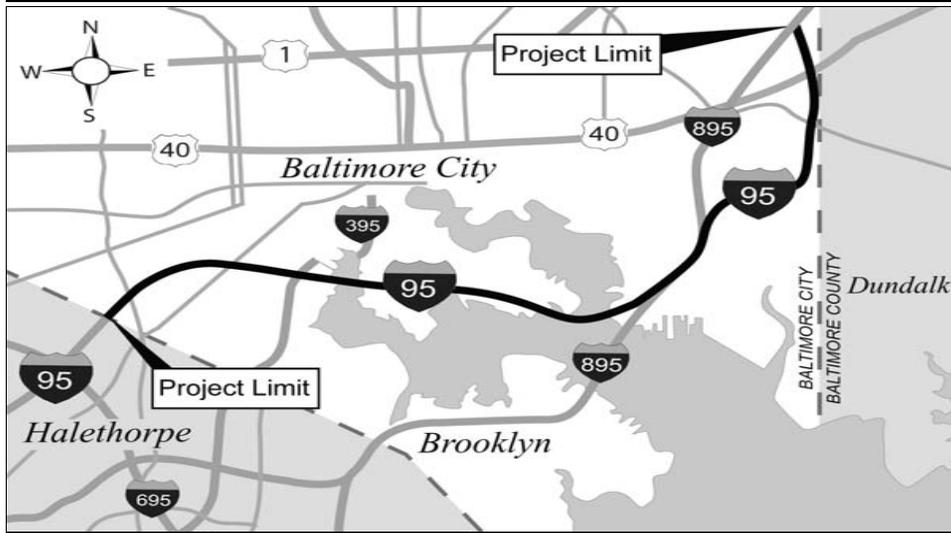
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	400	385	15	0	0	0	0	0	15	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,000	0	0	0	0	0	5,500	11,000	16,500	16,500	
Total	33,400	385	15	0	0	0	5,500	11,000	16,515	16,500	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

DESCRIPTION: Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS: None.

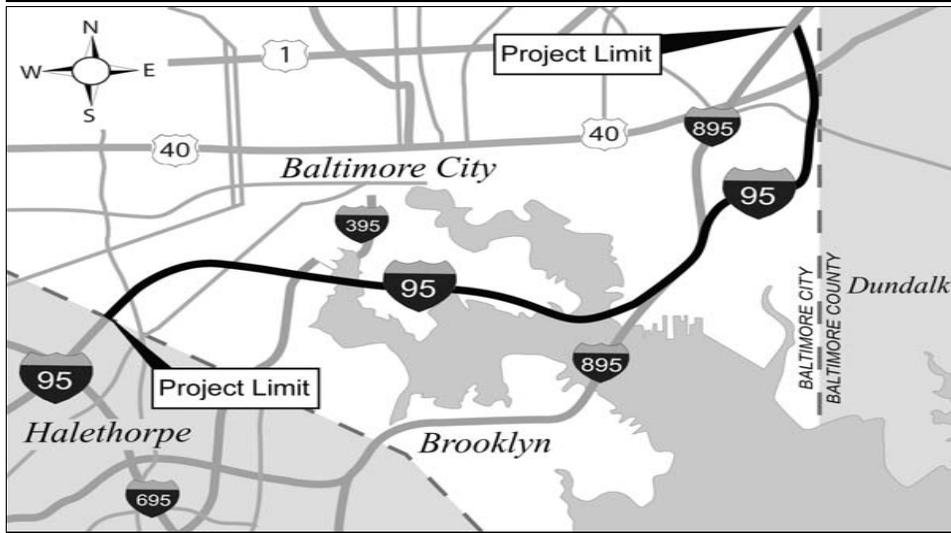
EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the decks.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	366	384	0	0	0	0	0	384	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,993	4,681	1,312	0	0	0	0	0	1,312	0
Total	6,743	5,047	1,696	0	0	0	0	0	1,696	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2431, 2432



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Substructure and Superstructure of Various Bridges on I-95 in Baltimore City

DESCRIPTION: Repair substructure and superstructure of thirty-seven bridges on I-95 in Baltimore City. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, concrete repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The bridges show signs of wear. Rehabilitation is needed to correct current wear and prevent further wear of the substructure and superstructure.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,108	2,108	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,751	3,865	1,465	1,421	0	0	0	0	2,886	0
Total	8,859	5,973	1,465	1,421	0	0	0	0	2,886	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges

DESCRIPTION: Perform substructure and superstructure rehabilitation at twenty bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City. The work includes structural weld repairs; structural steel repairs; roadway joint repairs; concrete spall/delaminated areas repair; concrete crack repair; applying concrete protective coatings; slope protection repairs; substructure (jacketing of piers) repairs; and other miscellaneous items of work.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection as well as findings and issues noted by MDTA Operations have necessitated a project to perform a comprehensive substructure and superstructure rehabilitation at various bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

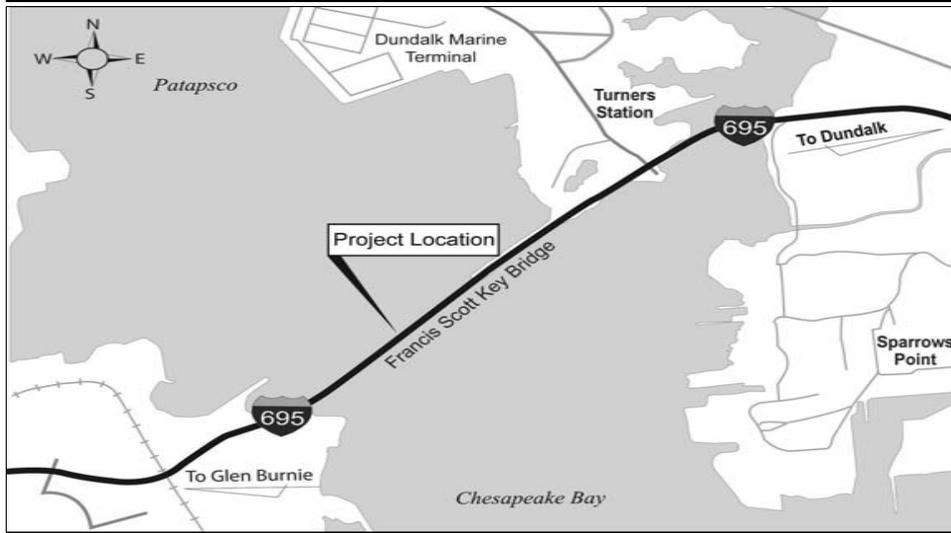
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Comprehensive substructure and superstructure rehabilitation at the twenty bridges identified in the annual inspection and by MDTA Operations will correct current wear and prevent further wear.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,359	1,359	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,602	11,076	526	0	0	0	0	0	526	0
Total	12,961	12,435	526	0	0	0	0	0	526	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs

DESCRIPTION: Clean and paint Francis Scott Key Bridge approach spans to restore and protect the integrity of steel bridge components.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform cleaning and painting of the structural steel approach spans of the bridge.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Paint throughout the spans is deteriorating. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	90	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,476	5,502	1,974	0	0	0	0	0	1,974	0
Total	7,576	5,592	1,984	0	0	0	0	0	1,984	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Resurfacing

DESCRIPTION: Resurface the existing asphalt pavement on MD 695 Baltimore Beltway from the interchange with MD 10 to the interchange with MD 151.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection and follow-up studies revealed the need for resurfacing the existing asphalt pavement on MD 695 Baltimore Beltway.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Resurfacing will extend the useful life of the highway.

STATUS: Engineering and construction are underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	456	44	0	0	0	0	0	44	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,637	82	9,555	0	0	0	0	0	9,555	0
Total	10,137	538	9,599	0	0	0	0	0	9,599	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct MD 695 and service roads north of the Francis Scott Key Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

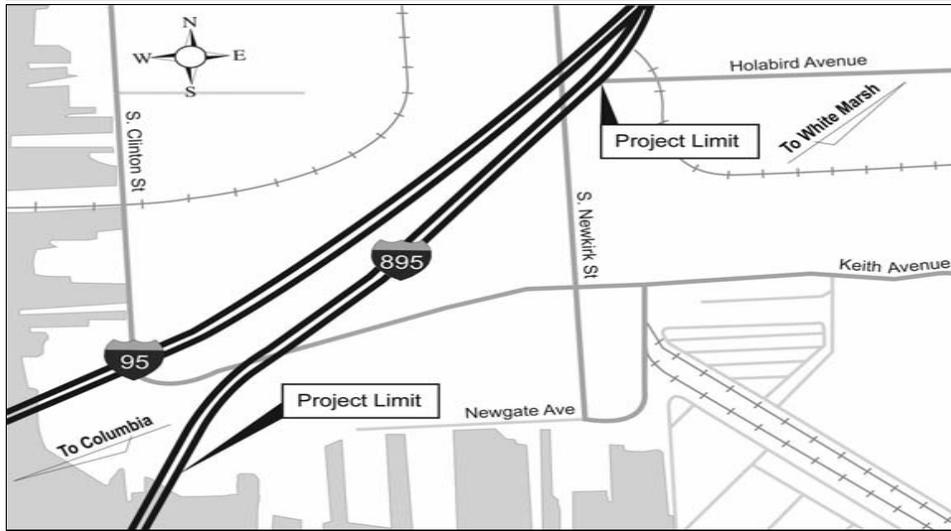
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Changing to cashless tolling at the Francis Scott Key Bridge will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling.

STATUS: Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,104	3,104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,473	346	11,054	7,468	1,605	0	0	0	20,127	0
Total	23,577	3,450	11,054	7,468	1,605	0	0	0	20,127	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

DESCRIPTION: Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 11)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 22)

STATUS: Engineering is complete. Right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24,146	24,146	0	0	0	0	0	0	0	0
Right-of-way	9,002	2,048	6,954	0	0	0	0	0	6,954	0
Construction	218,317	96,410	57,420	47,384	17,103	0	0	0	121,907	0
Total	251,465	122,604	64,374	47,384	17,103	0	0	0	128,861	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280, 2376, 2389



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

DESCRIPTION: Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

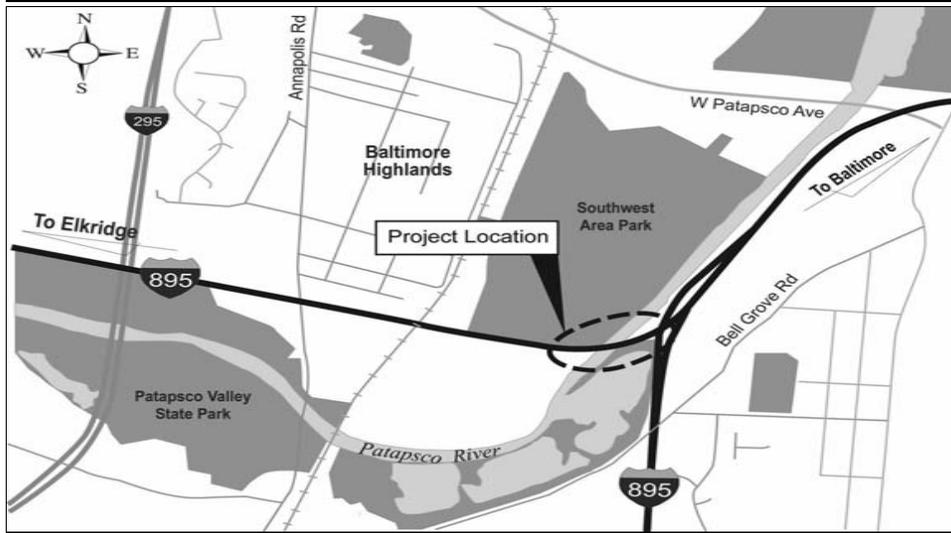
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Replacing the vent fans will extend the life of the existing ventilation system.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	4,326	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,548	46,482	5,620	10,407	4,039	0	0	0	20,066	0
Total	70,874	50,808	5,620	10,407	4,039	0	0	0	20,066	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

DESCRIPTION: Replace the deck and superstructure of the bridge over the Patapsco Flats.

PURPOSE & NEED SUMMARY STATEMENT: This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

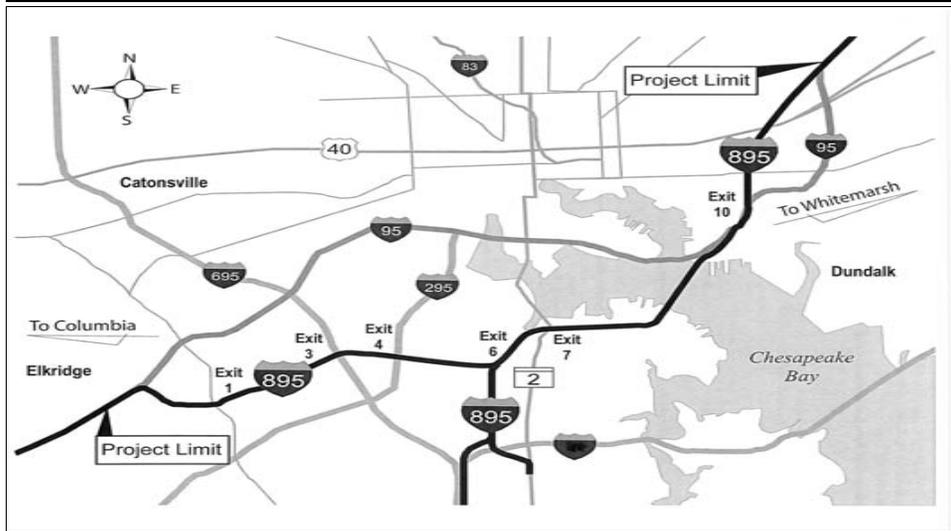
- I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier - Constr. Prog. (Line 22)

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,949	3,949	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	57,324	52,901	4,423	0	0	0	0	0	4,423	0	
Total	61,273	56,850	4,423	0	0	0	0	0	4,423	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier

DESCRIPTION: This project will provide for the replacement of the concrete median barrier along the I-895 Baltimore Harbor Tunnel Thruway in Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The existing concrete barrier was installed in the 1960's and is more than 50 years old. The concrete barrier has exceeded the expected service life of 50 years. Replacing the concrete barrier also provides an opportunity to upgrade to current standards.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing concrete barrier has reached the end of its useful life and will be replaced.

ASSOCIATED IMPROVEMENTS:

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 19)
 I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 21)

STATUS: Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	921	921	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,557	632	5,545	3,976	404	0	0	0	9,925	0
Total	11,478	1,553	5,545	3,976	404	0	0	0	9,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.



PROJECT: I-895 Harbor Tunnel Thruway - Replace 15KV Feeder Cables

DESCRIPTION: Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

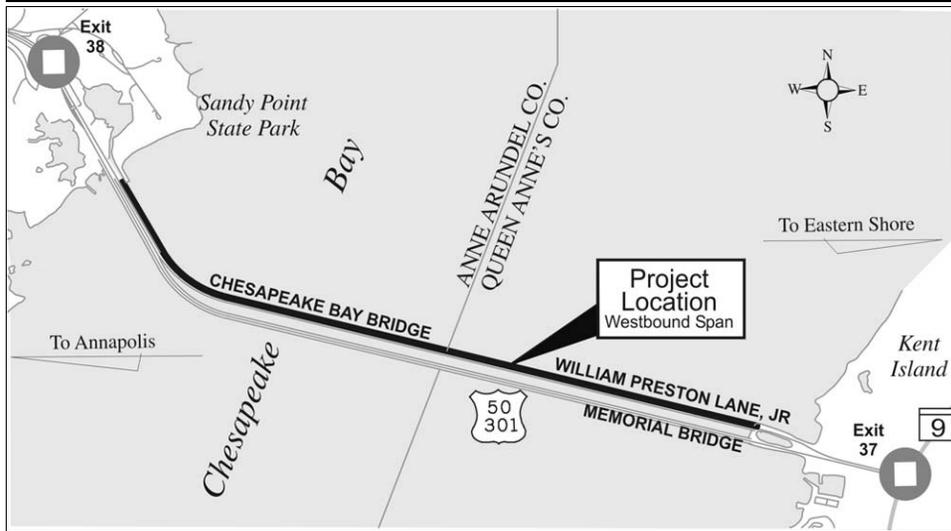
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	195	195	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,556	1,766	4,814	1,976	0	0	0	0	6,790	0
Total	8,751	1,961	4,814	1,976	0	0	0	0	6,790	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members, and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span, and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

ASSOCIATED IMPROVEMENTS:

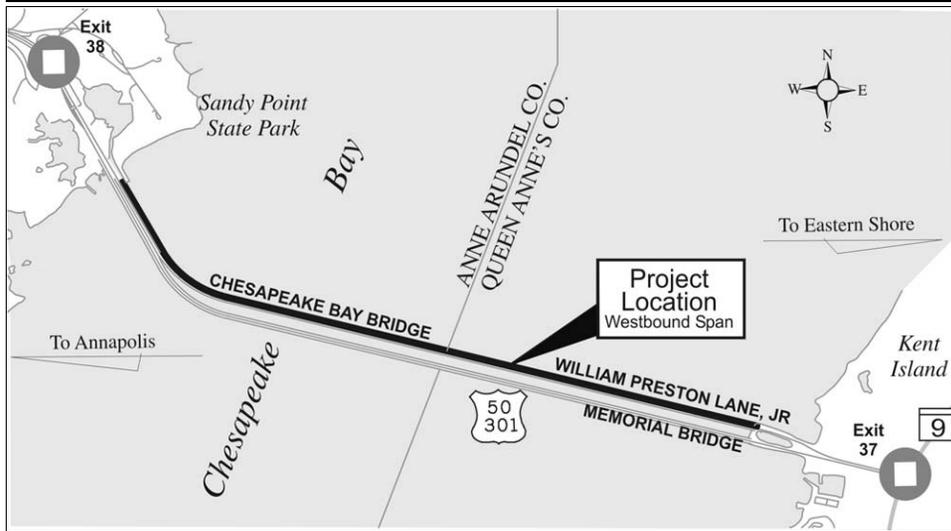
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,149	1,149	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	101,604	94,268	6,336	1,000	0	0	0	0	7,336	0	
Total	102,753	95,417	6,336	1,000	0	0	0	0	7,336	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0632, 2224, 2259, 2260



PROJECT: US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

DESCRIPTION: Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

PURPOSE & NEED SUMMARY STATEMENT: Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

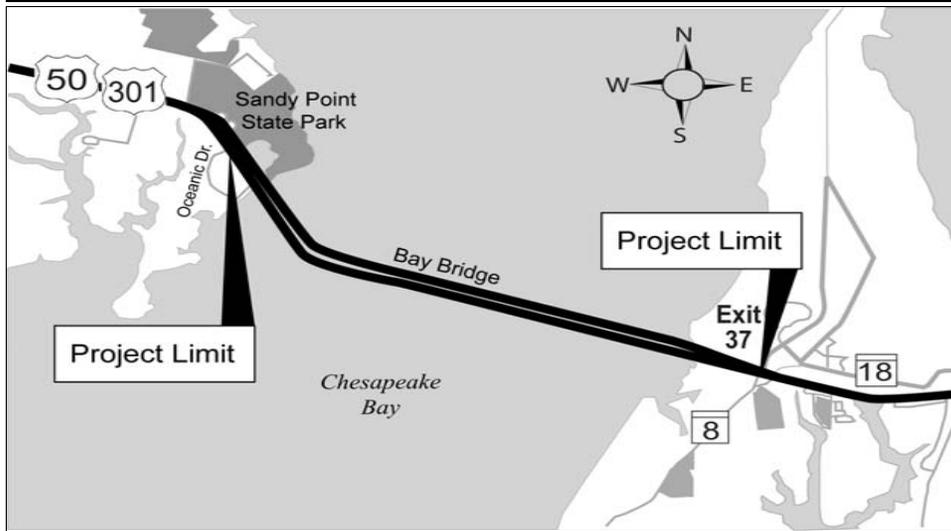
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

STATUS: Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,334	1,334	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,538	54	12,160	13,883	3,441	0	0	0	29,484	0
Total	30,872	1,388	12,160	13,883	3,441	0	0	0	29,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$2.2 million to reflect actual bid price and increased by \$12.8 million for scope changes to include replacement of lane use signal gantries, upgrading ITS system, and resurfacing the bridge approach roadway.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: This project provides for the rehabilitation and/or replacement of the eastbound bridge deck. Only the first phase of construction, deck widening and replacement of deck struss spans, is funded.

PURPOSE & NEED SUMMARY STATEMENT: The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The eastbound bridge deck is exhibiting various degrees of deterioration and will be replaced or rehabilitated.

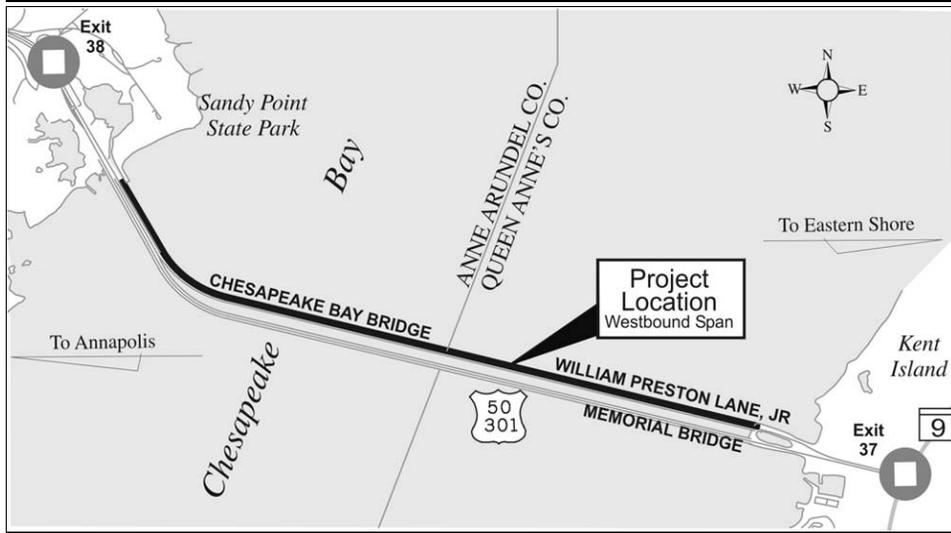
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 29)

STATUS: Engineering is underway. Construction will begin in FY 2020.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,260	6,148	1,902	2,210	0	0	0	0	4,112	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	875	0	350	525	0	0	0	0	875	0
Total	11,135	6,148	2,252	2,735	0	0	0	0	4,987	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Moved to the Construction Program from the Development and Evaluation Program.



PROJECT: US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

DESCRIPTION: Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

PURPOSE & NEED SUMMARY STATEMENT: The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

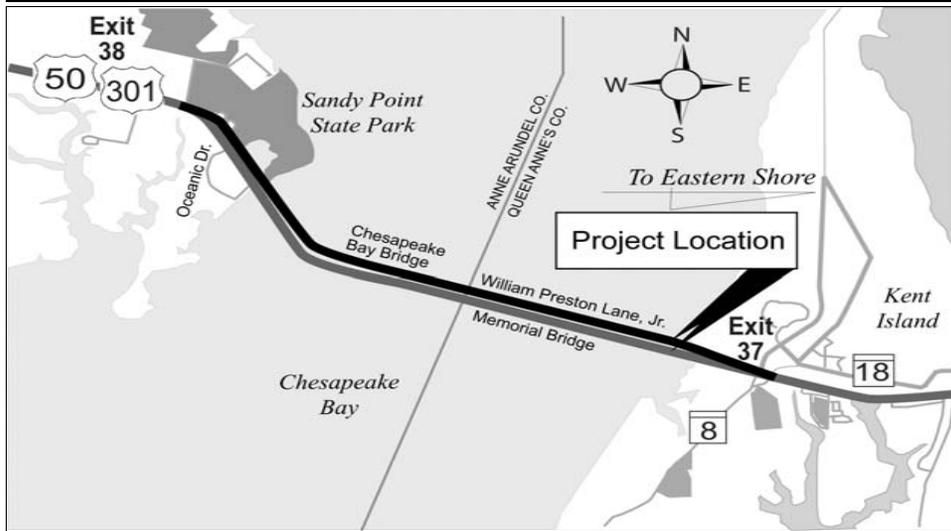
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 28)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,419	2,307	1,112	0	0	0	0	0	1,112	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,180	28,640	4,540	0	0	0	0	0	4,540	0	
Total	36,599	30,947	5,652	0	0	0	0	0	5,652	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

DESCRIPTION: This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The routine inspections of the eastbound and westbound spans of the Bay Bridge found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: This project will repair areas of wear and extend the useful life of the components.

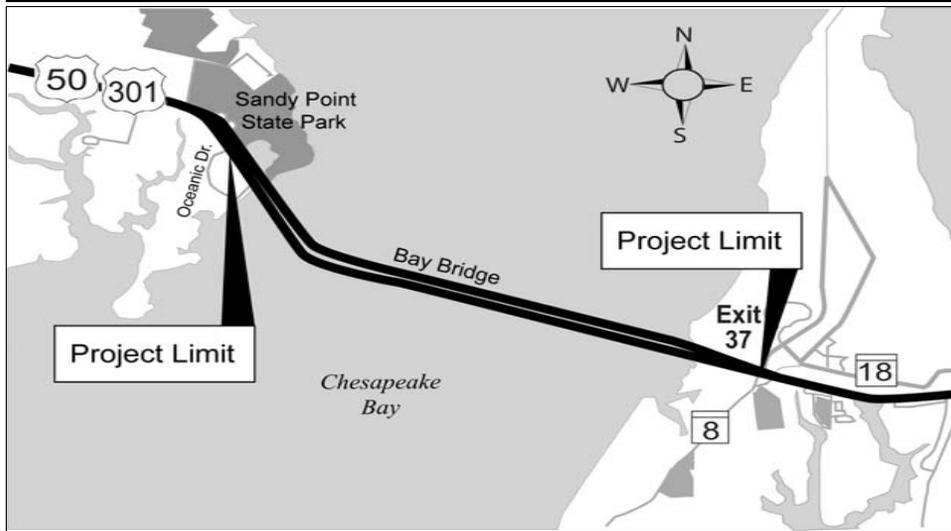
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 24)
- US 50/301 Bay Bridge - Deck Rehabilitation and Misc. Modifications - Constr. Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 27)

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	1,775	869	0	0	0	0	0	869	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	51,413	42,870	8,543	0	0	0	0	0	8,543	0
Total	54,057	44,645	9,412	0	0	0	0	0	9,412	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.



PROJECT: US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span

DESCRIPTION: Replace 5KV feeder cable on the eastbound span of the Bay Bridge. This project includes changes in location and design to improve reliability.

PURPOSE & NEED SUMMARY STATEMENT: Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

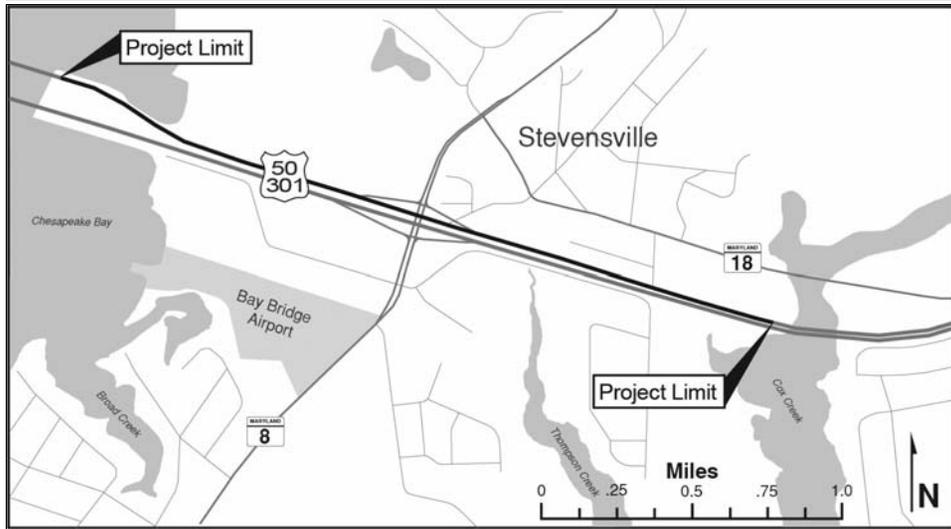
- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 30)

EXPLANATION: The aging cables are at the end of their useful life and need to be replaced.

STATUS: Engineering and construction are underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,818	1,797	21	0	0	0	0	0	0	21	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	37,775	21	5,199	26,990	5,565	0	0	0	0	37,754	0
Total	39,593	1,818	5,220	26,990	5,565	0	0	0	0	37,775	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$7.5 million to reflect actual bid price and by \$7.1 million for design changes to accommodate design changes in the Crossover Automated Lane Closure System and the Eastbound Span Deck Rehabilitation projects.



PROJECT: US 50/301 Bay Bridge - Crossover Automated Lane Closure System

DESCRIPTION: The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

PURPOSE & NEED SUMMARY STATEMENT: The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

EXPLANATION: The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response on the bridge for incidents and construction work.

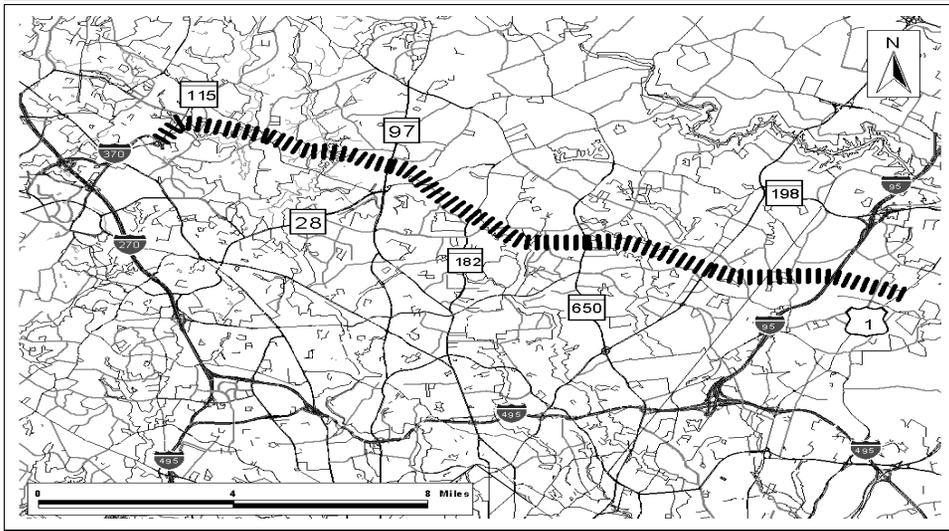
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Construction Program (Line 26)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on EB Span - Construction Program (Line 29)

STATUS: Engineering and construction are underway.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2022.....	.....2023.....	.....2024.....	.....2025.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,225	1,175	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,718	13	805	8,678	6,397	825	0	0	16,705	0
Total	17,943	1,188	855	8,678	6,397	825	0	0	16,755	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost increased by \$4.7 million due to scope refinement at 100% design and environmental permits work.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments from past development impacts in the project area.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 7, 8, Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 9, Montgomery County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 26, Prince George's County - SHA)

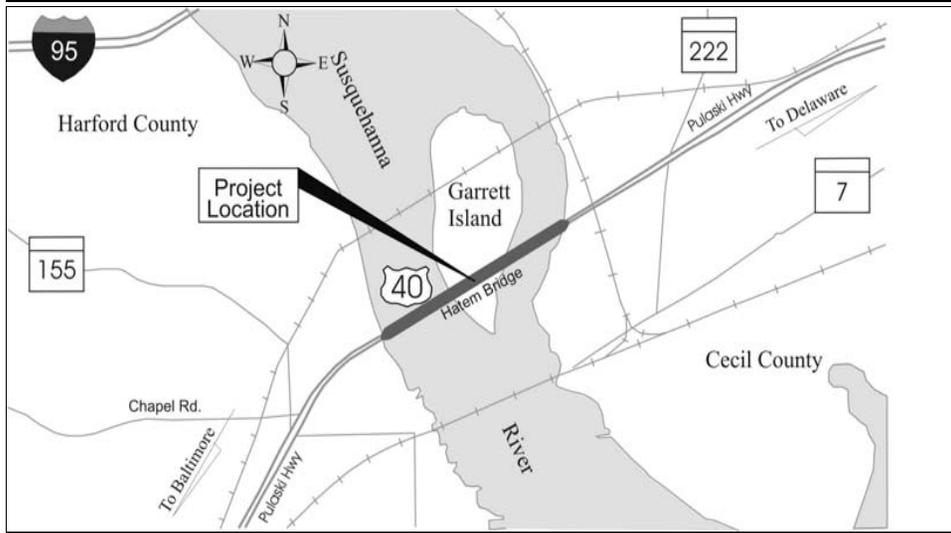
EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

STATUS: The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	29,657	29,657	0	0	0	0	0	0	0	0	
Engineering	75,183	75,183	0	0	0	0	0	0	0	0	
Right-of-way	244,550	243,425	1,125	0	0	0	0	0	1,125	0	
Construction	2,027,888	2,017,366	1,375	2,500	2,500	2,500	1,647	0	10,522	0	
Total	2,377,278	2,365,631	2,500	2,500	2,500	2,500	1,647	0	11,647	0	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling

DESCRIPTION: Remove existing equipment and install equipment to convert to cashless tolling, demolish existing toll plaza, reconstruct mainline MD 40 and service roads north of the Hatem Bridge, construct truck inspection areas, and make environmental management improvements.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling will provide toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

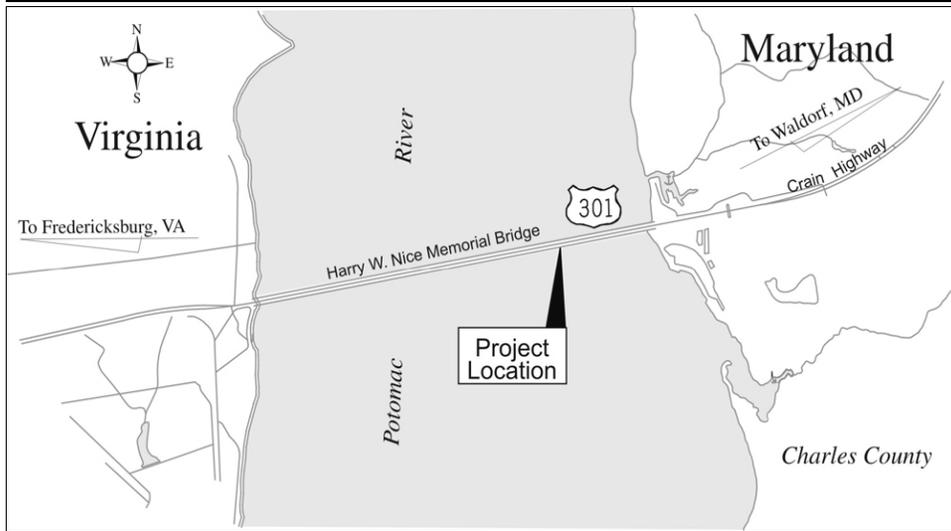
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Changing to cashless tolling at the Hatem Bridge will provide toll collection at highway speeds through the electronic methods of E-Zpass and video tolling.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....		2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,587	2,587	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,929	313	1,404	5,150	1,013	49	0	0	7,616	0	
Total	10,516	2,900	1,404	5,150	1,013	49	0	0	7,616	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning is complete. Engineering and right-of-way acquisition are underway. Construction is scheduled to begin in the spring of 2020.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Cost decreased by \$132.8 million to reflect actual bid price.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	35,466	28,466	7,000	0	0	0	0	0	7,000	0
Right-of-way	4,907	907	2,000	1,000	1,000	0	0	0	4,000	0
Construction	590,120	0	20,986	44,073	161,266	194,071	117,294	52,430	590,120	0
Total	635,788	34,668	29,986	45,073	162,266	194,071	117,294	52,430	601,120	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

DESCRIPTION: The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for six to up to ten years.

PURPOSE & NEED SUMMARY STATEMENT: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2020	20212022.....2023.....			.....2024.....	.....2025.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,784	10,726	1,000	910	455	228	114	57	2,764	2,294
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,978	15,847	44,380	8,292	4,722	3,941	4,115	4,438	69,888	17,243
Total	118,762	26,573	45,380	9,202	5,177	4,169	4,229	4,495	72,652	19,537
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

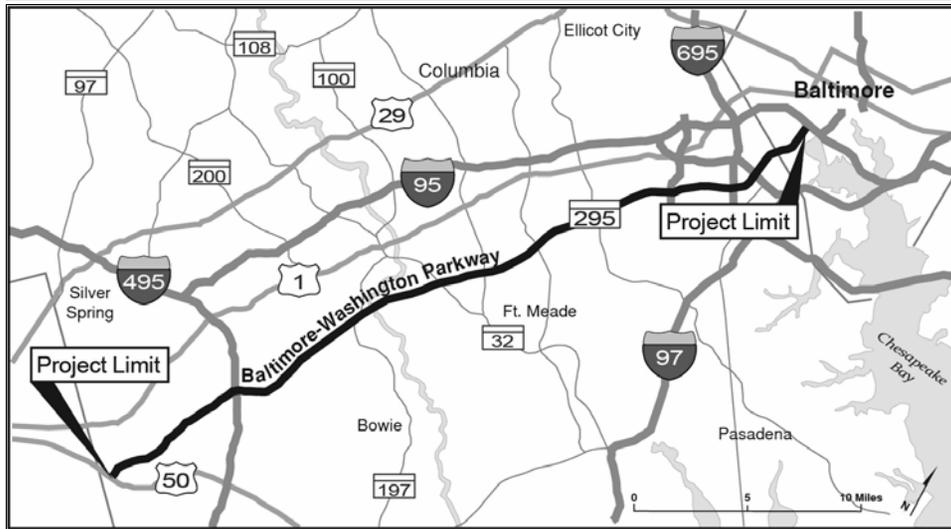
JUSTIFICATION: In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	THRU 2019			.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	5,000	2,513	1,500	987	0	0	0	0	2,487	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	2,513	1,500	987	0	0	0	0	2,487	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Traffic Relief Plan: MD 295

DESCRIPTION: Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

JUSTIFICATION: MD 295 carries more than 120,000 people daily, and is congested 7 hours per day.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning has not started.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					.....2022.....	.....2023.....	.....2024.....	.....2025.....		
Planning	25	0	25	0	0	0	0	0	25	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	25	0	25	0	0	0	0	0	25	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2019 Completions</u>			
<u>F.S.KEY BRIDGE</u>			
1	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	667	Complete
2	Renovate Second Floor of Administration Building 303 (2406)	6,935	Complete
3	Replace Underground Storage Tanks (2202)	2,618	Complete
<u>FORT MCHENRY TUNNEL</u>			
4	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	8,243	Complete
<u>HATEM BRIDGE</u>			
5	Rehabilitate Substructure and Superstructure (2368)	7,759	Complete
<u>MULTI-AREA</u>			
6	DYNAC Traffic Control System Upgrade (2468)	498	Complete
7	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	3,267	Complete
8	On-Call Sign Structures (2298)	2,584	Complete
9	On-Call Structural Repairs and Miscellaneous Modifications (2415)	15,443	Complete
10	Replace Uninterruptible Power Supplies (2413)	394	Complete
<u>W. P. LANE BRIDGE</u>			
11	Replace Bay Bridge Staging Dock (2392)	5,158	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
12	Administration Building Roof Replacement and Envelope Rehabilitation (2439)	3,452	Underway
13	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	582	Underway
14	I-895 Frankfurst Interchange Modifications (Engineering only) (2487)	207	Underway
15	I-895 TMDL Stream Restoration Upstream of BY052X01 (2454)	2,595	Underway
16	Mill and Overlay Bridge Decks (2437)	6,820	Underway
17	Rehabilitate BHT Tunnel Lighting System (Engineering only) (2529)	175	Underway
18	Repair Slopes and Drainage (2380)	3,249	Underway
19	Replace Bridges on I-895 over I-695 (Engineering only) (2527)	1,000	Underway
<u>F.S.KEY BRIDGE</u>			
20	Building Renovations at FSK Campus (2319)	5,689	Underway
21	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	36	Underway
22	Maintenance & Repair of Curtis Creek Drawbridges (2420)	710	Underway
23	MDTA Police Training Academy (Engineering only) (2521)	494	Underway
24	Police Headquarters Building Envelope Renovations (2438)	3,464	Underway
25	Protection of Concrete Substructure of FSK Bridge (Engineering only) (2514)	103	Underway
<u>FORT MCHENRY TUNNEL</u>			
26	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South (Engineering only) (2508)	478	Underway
27	Cleaning and Painting Various Bridges (Engineering only) (2511)	100	Underway
28	Convert to Cashless Tolling at the Fort McHenry Tunnel (Engineering only) (2517)	2,285	Underway
29	Fatigue Retrofits on I-95 (Engineering only) (2449)	97	Underway
30	Install Fire Suppression System (Engineering only) (2505)	700	Underway
31	Install Fresh Air Duct Lighting (2367)	708	Underway
32	MDTA Police Vehicle Storage Garage (Engineering only) (2499)	585	Underway
33	Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall (Engineering only) (2458)	693	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>FORT MCHENRY TUNNEL (cont'd)</u>			
34	Renovate 1st and 5th Floors at East Vent Building (2364)	500	Underway
35	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2513)	521	Underway
<u>HATEM BRIDGE</u>			
36	Cleaning and Painting of the Hatem Bridge (Engineering only) (2512)	100	Underway
<u>INTERCOUNTY CONNECTOR</u>			
37	ICC Fiber Optic Utility Tracer Wire (2482)	1,991	Underway
<u>KENNEDY HIGHWAY</u>			
38	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	183	Underway
39	Maintenance Facility 2 Building Renovations (2440)	1,005	Underway
40	Maintenance Facility Complex (Engineering only) (2500)	965	Underway
41	Replace I-95 Bridge over CSXT (Engineering only) (2436)	388	Underway
42	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge (Engineering only) (2509)	90	Underway
43	Substation and Electrical Equipment Replacement (2484)	2,351	Underway
44	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2452)	516	Underway
<u>MULTI-AREA</u>			
45	Allocated Reserve - Enhancement Projects (2445)	1,823	Ongoing
46	Allocated Reserve - System Preservation Projects (2325)	26,836	Ongoing
47	10-Year Equipment Budget - FY 2018 through FY 2027 (2471)	11,197	Underway
48	Bay TMDL Stormwater Retrofits - Phase IV (2404)	2,211	Underway
49	Bay TMDL Stormwater Retrofits - Phase VI (2444)	1,059	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

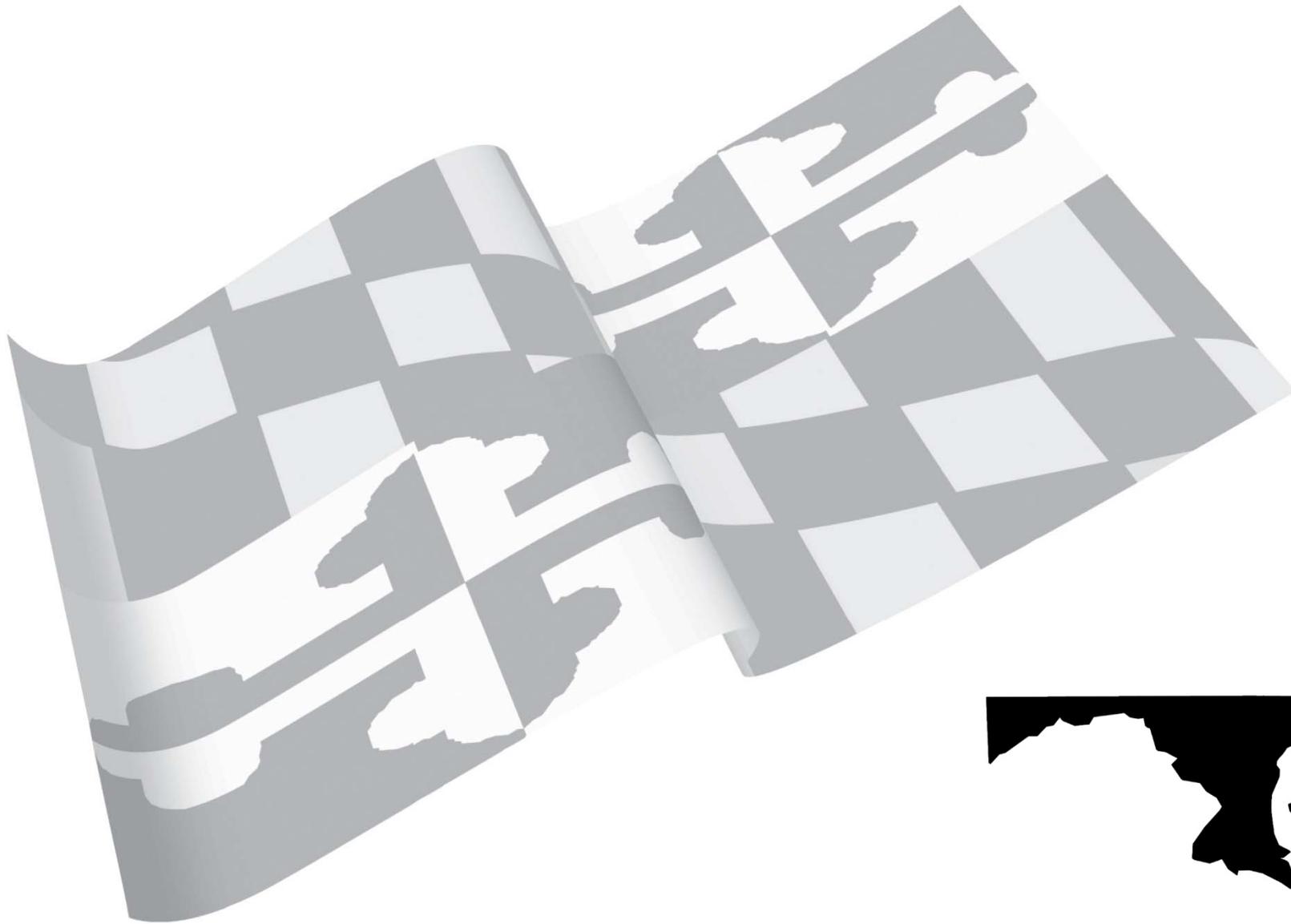
MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
50	Clean and Paint Bridges on BHT Thruway and JFK Highway (2466)	1,855	Underway
51	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	250	Underway
52	Furnish and Install License Plate Recognition Systems (2360)	1,084	Underway
53	Install E-ZPass Back-Up Site (2225)	638	Underway
54	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	235	Underway
55	Mainline Small Drainage System Preservation (2421)	140	Underway
56	Maximo 7.6 Software (2478)	68	Underway
57	On-Call Building Systems Rehabilitation/Replacement (2524)	411	Underway
58	On-Call Drainage and Stormwater BMP Remediation III (2496)	2,518	Underway
59	On-Call Drainage and Stormwater Remediation (2422)	239	Underway
60	On-Call Electrical and ITS - #3 (2418)	2,798	Underway
61	On-Call Electrical and ITS (2345)	20	Underway
62	On-Call Electrical/ITS (2498)	4,493	Underway
63	On-Call Facility/Building Repairs (2523)	440	Underway
64	On-Call Miscellaneous Paving Repairs (2485)	7,075	Underway
65	On-Call Signs, Sign Lights and Sign Structures (2426)	2,931	Underway
66	On-Call Signs, Sign Lights, and Sign Structures (2507)	3,983	Underway
67	On-Call Structural Repairs & Miscellaneous Modifications (2479)	5,425	Underway
68	On-Call Structural Repairs & Miscellaneous Modifications (2480)	5,261	Underway
69	On-Call Structural Repairs & Miscellaneous Modifications (2537)	3,207	Underway
70	On-Call Structural Repairs & Miscellaneous Modifications (2538)	3,207	Underway
71	Outfall Rehabilitation - Phase 1 (Engineering only) (2489)	699	Underway
72	Program Logic Controller (PLC) System Upgrade on BHT & FMT (Engineering only) (2506)	142	Underway
73	Program Management Services for System Preservation (Engineering only) (2235)	5,000	Underway
74	Radio Rebroadcast and Radiax in BHT & FMT (Engineering only) (2497)	127	Underway
75	Replace Police In Car Digital Video System (2456)	2,517	Underway
76	Rubrick Enterprise Backup Software (2520)	1,400	Underway
77	Small Drainage Rehabilitation (2483)	8,016	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 37 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY20 + FY21 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2020 and 2021 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
78	Upgrade Fire Alarm and Security Systems (2358)	771	Underway
<u>NICE BRIDGE</u>			
79	Install Communications Tower (2424)	1,251	Underway
80	Rehabilitate Substructure and Superstructure (2395)	268	Underway
<u>POINT BREEZE</u>			
81	MDTA Contract Life Cycle Manangement (Software) (2503)	1,250	Underway
82	MDTA Enterprise Budget Planning and Management System (Software) (2502)	750	Underway
83	On-Call Facility and Building Repairs (2400)	281	Underway
<u>W. P. LANE BRIDGE</u>			
84	Construct Project Management Office and Maintenance Equipment Storage Building (2470)	1,184	Underway
85	Convert to Cashless Tolling at the Bay Bridge (Engineering only) (2516)	2,275	Underway
86	Miscellaneous Security Improvements (Engineering only) (2488)	179	Underway
87	On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge (2501)	10,969	Underway
88	Police and Automotive Maintenance Building Generator Replacement (2481)	395	Underway
89	Queue Detection System (Engineering only) (2504)	64	Underway
90	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	128	Underway
91	Replace HVAC at Campus Buildings (2362)	500	Underway



APPENDIX A – CHAPTER 30 SCORES

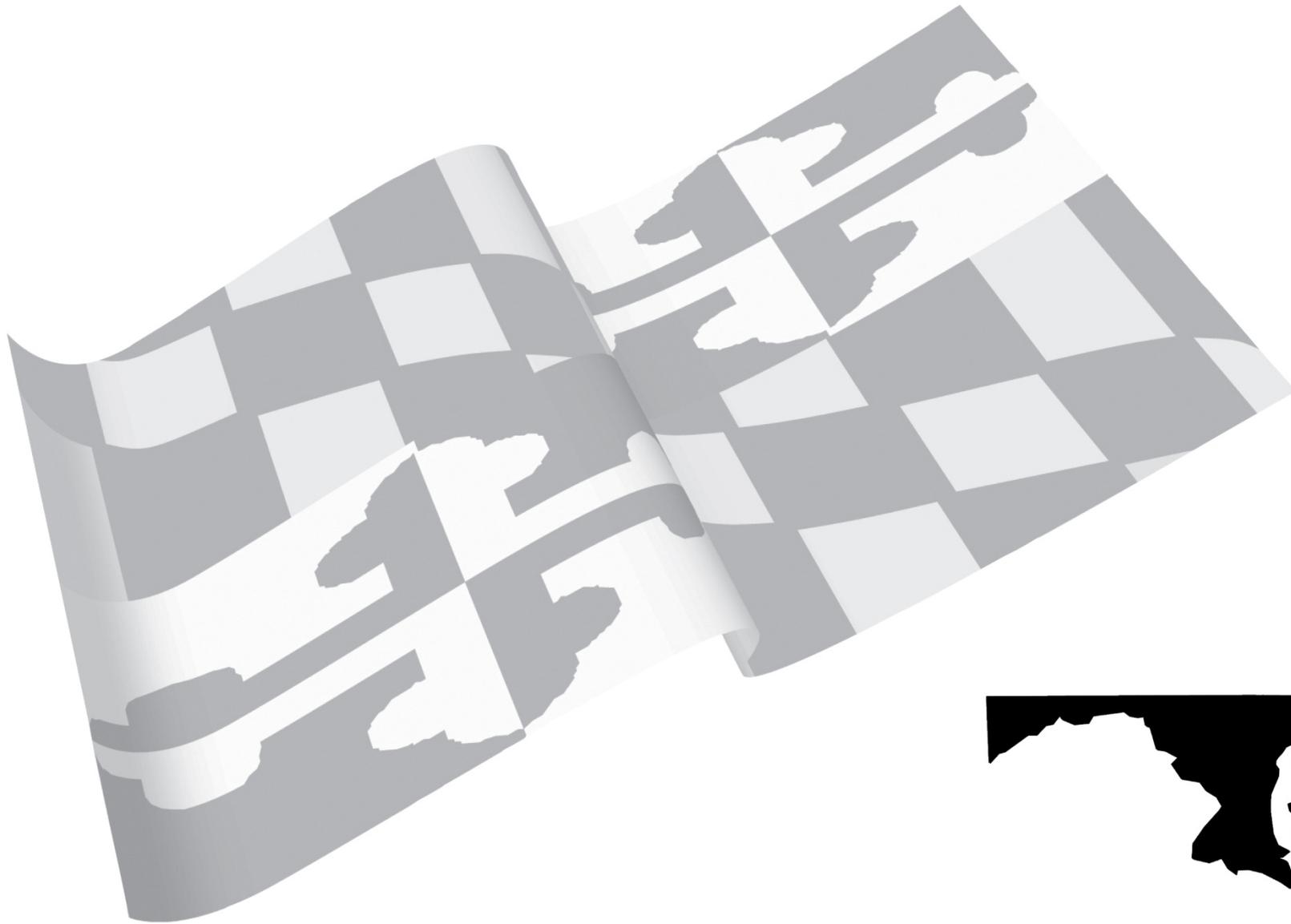
Appendix A: Chapter 30 Project Scores Final FY 20-25 CTP

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model that was required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major Transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year’s CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 500. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT utilizes in its project evaluation and selection process.

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
I-270 and I-495 (US 40 to Potomac River)	MDOT SHA	500.00	1
US 40 & Otsego Street/Ohio Street Intersection	Harford County	107.30	2
MD 175 (US 1 to Dorsey Run Road)	Howard County	50.07	3
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	50.02	4
MD 194 (MD 26 to Devilbiss Bridge Road)	Frederick County	45.18	5
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	32.47	6
US 220 and MD 53 at Cresaptown	MDOT SHA	28.69	7
MD 5 (MD 246 to MD 471)	St. Mary's County	21.61	8
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne’s County	20.58	9
I-95 (MD 32 to MD 100)	MDOT SHA	19.89	10
US 29 (Middle Patuxent River to Seneca Drive)	Howard County	18.85	11
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	15.29	12
US 301 @ MD 5 Interchange	MDOT SHA	15.05	13
US 15/US 40 (I-70 To MD 26)	Frederick County	12.73	14
MD 2 (US 50 to Wishing Rock Road)	Anne Arundel County	10.83	15
I-81 (North of MD 63/68 to Pennsylvania state line)	Washington County	9.11	16
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	8.61	17
MD 210 (MD 228 to Kerby Hill Road)	Prince George’s County	8.01	18
MD 198 (MD 295 to MD 32)	Anne Arundel County	7.91	19
MD 32 (MD 26 to Howard County line)	Carroll County	7.01	20
US 29 @ Industrial Parkway/Tech Road Interchange	MDOT SHA	6.79	21
MD 197 (MD 450 to Kenhill Drive)	Prince George’s County	5.89	22
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George’s County	5.34	23

**Appendix A: Chapter 30 Project Scores
Final FY 20-25 CTP**

<u>Project Name</u>	<u>Sponsor</u>	<u>Score</u>	<u>Rank</u>
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	4.87	24
I-70 (I-270 to Alternate US 40)	Frederick County	4.55	25
I-795 @ Dolfield Boulevard Interchange	Baltimore County	4.09	26
I-70 (US 29 to US 40)	Howard County	3.79	27
BWI Rail Station and Fourth Track	MDOT MTA	3.74	28
MD 223 (MD 4 to Steed Road)	Prince George's County	3.59	29
US 29 Bus Rapid Transit (MD 99 to Silver Spring Metro)	Howard County	3.24	30
MD 4 (I-95/I-495 to MD 223)	Prince George's County	2.85	31
MD 4 Governor Thomas Johnson Bridge (MD 2 to MD 235)	St. Mary's County	2.81	32
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	2.69	33
South Side Transit (Branch Avenue Metro to King Street Metro)	Prince George's County	2.53	34
I-97 (US 50 to MD 32)	Anne Arundel County	2.51	35
Southern Maryland Rapid Transit (Branch Avenue Metro to White Plains)	Charles County & Prince George's County	2.36	36
MD 213 Bypass Chester River Boulevard	Kent County	2.00	37
East-West Light Rail Transit (CMMS to Bayview)	Baltimore County	1.89	38



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.

FY 2019 - 2022 MARYLAND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Section 1: Executive Summary and Project Information

Section 2: Metropolitan Transportation Improvement Programs



MISSION STATEMENT

“The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life’s opportunities.”

Prepared by the Maryland Department of Transportation
and the Metropolitan Planning Organizations
of the Baltimore, Calvert-St. Mary’s, Cumberland, Hagerstown, Salisbury,
Washington and Wilmington Regions

for approval by the Federal Highway Administration and the
Federal Transit Administration

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FY 2019 - 2022 Maryland Statewide Transportation Improvement Program

Section 1: Executive Summary and Project Information

■ 1.0 Introduction

The Fiscal Year 2019 to 2022 Maryland Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the 2040 Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains federally-funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216 and provisions of P.L. 114-94, Fixing America's Surface Transportation Act (*FAST Act*). Maryland's STIP is developed through a collaborative effort between MDOT's five Transportation Business Units (State Highway Administration, Maryland Transit Administration, Maryland Motor Vehicle Administration, Maryland Aviation Administration, Maryland Port Administration), the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's seven Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by Maryland State law requiring the Secretary of Transportation to visit with and present to each of the State's county jurisdictions and City of Baltimore, the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP). The STIP contains the first four years of highway and transit project information directly from the CTP. The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and it effectively fulfills the intent of FAST Act legislation. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day-to-day budgeting process. These changes will be reflected in more timely amendments and modifications.

Maryland's 2019 STIP contains two parts.

Section 1: Executive Summary and Project Information – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation. This section also contains the Statewide Maryland Transit Administration projects and non-metropolitan area highway projects.

Section 2: Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the seven MPOs TIPs without change as required by Fixing America's Surface Transportation Act (FAST Act). Please reference the appropriate TIP for all urban area transit and highway projects.

Please note that the TIPs contain the same projects as the CTP. Please reference the TIPs for urban area transit and highway projects. Please reference Appendix J for rural area highway projects. For rural/statewide area transit projects, please reference Appendices I.

The 2019 STIP, all TIPs, and the 2019-2024 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website: <http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html>

The TIPs can be found at these websites:

- Baltimore Region Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2019-2022
<https://sites.google.com/baltometro.org/home/our-work/transportation/19-22TIP>
- National Capital Region Transportation Planning Board
Transportation Improvement Program (TIP) FY 2019-2024
<https://www.mwcog.org/documents/2018/10/17/fy-2019-2024-transportation-improvement-program-tip-visualize-2045/>
- Wilmington Area Planning Council
Transportation Improvement Program (TIP) FY 2019-2022
<http://www.wilmapco.org/tip/>
- Calvert-St. Mary's Metropolitan Planning Organization Transportation Improvement Program (TIP) FY 2018-2021
<http://www.calvert-stmarysmpo.com/155/Transportation-Improvement-Program-TIP>
- Cumberland Urbanized Area Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2019-2022
<https://www.alleganygov.org/DocumentCenter/View/4108/>
- Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2019-2022
<http://hepmpo.dtstiptool.com/Document>
- Salisbury/Wicomico Metropolitan Planning Organization
Transportation Improvement Program (TIP) FY 2019-2022
<http://www.swmpo.org/tip.html>

■ 2.0 Overview of Transportation Planning Agencies

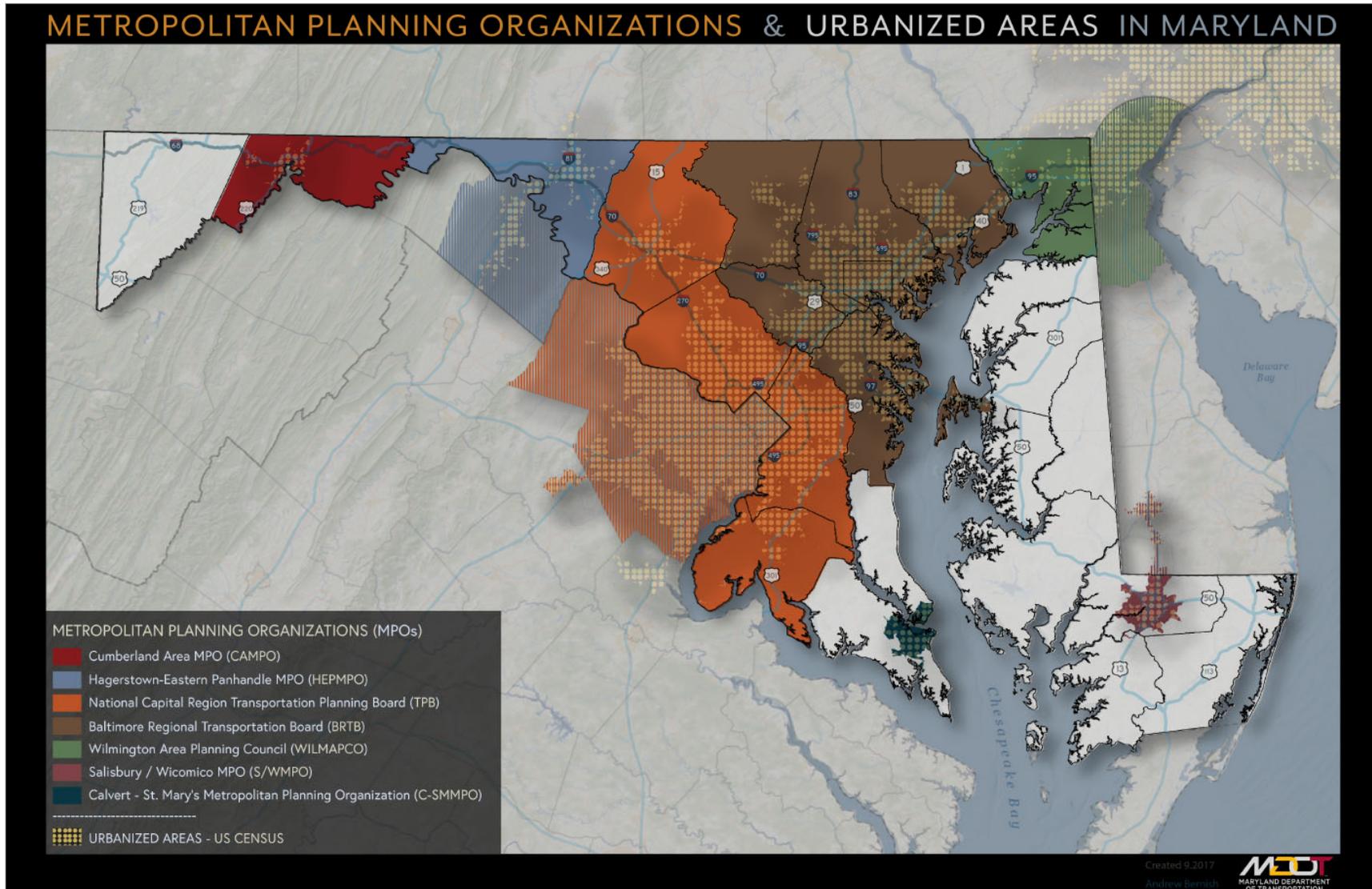
Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five Transportation Business Units: the Maryland Aviation Administration (MAA), the Maryland Port Administration (MPA), the Maryland Transit Administration (MTA), the Motor Vehicle Administration (MVA), and the Maryland State Highway Administration (SHA). To ensure close coordination of State transportation policy, the Secretary of Transportation also serves as Chairman of the Maryland Transportation Authority, an independent State agency responsible for Maryland's eight toll facilities and for financing new revenue producing projects.

Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of MPOs. MPOs are responsible for planning, programming, and coordinating Federal highway and transit investments. The MPO decision-makers include local elected officials, state DOTs, and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA). Maryland's metropolitan areas are divided into the following seven MPOs, with some boundaries extending into neighboring states including Pennsylvania, Delaware, Virginia, West Virginia, and the District of Columbia:

- Baltimore Regional Transportation Board (BRTB);
- Calvert - St. Mary's Metropolitan Planning Organization (C-SMMPO);
- Cumberland Metropolitan Planning Organization (CAMPO);
- Hagerstown-Eastern Panhandle Metropolitan Planning Organization (HEPMPO);
- National Capital Region Transportation Planning Board (TPB);
- Salisbury/Wicomico Area Metropolitan Planning Organization (S/WMPO); and
- Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO).

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs.

Figure 2.1 Maryland's Metropolitan Boundaries



■ 3.0 Key Transportation Planning Documents

State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *2040 Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: <http://www.mdot.maryland.gov/newMDOT/Planning/index.html>.

The *2040 Maryland Transportation Plan (MTP)*, approved in January 2019, establishes MDOT's 20-year vision for a world class, multimodal transportation system and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both state and federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

MDOT's Vision and Mission:

Provide a well-maintained, sustainable, and multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

A description of the six goals is included below:

- **Ensure a Safe, Secure, and Resilient Transportation System-** Enhance the safety and security of Maryland's multimodal transportation system and provide a transportation system that is resilient to natural or man-made hazards.
- **Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion** - Invest in and pursue opportunities to promote system



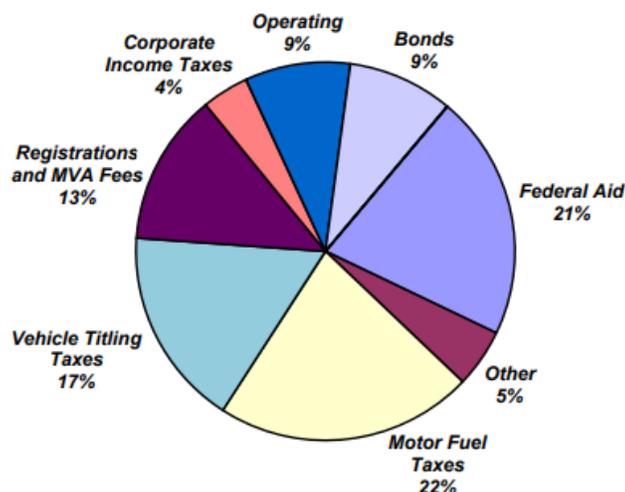
improvements that support economic development, reduce congestion, and improve the movement of people and goods.

- **Maintain a High Standard and Modernize Maryland’s Multimodal Transportation System** - Preserve, maintain, and modernize the State’s existing transportation infrastructure and assets.
- **Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience** - Increase the use of technologies and operational improvements to enhance transportation services and communication to satisfy our customers.
- **Ensure Environmental Protection and Sensitivity** - Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland’s natural, historic, and cultural resources.
- **Promote Fiscal Responsibility** - Ensure responsible investment and management of taxpayer resources to add value and deliver quality transportation improvements through performance-based decision-making and innovative funding mechanisms and partnerships.
- **Provide Better Transportation Choices and Connections** - Improve transportation connections to support alternative transportation options for the movement of people and goods.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland’s six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 11 of the CTP). Projects from all Transportation Business Units and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary difference between the CTP and the STIP is that the CTP also includes projects that are not federally funded. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

Figure 3.1 Transportation Trust Fund Sources, 2019 – 2024

Where The Money Comes From



In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the CTP/STIP. The resulting Maryland State law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

In 2016, the Maryland General Assembly passed a bill that mandates MDOT “shall, in accordance with federal transportation requirements, develop a project–based scoring system for major transportation projects using the goals and measures established under [Transportation Article 2-103.7(c)]” being considered for inclusion in the CTP. The transportation scoring law, as amended in 2017, defines a “major transportation project” as a highway or transit capacity project that exceeds \$5,000,000, and excludes any “projects that are solely for system preservation.”

Using the nine goals and twenty-three measures established by this statute, the Chapter 30 scoring model seeks to evaluate projects across Maryland by utilizing project data, modeling analysis, and qualitative questionnaires to formulate a scoring matrix. A project application process has been established for counties and municipalities to request the inclusion of major transportation projects to ensure the necessary project information is provided to conduct the scoring. Each major transportation capacity project scored is then ranked. The project rank is one of many factors that contribute to the selection process for funding and inclusion in the CTP.

The final component of the SRT is the *Annual Attainment Report on Transportation System Performance (AR)*. During the 2000 General Assembly session, the Legislature passed a law requiring MDOT to submit the AR to accompany the MTP and CTP. The purpose of the AR is to demonstrate progress towards achieving the goals and objectives of the MTP and the delivery of the CTP. The AR tracks performance measures for each Transportation Business Unit and MdTA and sets both long- and short-term performance targets. The AR also addresses the impact of induced travel and transportation demand management (TDM) programs. The performance measures presented in the AR are intended to help MDOT and Maryland’s citizens better understand and assess the relationship between investments in transportation programs and projects with the services and quality they provide. The AR tracks MDOT’s progress each year towards attaining the goals and objectives of the MTP based on outcome-oriented performance measures.

Highway Needs Inventory

The Highway Needs Inventory (HNI) is a technical reference and planning document that identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major

construction or reconstruction. The HNI is required under Transportation Article 8 of the Annotated Code of Maryland (Title 8, § 610). The SHA's Regional and Intermodal Planning Division (RIPD) works with the counties, the SHA Engineering Districts, the Highway Information Services Division, the Project Planning Division, the Office of Traffic and Safety, and the Office of Real Estate to select projects for inclusion in the HNI and develops project information for the HNI. The projects identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans. The HNI is not a construction program and the inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts. The HNI is a truly collaborative effort that serves as the major project source document for SHA's portion of the CTP, and it can be found here: <http://www.sha.maryland.gov/Index.aspx?PagelId=509>.

Metropolitan Planning Organization Transportation Plans and Programs

Maryland's seven MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term four to six-year program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens, and other stakeholders. For example, the TIP must also show year of expenditure and what types of funding will be used, and each project must be described in detail, including project cost.

LRTPs and TIPs cannot lead to further degradation of the region's air quality. To ensure that air quality standards are met and maintained, the United States Environmental Protection Agency (US EPA) has outlined regulations that require MPOs and state DOTs to provide state air agencies, local air quality agencies, and transportation agencies the opportunity for consultation regarding the development of the state implementation plan (SIP), the TIP, and associated conformity determinations.¹ MDOT maintains proactive relationships between the agencies responsible for conformity ensuring a successful conformity process.

Each MPO has an approved, documented, and required public involvement process that is used in support of developing their respective LRTPs and TIPs. MDOT has also developed a public involvement plan which serves to guide public involvement outside the National Environmental Policy Act process. The public participation process for this Statewide Transportation Improvement Program and all of the Transportation Improvement Programs referenced by this document will also meet the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

¹ http://www.fhwa.dot.gov/environment/air_quality/conformity/

Statewide Transportation Improvement Program

In order to receive federal funds, federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland STIP is a four-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's funding period using year of expenditure dollars. In Maryland, all years of the STIP list projects and appropriate project groupings with specific funds identified for each fiscal year. Projects (or phases of projects) are listed only if full funding is available for the project (or appropriate project phase) within the time period established for its completion. The STIP is comprised of these parts: the Executive Summary and Project List, the seven TIPs, and the CTP. MTA and SHA project information is identified directly from the CTP and then formatted and translated for STIP and TIP clarification. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day to day budgeting process. These changes will be reflected in more timely amendments and modifications.

■ 4.0 Maryland's STIP Development

Process Overview

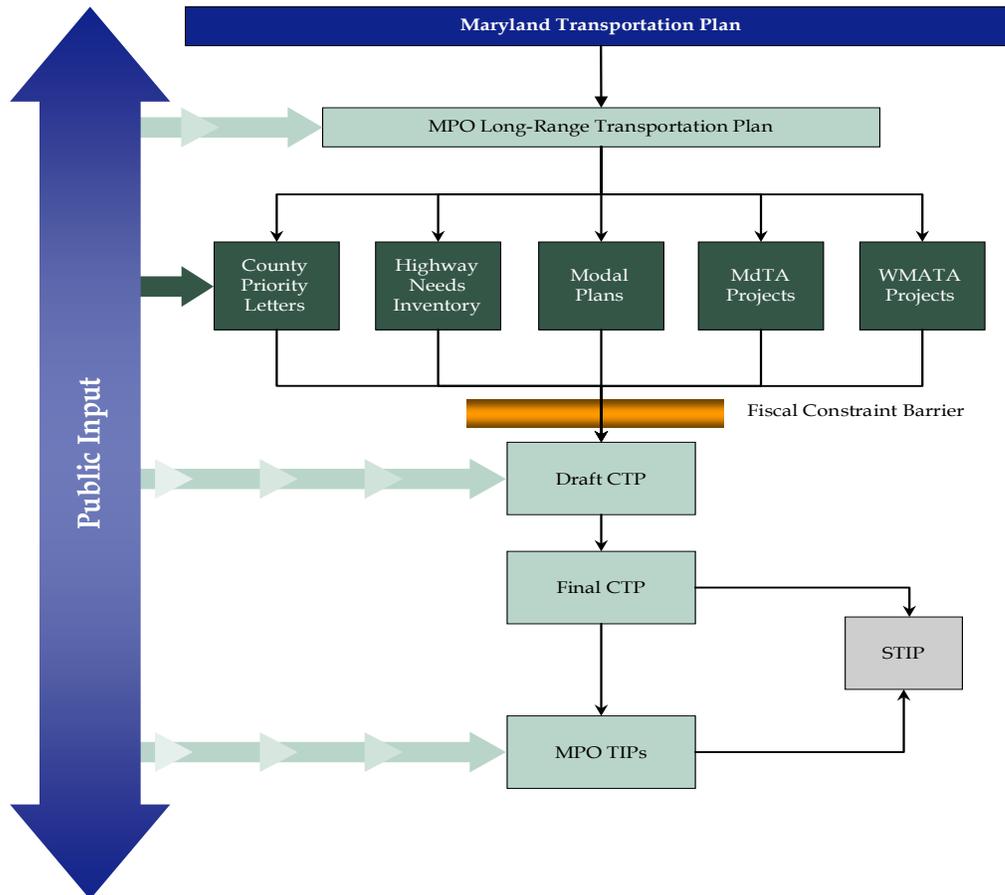
The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long-range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Transportation Business Units, SHA District Engineers, and county staff. MPOs conduct regular meetings to coordinate transportation planning efforts. The Highway Needs Inventory and Priority Letters contain specific project lists. The Annotated Code of Maryland Title 8, section 612(c) states:

“the local governing body and a majority of the local legislative delegation shall establish a list of priorities from among those secondary system projects listed in the needs inventory and the Administration shall engage in initial project planning upon the request of the local governing body and a majority of the local legislative delegation in the order established in the list of priorities.”

In other words, the Priority Letter represents each county's own internal ranking of projects deemed most important based on local need and local input. This is an effective way for counties to convey to MDOT the need for specific transportation projects and investments. Priority Letters involve requests for a wide variety of project funding – from transit improvements, highway reconstruction, and sidewalk construction to bridge improvements, bike path development, and highway safety projects. In some cases, counties reserve portions of their own funds in order to accelerate project implementation, conduct feasibility and planning studies, ensure that projects are kept on-track, and provide a funding match as required for certain types of projects. The modal share (highway, transit, etc.) of the projects listed in Priority Letters ranges from county to county. In more heavily populated

and densely developed counties, there is a stronger focus on public transportation and improving access to public transportation from roadway networks. Counties with smaller populations and lower densities tend to focus on highway and arterial improvements, although most counties request some element of transit funding.

Figure 4.1 STIP Development Process



Priority letters are typically received in the spring-summer as the draft CTP/STIP is developed. All recent priority letters can be found on the MDOT website: http://www.mdot.maryland.gov/newMDOT/Planning/County_Priority_Letters/Letters.html. MDOT conducts several meetings with county staff, MPOs, and SHA district engineers to discuss the priorities listed. At the end of the summer, MDOT meets with local officials at the Maryland Association of Counties conference to continue discussions about priority projects.

Once the official draft CTP/STIP is complete, MDOT conducts the Annual Consultation Process, also known as the Fall Tour where the Secretary of Transportation and the Transportation Business Units' Administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the draft CTP/STIP. In preparation for the Tour, MDOT conducts staff level meetings with each of the Counties and Baltimore City, called the Pre-Tour to solicit staff input prior to the actual Tour. At the Tour itself, local elected officials, State legislators, and citizens are generally present at these meetings. Table 4.2

lists the 2018 CTP Fall Tour schedule. After the Fall Tour, MDOT reviews any comments and concerns and uses this input, along with updated revenue forecasts, to develop the final CTP/STIP.

Table 4.2 2019-2024 CTP - 2018 Fall Tour Annual Consultation Meetings

Date	County	Time	Location
September 18, 2018	Queen Anne's	3:00 p.m.	Centerville
September 25, 2018	Cecil	10:00 a.m.	Elkton
September 27, 2018	Wicomico	7:00 p.m.	Salisbury
September 28, 2018	Howard	7:00 p.m.	Clarksville
October 1, 2018	Anne Arundel	3:00 p.m.	Annapolis
October 2, 2018	Worcester	10:00 a.m.	Snow Hill
October 2, 2018	Somerset	2:00 p.m.	Princess Anne
October 2, 2018	Kent	6:00 p.m.	Chestertown
October 4, 2018	Washington	10:00 a.m.	Hagerstown
October 4, 2018	Allegany	3:00 p.m.	Cumberland
October 5, 2018	Garrett	10:00 a.m.	Oakland
October 11, 2018	Montgomery	7:00 p.m.	Rockville
October 16, 2018	Caroline	10:30 a.m.	Denton
October 16, 2018	Talbot	3:00 p.m.	Easton
October 16, 2018	Dorchester	7:00 p.m.	Cambridge
October 22, 2018	Harford	2:00 p.m.	Bel Air
October 30, 2018	Calvert	10:30 a.m.	Prince Frederick
October 30, 2018	St. Mary's	1:30 p.m.	Leonardtown
October 30, 2018	Charles	6:00 p.m.	La Plata
October 31, 2018	Baltimore City	2:00 p.m.	Baltimore
November 8, 2018	Carroll	2:00 p.m.	Westminster
November 8, 2018	Frederick	7:00 p.m.	Frederick
November 14, 2018	Prince George's	10:00 a.m.	Greenbelt
November 15, 2018	Baltimore County	2:00 p.m.	Towson

MDOT also engages in a range of consultative activities with representatives of local agencies and elected officials from Maryland's non-metropolitan areas. In fact, a number of organizations and groups representing Maryland's rural counties and transportation interests regularly present before the General Assembly and Secretary of Transportation to communicate their needs and lobby for specific projects and funding initiatives, such as the Transportation Association of Maryland – a Statewide advocate of public, private, and non-profit transit agencies. Other activities include SHA District Offices, where continuous relationships with local agencies and officials help to identify highway, transit, and other transportation capital needs for inclusion in the STIP and CTP. MDOT also attends Maryland Municipal League meetings and the Maryland Association of Counties meetings as another way to foster transportation planning coordination. The Maryland Non-Metropolitan Consultation Process can be found here: http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/Documents/MDOT_NonMetropolitanConsultativeProcessBrochure_1.pdf

Once the final CTP has been developed after public input, it is submitted to the General Assembly for its approval. The final CTP is used in creating the MPO TIPs, which has all the same information. Once the final CTP and each TIP have been approved, they are brought together into the current STIP. The CTP is developed every year; however, the TIPs and the STIP are not necessarily updated every year.

To further make the transportation planning process accessible to the public, MDOT makes the Maryland Transportation Plan, the CTP, and the STIP available online for the public's information and use at <http://www.mdot.maryland.gov>. All MPOs also post their TIP online with other appropriate reports, studies, surveys, press releases, and pamphlets.

The public participation process for this Statewide Transportation Improvement Program and all of the Transportation Improvement Programs referenced by this document will also meet the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

MDOT Planning Factors and Coordination

In 23 CFR § 450.206 (a), federal guidelines require that each state carry out a continual, cooperative, and comprehensive statewide transportation planning process that provides for the consideration and implementation of projects, strategies, and services. Some examples of how MDOT has implemented these guidelines are detailed below.

System Preservation

Keeping Maryland's transportation system safe and in good condition is a top priority for MDOT. For example, roads must be re-paved, safety improvements implemented, aging bridges rehabilitated, and buses and trains repaired and replaced. In the face of growing travel demand, increasing construction and equipment costs, limited resources, and ever-present needs for system expansion, MDOT must make the most efficient use of its existing system. To ensure the most productive use of the State's transportation system, asset maintenance and preservation are prioritized to extend the useful life of existing facilities and equipment in a fiscally responsible manner. MDOT seeks to maximize the value and performance of current resources in order to capture all of the benefits from the existing system before making new investments. Currently, system preservation accounts for 48.7% of MDOT's capital expenditures in FY 2019 and 42.4% in FY 2020.

Safety and Security

Ensuring the safety and security of Maryland residents and others who travel through the State's airports, seaports and on buses, highways, and trains is vitally important. MDOT is committed to providing safe travel to all its customers and to protecting the safety of MDOT's workforce and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, threats to the security of travelers and to transportation assets have received heightened attention, and MDOT is committed to taking advantage of new technologies and cost-effective counter-measures to reduce transportation system vulnerabilities. Each Transportation Business Unit institutes both safety and security measures, with MDOT continuing to support these actions and strategies across the State transportation system.

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and strategic, traffic safety plan that provides the framework for reducing highway fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives as well as strategies within key emphasis areas. The SHSP has most recently been updated to cover years 2016-2020. The SHSP has incorporated the AASHTO/FHWA supported “Toward Zero Deaths” philosophy as its underlying principle. The Maryland Highway Safety Office is in complete concurrence with the “Toward Zero Deaths” initiative. This principle sets goals of reducing motor vehicle-related fatalities and injuries by one-half by 2030, with an eventual goal to approach zero traffic deaths. The SHSP interim annual targets through the life of this particular SHSP are based on this methodology, but they have been revised since the 2011-2015 SHSP to take into account guidelines in Moving Ahead for Progress in the 21st Century Act (MAP-21).

The SHSP provides the data-driven framework for Maryland to apply the best solutions to solving its most critical highway safety problems. The continued active involvement of various stakeholders, along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures broad support throughout the five-year life of the plan, promises effective implementation of the plan, and supplies guidance to reach the ultimate goal of saving lives.²

Environmental Planning Factors

Several changes occurred in recent years that served to revolutionize the management of environmental factors in constructing and maintaining our transportation system. Maryland law now requires that stormwater be managed through Environmental Site Design (ESD) to the maximum extent practicable. This has caused transportation agencies to move away from large-scale practices such as ponds, and to instead incorporate numerous smaller, less engineered practices, such as sand filters and grassed swales, into the design of projects.

In December 2010, the US EPA established a Total Maximum Daily Load (TMDL) of nutrients and sediment that may be discharged to the Chesapeake Bay and its tidal tributaries. Under the TMDL, Maryland and its local governments have developed Watershed Implementation Plans (WIPs) that will guide our efforts to substantially reduce pollutants discharged from our facilities. As part of that effort, SHA developed a suite of best management practices to reduce the impacts of the system including:

- Pavement reduction
- Large scale tree planting in SHA rights-of-way
- Partnering with local governments to identify watershed-based wetland and stream restoration opportunities
- Enhancing existing and planned wetland and stream restoration efforts by integrating riparian buffer and tree plantings into site designs

² <http://www.marylandroads.com/index.aspx?pageid=240>

In support of State goals for Green House Gas (GHG) reduction and reduction of other emissions, MDOT has coordinated its transportation policies and programs to reduce dependence on automobiles by incorporating travel alternatives such as telework, pedestrian, bicycle, and transit options, as appropriate, into the design of projects. To encourage the use of clean vehicles, MDOT has installed electric vehicle charging equipment at a number of MDOT facilities, including fourteen transit stations.

In addition to GHG reduction, MDOT is also planning for the resilience of the system as we respond to the growing impacts of climate change through vulnerability assessments and the incorporation of climate and sea level considerations into our planning processes and construction practices.

Coordinated Public Transit - Human Services Transportation Plan

On December 4, 2015, President Obama signed into law Fixing America's Surface Transportation Act or "*FAST Act*" that maintained the changes implemented in The Moving Ahead for Progress in the 21st Century Act (MAP-21). The program changes in MAP-21 legislation included the repeal of the Section 5316 and 5317 Programs and the establishment of an enhanced Section 5310 Program that serves as a single formula program to support mobility of seniors and individuals with disabilities.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), MAP-21's predecessor, required that projects funded through FTA's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC), and Section 5317 (New Freedom) Programs "must be derived from a locally developed, coordinated public transit-human services transportation plan." Under MAP-21 and FAST Act, this process continues to be a requirement for projects funded through FTA's Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities). This provision is aimed at improving transportation services for persons with disabilities, older adults, and individuals with lower incomes and ensuring that communities are coordinating transportation resources provided through multiple federal programs.

The Maryland Transit Administration (MTA) led the development of a statewide plan and five regional Coordinated Transportation Plans in October 2007. These plans were updated in 2010 and again in 2015. All plans are in the process of being adopted by appropriate local bodies. These planning efforts not only pertain to Section 5310, but they also include the wide spectrum of services offered by Maryland's locally operated transit systems and local human service providers. The Coordinated Transportation Plans assessed the transportation needs of older adults, people with disabilities, and low-income workers, developed strategies for addressing identified gaps and improving efficiencies of services, and prioritized specific strategies for implementation. In addition, these plans identified potential organizations or structures to implement coordinated activities and potential new coordinated services.

■ 5.0 Linking Maryland's STIP to MAP-21 and FAST Act

This section contains additional information about the development and content of Maryland's STIP to demonstrate compliance with federal requirements. The following information is organized according to 23 CFR § 450.216 subsections (a) – (m). MAP-21 made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The FAST Act includes provisions to support and enhance these reforms.

(a) Federal STIP Update Guidelines: MDOT intends to update its STIP every year moving forward while the federal regulations only require an update every four years. This annual update will align more closely to the CTP development and provide better accountability for fiscal constraint.

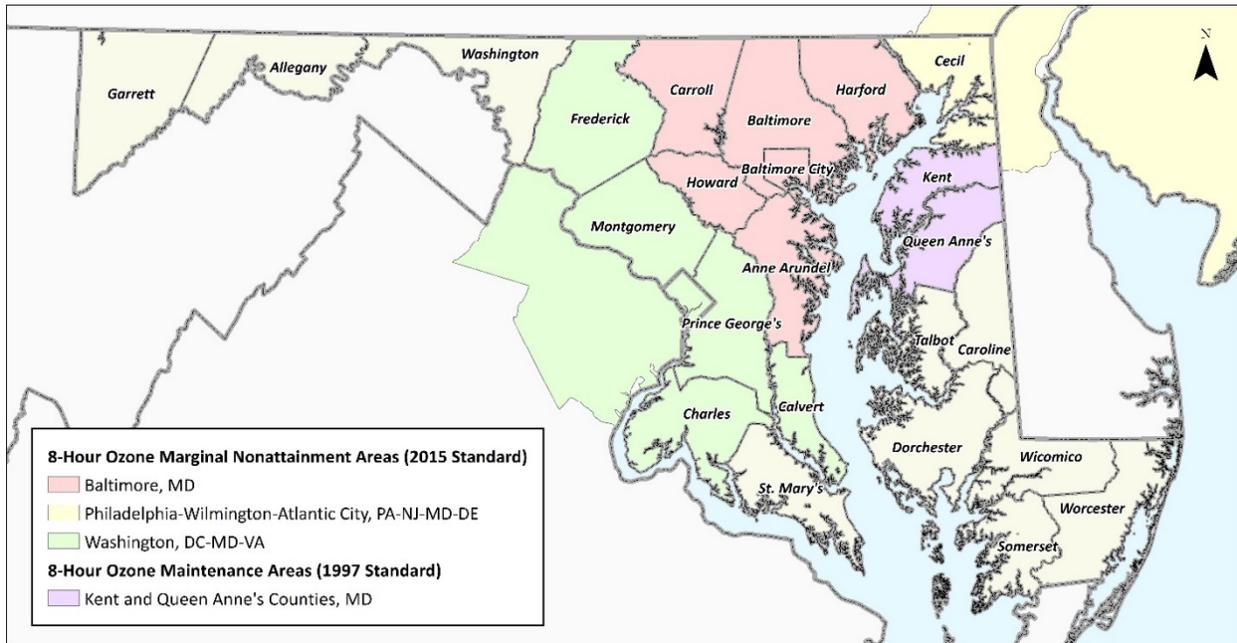
(b) MPO Coordination and Air Quality Attainment: There are seven metropolitan planning organizations (MPO) across the State that perform a range of activities that promote an integrated approach to regional transportation planning. The federally mandated transportation planning process requires MPOs to produce a financially constrained long-range multimodal transportation plan (LRTP) and transportation improvement program (TIP) that lists actual funding commitments for projects. MPOs must follow their approved Public Involvement and Title VI Plans to solicit public concerns and ensure the transportation plans do not disproportionately affect low-income or minority communities in an adverse way. The MPO Board, consisting of local elected officials, transit agencies, and state and local transportation representatives, is the approving authority for the MPO. Once the plans and programs are approved, they are added to the STIP.

In addition, the MPOs must ensure that the projects included in the LRTP and TIP collectively contribute to air quality improvement goals for the region. This requirement is the federally regulated transportation conformity process that requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not hinder the area from reaching and maintaining its attainment goals and will not:

- *Cause or contribute to new air quality violations,*
- *Worsen existing violations or*
- *Delay timely attainment of the relevant NAAQS.*

Regional transportation conformity is required for areas designated nonattainment and maintenance of the National Ambient Air Quality Standards (NAAQS). To demonstrate conformity, the regional emissions associated with the LRTP and TIP must be less than or equal to the motor vehicle emissions budgets (MVEB) established in a State Implementation Plan (SIP).

In Maryland, transportation conformity is only applicable for our ozone nonattainment and maintenance areas, which are illustrated in the figure below.



Ozone

The current ozone NAAQS is the 0.070 ppm 8-hour standard established in 2015 with nonattainment designations effective August 3, 2018. The US EPA designated three areas in Maryland as “marginal” nonattainment. These areas are subject to transportation conformity and include: Metropolitan Washington, DC, (DC-MD-VA) region, Baltimore, MD region and Cecil County as part of the Philadelphia-Wilmington-Atlantic City (PA-NJ-MD-DE) region. The marginal classification requires the areas to demonstrate attainment by 2021.

Kent and Queen Anne’s Counties are maintenance for the 1997 ozone standard. For transportation conformity, they are considered an isolated rural area and require conformity only for new, regionally significant projects. All other counties in Maryland are in attainment for ozone.

*PM*_{2.5}

The US EPA published a revocation of 1997 *PM*_{2.5} Standard on August 24, 2016, resulting in three areas in Maryland, previously designated as maintenance areas, no longer being required to demonstrate transportation conformity for any fine particulate matter standard. These areas include the Washington, DC and Baltimore regions, as well as the Hagerstown-Martinsburg, WV region. All counties in Maryland are in attainment of the 2006 and 2012 *PM*_{2.5} NAAQS.

Greenhouse Gases (GHG)

The State’s Greenhouse Gases Reduction Act (GGRA) was reauthorized in 2016 and established the greenhouse gas (GHG) reduction goal of 40 percent from 2006 levels by 2030 (“40 by 30”). MDOT has aligned its mission and transportation planning efforts to

mitigate GHG emissions while investing in a transportation system that is resilient to climate impacts. Meeting the transportation sector emissions reduction challenges and opportunities requires innovative planning, recognition of electric vehicle (EV) and technology advancements, as well as shifts in travel behavior to new, on-demand type of services.

MDOT has implemented transportation emissions reduction strategies, adopting policy and program changes, to put Maryland's transportation sector on the path toward meeting the "40 by 30" goal. Through its leadership of the Electric Vehicle Infrastructure Council (EVIC), MDOT is spearheading the deployment of EVs and a sustainable network of EV charging locations. Reducing congestion is a critical component of mitigating GHG emissions and MDOT continues to expand transit services, improve travel demand management programs, and is implementing the Maryland Traffic Relief Plan. MDOT has also developed Maryland's Connected and Autonomous Vehicle (CAV) Strategic Vision and MDOT's CAV Strategic Plan and is deploying integrated corridor management advances to manage congestion.

In addition to mitigating GHG emissions, MDOT is developing vulnerability assessments and resiliency plans to address the current and future impacts of climate change and potential sea rise on the transportation network. MDOT leads by example in utilizing renewable energy sources, resulting in reductions in energy use and GHG emissions, by allowing contractors opportunities to install, operate, and maintain solar systems on MDOT properties.

(c) Non-Metropolitan Area Coordination: Development of the STIP is not complete until the needs and priorities of non-metropolitan areas are included. MDOT has developed the "Non-metropolitan Area Consultative Process" in order to comply with federal transportation planning requirements. This policy provides a process for non-metropolitan areas and non-metropolitan elected officials to be involved in Statewide transportation planning that spans across all modes. Section 4.0 also described the annual CTP/STIP Fall Tour, a key component of Maryland's outreach to non-metropolitan areas and other coordination efforts with non-metropolitan areas pursued by MDOT. Process details can be found on MDOT's website: http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html.

(d) Indian Tribal Government Coordination: There are no federal Indian Tribal governments in the State of Maryland.

(e) Federal Lands Highway Program (FLHP) TIP: The STIP includes all FLHP projects that have been approved by FHWA without modification (see Appendix D).

(f) Public Comment and Title VI: The STIP is developed within an inclusive, accessible, and responsive public involvement process. As mentioned under "(b) MPO Coordination and Air Quality Attainment," each TIP is subject to its own public comment process and review period. Several public outreach attributes of the STIP development process (e.g., CTP Fall Tour) were described in Section 4.0.

MDOT recognizes that an early and continuous public participation process is the key to keeping the public fully informed and involved in making decisions that affect Maryland's transportation systems. MDOT strives to be as inclusive as possible and employs a range of public outreach strategies that vary based on the relevant outreach needs. MDOT takes an inclusive attitude to engaging the public targeting all populations not solely Title VI and

Limited English Proficiency populations. These strategies have included press releases, mass mailings, interviews, facilitated meetings, an interactive website, newsletters, social media, and online surveys.

MDOT's public participation process begins during the development of MDOT's Statewide Transportation Plan, called the Maryland Transportation Plan (MTP), continues through the creation of Maryland's Statewide Transportation Improvement Program (STIP) and six-year Consolidated Transportation Program (CTP), and then finishes with the project development phase for implementation of specific transportation system improvements. The MDOT Annual Consultation Meetings Tour (Tour) is the major outreach activity of MDOT for the development of the MTP, STIP and CTP.

As part of the MDOT Tour, the Secretary and business unit leaders meet with the public and discuss ways to improve transportation in the State. Annually, there are at least twenty-four public MDOT Tour meetings held across the State. These meetings are hosted by local jurisdictions and held at different local venues, including county buildings, community centers or organizations, local boards of education, and public libraries that are transit assessable locations with variable starting times to accommodate different work schedules.

In the past, MDOT's public outreach included providing notice of the MDOT Tour meetings through the use of press releases, mass mailings, social media, and MDOT website postings. To encourage participation by minority and Limited English Proficiency populations throughout Maryland, MDOT will place advertisements in local newspapers, including major and non-English language media, prior to public meetings to inform the public of these activities. MDOT will also use, when appropriate, non-English language newspapers within the local jurisdictions for public outreach that is being conducted by MDOT. MDOT will continue to issue press releases, send mass mailings, use surveys, and post on the MDOT social media pages and the MDOT website. MDOT will continue to work with the local jurisdictions to ensure that public meetings continue to be held at transit assessable locations with variable starting times to accommodate different work schedules. MDOT will also continue to work with the local jurisdictions to engage minority and Limited English Proficiency populations. The MDOT Tour meeting schedule and directions are listed on the website at:

http://www.mdot.maryland.gov/newMDOT/Planning/CTP/2018_CTP_Tour/Index.html.

(g) Capital and Non-Capital Project for Specific Federal Funds: The CTP separately lists bicycle and pedestrian projects programmed annually and can be found starting on page BP-1. In addition, MDOT tracks a set of bicycle and pedestrian performance measures identified in the Maryland Bicycle and Pedestrian Master Plan and will continue to document progress in the AR. Appendices B and C contain annual lists of projects for which funds have been obligated in the previous year.

(h) Regionally Significant Projects: The 2019 STIP includes all MDOT projects, including those projects of regional significance. For conformity purposes, all MPO TIPs contain all projects of regional significance as well, regardless of funding source.

(i) Project / Phase Summary Reports: For each major project to be included in the CTP, MDOT either creates a summary Project Information Form (PIF), which is a summary of information for each project or submit the projects through the MPO TIP process. Important

data is included on the PIF and the TIP project sheets, such as a map illustrating the location and size of a project, an image illustrating the type of project, project justification, other non-Federal funding sources, and Smart Growth Status. Chapter 725 also requires that for projects in the Construction Program, the appropriate State Goals from the State Transportation Plan (MTP) be identified. Each MPO TIP explains how to read the TIP project sheets.

The major phases in which federal funds are spent are of particular importance to federal regulators. The four phases included are:

- 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. Construction does not begin until a project receives the necessary environmental permits, the State of Maryland meets air quality requirements, and contracts are bid. Once a project is fully funded for construction, it is moved from the Development and Evaluation section of the CTP to the Construction section of the CTP.
- 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.

(j) Grouped Projects: MDOT has the option to group projects that are not regionally significant. These projects are typically referred to as “Minor Projects” and appear as “System Preservation Projects”. These projects are smaller in scope and cost can include road resurfacing, safety improvements, and sidewalk and bicycle and trail construction. Most projects are not grouped together and have their own PIF page; however, some System Preservation Projects within the larger urban areas are grouped together by funding category. Projects located within smaller regions may be itemized at the discretion of the SHA district engineer. In instances where grouped projects include large projects that can be identified individually, consideration for their own PIF page will be given.

(k) Consistency with State Long-Range Transportation Plan and MPO Long-Range Transportation Plans: The multimodal goals and objectives in the *2040 Maryland Transportation Plan (MTP)* provided policy guidance for the 2019 STIP development. The MTP in turn provides overall policy direction for Maryland’s seven MPO LRTPs which in turn provide overall policy direction for development of the TIPs.

(l) Financial Plan: The financial documentation can be found in Appendix B&C and in the CTP Summary on pages 11-15. This information was presented and distributed to the public during the Fall Tour. The section titled “Where the Money Comes From” (page 14 of the CTP) details the various inputs to the TTF, which is Maryland’s dedicated transportation revenue source. As Figure 3.1 illustrates, the TTF is supported by federal aid, operating

revenues, user fees, motor fuel taxes, vehicle titling taxes, registration fees, sales and use taxes, corporate income taxes, and bond proceeds. This source of funding is available to pay for operating, maintenance, and capital costs (including system preservation) associated with highways, transit, aviation, motor vehicle administration, and the Port of Baltimore.

The CTP contains all capital projects funded with the TTF. The TTF assures there are no administrative barriers to combining or flexing State or federal transportation funds to pay for the needs of a given project, within the constraints of statutory authority. Additionally, because transportation needs are not paid for using the State's general fund, transportation does not have to compete with other State programs and expenditures for funding.

The total projected Trust Fund revenues amount to \$30.9 billion for the period covered by the FY 2019 – FY 2024 CTP. The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service, and capital projects. In addition, 5 percent of the Highway User Revenues credited to the TTF are shared with Maryland's counties and Baltimore City to support their local transportation needs.

The Department maintains a six-year Financial Plan that is updated semi-annually. This plan forecasts revenues and expenditures using the latest economic estimates from two national forecasting companies. The revenue projections used in the latest update of the Trust Fund forecast are, in the short-term, based on a continuation of moderate growth in the national economy and, in the long-term, expected to follow a normal cyclical pattern around an overall upward trend. User revenues are payments made by our customers for transportation infrastructure and services; and as such, their long-term growth follows the trend in state population.

MdTA is independently funded through tolls, concessions, investment income, revenue bonds, and miscellaneous sources; thus, its funding sources are separate from both the TTF and the State's General Fund. While there is no federal funding associated with any of the MdTA projects, the projects that MdTA constructs that are considered "Regionally Significant" can be found in the appropriate Metropolitan TIP. Please reference the various TIPs for the project information such as I-95 projects included in the BRTB TIP.

Another source of funding that is accounted for in the STIP includes local Congressional earmarks. Local earmarks can be found in the Minor Projects section of the SHA County PIF pages.

The revenue and cost estimates for the CTP/STIP use an inflation rate to reflect "year of expenditure dollars" based on reasonable financial principles and information developed cooperatively by the State, MPOs, and public transportation operators. The CTP describes the economic trends and assumptions that were used to estimate MDOT's revenue and operating cost projections. The CTP also describes the assumptions used to estimate federal aid for highways, transit, WMATA, and aviation.

(m) Fiscal Constraint: Fiscal constraint is a requirement that dates back to the Intermodal Surface Transportation Efficiency Act of 1991. The purpose of fiscal constraint is to ensure that states have adequate funding available to implement projects identified in the STIP while also providing for the operation and maintenance of the existing transportation system. The 2019 STIP is financially constrained by revenues that are reasonably expected to be available through the four-year funding period of the STIP or project completion using year

of expenditure dollars. The revenue and expenditure projections use the latest available economic estimates from two national forecasting companies.

Several specific requirements apply to the federal definition of fiscal constraint. They include:

- A STIP must be financially constrained by year and funding category.
- The STIP must clearly identify projects to be funded using current revenues and which projects are to be funded using proposed revenue sources.
- Proposed funding sources and strategies ensuring their availability shall be identified.
- Operation and maintenance funding must be programmed into the STIP.
- The State must have a process for estimating expected revenue from all funding sources over the time period of the STIP and furnish this information to MPOs for the development of their TIPs.

The 2019 STIP demonstrates fiscal constraint in the following ways. The CTP and TIPs specify funding sources (Federal, State special, State general, other) to be used for projects broken down by year and project phase (planning, engineering, right-of-way, and construction). Projects (or phases of projects) are listed only if full funding is anticipated to be available for the project (or appropriate project phase) within the time period established for its completion. The Summary includes Operating and Maintenance Costs on pages A-16 through A-24, which are fully funded first before any funding is declared available for Capital projects. Lastly, all of the information contained in the MPO TIPs for the state projects comes directly from the CTP. Once the CTP is approved by the Maryland General Assembly and Governor, it becomes the budget established in the financial system.

State Highway Administration Details

It's understandable that there may be confusion between "planning" requirements, which include a snapshot in time based on the information of record and which are then projected out for up to four years, versus "budgeting" requirements, which include daily individual project approvals and the current state of federal reimbursement practices. The primary focus of this document is on the "planning" requirements, however, due to increased scrutiny concerning the demonstration of fiscal constraint, a discussion of how the day-to-day "budget" process works is very relevant. The following section provides a detailed discussion on the SHA budget process.

As described in earlier sections of the Executive Summary, the Capital Program is funded by both State funds (dedicated revenues of the TTF and CTP Bond funds) and federal funds. For SHA, federal funds are received primarily from FHWA under a federal transportation funding act. Each project is reviewed for eligibility to use federal-aid funds. FHWA approval must be received in advance in order to seek federal reimbursement of costs. If the federal eligibility criteria cannot be met, State funds must be programmed, if available. The Capital Program budget process is based on a projection of available State vs. federal funds, which is determined based on many different factors.

It is important to note, that the federal highway program is primarily a capital construction program and very rarely are federal funds authorized for maintenance projects or activities. At this time, only CHART operations activities receive federal funds as part of the Maintenance Program. The other exception is FEMA and FHWA-Emergency Relief funds, which may be sought when a significant or catastrophic emergency weather event occurs

and causes significant damage. It is important to capture the costs associated with these events in order to seek federal reimbursement. It should be noted that the use of federal funds for the planning and design phases need to be carefully evaluated given the FHWA payback rules. Should the project not proceed to right-of-way acquisition or construction within 10 years, federal funds reimbursed from the early project development phases may need to be paid back.

Capital Project

A Capital Project as approved in the CTP is generally a project that results in the building of an infrastructure asset or improves the infrastructure asset by extending its useful life. The CTP development process is in compliance with Accounting Pronouncement GASB-34 requiring infrastructure and all capital assets be accounted for and depreciated based on the reasonable useful life of the asset. MDOT Consolidated Transportation Program Bonds are backed by these infrastructure assets. The bonds require that Capital Program Bond funds be used exclusively for appropriate capital program spending as authorized by the approved CTP. Each capital project must support the specific capital program fund category it is being funded from, such as Fund 77 (Resurfacing and Rehabilitation). Each capital program fund must be used exclusively for the purposes approved by the Secretary and the Legislature.

Capital Program Fund Categories (Grouped Projects)

Capital Program Funds, such as Fund 80 (Bridge Replacement & Rehabilitation), are an integral part of managing the Capital Program. The fund categories are approved by the Administrator and the Secretary during the budget submission process. Each fund category represents a capital investment in the State Highway System. Funds can only be spent for capital projects that are part of the State Highway System unless the project has been approved as Reimbursable by another party (e.g. local government). The work performed in the Capital Program cannot be considered repair or maintenance work, which is work that does not extend the useful life of a capital or infrastructure asset, but rather minimally extends the asset's life. Repairs and maintenance work on the State Highway System must be approved and charged against the Maintenance Program.

Form 42 and Form 30 – Project/Contract Approval Process

The approval process for a capital project is achieved by project phase (Project phases are typically planning, design, ROW, utilities, and construction) through the use of the Form 42 and Form 30. These forms are required in order to authorize or commit future capital funds and to spend capital funds. The Form 42 allows a project to be authorized for future funding from an approved capital fund category. One requirement of the Form 42 is that it must contain the appropriate TIP and/or STIP number for the project. The potential eligibility for federal funding is assessed at this time. It is important to assess this correctly since an error can lead to potential under-spending of federal dollars and over-spending of State dollars. It is at the time that a Form 42 is approved for construction funding that a project can proceed to advertisement. The approved Form 42 commits the future funds under the appropriate capital program fund category, but it also allows the cash flow and forecasting process to begin. A Form 30 must be submitted in order to establish an active project number in FMIS, except for advertised construction projects. It should be noted that any change in cost, schedule, and/or scope of a project is also documented through the Form 42 and Form 30 process. This change approval step in the process allows a project to be authorized for any changes that result in a decrease or increase of spending of State or Federal dollars, as well as any significant changes in cash flow assumptions. for the subject projects.

Advertisement Schedule

The Advertisement Schedule is a working document reviewed weekly with the Deputy Administrators, Senior Managers and others, such as fund managers, to ensure all approved capital construction projects proceed to contract advertisement on schedule. FHWA is also invited and regularly participates. Only projects with approved Form 42s are allowed on the Ad Schedule. The review process ensures major milestones are achieved by meeting targeted dates including the project Notice to Proceed date, which is the basis for the cash flow estimate and the budget.

Monthly Forecast

The Monthly Financial Forecast allows SHA management to monitor the spending level of the capital program via the budgetary process (not the planning process). Each fund category within the approved CTP is monitored to ensure that project spending/programming is progressing within the estimated cash flow/approved budget or it is under or over spending/programmed. Immediate action must be taken to correct any significant spending issues. Success is typically measured at the end of the fiscal year when at least 90% spending has been achieved within the budgeted fund categories and we have not overspent State funds.

Advance Construction

SHA uses Advance Construction (AC) procedures to manage its capital program. In general, all projects are placed in AC when advertised for construction. Conversion to regular federal funding occurs consistent with the cash flow required during each fiscal year. The cash flows used are the same as those carried in the Department's six-year CTP. Federally funded projects are added to the program only when there is sufficient Obligation Authority (OA) remaining after providing for projects already underway. For planning purposes, the OA is calculated at a rate of 90.1% - 94.0% of authorized appropriations. A detailed analysis of the use of OA is prepared for the draft and final CTP each year.

Additionally, SHA has utilized Toll Credits to manage the funding of highway improvements. Toll Credits for non-federal share are a provision in United States Code (USC) that allow states to take a credit for documented non-federal expenditures by a state toll authority on routes that carry interstate commerce. The credit takes the form of replacing the federal matching share, i.e. the state share, making a project (or at least the federal eligible portions of a project) 100% federally funded. Toll credits do not give a state any more federal aid to spend; they just allow a state to use federal funds in lieu of the state match portion, which provides flexibility to better manage the use of state and federal funds. The STIP also includes fiscal constraint summary tables and explanation worksheets for SHA and for Statewide projects (see Appendix B and Appendix C).

Appendix A

Statement of Self-Certification

Appendix B

SHA Financial Constraint Summary Table and Explanation Worksheet

Appendix C

Statewide Financial Constraint Summary Table and Explanation Worksheet

Appendix D

Eastern Federal Lands Division Projects

Appendix E

SPR Information

Appendix F

Federal Funding Sources

Appendix G

Glossary

Appendix H

Please reference the MPO TIPs for all urban Transit Projects. This appendix contains a list of the urban projects that can be found in the MPO TIPs. (MDOT is no longer using the CTP to reference our Transit Projects.)

Appendix I

This Appendix contains all Statewide Transit Projects that are not found in the MPO TIPs. (MDOT is no longer using the CTP to reference our Highway Projects.)

Appendix J

This Appendix contains the Consolidated Transportation Program Summary and all Statewide Highway Projects that are not found in the MPO TIPs. The Summary includes Operating and Maintenance Costs on pages A-15 through A-24.

Appendix K

This Appendix contains the Performance Management Measures / National Goals Summary.

Appendix L

This Appendix contains the Performance Management Measures / National Goals Summary.

Appendix M

SHA List of Projects for which Federal funds have been obligated the previous year

Appendix N

MTA List of Projects for which Federal funds have been obligated the previous year

APPENDIX A – Statement of Self Certification

As MDOT oversees its modal agencies, there is close coordination in all aspects of project delivery. MDOT is in the possession of or is currently compiling the following Plans, Certifications and Assurances from all processes in relation to each federal requirement, including but not limited to the following:

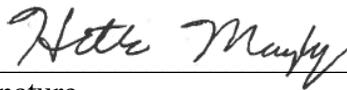
- Assurances
- Title VI Plan
- LEP Plan
- Self Evaluations
- Transition Plan
- Public Involvement Guidelines
- Memorandums of Understanding with MPOs
- Reviews of MPOs conducted by SHA/MTA
- Reviews conducted by Federal oversight agencies of MPOs (SHA/MTA)
- MPO Public Involvement Plans (Office of Planning and Capital Programming)

If you have any questions or need additional information, please do not hesitate to contact Tyson Byrne, Regional Planning Manager, Office of Planning and Capital Programming, at 410-865-1284, toll-free at 888-713-1414 or via email at tbyrne@mdot.maryland.gov.

**STATEWIDE TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

The Maryland Department of Transportation hereby certifies that its statewide transportation planning process is addressing major issues facing the State and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- I. 23 U.S.C. 134, 135 and 23 CFR 450; and 49 U.S.C. Section 5303 and 5304
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794, and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in the USDOT funded projects;
- V. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid Highway construction contracts;
- VI. The provisions of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR part 27, 37 and 38;
- VII. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93. (Note-only for States with non-attainment and /or maintenance areas outside metropolitan planning area boundaries).
- VIII. The Older Americans Act, as amended (42 U.S.C. part 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C., regarding prohibition of discrimination on the basis of gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Signature

Heather Murphy

Printed Name

Director, Office of Planning and Capital Programming

Title

March 8, 2019

Date

APPENDIX B – SHA Financial Constraint Summary Table and Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2018-2022

Dollars in Millions

State Highway Administration (SHA)	2018*	2019	2020	2021	2022	2018-2022 TOTAL
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	\$ 721.7	\$ 891.6	\$ 743.4	\$ 638.0	\$ 632.4	
FEDERAL REVENUE						
Federal Fund Balance as of 10/1/2017	\$ 213.0	\$ -	\$ -	\$ -	\$ -	
Federal Core Apportioned Programs w/o HPP	\$ 635.6	\$ 650.0	\$ 665.5	\$ 678.8	\$ 692.4	\$ 3,322.3
Federal High Priority Project Funding	\$ -	\$ -	\$ -	\$ -	\$ -	
Special Federal Appropriations and Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Federal Revenue Available	\$ 848.6	\$ 650.0	\$ 665.5	\$ 678.8	\$ 692.4	\$ 3,535.3
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	\$ 880.7	\$ 842.9	\$ 998.7	\$ 858.4	\$ 787.1	\$ 4,367.8
Total State Revenue Available	\$ 880.7	\$ 842.9	\$ 998.7	\$ 858.4	\$ 787.1	\$ 4,367.8
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	\$ 1,461.0	\$ 1,384.5	\$ 1,407.6	\$ 1,175.2	\$ 1,111.9	\$ 7,903.1
SHA REVENUE USES (ARRA Included)						
MAJOR PROJECTS (includes D&E)						
Primary	\$ 266.9	\$ 250.3	\$ 190.2	\$ 137.6	\$ 57.7	\$ 902.7
Secondary	\$ 55.2	\$ 68.2	\$ 80.8	\$ 69.3	\$ 48.4	\$ 321.9
Interstate	\$ 97.3	\$ 134.7	\$ 134.5	\$ 179.5	\$ 108.4	\$ 654.4
Change Orders	\$ -	\$ 10.0	\$ 10.0	\$ -	\$ -	\$ 20.0
Reimbursables	\$ 56.7	\$ 55.5	\$ 43.5	\$ 15.0	\$ 15.0	\$ 185.7
Total Major Projects	\$ 476.1	\$ 518.7	\$ 459.0	\$ 401.4	\$ 229.5	\$ 2,084.7
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	\$ 12.6	\$ 6.0	\$ 7.7	\$ 7.7	\$ 7.8	\$ 41.8
Crash Prevention	\$ 18.9	\$ 10.8	\$ 15.8	\$ 12.1	\$ 13.1	\$ 70.7
Median Guardrail & End Treatment	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ 0.1
ADA Retrofit	\$ 6.1	\$ 7.3	\$ 8.2	\$ 6.7	\$ 7.3	\$ 35.6
RailRoad Safety & Spot	\$ 2.0	\$ 3.4	\$ 3.0	\$ 2.9	\$ 2.8	\$ 14.1
Drainage	\$ 29.8	\$ 20.7	\$ 18.0	\$ 12.3	\$ 12.3	\$ 93.1
Emergency	\$ 0.4	\$ 4.7	\$ 1.5	\$ 1.6	\$ 1.5	\$ 9.7
Safety & Spot Improvements	\$ 34.6	\$ 42.2	\$ 44.2	\$ 42.9	\$ 43.7	\$ 207.6
Resurfacing & Rehabilitation	\$ 274.6	\$ 251.4	\$ 238.1	\$ 238.5	\$ 242.8	\$ 1,245.4
Sidewalks	\$ 3.4	\$ 3.0	\$ 6.0	\$ 4.9	\$ 6.9	\$ 24.2
Bridge Replace & Rehab.	\$ 191.9	\$ 241.5	\$ 193.8	\$ 180.0	\$ 234.8	\$ 1,042.0
Park-n-Ride	\$ 1.4	\$ 3.1	\$ 3.5	\$ 3.5	\$ 3.5	\$ 15.0
Urban Reconstruction	\$ 38.8	\$ 22.9	\$ 19.5	\$ 12.8	\$ 6.1	\$ 100.1
Traffic Management	\$ 47.1	\$ 52.4	\$ 53.3	\$ 56.1	\$ 52.3	\$ 261.2
CHART (ITS Program)	\$ 14.7	\$ 16.3	\$ 26.5	\$ 24.7	\$ 18.9	\$ 101.1
Intersection Capacity	\$ 22.2	\$ 15.4	\$ 12.0	\$ 13.0	\$ 17.7	\$ 80.3
Bicycle Retrofit	\$ 2.6	\$ 3.8	\$ 3.7	\$ 2.0	\$ 2.2	\$ 14.3
TMDL Compliance	\$ 77.5	\$ 96.0	\$ 112.0	\$ 57.8	\$ 46.6	\$ 389.9
Retrofit Sound Barriers	\$ 8.1	\$ 2.2	\$ 2.3	\$ 0.8	\$ 0.5	\$ 13.9
Total S, CR and CE	\$ 786.8	\$ 803.1	\$ 769.1	\$ 680.3	\$ 720.8	\$ 3,760.1

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2018-2022**

Dollars in Millions

State Highway Administration (SHA)	2018*	2019	2020	2021	2022	2018-2022 TOTAL
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	\$ 29.6	\$ 28.3	\$ 25.2	\$ 26.2	\$ 26.2	\$ 135.5
Facilities, Equipment & Environmental Compliance	\$ 52.1	\$ 46.8	\$ 69.2	\$ 45.8	\$ 46.4	\$ 260.3
Truck Weight Facilities and Equipment	\$ 2.4	\$ 8.1	\$ 12.1	\$ 10.2	\$ 2.8	\$ 35.6
Transportation Alternatives Program	\$ 9.1	\$ 10.2	\$ 20.2	\$ 12.2	\$ 18.8	\$ 70.5
Highway User Revenues	\$ -	\$ -	\$ 256.0	\$ 260.4	\$ 266.1	\$ 782.5
State Aid in Lieu to Locals	\$ 6.1	\$ 6.0	\$ 6.0	\$ 5.9	\$ 5.9	\$ 29.9
Major IT Projects	\$ 5.5	\$ 7.2	\$ 6.1	\$ 6.3	\$ 6.3	\$ 31.4
Total Other System Preservation	\$ 104.8	\$ 106.6	\$ 394.8	\$ 367.0	\$ 372.8	\$ 1,345.7
Subtotal of SHA Uses	\$ 1,367.7	\$ 1,428.4	\$ 1,622.9	\$ 1,448.7	\$ 1,322.8	\$ 7,190.5
DEBT SERVICE						
GARVEE Debt Service	\$ 87.5	\$ 87.5	\$ 52.6			\$ 227.6
Total Debt Service	\$ 87.5	\$ 87.5	\$ 52.6			\$ 227.6
OTHER						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 4.0
Local Bridge Program	\$ 13.4	\$ 13.7	\$ 14.1	\$ 14.1	\$ 14.1	\$ 69.4
Baltimore City Federal Aid	\$ 32.9	\$ 33.6	\$ 34.4	\$ 34.4	\$ 34.4	\$ 169.7
Rec Trails	\$ 1.1	\$ -	\$ -	\$ -	\$ -	\$ 1.1
CMAQ to MDOT/Modals	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 224.0
Other Transfers to MDOT/Modals	\$ 11.2	\$ 32.3	\$ -	\$ -	\$ -	\$ 43.5
Total Other	\$ 104.2	\$ 125.2	\$ 94.1	\$ 94.1	\$ 94.1	\$ 511.7
TOTAL REVENUE USES	\$ 1,559.4	\$ 1,641.1	\$ 1,769.6	\$ 1,542.8	\$ 1,416.9	\$ 7,929.8
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	\$ 891.6	\$ 743.4	\$ 638.0	\$ 632.4	\$ 695.0	

Note: These categories generally reflect the MAP-21 and FAST Act federal authorization programs. The current FAST Act authorization modifies the names of programs at FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2018 and FFY2020 for a given program. FFYs 21-22 are estimates based on prior FAST Act apportionments.

*FY 2018 is for informational purposes only; STIP covers FY 2019-2022

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward line on page 101 (See Fiscal Constraint Table).

MARYLAND STATE HIGHWAY ADMINISTRATION ADVANCE CONSTRUCTION (AC) FORECAST (Dollars in Millions)					
SFY	2018	2019	2020	2021	2022
AC Beginning Balance	721.7	891.6	743.4	638.0	632.4
New AC - Planned	1,209.5	945.9	1,074.3	1,022.9	1,007.2
New AC - Managed	572.7	519.8	547.0	589.9	514.3
AC Sub-Total	2,503.9	2,357.3	2,364.8	2,250.8	2,153.9
Less: AC Conversions - Planned	(1,039.6)	(1,094.1)	(1,179.7)	(1,028.5)	(944.6)
Less: AC Conversions - Managed	(572.7)	(519.8)	(547.0)	(589.9)	(514.3)
Ending AC Balance	891.6	743.4	638.0	632.4	695.0

Note: regarding AC Conversions, the State of Maryland converts based on two thirds (2/3) of the total program in the current fiscal year and one third (1/3) of the total program in the following fiscal year.

*FY 2018 is for informational purposes only; STIP covers FY 2019-2022.

MDOT SHA Capital Programming Summary from FY2018 to FY2021 CTP.

**STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	452.8	404.1	398.7	316.6	161.0	90.6	1,823.8
Safety, Congestion Relief and Community Enhancements	886.8	854.6	849.9	828.2	941.0	1,004.1	5,364.6
Other System Preservation	58.9	58.2	40.2	41.2	41.2	41.2	280.9
Programs 3 & 8	84.8	79.3	77.9	78.1	78.1	77.8	476.0
<u>Development & Evaluation Program</u>	<u>29.8</u>	<u>51.1</u>	<u>53.5</u>	<u>21.2</u>	<u>10.8</u>	<u>8.1</u>	<u>174.5</u>
TOTAL	1,513.1	1,447.3	1,420.2	1,285.3	1,232.1	1,221.8	8,119.8
Special Funds	894.7	756.7	750.1	675.4	711.5	774.2	4,562.7
Federal Funds	618.3	690.6	670.0	610.0	520.5	447.7	3,557.1

Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from line 1 on page 101 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 3/15/2019** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 3/15/2019.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT’s FAST Act summary of apportionment tables dated January 8, 2016.
- **Federal High Priority Project Funding** - After the expiration of SAFETEA-LU, no HPP were included in subsequent funding bills and, therefore, no allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount corresponds to “Special Funds” on the SHA divider page in CTP.

SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total for major projects and matches the sum of “Construction Program” plus “Development and Evaluation Program” as shown in the Capital Program Summary page 103.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, and the total matches that shown for “Safety, Congestion Relief and Community Enhancements” as shown in the Capital Program Summary page 103.
 - **Environmental Preservation** – This fund provides for design and construction of roadside landscape features, reforestation plantings, critical area mitigation, wetland and stream permitting and mitigation, and other environmental restoration/preservation efforts associated with Capital Program delivery.
 - **Crash Prevention** – This fund includes roundabouts, minor geometric improvements, capital remedial improvements, and general corridor improvements.
 - **Median Guardrail and End Treatment** – This fund includes traffic barrier improvements.
 - **ADA Retrofit** – This fund includes sidewalks, crosswalks, and ramp retrofit improvements to address compliance and avoid sanctions.
 - **Railroad Safety and Spot** – This fund includes safety improvements at railroad crossings.
 - **Drainage** – This fund includes improvements to areas of recurring flood damage or road closures.
 - **Emergency** – This fund includes work performed as a result of major storm damage, slope failures, or other unforeseen roadway or bridge emergencies.
 - **Safety and Spot Improvements** – This fund includes safety improvements at high accident locations, intersection capacity improvements, slide repairs, roundabouts, and ramp modifications.
 - **Resurfacing and Rehabilitation** – This fund includes resurfacing improvements, including concrete patching, joint sealing, and pavement markings.

- **Sidewalks** – This fund includes the construction of retrofit sidewalks along state highways and the reconstruction/replacement of existing sidewalks if part of a revitalization effort in an officially designated urban revitalization area.
- **Bridge Replace and Rehab** – This fund includes bridge replacements, deck replacement, major rehabilitations, deck overlays, parapet modifications, bridge repainting/spot painting, and all structure condition inspections.
- **Park-n-Ride** – This fund includes park and ride lot expansions, repairs, and lighting.
- **Urban Reconstruction** – This fund includes the rehabilitation of roads through urban areas including pavement and drainage reconstruction.
- **Traffic Management** – This fund includes new signals, signal system construction, signal reconstruction, raised pavement markers, lighting, and signage.
- **CHART (ITS Program)** – This fund includes installation of advanced traffic management systems (ATMS) and advanced traffic information system (ATIS) technologies on interstates and arterials statewide.
- **Intersection Capacity** – This fund includes geometric improvements to improve mobility at congested intersections.
- **Bicycle Retrofit** – This fund includes construction and reconstruction of roadway shoulders, road markings for bicycles, fixing potholes, and construction of off-road trails parallel to existing roadways.
- **TMDL Compliance** – This fund includes planning, designing, and construction of stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties to meet US Environmental Protection Agency’s Chesapeake Bay TMDL requirements by 2020.
- **Retrofit Sound Barriers** – This fund includes retrofits to sound barriers along existing highways, barrier rehabilitation, and noise berms.
- **Other System Preservation** - The total matches that shown for “Other System Preservation” and “Reimbursables” as shown on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as “TOTAL” on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects.

Note: SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 107.

APPENDIX C - Statewide Financial Constraint Summary Table and Explanation

Statewide Fiscal Constraint Table and Summary Explanation

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS

Dollars in Millions

	2019	2020	2021	2022	2019 - 2022 TOTAL
RESOURCES AVAILABLE					
STATE REVENUE					
State Motor Fuel Taxes	\$ 1,128	\$ 1,190	\$ 1,216	\$ 1,245	\$ 4,779
Registration and MVA Fees	399	398	407	406	1,610
Vehicle Titling Taxes	904	913	918	955	3,690
Corporate Income Taxes	176	177	195	212	760
Rental Car Sales Tax	32	33	34	34	133
Miscellaneous Motor Vehicle Fees	296	300	299	307	1,202
Total Taxes and Fees	\$ 2,935	\$ 3,011	\$ 3,069	\$ 3,159	\$ 12,174
DEDUCTIONS					
To Other Agencies	72	70	72	74	288
MDOT Program and Fees (a)	773	832	855	896	3,356
MVA Cost Recovery (b)	210	214	213	219	856
Net Transportation Revenues	\$ 1,880	\$ 1,895	\$ 1,929	\$ 1,970	\$ 7,674
9.6% to Local Governments	181	-	-	-	181
To the Department (MDOT) (c)	1,699	1,895	1,929	1,970	7,493
Subtotal to the Department (a+b+c)	\$ 2,682	\$ 2,941	\$ 2,997	\$ 3,085	\$ 11,705
OPERATING REVENUES					
Maryland Port Administration	54	55	55	56	220
Maryland Transit Administration	146	154	167	186	653
Maryland Aviation Administration	254	269	277	279	1,079
Total Operating Revenues	\$ 454	\$ 478	\$ 499	\$ 521	\$ 1,952
MISCELLANEOUS					
Investment Income	2	2	2	2	8
Federal Operating Assistance	98	108	105	105	416
Miscellaneous Revenue	53	30	63	63	209
Reimbursements/GO Bonds (WIP)	55	44	15	15	129
Reserve for Changes in Revenue Sources	-	-	-	-	-
Total Miscellaneous	\$ 208	\$ 184	\$ 185	\$ 185	\$ 762
TOTAL REVENUES	\$ 3,344	\$ 3,603	\$ 3,681	\$ 3,791	\$ 14,419

RECEIPTS

Transfers between TTF & MDTA/GF	-	-	-	-	-
Bond Sales	675	635	445	400	2,155
Funds from Rollover - Fund Balance	(8)	-	(25)	-	(33)
TOTAL REVENUES AND RECEIPTS	\$ 4,011	\$ 4,238	\$ 4,101	\$ 4,191	\$ 16,541

	2019	2020	2021	2022	2019 - 2022 TOTAL
EXPENDITURES					
Debt Service Payments	\$ 338	\$ 355	\$ 421	\$ 469	\$ 1,583
Operating and Maintenance Expenditures	2,099	2,201	2,231	2,310	8,841
State Dollars Available for Capital Projects	<u>1,574</u>	<u>1,682</u>	<u>1,449</u>	<u>1,412</u>	<u>6,117</u>
Total Expenditures	\$ 4,011	\$ 4,238	\$ 4,101	\$ 4,191	\$ 16,541
Non-Surface Transportation State Dollars	\$ 304	\$ 239	\$ 219	\$ 214	\$ 976
Maryland Transit Administration State Dollars	172	335	100	73	685
WMATA State Dollars	156	156	156	156	624
State Highway Administration State Dollars	<u>757</u>	<u>750</u>	<u>675</u>	<u>712</u>	<u>2,893</u>
Total State Dollars for Capital Projects	\$ 1,389	\$ 1,480	\$ 1,150	\$ 1,155	\$ 5,178
State Revenues Minus Expenditures	\$ 185	\$ 202	\$ 299	\$ 294	\$ 939

**MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	SIX-YEAR TOTAL
Construction Program							
Major Projects	605.3	736.1	462.0	378.7	442.5	268.0	2,892.5
System Preservation Minor Projects	89.8	61.9	56.5	51.0	89.1	58.7	406.9
Development & Evaluation Program	<u>4.0</u>	<u>1.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.2</u>
SUBTOTAL	<u>699.0</u>	<u>799.2</u>	<u>518.5</u>	<u>429.6</u>	<u>531.6</u>	<u>326.7</u>	<u>3,304.6</u>
Capital Salaries, Wages & Other Costs	<u>14.0</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>77.0</u>
TOTAL	<u>713.1</u>	<u>811.7</u>	<u>531.0</u>	<u>442.1</u>	<u>544.1</u>	<u>339.7</u>	<u>3,381.7</u>
Special Funds	172.0	334.5	100.0	73.4	183.6	150.5	1,014.0
Federal Funds	432.5	412.3	386.2	341.8	275.1	188.3	2,036.2
Other Funding	108.5	64.9	44.9	26.9	85.4	0.8	331.5

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	SIX-YEAR TOTAL
Construction Program							
Major Projects	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
Special Funds	155.9	155.9	155.9	155.9	155.9	155.9	935.5
Federal Funds - WMATA *	99.9	99.9	99.9	99.9	99.9	99.9	599.2

* These federal funds are received by WMATA directly and are not included in the MDOT budget.

Explanation of Fiscal Constraint Worksheet – MDOT Statewide

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to \$12.2 billion over the next 4 years. Such revenue includes motor fuel tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues (HUR). This is the 9.6% that goes directly to Baltimore City and the Counties and Municipalities. In addition to the HUR distribution required by law, the Department has reserved funds in an amount sufficient to enable the Governor to restore local HUR. Restoration requires legislative approval. The sum of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately \$1.6 billion over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately \$8.8 billion over the four-year period. This leaves \$6.1 billion available in state dollars for the capital program.

The \$6.1 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately \$1.2 billion. MTA and WMATA receive approximately \$1.5 billion, while SHA receives \$3.4 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department over from 2019-2022.

Federal Highway Dollars

Funds available for State Highway through the Federal Highway Administration are shown on a separate Chart.

FY 2019 FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENTS UNDER FAST ACT							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		350,378,890	175,811,983	35,896,688	56,650,481	20,445,447	639,185,489
MPO							
TPB (Washington Metropolitan Area)	48.6%	\$ 170,284,141	\$ 85,444,624	\$ 17,446,762	\$ 27,532,134	\$ 9,936,487	\$ 310,644,148
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 141,202,693	\$ 70,852,229	\$ 14,467,171	\$ 22,830,144	\$ 8,239,515	\$ 257,591,752
Rural Non-MPO	6.0%	\$ 2,452,652	\$ 1,230,684	\$ 251,291	\$ 396,553	\$ 143,118	\$ 4,474,298
HEPMPO (Washington)	0.7%						\$ 6,391,855
S/WMPO (Salisbury-Wicomico)	1.0%						\$ 10,866,153
C-SMMPO	1.7%						\$ 3,195,927
WILMAPOD (Cecil)	0.5%						\$ 7,670,226
CAMPO (Allegheny)	1.2%						\$ 38,351,129
	100.0%	\$ 313,939,485	\$ 157,527,537	\$ 32,165,224	\$ 50,758,831	\$ 18,319,121	

FEDERAL-AID HIGHWAY PROGRAM FUNDING PRIOR TO FY2019							
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	Apportioned Table
Maryland		325,970,419	126,482,240	57,982,572	8,021,633	36,368,264	554,825,128
MPO							
TPB (Washington Metropolitan Area)	48.6%	\$ 158,421,623	\$ 61,470,369	\$ 28,179,530	\$ 3,898,514	\$ 17,674,976	\$ 269,645,012
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 131,366,079	\$ 50,972,343	\$ 23,366,976	\$ 3,232,718	\$ 14,656,411	\$ 223,594,527
Rural Non-MPO	6.0%	\$ 19,558,225	\$ 7,588,934	\$ 3,478,954	\$ 481,298	\$ 2,182,096	\$ 33,289,508
HEPMPO (Washington)	0.7%						\$ 3,883,776
S/WMPO (Salisbury-Wicomico)	1.0%						\$ 5,548,251
C-SMMPO	1.7%						\$ 9,432,027
WILMAPOD (Cecil)	0.5%						\$ 2,774,126
CAMPO (Allegheny)	1.2%						\$ 6,657,902
	100.0%	\$ 309,345,927	\$ 120,031,646	\$ 55,025,461	\$ 7,612,530	\$ 34,513,483	

TOTAL FEDERAL-AID HIGHWAY PROGRAM AVAILABLE FOR FY 2019									
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	TIGER	Total
Maryland		676,349,309	302,294,223	93,881,260	64,672,114	56,813,711	1,194,010,617	25,791,000	1,219,801,617
MPO									
TPB (Washington Metropolitan Area)	48.6%	\$ 328,705,764	\$ 146,914,992	\$ 45,626,292	\$ 31,430,648	\$ 27,611,464	\$ -	\$ -	\$ 580,289,160
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 272,568,771	\$ 121,824,572	\$ 37,834,148	\$ 26,062,862	\$ 22,895,926	\$ -	\$ 25,791,000	\$ 506,977,279
Rural Non-MPO	6.0%	\$ 22,010,877	\$ 8,819,618	\$ 3,730,245	\$ 877,851	\$ 2,325,214	\$ -	\$ -	\$ 37,763,806
HEPMPO (Washington)	0.7%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,275,631	\$ -	\$ 10,275,631
S/WMPO (Salisbury-Wicomico)	1.0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,414,405	\$ -	\$ 16,414,405
C-SMMPO	1.7%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,627,955	\$ -	\$ 12,627,955
WILMAPCO (Cecil)	0.5%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,444,352	\$ -	\$ 10,444,352
CAMPO (Allegheny)	1.2%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,009,031	\$ -	\$ 45,009,031
		\$ 623,285,413	\$ 277,559,183	\$ 87,190,685	\$ 58,371,361	\$ 52,832,603	\$ 94,771,372	\$ 25,791,000	\$ 1,219,801,617

TOTAL MARYLAND HIGHWAY PROGRAM FOR FY 2019									
State	Percent of Capital Enhancement	National Highway Performance Program	Surface Transportation Block Grant Program	Highway Safety Improvement Program	Congestion Mitigation & Air Quality Improvement	National Highway Freight Program	GENERIC FEDERAL FUNDS	TIGER	Total
Maryland									
MPO									
TPB (Washington Metropolitan Area)	28.4%	\$ 168,880,000	\$ 124,050,000	\$ 4,180,000	\$ 7,090,000	\$ 6,240,000	\$ -	\$ -	\$ 310,440,000
BRTB (Baltimore Metropolitan Area)	40.3%	\$ 172,173,000	\$ 201,446,000	\$ 14,880,000	\$ 47,470,000	\$ 4,092,000	\$ -	\$ 25,791,000	\$ 465,852,000
Rural Non-MPO	14.4%	\$ 27,050,000	\$ 25,322,000	\$ -	\$ 7,983,000	\$ 40,000	\$ 97,040,000	\$ -	\$ 157,435,000
HEPMPO (Washington)	5.7%	\$ 15,901,000	\$ 4,755,000	\$ -	\$ -	\$ -	\$ 41,208,000	\$ -	\$ 61,864,000
S/WMPO (Salisbury-Wicomico)	1.9%	\$ 1,341,400	\$ 225,000	\$ -	\$ -	\$ -	\$ 18,787,200	\$ -	\$ 20,353,600
C-SMMPO	3.2%	\$ -	\$ 3,000,000	\$ -	\$ 9,385,000	\$ -	\$ 22,512,000	\$ -	\$ 34,897,000
WILMAPCO (Cecil)	1.7%	\$ -	\$ 274,900	\$ -	\$ -	\$ -	\$ 18,826,000	\$ -	\$ 19,100,900
CAMPO (Allegheny)	4.4%	\$ 2,972,800	\$ 4,832,800	\$ -	\$ -	\$ -	\$ 39,876,000	\$ -	\$ 47,681,600
		\$ 388,318,200	\$ 363,905,700	\$ 19,060,000	\$ 71,928,000	\$ 10,372,000	\$ 238,249,200	\$ 25,791,000	\$ 1,117,624,100

FY 2019 FEDERAL-AID TRANSIT PROGRAM APPORTIONMENTS UNDER FAST ACT										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ 6,473,551	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ 9,973,551
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 607,375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 607,375
50,000-199,999	\$ -	\$ -	\$ 934,997	\$ -	\$ -	\$ -	\$ 1,000,037	\$ -	\$ -	\$ 1,935,034
MPO										
TPB (Washington Metropolitan Area)	\$ 87,501,768	\$ -	\$ 1,453,933	\$ -	\$ -	\$ 23,907,468	\$ 5,456,125	\$ -	\$ -	\$ 118,319,294
BRTB (Baltimore Metropolitan Area)	\$ 78,482,848	\$ -	\$ 2,127,781	\$ -	\$ 650,117	\$ 43,435,905	\$ 5,177,489	\$ -	\$ -	\$ 129,874,121
HEPMPO (Washington)	\$ 2,210,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,210,011
S/WMPO (Salisbury-Wicomico)	\$ 2,213,396	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,213,396
C-SMMPO	\$ 1,482,967	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 261,911	\$ 1,744,878
WILMAPCO (Cecil)	\$ 1,706,411	\$ -	\$ 53,075	\$ -	\$ -	\$ -	\$ 105,756	\$ -	\$ -	\$ 1,865,242
CAMPO (Allegheny)	\$ 1,127,603	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 636,000	\$ -	\$ 1,763,603
Rural Non-MPO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ 174,725,005	\$ -	\$ 5,177,161	\$ 6,473,551	\$ 650,117	\$ 67,343,373	\$ 15,239,387	\$ 636,000	\$ 261,911	\$ 270,506,506

AVAILABLE FEDERAL-AID TRANSIT PROGRAM FUNDING FROM PRIOR TO FY2019										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 6,170,706	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,170,706
50,000-199,999	\$ -	\$ -	\$ 4,167,286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,167,286
MPO										
TPB (Washington Metropolitan Area)	\$ 5,223,000	\$ 120,000,000	\$ -	\$ 687,000	\$ -	\$ 41,752,000	\$ 569,000	\$ -	\$ -	\$ 168,231,000
BRTB (Baltimore Metropolitan Area)	\$ 76,341,000	\$ -	\$ -	\$ 238,000	\$ -	\$ 41,752,000	\$ 8,063,000	\$ -	\$ -	\$ 126,394,000
HEPMPO (Washington)	\$ 1,174,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ 1,572,000
S/WMPO (Salisbury-Wicomico)	\$ 1,592,000	\$ -	\$ -	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,818,000
C-SMMPO	\$ 602,000	\$ -	\$ -	\$ 721,000	\$ -	\$ -	\$ 507,000	\$ -	\$ -	\$ 1,830,000
WILMAPCO (Cecil)	\$ 1,118,000	\$ -	\$ 116,479	\$ 328,000	\$ -	\$ -	\$ 248,000	\$ -	\$ -	\$ 1,810,479
CAMPO (Allegheny)	\$ 806,000	\$ -	\$ -	\$ 3,190	\$ -	\$ -	\$ 247,000	\$ -	\$ -	\$ 1,056,190
Rural Non-MPO	\$ -	\$ -	\$ -	\$ 9,951,000	\$ -	\$ -	\$ 390,000	\$ 468,000	\$ -	\$ 10,779,000
	\$ 86,856,000	\$ 120,000,000	\$ 10,454,471	\$ 12,154,190	\$ -	\$ 83,504,000	\$ 10,392,000	\$ 468,000	\$ -	\$ 323,828,661

TOTAL FEDERAL-AID TRANSIT PROGRAM AVAILABLE FOR FY 2019										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
Maryland Statewide	\$ -	\$ -	\$ -	\$ 6,473,551	\$ -	\$ -	\$ 3,500,000	\$ -	\$ -	\$ 9,973,551
Over 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
200,000-999,999	\$ -	\$ -	\$ 6,778,081	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,778,081
50,000-199,999	\$ -	\$ -	\$ 5,102,283	\$ -	\$ -	\$ -	\$ 1,000,037	\$ -	\$ -	\$ 6,102,320
MPO										
TPB (Washington Metropolitan Area)	\$ 92,724,768	\$ 120,000,000	\$ 1,453,933	\$ 687,000	\$ -	\$ 65,659,468	\$ 6,025,125	\$ -	\$ -	\$ 286,550,294
BRTB (Baltimore Metropolitan Area)	\$ 154,823,849	\$ -	\$ 2,127,781	\$ 238,000	\$ 650,117	\$ 85,187,905	\$ 13,240,469	\$ -	\$ -	\$ 256,268,121
HEPMPO (Washington)	\$ 3,384,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 398,000	\$ -	\$ -	\$ 3,782,011
S/WMPO (Salisbury-Wicomico)	\$ 3,805,396	\$ -	\$ -	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,031,396
C-SMMPO	\$ 2,084,967	\$ -	\$ -	\$ 721,000	\$ -	\$ -	\$ 507,000	\$ -	\$ 261,911	\$ 3,574,878
WILMAPCO (Cecil)	\$ 2,824,411	\$ -	\$ 169,554	\$ 328,000	\$ -	\$ -	\$ 353,756	\$ -	\$ -	\$ 3,675,721
CAMPO (Allegheny)	\$ 1,933,603	\$ -	\$ -	\$ 3,190	\$ -	\$ -	\$ 247,000	\$ 636,000	\$ -	\$ 2,819,793
Rural Non-MPO	\$ -	\$ -	\$ -	\$ 9,951,000	\$ -	\$ -	\$ 360,000	\$ 468,000	\$ -	\$ 10,779,000
	\$ 261,581,005	\$ 120,000,000	\$ 15,631,632	\$ 18,627,741	\$ 650,117	\$ 150,847,373	\$ 25,631,387	\$ 1,104,000	\$ 261,911	\$ 594,335,167

FY 2019 FEDERAL-AID TRANSIT PROGRAM PROGRAMMED IN TIPS										
State	5307	5309	5310	5311	5329	5337	5339	APPALACHIAN DEVELOPMENT PUBLIC TRANSPORTATION ASSISTANCE PROGRAM	SMALL TRANSIT INTENSIVE CITIES PERFORMANCE DATA	Total
MPO										
TPB (Washington Metropolitan Area)	\$ 24,303,900	\$ 116,000,000	\$ 474,800	\$ 687,000	\$ -	\$ 14,980,800	\$ -	\$ -	\$ -	\$ 156,446,500
BRTB (Baltimore Metropolitan Area)	\$ 70,618,000	\$ -	\$ 3,370,000	\$ 238,000	\$ 400,000	\$ 42,786,000	\$ 3,918,000	\$ -	\$ -	\$ 121,330,000
HEPMPO (Washington)	\$ 1,255,600	\$ -	\$ 761,700	\$ -	\$ -	\$ -	\$ 454,500	\$ -	\$ -	\$ 2,471,800
S/WMPO (Salisbury-Wicomico)	\$ 1,592,000	\$ -	\$ 409,100	\$ 226,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,227,100
C-SMMPO	\$ 817,724	\$ -	\$ 108,000	\$ 978,785	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,904,509
WILMAPCO (Cecil)	\$ 731,000	\$ -	\$ 108,000	\$ 328,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,167,000
CAMPO (Allegheny)	\$ 805,647	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,390	\$ -	\$ -	\$ 1,056,037
Rural Non-MPO	\$ -	\$ -	\$ 1,354,000	\$ 10,238,000	\$ -	\$ -	\$ 1,122,000	\$ -	\$ -	\$ 12,714,000
	\$ 100,123,871	\$ 116,000,000	\$ 6,585,600	\$ 12,695,785	\$ 400,000	\$ 57,766,800	\$ 5,744,890	\$ -	\$ -	\$ 299,316,946

APPENDIX D – Eastern Federal Lands Division Projects

FY2019-FY2022 Transportation Improvement Program
Federal Highway Administration

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
CATO_900(1)	2018	MD	Frederick	Catoctin Mountain Park	Replace Visitor Center Bridge at Catoctin Mt National Park	BRRP	NPS	\$1,800,000.00	Title 23	EFLHD	Under Construction	MD-06	NPS_NC
MD_FLAP_WMSPT_63(1)_68(1)	2018	MD	Washington	National Park Service / C&O Canal National Historical Park	Rehabilitating the roadway and sidewalks along MD 63 and MD 66 in the Town of Williamsport, MD.	3RL	FLAP	\$1,003,407.38	Title 23	LOCAL	In Design	MD-06	NPS_NC
NP_BAWA_1(5)_2(5)	2018	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, Beaver Dam Rd to MD 197.	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	Under Construction	MD-05	NPS_NC
SO NP FOMC(1)	2018	MD	Harford and Baltimore	Fort McHenry National Monument and Historic Shrine; Hampton National Historic Site	Fort McHenry and Hampton Pavement Preservation	3RH_3RL	FLTP	\$1,123,400.00	Title 23	NPS	Under Construction	MD-01	NPS_NE
GREE_1(1)	2019	MD	Prince George's	Greenbelt Park	Main Entrance & Park Central Rd. Bridge Replacement and Resurfacing	3RH_BRRP	FLTP	\$7,570,000.00	Title 23	EFLHD	In Acquisitions	MD-05	NPS_NC
MD_FLAP_DRCH_STDV(1)	2019	MD	Dorchester	NPS & FWS / Harriett Tubman Visitor Center & Blackwater National Refuge	Transportation study to increase access to NPS HATU and Blackwater NWR.	MISC	FLAP	\$64,885.00	Title 23	LOCAL	Planned	MD-01	NPS_NE
NP_BAWA_1(7)_2(7)	2019	MD	Anne Arundel	Baltimore Washington Parkway	Resurfacing BW Parkway from Patuxent River to MD 198	3RL	FLTP	\$4,200,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
SUIT_1(2)_2(2)	2019	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Pkwy & Forestville Rd	MISC	FLAP	\$1,400,000.00	Title 23	EFLHD	In Acquisitions	MD-05	NPS_NC
BAWA_1(6)_2(6)	2020	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements	MISC	NPS	\$900,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
FW PATU 13(1)	2020	MD	Prince Georges	Patuxent Research Refuge	Resurface Powder Mill Road from South Boundary to MD Route 197.	3RL	FLTP	\$1,297,000.00	Title 23	EFLHD	Planned	MD-04	FWS_R6
GWMP_6(1)_7(2)	2020	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill including guardrail and guardwall	3RH	FLTP	\$8,000,000.00	Title 23	EFLHD	In Design	_VARIOUS	NPS_NC
NP_ANTI_300(2)_307(1)_ETC	2020	MD	Washington	Antietam National Battlefield	Pavement preservation of various Routes and trail work at Burnside Bridge.	2R	FLTP	\$1,300,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_BAWA_1(8)_2(8)	2020	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate BW Parkway from MD 198 to MD 32	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC
BAWA_1A26_E20	2021	MD	Anne Arundel	Baltimore Washington Parkway	Rehab walk Baltimore Washington Parkway near Rt 197.	RW	FLTP	\$450,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_1(2)	2021	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 0 Foxville-Deerfield Rd	3RL	FLTP	\$500,000.00	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP BAWA 1(10)_2(10)	2021	MD	Anne Arundel	Baltimore Washington Parkway	Improve shoulder areas at 8 locations for vehicles to safely stand outside of the traffic lanes.	MISC	FLTP	\$5,000,000.00	Title 23	EFLHD	Planned	MD-04	NPS_NC
NP BAWA 1(11)_2(11)	2021	MD	Anne Arundel	Baltimore Washington Parkway	Improve 4 median crossover areas for authorized vehicles	MISC	FLTP	\$440,000.00	Title 23	EFLHD	Planned	MD-04	NPS_NC
NP CHOH 104(1) 206(1) ETC	2021	MD	Washington, Montgomery, Allegany	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 3100-001P, -002P, -001P, and -013P.	BRRH	FLTP	\$625,000.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_NC
NP NACE 300(1) 301(1)	2021	MD	Prince George's	National Capital Parks East	Marshall Hall Access Road & Loop Road reconstruction	3RH	FLTP	\$629,000.00	Title 23	EFLHD	Planned	MD-04	NPS_NC
NP_BAWA_1(9)_2(9)	2021	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate BW Parkway from MD 32 to MD 175	3RL	FLTP	\$2,000,000.00	Title 23	EFLHD	Planned	MD-05	NPS_NC

APPENDIX E – Statewide Planning and Research Information**STP List for Statewide Planning and Research Program - Part I**

<u>STUDY NUMBER</u>	<u>PROGRAM VOLUME</u>	<u>ESTIMATED STATEWIDE PLANNING COST (Participating)</u>
<u>TRAFFIC</u>		
SP419A4C SP419B4C	Traffic Monitoring System (TMS) Program	\$1,759,999
<u>HIGHWAY STATISTICS</u>		
SP419A49 SP419B49	State and Local Highway	\$559,592
SP419A4D SP419B4D	Data Collection, Analysis and Distribution	\$546,992
SP419A4B SP419B4B	Highway Management Information System (HMIS) Coordination	\$2,044,696
SP419A4F SP419B4F	Statewide Data & Performance Management Tools and Applications	\$402,455
SP419A4G SP419B4G	eGIS Support and GIS Application Development	\$1,010,400
SP419A4H SP419B4H	Geospatial Support and Data Development	\$1,262,191
SP419A4I SP419B4I	One Maryland One Centerline Support and Roads and Highways Implementation	\$208,884
<u>SYSTEMS AND PROGRAMMING</u>		
SP319A4G SP319B4G	E. Statewide Travel Modeling Activities	\$814,600
SP419A44 SP419B44	F. Asset Data Technology Planning (ADTP)	\$699,489
TOTAL PART I - PLANNING		\$9,309,298

APPENDIX F – Federal Funding Sources

Federal-aid Highway Funding

1. Appalachia Development (ADHS) – The Appalachia Development Highway System Program continues funding for the construction of the Appalachian corridor highways in 13 states to promote economic development and to establish a State-Federal framework to meet the needs of the region.
2. Bridge (BR) – The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
3. Congestion Mitigation and Air Quality (CMAQ) – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
4. Federal Lands Highway Program (FLHP) – The FLHP provides funding for transportation on federally managed lands such as national park roads and parkways, Public Lands Highways (discretionary and Forest Highways), and Refuge Roads programs.
5. High Priority Projects (HPP) – The US Congress has identified and allocated a specific amount of money for specific projects considered to be a high priority. These dollars are in addition to formula and other allocated dollars.
6. Interstate Maintenance (IM) – The IM program provides funding for resurfacing, restoring, rehabilitating, and reconstruction (4R) most routes on the Interstate System.
7. National Highway System (NHS) – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances NHS funds may also be used to fund transit improvements in NHS corridors.
8. Surface Transportation Program (STP) – The STP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
9. National Highway Performance Program (NHPP) – The NHPP provides funding on roadways designated on the National Highway System supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement.
10. Highway Safety Improvement Program (HSIP) – The HSIP provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

11. State Planning and Research (SPR) – The SPR provides funding for the planning of future roads highway programs and local public transportation systems and the planning of the financing of such programs and systems, including metropolitan and statewide planning.
12. Transportation Alternatives Program (TAP) – The TAP funding is for activities considered under the Transportation Alternatives which include the construction, planning, and design of pedestrian and trail facilities; safety-related infrastructure; and Safe Routes to School (SRTS) program. Other project categories include historic preservation and rehabilitation of historic transportation facilities; vegetation management practices, environmental mitigation activities, projects that reduce vehicle-caused wildlife mortality, and the recreational trails program.

Federal-aid Transit Funding

1. **Planning Programs, Sections 5303, 5304, 5305** – Provides planning funds for State Departments of Transportation for Statewide Planning.
2. **Transit Urbanized Area Formula Program, Section 5307** – Formula funding program that provides grants for Urbanized Areas (UZA) for public transportation capital investments (and operating expenses in areas under 200,000 population) from the Mass Transit Account of the Highway Trust Fund.
3. **Bus Facility and Bus Programs, Sections 5309 and 5318** – Provides funding for the acquisition of buses for fleet/service expansion and bus related facilities such as maintenance facilities, bus rebuilds, and passenger shelters. These funds are allocated to specific projects at the discretion of Congress.
4. **Capital Investment Grants “New Starts,” Section 5309** – This Section 5309 program provides funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of \$75 million or less (Small Starts).
5. **Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5310** – Provides funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.
6. **Transit Funds for Areas Other Than Urbanized Areas, Section 5311** – Provides capital and operating assistance for rural and small urban public transportation systems.
7. **Congestion Mitigation and Air Quality (CMAQ)** – The Congestion Mitigation and Air Quality Improvement Program provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions.
8. **Preventive Maintenance Project Type** – Provides funding for preventive maintenance based on grant programs that have a capital component.
9. **State of Good Repair, Section 5337** – Provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a **state of good repair**.
10. **Bus and Bus Facilities Formula, Section 5339** – Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal-aid Phases

Planning (PP) – 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 (PE) – 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 (ROW) – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Construction (CON) – This last stage includes the costs of actually building the designed facility.

Other - This funding is to provide for Utilities or Transit Related projects.

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.

APPENDIX G - GLOSSARY

ACRONYM	DEFINITION
AC	Advance Construction
AR	Attainment Report
BRAC	Defense Base Closure and Realignment Commission
BRTB	Baltimore Regional Transportation Board
CAMPO	Cumberland Metropolitan Planning Organization
CAV	Connected and Autonomous Vehicle
C-SMMPO	Calvert - St. Mary's Metropolitan Planning Organization
CTP	Consolidated Transportation Program
D&E	Development and Evaluation Program
ESD	Environmental Site Design
EV	Electric vehicle
EVIC	Electric Vehicle Infrastructure Council
FMIS	Fiscal Management Information Systems
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLHP	Federal Lands Highway Program
FTA	Federal Transit Administration
GGRA	Greenhouse Gases Reduction Act
GHG	Greenhouse Gases
HEPMPO	Hagerstown-Eastern Panhandle Metropolitan Planning Organization
HMIS	Highway Management Information System
HNI	Highway Needs Inventory
HUR	Highway User Revenues
ITS	Traffic information systems
LOTS	Locally Operated Transit System
LRTP	Long Range Transportation Plan
MAA	Maryland Aviation Administration
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MdTA	Maryland Transportation Authority
MPA	Maryland Port Administration
MPO	Metropolitan Planning Organization
MTA	Maryland Transit Administration
MTP	Maryland Transportation Plan
MVA	Motor Vehicle Administration
MVEB	Motor vehicle emissions budgets
NAAQS	National Ambient Air Quality Standards
OA	Obligation Authority
PIF	Project Information Form
PM	Particulate Matter
RIPD	Regional and Intermodal Planning Division
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SHA	State Highway Administration

SHSP	Strategic Highway Safety Plan
SRT	State Report on Transportation
STIP	Statewide Transportation Improvement Program
S/WMPO	Salisbury/Wicomico Area Metropolitan Planning Organization
TAM	Transportation Association of Maryland
TDM	Transportation Demand
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TMS	Traffic Monitoring System
TOD	Transit Oriented Development
Tour	MDOT's Annual Consultation Meetings Tour
TPB	National Capital Regional Transportation Planning Board
TSO	Transportation Secretary's Office
TTF	Transportation Trust Fund
US EPA	United States Environmental Protection Agency
WILMAPCO	Wilmington Metropolitan Planning and Coordinating Council
WIP	Watershed Implementation Plans
WMATA	Washington Metropolitan Area Transit Authority

APPENDIX H – List of MTA Urban Transit Projects in TIPs

The Statewide Transportation Improvement Program (STIP) contains Statewide and Rural federally funded projects that can be found within the following 7 Metropolitan Planning Organizations (See Section 2 for MPO TIPs):

- Baltimore Metropolitan Planning Organization includes projects found in the following areas; Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City.
- Washington Metropolitan Planning Organization includes projects found in the following areas; Frederick, Montgomery, Prince George’s and Charles Counties.
- Wilmington Metropolitan Planning Organization includes projects found in the following area, Cecil County.
- Calvert-St. Mary’s Metropolitan Planning Organization includes projects found in the following area, Calvert, St. Mary’s County.
- Cumberland Metropolitan Planning Organization includes projects found in the following area; Allegany County.
- Hagerstown Metropolitan Planning Organization includes projects found in the following area, Washington County.
- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area, Wicomico County.

MTA Projects Found Within Most Recent TIPs

BALTIMORE

TIP/Project Title	TIP #	TIP Page #	TIP Year
Agencywide System Preservation and Improvement	40-1801-64	242	2019-2022
Bus & Rail Preventive Maintenance	40-1204-64	236	2019-2022
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	224	2019-2022
Bus System Preservation and Improvement	40-1803-64	244	2019-2022
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	234	2019-2022
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	246	2019-2022
Metro and Light Rail System Preservation and Improvement	40-1805-64	249	2019-2022
Ridesharing	40-9901-01	230	2019-2022
Rural Transit Systems - Operating	40-9204-61	251	2019-2022
Seniors and Individuals with Disabilities	40-1502-69	238	2019-2022
Small Urban Transit Systems - Capital	40-9502-05	227	2019-2022
Small Urban Transit Systems - Operating	40-0104-61	232	2019-2022
Urban Transit Systems - Capital	40-1602-05	222	2019-2022
Urban Transit Systems - Operating	40-1603-61	240	2019-2022
MARC Facilities	70-1503-55	259	2019-2022
MARC Improvements	70-1502-54	256	2019-2022
MARC Rolling Stock Overhauls and Replacement	70-1501-53	253	2019-2022

WASHINGTON

TIP/Project Title	TIP #	TIP Page #	TIP Year
Large Urban Systems - Preventive Maintenance	6147	A-69	2019-2022
Large Urban Systems Capital	2713	A-68	2019-2022
MARC Improvements	6400	A-70	2019-2022
MARC Rolling Stock Overhauls and Replacements	6401	A-70	2019-2022
Purple Line	2795	A-68	2019-2022
Ridesharing	3760	A-69	2019-2022
Rural Transit - Operating Assistance	2853	A-68	2019-2022
Seniors and Individuals with Disabilities	6440	A-70	2019-2022
Small Urban Systems - Capital	3012	A-69	2019-2022
Small Urban Systems - Operating	2594	A-68	2019-2022
US 29 Bus Rapid Transit Improvements Project	6397	A-69	2019-2022

WILMINGTON

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System - Capital and Operating	MTA LINE 52	3-8	2019-2022

CUMBERLAND

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System - Operating	ACT2019-PM	24	2019-2022
Capital 5307 & 5339 Small Urban Transit System	ACT2019-5307	34	2019-2022

HAGERSTOWN

TIP/Project Title	TIP #	TIP Page #	TIP Year
Medium Duty Bus Replacement	WT2018-01	47 of 102	2019-2022
Operating Assistance - Section 5307	WT2019-01.1	47 of 102	2019-2022
Capital Assistance - Preventative Maintenance	WT2019-02.1	47 of 102	2019-2022
Capital Assistance - ADP Hardware	WT2019-02.2	48 of 102	2019-2022
Capital Assistance - Vehicle Lift System	WT2019-02.3	48 of 102	2019-2022
Capital Assistance - Pressure Washer for Bus	WT2019-02.4	48 of 102	2019-2022
Capital Assistance - Route Match Notification Sys	WT2019-02.5	48 of 102	2019-2022
Capital Assistance - Fuel Monitoring System	WT2019-02.6	49 of 102	2019-2022
Capital Assistance - Small Paratransit Bus 504	WT2019-02.7	49 of 102	2019-2022
Capital Assistance - Section 5339	WT2019-03.1	49 of 102	2019-2022
5310 Capital & Operating - Preventative Maintenance	WT2019-04.1	49 of 102	2019-2022
5310 Capital & Operating - Small Bus Replace	WT2019-04.2	50 of 102	2019-2022
5310 Capital & Operating - Mobility Mgmt.	WT2019-04.3	50 of 102	2019-2022
Section 5310 - Operating	WT2019-04.4	50 of 102	2019-2022

SALISBURY/WICOMICO

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System - Operating	SW14_CAP_1	15	2019-2022
Small Urban Transit System - Capital	SW14_OP_1	17	2019-2022

CALVERT/ST. MARY'S

TIP/Project Title	TIP #	TIP Page #	TIP Year
Small Urban Transit System Capital - Calvert County	C-2018-10	25	2018-2021
Rural Urban Transit System Operating - Calvert County	C-2018-11	26	2018-2021
Small Urban Transit System Capital - St. Mary's	S-2018-12	27	2018-2021
Rural Urban Transit System Operating - St. Mary's	S-2018-13	28	2018-2021
Small Urban Transit System Capital - Calvert/St. Mary's Section 5310	CS-2018-14	29	2018-2021
Ridesharing – Calvert County Transit	C-2018-15	30	2018-2021

STATEWIDE

TIP/Project Title	STIP #	Page #	TIP Year
Capital and Operating Program Assistance to Private Non-profit Agencies for the Transportation of Elderly and Persons with Disabilities	MTA-2019-01		2019-2022
Capital and Operating Assistance to Rural Transit Systems	MTA-2019-02		2019-2022
Bus and Bus Facilities for Rural Areas	MTA-2019-03		2019-2022

APPENDIX I – MTA Rural Projects (Statewide)
(Not in TIPs)

2019 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-01

Capital Project Number(s): 0210

Project Title: Capital and Operating Program Assistance to Private Non-profit Agencies for the Transportation of Elderly and Persons with Disabilities.

Description:

An ongoing program to provide private non-profit agencies for the transportation of elderly and persons with disabilities.

Justification:

This program will enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit dependent populations beyond traditional public transportation.

Federal Funds

Preventive Maintenance Capital =	\$	197
Small Bus Replacement Capital =	\$	612
Mobility Management Capital =	\$	345
Office Equipment =	\$	-
Computer/Software =	\$	-
Total	\$	1,153

Federal Funds

Operating =	\$	201
Total	\$	201

Section 5310 Formula Program

Phase	Previous Obligations		Planned Obligations								Overmatch	Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												\$ -
PE												\$ -
ROW												\$ -
CON												\$ -
OTH	\$ -	\$ -	\$ 1,354	\$ 354	\$ 1,354	\$ 354	\$ 1,354	\$ 354	\$ 1,354	\$ 354		\$ 6,832
Totals	\$ -	\$ -	\$ 1,354	\$ 354	$ 1,354	$ 354	$ 1,354	$ 354	$ 1,354	$ 354	\$ -	\$ 6,832

2019 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-02

Capital Project Number(s): 0218

Project Title: Capital and Operating Assistance to Rural Transit Systems

Description:

Section 5311 Capital and Operating Assistance provided to transit systems located outside of urbanized areas. This is an ongoing project.

Justification:

To fulfill a demonstrated need for general purpose transportation for persons living or traveling in rural areas.

Section 5311 Formula Program

Phase	Previous Obligations		Planned Obligations								Overmatch	Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	\$ -	\$ -	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ -	\$ 60,096
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ 10,238	\$ 4,787	\$ -	\$ 60,096

2019 Statewide Transportation Improvement Program

MARYLAND TRANSIT ADMINISTRATION

STIP ID: MTA-2019-03

Capital Project Number(s): 1455

Project Title: Bus and Bus Facilities for Rural Areas

Description:

Provide Capital funding to replace, rehabilitate, and purchase buses and related equipment to construct bus related facilities.

Justification:

To fulfill a demonstrated need for general purpose transportation for persons living or traveling in rural areas.

Section 5339 Formula Program

Phase	Previous Obligations		Planned Obligations								Overmatch	Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Additional Non-Federal Funds	Estimated Project Total
PP												\$ -
PE												\$ -
ROW												\$ -
CON	\$ -	\$ -	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281	\$ 1,122	\$ 281		\$ 5,612
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,122	\$ 281	$ 1,122	$ 281	$ 1,122	$ 281	$ 1,122	$ 281	\$ -	\$ 5,612

APPENDIX J – SHA Rural Projects (Statewide)

GROUPED PROJECTS DETAILED DESCRIPTION

Areawide Bridge Rehabilitation

An ongoing program to provide upgrades to and maintenance of structures on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to structural replacement (less than full bridge replacement), deck rehabilitation/replacement, substructure rehabilitation/replacement, superstructure rehabilitation/replacement, parapet reconstruction, cleaning and painting, and general maintenance.

MDOT SHA Funds	80
Improvements	Bridge inspection, Cleaning, Deck overlay, Deck replacement/rehabilitation, Painting (spot, comprehensive), Parapet modification/reconstruction, Substructure replacement/rehabilitation, Superstructure replacement/rehabilitation

Areawide Congestion Management

An ongoing program to provide traffic control, management, and monitoring on MDOT SHA's highway network. These improvements may include but are not limited to deployment of variable message signs, video for traffic management, i.e., CCTV, traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems, intelligent transportation systems, and the development of park-and-ride facilities.

MDOT SHA Funds	81, 86
Improvements	Intelligent transportation system deployment, Park-and-ride facilities (design, construction, expansion, lighting), Permanent congestion monitoring systems, Signal systemization, remote timing, Traffic management detectors, Traffic management video/CCTV, Variable message signage

Areawide Environmental Projects

An ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.

MDOT SHA Funds	24, 25*, 26, 49, 74, 82, 88
Improvements	ADA improvements, Bicycle/pedestrian facilities, Drainage improvements (areas of flooding, road closures), Environmental compliance, Landscaping, Noise abatement, Noise barriers (construction, retrofitting, rehabilitation), Noise berms (construction, retrofitting, rehabilitation), Recreational trails Reforestation, tree planting, Rest areas, Scenic beautification, Total maximum daily load (TMDL) for stormwater management, Wildflower seeding

* *except in the Baltimore and Washington metropolitan planning areas, Fund 25 improvements are included in the Areawide Environmental Projects grouped project; in the Baltimore and Washington metropolitan planning areas, Fund 25 improvements are separated and are included in the Areawide Transportation Alternatives grouped project*

Areawide Transportation Alternatives

An ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities, rehabilitation of historic transportation facilities such as railroads and canals, conversion and use of abandoned railroad corridors, archeological activities related to transportation impacts, and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.

MDOT SHA Funds 25

Improvements Bicycle/pedestrian improvements, Conversion/use of abandoned railroad corridors, Highway runoff-related water pollution mitigation, Historic transportation facility rehabilitation, Landscaping, Recreational Trails program, Safe Routes to School program, Transportation Alternatives program, Transportation-related archeological activities, Urban greenways

Areawide Resurfacing and Rehabilitation

An ongoing program to provide periodic resurfacing and upgrading of auxiliary features on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA highways. Other improvements such as ADA upgrades or guardrail installation and/or rehabilitation may be included incidental to resurfacing and rehabilitation improvements.

MDOT SHA Funds 77

Improvements ADA improvements, Concrete patching, Guardrail improvements, Joint sealing, Milling, Patchwork, Pavement marking, Resurfacing

Areawide Safety and Spot Improvements

An ongoing program to provide localized improvements to address safety and/or operational issues on MDOT SHA's highway network. These improvements may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, railroad crossings, intersection realignment, geometric improvements, safety improvements, pavement markings, ADA upgrades, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to safety and spot improvements.

MDOT SHA Funds 23, 27, 30, 32, 33, 67, 75, 76, 78, 79, 85, 87

Improvements Acceleration/deceleration lanes, ADA improvements, Bridge inspection, Bypass lanes, Crash prevention, Drainage improvements, Geometric improvements, Guardrail improvements, Intersection capacity improvements, Intersection realignment, Joint sealing, Major storm damage repairs, Pavement markings, Railroad crossings, Ramp modifications, Rest areas, Roundabouts, Safe Routes to School program, Safety improvements, Sinkhole repairs, Slope repairs, Truck weight stations, Turn lanes, Unforeseen roadway/bridge emergency repairs

Areawide Urban Reconstruction

An ongoing program to provide roadway rehabilitation in municipalities and urban areas on MDOT SHA highways. These non-capacity improvements may include but are not limited to drainage improvements, curb and gutter improvements, pavement milling and resurfacing, sidewalks, signage, pavement markings, and lighting improvements.

MDOT SHA Funds 83, 84

Improvements ADA improvements, Bicycle and pedestrian improvements, Curb and gutter improvements, Drainage reconstruction, Landscaping, Lighting, Pavement markings, Pavement reconstruction (milling, resurfacing), Sidewalks, Signage, Street furniture, Urban amenity improvements

MDOT SHA Non-Metropolitan Regionally Significant Projects

STIP # AR1604
Project Keyser’s Ridge Business Park Local Access Road
Location Keyser’s Ridge Business Park, Keyser’s Ridge
Responsible Agency Garrett County Department of Economic Development
Description Construction of local road providing access to Keyser’s Ridge Business Park from US 40AL.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	ARC LAR		540					540	
RW									
CO	ARC LAR			200	1,340			1,540	
<i>Subtotal</i>	<i>State</i>								
	<i>Federal</i>		540	200	1,340			2,080	
Total			540	200	1,340			2,080	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 2,100

STIP # AR1901
Project Glendale Road Business Park Local Access Road
Location Glendale Road Business Park, Oakland
Responsible Agency Garrett County Department of Economic Development
Description Construction of local road providing access to Glendale Road Business Park from US 219.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	ARC LAR	358							
RW	ARC LAR		82	81				163	
CO	ARC LAR		945	945				1,890	
<i>Subtotal</i>	<i>State</i>								
	<i>Federal</i>	358	1,027	1,026				2,053	
Total		358	1,027	1,026				2,053	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 2,100

STIP # AR1902
Project Do the Loop
Location Eastern Continental Divide Loop Trail (Otto Lane - New Germany), Grantsville
Responsible Agency Garrett County Department of Economic Development
Description Construction of trail segment.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE									
RW									
CO	ARC AD			100				100	
<i>Subtotal</i>	<i>State</i>								
	<i>Federal</i>			100				100	
Total				100				100	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 100†

† does not include non-transportation funding sources also secured by the responsible agency;
 NRT funding secured for this project is programmed as part of Areawide Environmental Projects
 (RU Environment)

STIP # AW8192
Project 540
Location Statewide
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Pre-planning activities of freight programs, including analysis of and research and development toward freight transportation, intelligent transportation systems, and overnight truck parking.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		100	100	100			300	
	NHFP		400	400	400			1,200	
PE									
RW									
CO									
<i>Subtotal</i>	<i>State</i>		100	100	100			300	
	<i>Federal</i>		400	400	400			1,200	
Total			500	500	500			1,500	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 1,500

STIP # AZ0101
Project Every Day Counts Data to Improve Transportation Incident Management
Location Statewide
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Support for FHWA, MDOT SHA, and I-95 Corridor Coalition members to establish a baseline for transportation incident management-related performance measures and to host and maintain the associated database.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	EDC	6	69					69	
PE									
RW									
CO									
<i>Subtotal</i>	<i>State</i>								
	<i>Federal</i>	6	69					69	
Total		6	69					69	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 75

STIP # AZ0261
Project Continuous Pavement Density Measurement
Location Statewide
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Use of ground-penetrating radar technology to measure pavement density along MDOT SHA's roadway network.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State		3	12	10			25	
	STIC		12	48	40			100	
RW									
CO									
<i>Subtotal</i>	<i>State</i>		3	12	10			25	
	<i>Federal</i>		12	48	40			100	
Total			15	60	50			125	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 125

STIP # CA4131
Project MD 2/MD 4 Corridor Study
Location MD 2/MD 4 (North of Stoakley Road/Hospital Drive - South of MD 765A), Prince Frederick
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Study of MD 2/MD 4 upgrades to widen MD 2/MD 4 to a six-lane divided highway; 3.5 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	1,196							
	NHPP	776							
PE	State	1,422							
RW	State	644							
CO									
Subtotal	State	3,262							
	Federal	776							
Total		4,038						0	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 120,000[†]

† includes costs of study and phases 3-6, for which design, right-of-way acquisition, and construction funding is yet to be identified

STIP # CA4133
Project MD 2/MD 4 Phase 2 Highway Reconstruction
Location MD 2/MD 4 (Fox Run Boulevard - MD 231), Prince Frederick
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Reconstruction and widening of MD 2/MD 4 to a six-lane divided highway; 1.2 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	2,469	20					20	
	NHPP	2,408							
RW	State	5,222	750	500	2,310			3,560	
CO	State	2,262	15,493	13,785				29,278	
Subtotal	State	10,165	16,263	14,285	2,310			32,858	
	Federal	2,480							
Total		12,361	16,263	14,285	2,310			32,858	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 45,000

STIP # CA4801

Project MD 261 Fishing Creek Bridge Replacement
Location MD 261 at Fishing Creek, Chesapeake Beach
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1940 bridge, which is rated in poor condition.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	1,322							
	STBG	1,040							
RW	State	426	7					7	
	STBG	1,547	28					28	
CO	State	5,353	1,260	917				2,177	
	STBG	12,693	2,154	1,205				3,359	
<i>Subtotal</i>	<i>State</i>	<i>7,101</i>	<i>1,267</i>	<i>917</i>				<i>2,184</i>	
	<i>Federal</i>	<i>15,280</i>	<i>2,182</i>	<i>1,205</i>				<i>3,387</i>	
Total		22,381	3,449	2,122				5,571	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 28,000

STIP # CO1281
Project MD 16 Mill Creek Bridge Replacement
Location MD 16 at Mill Creek, Williston
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1968 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	147	152	363	363	151		1,029	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>147</i>	<i>152</i>	<i>363</i>	<i>363</i>	<i>151</i>		<i>1,029</i>	
	<i>Federal</i>								
Total		147	152	363	363	151		1,029	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 4,200

STIP # GA1731
Project US 219 Youghiogheny River Bridge Replacement

Location US 219 at the Youghiogheny River, Redhouse
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1900 bridge, which is rated in poor condition.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	191	197	326	326	136		985	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>191</i>	<i>197</i>	<i>326</i>	<i>326</i>	<i>136</i>		<i>985</i>	
	<i>Federal</i>								
Total		191	197	326	326	136		985	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 4,200

STIP # GA1961
Project MD 42 Buffalo Run Bridge Replacement
Location MD 42 at Buffalo Run, Friendsville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1933 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	306	562	308				870	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>306</i>	<i>562</i>	<i>308</i>				<i>870</i>	
	<i>Federal</i>								
Total		306	562	308				870	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 1,200†

† cost does not include construction cost, which is yet to be determined

STIP # GA1971
Project MD 39 Youghiogheny River Bridge Replacement
Location MD 39 at the Youghiogheny River, Crellin

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1923 bridge, which is rated in poor condition.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	927	410	192				602	
RW	State	39	76	20	20	20	12	136	
CO	Private		18	7				25	
	State		149	236	771	136		1,292	
	STBG		246	751	2,734	484		4,215	
<i>Subtotal</i>	<i>Private</i>		18	7				25	
	<i>State</i>	966	635	448	791	156	12	2,030	
	<i>Federal</i>		246	751	2,734	484		4,215	
Total		966	899	1,206	3,525	640	12	6,270	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 7,200

STIP # GA4161
Project US 40AL Big Shade Run Bridge Replacement
Location US 40AL at Big Shade Run, Grantsville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1932 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	62	180	267	267	267	133	981	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	62	180	267	267	267	133	981	
	<i>Federal</i>								
Total		62	180	267	267	267	133	981	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 1,200†

† cost does not include construction cost, which is yet to be determined

STIP # GA4201
Project MD 42 Glade Run Bridge Replacement
Location MD 42 at Glade Run, Friendsville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Description Replacement of existing 1933 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	44	150	281	281	281	140	993	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>44</i>	<i>150</i>	<i>281</i>	<i>281</i>	<i>281</i>	<i>140</i>	<i>993</i>	
	<i>Federal</i>								
Total		44	150	281	281	281	140	993	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 1,200+

† cost does not include construction cost, which is yet to be determined

STIP # GA4211
Project US 219 Wilson Run Bridge Replacement
Location US 219 at Wilson Run, Oakland
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1924 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	51	186	109	109	45		449	
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>51</i>	<i>186</i>	<i>109</i>	<i>109</i>	<i>45</i>		<i>449</i>	
	<i>Federal</i>								
Total		51	186	109	109	45		449	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 500+

† cost does not include construction cost, which is yet to be determined

STIP # GA5991
Project US 219 at Oakland Highway Realignment
Location US 219 (North of 3rd Street - MD 135), Oakland
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Construction of new US 219 alignment east of central Oakland; 2.4 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	389							
	NHPP	891							
PE	State	4,093	926					926	
RW	State	1,809							
	HPP	800							
	NHPP	1,781							
CO	State	21							
Subtotal	State	6,312	926					926	
	Federal	3,472							
Total		9,784	926					926	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 72,000

STIP # GA6461
Project US 219 North Corridor Study
Location US 219 (I-68/US 40 - Pennsylvania State line), Grantsville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Study of realignment and/or upgrades of US 219; 2.5 miles. Maryland's portion of a Maryland/Pennsylvania joint study of US 219 between I-68/US 40 and Myersdale, Pennsylvania.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	3,003							
	ADHS	2,186							
PE									
RW									
CO									
Subtotal	State	3,003							
	Federal	2,186							
Total		5,189							

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 67,000[†]

[†] includes costs of study and additional realignment/upgrades north of existing breakout project (GA6462)

STIP # GA6462
Project US 219 North Highway Realignment
Location US 219 (I-68/US 40 - Old Salisbury Road), Grantsville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Construction of realigned and upgraded US 219; 1.5 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	1,152							
PE	State	5,515							
RW	State	941	18	22	14			54	
	ADHS	1,637	294	272				566	
CO	State	37	272	388	472			1,132	
	ADHS	6,044	11,203	14,853	18,265			44,321	
Subtotal	State	7,645	290	410	486			1,186	
	Federal	7,681	11,497	15,125	18,265			44,887	
Total		15,326	11,787	15,535	18,751			46,073	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 61,000

STIP # QA2367
Project US 50 Corridor Study
Location US 50 (US 301 (North) - MD 404), Queenstown
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Study of widening US 50 to six lanes, acquiring access controls, and replacement of at-grade intersections with grade-separated interchanges; 13.8 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	1,557							
PE	State	1,814							
	NHPP	4,910							
RW	State	9,076							
	NHPP	2,657							
CO									
Subtotal	State	12,447							
	Federal	7,567							
Total		20,014							

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 520,000†

† includes costs of study and phases 1-8

STIP # QA2651
Project US 301 at MD 304 Interchange Construction
Location US 301 at MD 304, Centreville
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Construction of US 301 grade-separated interchange at MD 304 and US 301 J-turns at MD 305.

			STIP					
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*

Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP	State	1,100							
PE	State	1,112							
	NHPP	2,500							
RW	State	3,094	106						106
	NHPP	6,189							
CO	State	35,759	17						17
Subtotal	State	41,065	123						123
	Federal	8,689							
Total		49,754	123						123

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 50,000

STIP # RU Bridge
Project Areawide Bridge Rehabilitation
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide major upgrades to and maintenance of structures on MDOT SHA highways.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		20	20	10	10			60
	Federal†		80	80	40	40			240
PE	State		1,500	1,500	1,000	1,000			5,000
	Federal†		6,000	6,000	4,000	4,000			20,000
RW	State		30	30	15	15			90
	Federal†		120	120	60	60			360
CO	State		1,600	1,600	800	800			4,800
	Federal†		6,400	6,400	3,200	3,200			19,200
Subtotal	State		3,150	3,150	1,825	1,825			9,950
	Federal †		12,600	12,600	7,300	7,300			39,800
Total			15,750	15,750	9,125	9,125			49,750

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Bridge improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 50,000

STIP # RU Congestion Mgmt
Project Areawide Congestion Management
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide traffic control, management, and monitoring on MDOT SHA highways.

			STIP					
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Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP	State		30	30	15	15			90
	Federal†		120	120	60	60			360
PE	State		200	200	100	100			600
	Federal†		800	800	400	400			2,400
RW	State		30	30	15	15			90
	Federal†		120	120	60	60			360
CO	State		40	40	20	20			120
	Federal†		160	160	80	80			480
OTHER	State		1,000	1,000	500	500			3,000
	Federal†		4,000	4,000	2,000	2,000			12,000
Subtotal	State		1,300	1,300	650	650			3,900
	Federal †		5,200	5,200	2,600	2,600			15,600
Total			6,500	6,500	5,950	5,950			19,500

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Congestion Mgmt improvements may receive CMAQ, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 20,000

STIP # RU Environment
Project Areawide Environmental Projects
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide environmental and aesthetic improvements on MDOT SHA highways.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		60	60	30	30			180
	Federal†		240	240	120	120			720
PE	State		120	120	60	60			360
	Federal†		480	480	240	240			1,440
RW	State		30	30	15	15			90
	Federal†		120	120	60	60			360
CO	State		2,000	2,000	1,000	1,000			6,000
	Federal†		8,000	8,000	4,000	4,000			24,000
Subtotal	State		2,210	2,210	1,105	1,105			6,630
	Federal †		8,840	8,840	4,420	4,420			26,520
Total			11,050	11,050	5,525	5,525			33,150

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Environment improvements may receive HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 33,000

STIP # RU Resurface
Project Areawide Resurfacing and Rehabilitation
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide periodic resurfacing and upgrading of MDOT SHA highways.



Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		20	20	10	10			60
	Federal†		80	80	40	40			240
PE	State		600	600	300	300			1,800
	Federal†		2,400	2,400	1,200	1,200			7,200
RW	State		20	20	10	10			60
	Federal†		80	80	40	40			240
CO	State		12,500	12,500	6,250	6,250			37,500
	Federal†		50,000	50,000	25,000	25,000			150,000
Subtotal	State		13,140	13,140	6,570	6,570			39,420
	Federal †		52,560	52,560	26,280	26,280			157,680
Total			65,700	65,700	32,850	32,850			197,100

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Resurface improvements may receive HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 200,000

STIP # RU Safety/Spot
Project Areawide Safety and Spot Improvements
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		60	60	30	30			180
	Federal†		240	240	120	120			720
PE	State		100	100	50	50			300
	Federal†		400	400	200	200			1,200
RW	State		60	60	30	30			180
	Federal†		240	240	120	120			720
CO	State		2,800	2,500	1,250	1,250			7,800
	Federal†		11,200	10,000	5,000	5,000			31,200
Subtotal	State		3,020	2,720	1,360	1,360			8,460
	Federal †		12,080	10,880	5,440	5,440			33,840
Total			15,100	13,600	6,800	6,800			42,300

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Safety/Spot improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 42,000

STIP # RU Urban Reconstruct
Project Areawide Urban Reconstruction
Location Statewide (Non-MPO Areas)
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State		20	20	10	10		60	
	Federal†		80	80	40	40		240	
PE	State		150	150	75	75		450	
	Federal†		600	600	300	300		1,800	
RW	State		20	20	10	10		60	
	Federal†		80	80	40	40		240	
CO	State		1,250	1,250	625	625		3,750	
	Federal†		5,000	5,000	2,500	2,500		15,000	
Subtotal	State		1,440	1,440	720	720		4,320	
	Federal †		5,760	5,760	2,880	2,880		17,280	
Total			7,200	7,200	3,600	3,600		21,600	

* for informational purposes only

all costs in \$000s

† when federally-funded, RU Urban Reconstruct improvements may receive NHPP, STBG, and/or other federal funds as determined appropriate by MDOT

Estimated Total Project Cost 22,000

STIP # SH1801
Project SHRP2 Statewide Regional Operations Forum 2017
Location Statewide
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Grant funding to modify original regional operations forum concept and conduct a session for up to 30 participants.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	SHRP	60	19					19	
PE									
RW									
CO									
Subtotal	State								
	Federal	60	19					19	
Total		60	19					19	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 79

STIP # SM1761
Project MD 234 Chaptico Creek Bridge Replacement
Location MD 234 at Chaptico Creek, Chaptico
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1959 bridge.

			STIP					
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Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP									
PE	State	206	151	339	339	141			970
RW									
CO									
<i>Subtotal</i>	<i>State</i>	<i>206</i>	<i>151</i>	<i>339</i>	<i>339</i>	<i>141</i>			<i>970</i>
	<i>Federal</i>								
Total		206	151	339	339	141			970

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 4,200

STIP # SM2021
Project MD 5 at Abell Street/Moakley Street Intersection Reconstruction
Location MD 5 at Abell Street/Moakley Street, Leonardtown
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Reconstruction of MD 5 intersection, including addition of left-turn lanes; 0.2 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	2,160	440	300				740	
RW	State	1,310	600	527	500			1,627	
CO	Private		400					400	
	State	7	697	505	689			1,891	
	STBG			1,547	2,107			3,654	
<i>Subtotal</i>	<i>Private</i>		<i>400</i>					<i>400</i>	
	<i>State</i>	<i>3,477</i>	<i>1,737</i>	<i>1,332</i>	<i>1,189</i>			<i>4,258</i>	
	<i>Federal</i>			<i>1,547</i>	<i>2,107</i>			<i>3,654</i>	
Total		3,477	2,137	2,879	3,296			8,312	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 12,000

STIP # SM3521
Project MD 5 Corridor Study
Location MD 5 (MD 243 - MD 245), Leonardtown
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Study of MD 5 upgrades; 1.4 miles.

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Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP	State	2,174							
PE									
RW									
CO									
Subtotal State		2,174							
<i>Federal</i>									
Total		2,174							

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 79,000[†]

[†] includes costs of study and additional upgrades in corridor beyond existing breakout project (SM2021)

STIP # SM7741
Project MD 5 Highway Reconstruction
Location MD 5 (South of Camp Brown Road - Lake Conoy Causeway), Scotland
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Reconstruction of and addition of shoulders to MD 5; 2.2 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	174							
	STBG	295							
PE	State	3,357	200					200	
RW	State	60	345	271	407			1,023	
	STBG	49	1,221	963	1,445			3,629	
CO	State	128	549	1,997	1,325			3,871	
	STBG		2,031	7,057	4,682			13,770	
Subtotal State		3,719	1,094	2,268	1,732			5,094	
<i>Federal</i>		<i>344</i>	<i>3,252</i>	<i>8,020</i>	<i>6,127</i>			17,399	
Total		4,063	4,346	10,288	7,859			22,493	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 27,000

STIP # SO2121
Project MD 364 Dividing Creek Bridge Replacement
Location MD 364 at Dividing Creek, West Pocomoke
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of existing 1933 bridge, which is rated in poor condition.

STIP		
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Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP									
PE	State	824	38						38
RW	State	1	87	70	4	4	1		165
CO	State		404	205					609
	STBG		1,300	682					1,982
Subtotal	State	825	529	275	4	4	1		812
	Federal		1,300	682					1,982
Total		825	1,829	957	4	4	1		2,794

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 3,600

STIP # TA3921
Project MD 331 Choptank River Bridge Replacement
Location MD 331 at Choptank River, Easton
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of former 1932 bridge.

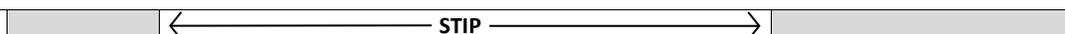
Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	584							
PE	State	335							
	STBG	1,340							
RW	State	39	1,500	1,381				2,881	
	HPP	248							
CO	State	10,842	1,326					1,326	
	HPP	3,454							
	STBG	40,663	4,674					4,674	
Subtotal	State	11,800	2,826	1,381				4,207	
	Federal	45,705	4,674					4,674	
Total		57,505	7,500	1,381				8,881	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 66,000

STIP # WO3151
Project MD 589 Corridor Study
Location MD 589 (US 50 - US 113), Ocean Pines
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Study of MD 589 improvements; 4.7 miles.



Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP	State	246							
	STBG	1,171							
PE									
RW									
CO									
<i>Subtotal</i>	<i>State</i>	246							
	<i>Federal</i>	1,171							
Total		1,417							

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 250,000

STIP # WO4191
Project US 50 Sinepuxent Bay Bridge Replacement
Location US 50 at Sinepuxent Bay, Ocean City
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Replacement of 1942 bridge.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	2,907							
PE									
RW									
CO									
<i>Subtotal</i>	<i>State</i>	2,907							
	<i>Federal</i>								
Total		2,907							

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 380,000

STIP # WO6351
Project US 113 Phase 4 Highway Reconstruction
Location US 113 (Five Mile Branch - North of MD 365), Snow Hill
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Reconstruction and dualization of US 113 to a four-lane divided highway; 4.3 miles.

STIP			

Phase	Funding	Previous FYs	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*	FY 2019-2022 STIP Total
PP									
PE	State	617							
	NHPP	4,701							
RW	State	835	545	116	97				758
	NHPP	2,942	3,207	1,652	330				5,189
CO	State	187	143	139					282
	NHPP	21,604	20,294	17,538					37,832
<i>Subtotal</i>	<i>State</i>	<i>1,639</i>	<i>688</i>	<i>255</i>	<i>97</i>				<i>1,040</i>
	<i>Federal</i>	<i>29,247</i>	<i>23,501</i>	<i>19,190</i>	<i>330</i>				<i>43,021</i>
Total		30,886	24,189	19,445	427				44,061

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 75,000

STIP # WO6361
Project US 113 Phase 3 Highway Reconstruction
Location US 113 (Massey Branch - Five Mile Branch), Newark
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Reconstruction and dualization of US 113 to a four-lane divided highway; 4.6 miles.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP									
PE	State	849							
	NHPP	2,358							
RW	State	5,681	2,419	572				2,991	
	NHPP	3,019	553					553	
CO	State	3,462	670	295				965	
	NHPP	30,920	2,996	819				3,815	
<i>Subtotal</i>	<i>State</i>	<i>9,992</i>	<i>3,089</i>	<i>867</i>				<i>3,956</i>	
	<i>Federal</i>	<i>36,297</i>	<i>3,549</i>	<i>819</i>				<i>4,368</i>	
Total		46,289	6,638	1,686				8,324	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 55,000

STIP # XY1811
Project Traffic Relief Plan Smart Traffic Signals
Location Statewide
Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)
Description Installation of traffic signals that adjust timing and synchronization in corridors to adaptively manage traffic operations and reduce congestion.

Phase	Funding	Previous FYs	STIP				FY 2023*	FY 2024*	FY 2019-2022 STIP Total
			FY 2019	FY 2020	FY 2021	FY 2022			
PP	State	10	66	66	66	66	66	264	
	STBG	40	263	263	263	263	263	1,052	
PE	State	23	154	154	154	154	154	616	
	CMAQ	46	307	307	307	307	307	1,228	
	STBG	46	307	307	307	307	307	1,228	
RW									
CO	State	2	5,118	3,000	4,000	5,000	3,000	17,118	
	CMAQ	4	7,676	4,500	6,000	7,500	4,500	25,676	
Subtotal	State	35	5,338	3,220	4,220	5,220	3,220	17,998	
	Federal	136	8,553	5,377	6,877	8,377	5,377	29,184	
Total		171	13,891	8,597	11,097	13,597	8,597	47,182	

* for informational purposes only

all costs in \$000s

Estimated Total Project Cost 56,000

APPENDIX K – Performance Management Measures / National Goals

Performance Management Measures / National Goals

The FAST Act has continued the transition, started by MAP-21, of the nation's surface transportation program to a performance and outcome-based program, in which resources are invested in projects to achieve targets toward regional, state, and national goals. The bill established seven national goals described in 23 USC§150(b). The goals are:

1. Safety - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure Condition - Maintain the highway infrastructure asset system in a state of good repair
3. Congestion Reduction - Achieve a significant reduction in congestion on the National Highway System
4. System Reliability - Improve the efficiency of the surface transportation system
5. Freight Movement and Economic Vitality - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Environmental Sustainability - Enhance the performance of the transportation system while protecting/enhancing the natural environment
7. Reduced Project Delivery Delays - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The FHWA and FTA have published a series of rules that establish regulations to assess progress towards the seven national goals. The regulations direct states, MPOs and transit providers to establish targets and track specific measures related to the conditions and performance of their surface transportation systems in areas that include bridges, pavement, safety, congestion, freight, and transit asset management. States and MPOs are to incorporate the measures into their transportation improvement programs and long-range transportation plans, so that they can demonstrate how proposed transportation projects will help make progress towards the goals.

Based on federal guidance, MDOT is establishing statewide targets and measures, and it will be working closely with the MPOs throughout the process to coordinate the establishment of MPO performance targets. MDOT already tracks performance through its Annual Attainment Report, which provides information on measures of funding, investment, mobility, and safety, and the MPOs will produce similar reports after the State and MPO targets are set on a reoccurring schedule.

<http://arcg.is/1r04uH>

System Performance Report

In addition to its long-standing efforts measuring progress through the annual AR, Managing for Results, and the MDOT Excellerator, MDOT established performance targets for safety, infrastructure condition, system performance, congestion mitigation, and air quality as per 23 U.S.C. 490. MDOT has a certified initial Transportation Asset Management Plan (TAMP) process. In addition, MDOT MTA has developed a TAMP as a Tier I transit agency and also coordinated with the local transit operators to develop a Group Transit Asset Management Plan for all of the State's Tier II transit systems as per 49 U.S.C 5326. MDOT will continue to coordinate these efforts with its other planning and programming processes as documented in State and regional long-range transportation plans and transportation improvement programs.

Highway Safety

MDOT updates highway safety performance targets for the following safety measures through the annual HSIP. Development of annual targets is coordinated by MDOT with MPOs, FHWA, and National Highway Traffic Safety Administration.

Maryland maintains the TZD approach by developing interim targets to track progress to an aspirational goal to reduce overall fatalities and serious injuries by at least 50 percent by 2030, starting with a baseline in 2008. The annual targets are set using an exponential trend line connecting the historical data to the 2030 goals, as listed below. Five-year rolling averages of historical data are used to calculate annual targets, along with annual vehicle miles of travel, which reached 60 billion in calendar year 2017.

The MDOT MVA Maryland Highway Safety Office (MHSO) and MDOT SHA have adopted the Toward Zero Deaths (TZD) approach. TZD is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety. Maryland leaders continue to build partnerships with government agencies, private citizens, traditional safety advocates, and nontraditional partners to strengthen state and local efforts to improve the safety of our transportation system for all users.

Over the next 20 years...

MDOT will update the Maryland Strategic Highway Safety Plan (SHSP) (2016-2020) to guide a focused approach on specific emphasis areas and incorporate systemic safety implementation to complement the location focused approach to improve safety.

MDOT MHSO will support Maryland jurisdictions to develop a local SHSP, using the Maryland SHSP as a guide, and addressing local issues and strategies specific to each jurisdiction.

MDOT SHA will develop the annual Highway Safety Improvement Program (HSIP) to implement the SHSP, implement projects and strategies to reduce identified safety problems, and report annual highway safety performance targets.

MDOT will implement the strategies identified in this Plan and other Maryland safety plans to help Maryland achieve the safety goals and objectives of our community.

MDOT will strategically modernize infrastructure through new and innovative technology, enhanced partnerships, design standards, and practices to improve the safety of the movement of people and goods.

Transit Asset Management

MDOT MTA has worked closely with the Tier II transit agencies across the State to develop a Group Transit Asset Management Plan (AMP) for its Locally Operated Transit Systems (LOTS). Maryland's 20 Tier II agencies participated in the MDOT MTA group plan. In addition, MDOT MTA has developed their own TAMP as have the other Tier I transit agencies that provide service in Maryland including Montgomery County and Prince George's County, and WMATA – an agency that provides service to the Washington Metro Region including parts of Maryland.

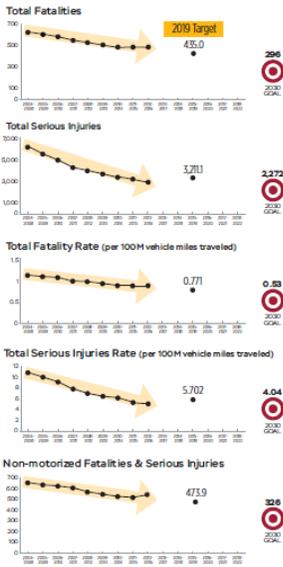
Investment prioritization occurs on an annual basis for Maryland's transit agencies. This investment prioritization incorporates the findings of each of the agencies' AMPs to work toward the annual targets. The AMPs will be updated on a regular basis to capture the improvements in the overall asset management process towards an increased state of good repair. MDOT will continue to coordinate with all of Maryland's transit providers to continue to work toward these asset targets.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) ESTABLISHED TARGETS FOR MARYLAND

The Maryland Department of Transportation (MDOT) established performance targets for Safety, Infrastructure Condition, System Performance, and Congestion Mitigation and Air Quality (CMAQ), as specified under 23 U.S.C. 490 - National Performance Management Measures.

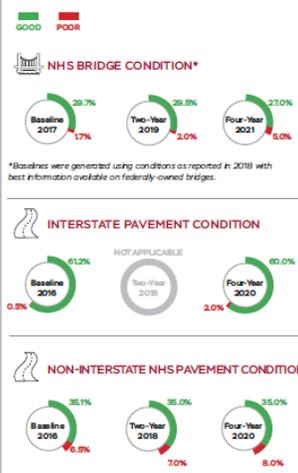
TPM 1: SAFETY

Maryland has set highway safety performance targets, maintaining the Toward Zero Deaths (TZD) approach by developing interim targets to reduce overall fatalities and serious injuries by at least 50 percent in the next two decades, starting with a baseline of 2008 to an end goal in 2038. Five-year rolling averages are used to calculate five-year average targets for each of the safety measures.



TPM 2: INFRASTRUCTURE CONDITION

Infrastructure condition targets for the National Highway System (NHS) in Maryland were developed through the Transportation Asset Management Plan (TAMP) process for the entire system, regardless of ownership. The NHS in Maryland is owned and maintained by federal, state, and local agencies.



The MDOT managed development of TPM 1: Safety targets through the MDOT Motor Vehicle Administration (MDOT MVA) Maryland Highway Safety Office and MDOT State Highway Administration (MDOT SHA) Office of Traffic and Safety.
The MDOT SHA managed development of NHS Bridge condition targets through the Office of Structures and NHS Pavement condition targets through the Office of Materials Technology.

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) ESTABLISHED TARGETS FOR MARYLAND

TPM 3: SYSTEM PERFORMANCE, FREIGHT MOVEMENT, AND AIR QUALITY

The MDOT SHA Office of Planning and Preliminary Engineering led development of system performance/reliability targets for the NHS and Freight movement using national performance management research data set (NPMRDS) version 2.1 data accessed on May 7, 2018 through the University of Maryland Center for Advanced Transportation Technology MAP-21 Tool. Targets for applicable urbanized area were established by work groups with MDOT SHA and metropolitan planning organization representation. The on-road mobile source emissions targets were developed by the Office of Planning and Capital Programming at the MDOT Secretary's Office in March 2018.

CONGESTION MITIGATION

MEASURE AND TARGETS	2017	2019	2021
Percent of person-miles traveled on the Interstate System that are reliable	71.5%	72.1%	72.1%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	82.0%	N/A	81.7%

TRAVEL TIME RELIABILITY

MEASURE AND TARGETS	2017	2019	2021
Truck travel time reliability index	1.87	1.87	1.88

AIR QUALITY (CMAQ)

MEASURE AND TARGETS for Urbanized Areas (as applicable)	2017	2019	2021
Annual hours of peak-hour excessive delay per capita – Baltimore, MD	20.2	N/A	22.6
Annual hours of peak-hour excessive delay per capita – Washington, DC/MD/VA	23.0	N/A	26.7
Annual hours of peak-hour excessive delay per capita – Philadelphia, PA/DE/MD/NJ	16.9	N/A	17.2

MEASURE AND TARGETS for Urbanized Areas (as applicable)	2016	2019	2021
Percent of non-single occupancy vehicle travel – Baltimore, MD	25.1%	24.8%	24.8%
Percent of non-single occupancy vehicle travel – Washington, DC/MD/VA	36.6%	36.9%	37.2%
Percent of non-single occupancy vehicle travel – Philadelphia, PA/DE/MD/NJ*	27.9%	28.0%	28.1%

MEASURE AND TARGETS	2017	2019	2021
On-road mobile source emissions reduction (volatile organic compounds)	4.91	6.73	8.14
On-road mobile source emissions reduction (nitrogen oxides)	53.24	88.91	124.00

Baseline performance is derived from the latest data available for each measure. Baseline data is from calendar year 2017 except for percent of non-single occupancy vehicle travel, which uses U.S. Census Bureau American Community Survey data from 2016.
*Two and four-year targets for the Philadelphia, PA/DE/MD/NJ urbanized area were established for 2018 and 2020, respectively.

For more information, please visit our MDOT SHA Transportation Performance Management website at <http://prop.is/MD4ult>
October 2018

MDOT MTA TIER 1 PERFORMANCE MEASURES & TARGETS

Revenue Vehicle Performance Targets

% of assets at or past their useful life

Mode	Asset Class (NTD)	Initial Target	Year 2 Target	Year 3 Target
Bus	Bus (40')	4.7%	4.7%	0.00%
Metro	Heavy Rail	88.9%	88.9%	88.9%
Mobility	Automobile	4.4%	4.4%	4.4%

Non-Facility Equipment (Non-Revenue Vehicles)

% of assets at or past their useful life

Asset Class (NTD)	Initial Target	Year 2 Target	Year 3 Target
Steel Wheel Vehicles	61.1%	61.1%	61.1%
Other Rubber Tire Vehicles (Service)	54.4%	54.4%	54.4%

Facilities & Facilities-Based Equipment

% of assets rated below condition "3" on the TERM scale

Asset Class (NTD)	Initial Target	Year 2 Target	Year 3 Target
Administrative Facility	21%	21%	21%
Maintenance Facility	65%	65%	50%
Passenger Facility	17%	17%	17%
Parking Lot	58%	58%	50%

* Estimates currently based on age of each facility's components. Per NTD requirements MDOT MTA is completing physical inspections at a rate of 25% of facilities over a four year period starting in 2018.

Guideway Performance Targets

% of guideway under performance restriction

Mode	Initial Target	Year 2 Target	Year 3 Target
MARC	3.50%	3.50%	3.50%
Metro	3.50%	3.50%	3.50%
Light Rail	5.80%	5.80%	5.80%

MDOT MTA TIER 2 PERFORMANCE MEASURES & TARGETS

Tier 2 Targets

Statewide Local Operated Transit Systems Targets

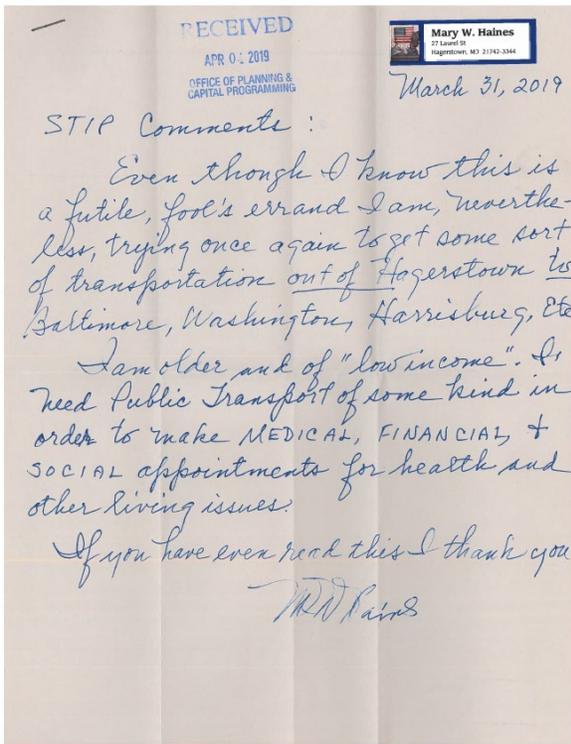
Asset Class	Percent at or past FTA ULB (Current Performance)	FY19 Targets
Bus	17.3%	13.3%
Cutaway Bus	14.8%	10.8%
Automobile	42.9%	38.9%
Van	39.4%	35.4%
Trucks and Other Rubber Tire Vehicles	14.6%	14.6%
Administrative	10%	5.0%
Combined Administrative/Maintenance	30.8%	25.8%
Maintenance	40.0%	35.0%
Passenger/Parking	25.0%	25.0%

APPENDIX L – Public Outreach and Comments

The Maryland Department of Transportation released the Statewide Transportation Improvement Program (STIP) for a 30 day from March 18, 2019, through April 17, 2019. The Press Release was sent to around 150 different news organizations covering internet, print, radio, and television. There was one comment received over the comment period.

<p>FOR IMMEDIATE RELEASE: March 18, 2019</p> <p>Contact: Erin Henson MDOT Public Affairs 410-865-1025</p> <p style="text-align: center;">MDOT Seeks Public Comment on Statewide Transportation Improvement Program</p> <p style="text-align: center;"><i>Program Provides a Look at Federally-Funded State Transportation Projects</i></p> <p>HANOVER, MD – To ensure all Marylanders have a voice in transportation projects, the Maryland Department of Transportation (MDOT) is inviting the public to comment through April 17 on the Statewide Transportation Improvement Program (STIP), a four-year, prioritized set of transportation projects compiled from state, local and regional plans.</p> <p>“Through this effort, all Marylanders will have input in developing and delivering a better transportation network across the state,” said MDOT Secretary Pete K. Rahn.</p> <p>The STIP is used to request federal funding for projects in Maryland’s legislatively approved six-year transportation budget, known as the Consolidated Transportation Program (CTP). These projects were presented to the public for initial comment in the fall when officials toured Maryland’s 23 counties and Baltimore City.</p> <p>The STIP compiles regional metropolitan Transportation Improvement Programs with projects in non-metropolitan areas to provide a comprehensive list of local and regional priority projects, using the CTP and the 2040 Maryland Transportation Plan as guides. Maryland is federally required to update the STIP every four years. However, MDOT develops a new STIP closer to every two years and solicits comments in accordance with federal law. The STIP was last updated in 2016.</p> <p>The draft STIP can be viewed at mdot.maryland.gov/STIP. The public can comment by emailing mdotplanning@mdot.state.md.us, or sending a letter to STIP Comments Office of Planning & Capital Programming, Maryland Department of Transportation, 7201 Corporate Center Drive, Hanover, Maryland 21076. This is the final phase of public comments on the FY 2019 STIP before it’s submitted to the US Department of Transportation for approval.</p> <p style="text-align: center;">###</p>

Comment received over the comment period and response.



Larry Hogan
Governor
Boyd K. Rutherford
LT Governor
Patsy K. Balkin
Secretary
Kevin B. Quinn, Jr.
Administrator

Thank you again for your comments. For additional information, please contact Ms. Jaime McKay, MDOT MTA Transportation Planner, at 410-767-3754 or jmckay@mta.maryland.gov. If you need further assistance, please do not hesitate to contact me directly.

April 9, 2019

Ms. Mary W. Haines
27 Laurel Street
Hagerstown, Maryland 21742

Dear Ms. Haines:

Thank you for your letter regarding transportation in Hagerstown and to regional connections. I received your letter and wanted to respond promptly.

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) recognizes the importance of providing regional connections to the Washington D.C. and Baltimore areas. Currently, MDOT MTA operates the 505 Commuter Bus with service from Hagerstown and Myersville, continuing to Shady Grove with select trips to Rock Spring Business Park. Connections can be made to WMATA's Red Line and numerous local WMATA and Montgomery County Ride On buses at Shady Grove.

MDOT MTA also provides funding to and coordinates with locally-operated transit providers, including Washington County Transit. Washington County Transit connects to a number of locations outside of Hagerstown, including Hagerstown Regional Airport, Williamsport, and Smithsburg. Washington County Transit also operates a paratransit service that assists passengers with disabilities.

Finally, MDOT MTA provides operating funds to intercity and regional transportation options, such as the Bayrunner Shuttle. The Bayrunner Shuttle picks up and drops off at the Washington County Transit Center on Franklin Street, and provides connections to Frederick, Baltimore, and Washington D.C. We continue to identify ways for our riders to connect to opportunities throughout Maryland and appreciate your interest in the role transit plays in making these connections.

Sincerely,

Kate Sylvester
Acting Director, Office of Planning and Programming, MDOT MTA

cc: Ms. Jaime McKay, Office of Planning and Programming, MDOT MTA

District 1 Media List

Bayside Gazette
 Daily Times
 Dorchester Banner
 Dorchester Star
 ESPN 1240 AM
 Maryland Coast Dispatch
 Newscast One
 Ocean City Today
 Somerset Herald
 WAFL Radio
 WAMS 101.1 FM
 WAVD The Wave 97.1 FM
 WBEY 97.9 FM (Bay Country)
 WBOC TV 16
 WCEM 106.3 FM
 WCEM/WAAI/WTDK/ESPN 1240
 WDEL Radio
 WGMD Talk 92.7
 WJKI 98.5 and 103.5 FM
 WKHI 107.7 FM
 WKTT (97.5 FM)
 WMDT TV 47
 Worcester Co. Board of Ed..
 Worcester Times
 WRDE TV 9
 WSBY 98.9 FM
 WTDK 107.1 FM
 WWFG Froggy 99.9 FM
 WZBH The Beach 93.5 FM
 WZKT FM (105.9 FM)

District 2 Media List

Associated Press
 Banner News
 Bay Times
 Caroline Times Record
 Cecil Whig
 Dorchester Star
 Kent County News
 MTS Broadcasting
 Newscast One
 Star Democrat
 Times Record
 Traffax Delmarva
 WBAL Radio
 WBAL TV 11
 WBFF Fox 45

WBOC TV 16
 WCEI FM 96.7
 WCEI Radio
 WCEI
 WCTR AM 1530
 WDEL Radio
 WINX
 WJZ TV 13
 WKDI Radio (Caroline)
 WMDT TV 47
 WMDT TV 47
 WNCL
 WQHQ FM
 WTOP Traffic
 Upper Eastern Shore Media

District 3 Media List

Associated Press Washington Bureau
 Bowie Patch
 Chevy Chase Patch
 Colesville Patch
 CTV - Prince George's TV
 Gazette
 Germantown Patch
 Government Executive
 Kensington Patch
 Laurel Leader
 Laurel Patch
 Metro Networks News Desk
 Montgomery Gazette
 Newscast One
 Patch.com
 Prince George's Gazette
 Reliant Traffic
 The Gazette
 Total Traffic News Desk
 WAMU FM
 Washington Post
 Washington Times
 WJLA ABC 7/News 8
 WMAL Radio
 WNEW All News 99.1
 WRC NBC 4
 WTOP Radio
 WTOP Traffic Center
 WTTG Fox 5
 WUSA TV 9

District 4 Media List

Arbutus/Catonsville Times
 Associated Press
 Baltimore Business Journal
 Baltimore Messenger
 Baltimore Sun
 MD Daily Record
 Metro News
 patch.com
 Patuxent Publishing (Sunpapers)
 The Aegis
 The Avenue News
 Total Traffic
 WBAL Radio
 WBAL TV 11
 WBFF TV Fox 45
 WCBM Radio
 WJZ TV 13
 WLIF Lite 102
 WMAR ABC 2
 WNEW Radio
 WPOC FM 93
 WRBS FM

District 5 Media List

Annapolis Patch
 Arundel Voice
 Baltimore Business Journal
 Baltimore Sun
 Bay Net
 Bay Weekly
 Maryland Gazette
 MD Independent
 MD Independent (St. Mary's Co.)
 Metro Networks
 Newscast One
 Patch
 Reliant Traffic
 Severna Park Patch
 Severna Park Voice
 South River Source
 The Business Monthly
 The Capital
 The County Times
 The Daily Record
 The Enterprise (Charles Co.)
 Total Traffic
 WBAL Radio

WBAL TV 11
 WBFF Fox 45
 WCBM Radio
 WJZ TV 13
 WKIK AM
 WMAR ABC 2
 WMZQ 98.7 FM
 WNAV 1470 AM
 WNEW FM All News 99.1
 WPRS 104.1 FM
 WRNR 103.1 FM
 WSMD 98.3 FM
 WTOP Radio
 WTTG Fox 5
 WUSA TV 9

District 6 Media List

Allegany Radio Corp. (6 stations)
 Associated Press
 Cumberland Times News
 Hancock News
 Herald Mail
 Mineral Daily News Tribune
 Newscast One
 Pickett News
 Republican News
 WAFY (Key 103) FM
 WAYZ 104.7 FM
 WCBC AM Radio
 WCRH FM
 WFMD Radio
 WFRB AM/FM
 WTBO AM
 WHAG NBC 25
 WJEJ AM
 WKHJ
 WQCM Radio
 WRNR AM
 WWEG 106.9 FM (The Eagle)

District 7 Media List

Associated Press - Western Bureau
Baltimore Sun
Carroll Advocate
Carroll County Times
Carroll Eagle
Columbia flier
Frederick News Post
Gazette
Howard County Times/Columbia Flier
Howard Magazine/Maryland Family
Newscast One
Total Traffic
WBAL Radio Traffic
WCBM Radio
WFMD 960 AM
WFRE FM/WFMD AM
WMAL Radio
WMHT
WNEW FM All News 99.1
WTOP Radio
WTTR Radio
WWEA Radio

APPENDIX M – SHA Obligated Projects, July 2017 to June 2018

Route	Federal #/ FAP	Contract #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
Baltimore City Projects							
	3065014	BC410016	KEY HIGHWAY AT LIGHT STREET IMPROVEMENTS	1,000,000.00	Z230	02/28/2018	N/A
MD 140	000A539	BC315-086-815	REISTERSTOWN ROAD STREETScape NORTHERN PARKWAY	325,264.16	M230	05/04/2018	N/A
MD 140	000A740	BC315104	REISTERSTOWN ROAD STREETScape NORTHERN PARKWAY	(275,191.00)	M230	03/12/2018	N/A
	000A803	BC315109	SE Transportation Action Plan Intersection Improvements	120,898.42	M230	02/21/2018	BRTB 12-1414-11 MC #17-123 09/11/2018
	2260002	BC318010	Baltimore City Project	199,041.00	Z400	03/29/2018	N/A
	2755001	BC318016	Sinclair Lane Bridge over CSXT Railroad - Bridge Rehabilitation	235,654.00	L930	09/14/2017	BRTB 65-2405-41 MC #17-123 09/11/2018
	2755001	BC318016	Sinclair Lane Bridge over CSXT Railroad - Bridge Rehabilitation	920,000.00	Z001	09/14/2017	BRTB 65-2405-41 MC #17-123 09/11/2018
	000A519	BC319010	ADA & SIDEWALK IMP. - BALTIMORE CITY	(40,935.00)	L23E	03/12/2018	N/A
	3341002	BC321001	Northern Parkway from Falls Road to Park Heights Avenue - Rehabilitation	(71,170.00)	L23E	03/12/2018	BRTB 12-1414-11 MC #17-123 09/11/2018
	1103005	BC321-006-815	Baltimore City Project	126,592.57	M230	05/03/2018	N/A
	3206005	BC321-010-815	Baltimore City Project	180,615.71	M230	05/04/2018	N/A
MD 295	3260003	BC269081	Replace 3 bridges over MD 295	(3,000,000.00)	L1CE	09/26/2017	N/A
	000B148	BC410011	PARK CIRCLE INTERSECTION IMPROVEMENTS	2,000,000.00	Z230	02/28/2018	12-1204-12
	1231041	BC450003	Baltimore City Project	447,266.00	Z230	03/09/2018	N/A
	000B229	BC410022	Baltimore City Project	113,100.00	Z230	09/08/2017	N/A
	2341046	BC420005	Reconnecting West Baltimore / Fulton Avenue to Calhoun Street - Reconstruction & Shared Bike/Pedestrian Path - Construction	1,500,000.00	Z002	02/28/2018	BRTB 12-1414-11 MC #17-123 09/11/2018

	2811046	BC420007	Baltimore City Project	359,465.00	Z001	02/21/2018	N/A
	0003457	BC430003	Baltimore City Project	485,965.00	Z400	03/06/2018	N/A
	4305001	BC440002	REHAB ROADWAYS EAST BALTIMORE LIFE SCIENCE	1,716,729.00	LY10	08/07/2017	N/A
	4305001	BC440002	REHAB ROADWAYS EAST BALTIMORE LIFE SCIENCE	2,636,145.12	L930	04/23/2018	N/A
MD 1	4306003	BC440005	E NORTH AVE-AISQUITH ST TO WASHINGTON ST	48,662.00	RPF9	09/25/2017	N/A
MD 1	4306003	BC440005	E NORTH AVE-AISQUITH ST TO WASHINGTON ST	701,338.00	RPS9	09/25/2017	N/A
	3048005	BC450006	REPLACE BRIDGE BC4202 ON BROENING HWY	10,000,000.00	WTDG	08/15/2017	N/A
	1191036	BC450007	Baltimore City Project	487,842.44	RPS9	09/25/2017	N/A
	0003392	BC460001	Baltimore City Project	1,320,000.00	L22E	06/25/2018	N/A
	000B137	BC410010	MIDTOWN STREETScape/TRAFFIC IMPROVEMENTS	2,200,000.00	Z230	02/28/2018	12-1222-11
	1191036	BC450007	Baltimore City Project	300,755.00	RPF9	09/25/2017	N/A
			Total:	24,038,037.42			
Bridge Replacement and Rehabilitation (Fund 80)							
MD 261	1211032	CA480B51	MD 261: Replacement of Bridge No. 04011 on MD 261 (Bayside Rd.) over Fishing Creek - Constr.	3,115,000.00	L1CE	09/26/2017	RU Bridge MC #17-61 11/07/2017
MD 355	0003270	FR132B21	BRIDGE 1008600 OVER BENNETT CREEK	404,736.80	L1CE	05/30/2018	RU Congestion Mgmt MC #17-61 11/07/2017
MD 478	1082003	FR1025180	Knoxville Road; Bridge 1008900 over Branch Potomac River; bridge replacement	2,000,000.00	Z001	04/23/2018	TPB 6591 MC #17-69 12/11/2017
MD 224	0003526	CH2395180	Riverside Rd; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut	1,442,640.28	M233	04/20/2018	TPB 3081 MC #17-52 08/17/2017
MD 234	2721026	CH209B51	TC13-BR 0803600 OVER ALLENS FRESH RUN	(5,902.70)	Z240	12/29/2017	TPB 6385 MC #17-17 03/06/2017
MD 234	2721026	CH209B51	TC13-BR 0803600 OVER ALLENS FRESH RUN	(135,909.78)	M240	12/29/2017	TPB 6385 MC #17-17 03/06/2017

MD 272	2891019	CE4465280	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	959,685.24	M232	06/12/2018	WILMAPCO 3-12 MC #17-25 05/08/2017
MD 222	2851007	CE351B21	MD 222: BR NO 7027 OVER ROCK CREEK (HYDROLOGY, HYDRAULICS STUDIES AND DESIGN) - PE	36,588.65	L23R	03/29/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
MD 222	2851007	CE351B21	MD 222: BR NO 7027 OVER ROCK CREEK (HYDROLOGY, HYDRAULICS STUDIES AND DESIGN) - PE	16,019.02	L1CE	03/29/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	16,635.63	M240	07/05/2017	WILMAPCO 3-1 MC #17-25 05/08/2017
	000B077	CE293B51	7 EXISTING BR ON US1,US40,MD222,MD272	69,932.71	M001	07/05/2017	WILMAPCO 3-1 MC #17-25 05/08/2017
MD 956	1022023	AL459B51	MD 956 (Patriot Parkway) over North Branch of Potomac River - Bridge #0109800 Deck Replacement & Rehab. (Construction)	7,266.41	Z240	02/27/2018	CAMPO 17-4 MC #17-125 08/31/2018
MD 261	1211032	CA480B51	MD 261: Replacement of Bridge No. 04011 on MD 261 (Bayside Rd.) over Fishing Creek - Constr.	524,340.18	L1CR	09/26/2017	RU Bridge MC #17-61 11/07/2017
US 15	1051033	FR418B51	Motter Avenue Bridge # 10098 over US 15 - Bridge Replacement	12,490.71	L1CE	08/30/2017	TPB 5852 MC #14-36 01/06/2015
MD 468	000A912	AA124B21	BR 02016X0 ON MD 468,02025X0 ON MD 255	324,000.00	Z232	10/30/2017	BRTB 60-9310-13 MC #17-142 11/15/2018
MD 468	000B071	AA1545180	11 EXISTING BRIDGES ON MD 295, MD 100	202,714.58	M001	04/24/2018	BRTB 60-9310-13 MC #17-142 11/15/2018
MD 468	000B071	AA154B51	11 EXISTING BRIDGES ON MD 295, MD 100	18,450.02	Z001	10/17/2017	BRTB 60-9310-13 MC #17-142 11/15/2018
MD 173	3001049	AA263B51	TC56-BRIDGE 0204500 OVER STONEY CREEK	56,720.94	M001	07/05/2017	BRTB 60-9310-13 MC #17-142 11/15/2018
MD 173	1111027	AA480B51	TC - HAMMONDS FERRY ROAD OVER MD 295	(336,997.65)	L1CE	03/29/2018	BRTB 60-9310-13 MC #17-142 11/15/2018
I-695	6956363	AA765B51	I-695 BRIDGE NO. 0200100 OVER PATAPSCO RIVER AND HAMMONDS FERRY ROAD - CLEANING, PAINTING & PRESERVATION WORK - CONSTRUCTION-	433.55	M001	09/12/2017	BRTB 60-9310-13 MC #17-142 11/15/2018

MD0355	0003553	XY6075177	BRIDGE 1008500 OVER MONOCACY RIVER	500,000.00	Z240	05/22/2018	TPB 6620 MC #17-87 03/19/2018
MD0051	1034005	AL232B21	BRIDGE 0104700 OVER TOWN CREEK	1,242,358.33	M040	06/25/2018	CAMPO 17-4 MC #17-125 08/31/2018
I-68	0682050	AL297B52	BRIDGE 0111503 AND 0111504 ON I-68	500,000.00	Z001	01/24/2018	CAMPO 17-4 MC #17-125 08/31/2018
MD 47	1021007	AL360B51	Replacement of Bridge No. 01004300	2,714.71	Z240	08/15/2017	CAMPO 17-4 MC #17-125 08/31/2018
I-68	0682044	AL421B51	TC125-BR 0110200/CSX,BR0110300/PATTERSON	(972,186.59)	M001	11/02/2017	CAMPO 17-4 MC #17-125 08/31/2018
MD 956	1022023	AL459B51	MD 956 (Patriot Parkway) over North Branch of Potomac River - Bridge #0109800 Deck Replacement & Rehab. (Construction)	2,426.37	Z232	07/14/2017	CAMPO 17-4 MC #17-125 08/31/2018
MD 261	1211032	CA480B51	MD 261: Replacement of Bridge No. 04011 on MD 261 (Bayside Rd.) over Fishing Creek - Constr.	1,000,000.00	M240	09/26/2017	RU Bridge MC #17-61 11/07/2017
I 70	0003549	WA4165180	TC125 - over MD 63	(878,559.00)	M232	05/22/2018	HEPMPO W2019-04 MC #17-109 06/28/2018
US 50	1301159	QA479B51	TC11-BR 17010 ON US 50 WB OVER US 301	(109.56)	M0E1	07/11/2017	RU Bridge MC #17-61 11/07/2017
MD 5	1225010	SM3665180	MD 5: Bridge Replacement - Prestressed Concrete Slab No.18008 on MD 5 over Eastern Branch (Constr.)	305,726.55	M2E2	04/10/2018	C-SMMPO S-2018-09 MC #17-54 08/17/2017
MD 201	5019021	PG671B51	MD 201 BR 16140 OVER I-95/495 - BRIDGE DECK WIDENING AND REPLACEMENT	66,229.03	M001	09/20/2017	TPB 3081 MC #17-52 08/17/2017
MD 4	2591080	PG664B51	Replace of Br #s1618101&1618102- MD 4 over MD223, Safety and Resurf of MD4: Ritchie Marlboro Rd to N of Dower House Rd. -Const-	(1,124,312.15)	M002	01/31/2018	TPB 6032 MC #17-17 03/06/2017
MD 4	0003548	PG5725280	Temple Hill Road; Bridge 1616600 over I-95/I-495; bridge deck replacement	2,000,000.00	Z230	05/22/2018	TPB 3081 MC #17-52 08/17/2017
CO7073	0003484	MO580B51	BR 1512900-SEMINARY ROAD OVER I-495	2,000,000.00	Z001	08/15/2017	TPB 3081 MC #17-52 08/17/2017
MD 331	1553001	TA392B51	MD 331: Steel and Prestressed Concrete Girder Bridge# 2003400 on	881,447.99	L00E	08/30/2017	RU Bridge MC #17-61 11/07/2017

			MD 331 (Dover Rd) over Choptank River. (Constr.)				
MD 331	1553001	TA392B51	MD 331: Steel and Prestressed Concrete Girder Bridge# 2003400 on MD 331 (Dover Rd) over Choptank River. (Constr.)	37,620.38	M232	08/30/2017	RU Bridge MC #17-61 11/07/2017
MD 195	5075003	MO2405180	MD 195 (Carroll Ave) over Sligo Creek & Sligo Creek Parkway - Rehabilitation of Bridge No. 1503300 (Construction)	1,050,346.05	Z230	04/05/2018	TPB 6538 MC #17-17 03/06/2017
MD 63	0003201	WA209B21	21047X0 ON MD 63 OVER ST JAMES RUN	47,436.86	Z232	10/17/2017	HEPMPO W2019-04 MC #17-109 06/28/2018
MD 63	0003479	WA209B51	21047X0 ON MD 63 OVER ST JAMES RUN	818,408.75	M233	01/09/2018	HEPMPO W2019-04 MC #17-109 06/28/2018
I-70	0704205	WA216B51	BRIDGE 2107304, 2114204 OVER I-81	2,000,000.00	Z001	03/28/2018	HEPMPO W2019-04 MC #17-109 06/28/2018
MD 355	1073015	FR132B21	Urbana Pike; Bridge 1008600 over Bennett Creek; bridge replacement	503,600.00	Z230	07/13/2017	RU Congestion Mgmt MC #17-61 11/07/2017
US 40 WB	1379004	HO1525180	Bridge 13055 over I-70	1,000,000.00	Z230	04/23/2018	N/A
MD 28	0003496	FR380B51	REPLACE BRIDGE 10014 ON MD 28	1,500,000.00	Z230	11/22/2017	TPB 3081 MC #17-52 08/17/2017
US 40	2181031	WA420B51	US 40 (National Pike) Bridge No. 2113600 over I-70 - Deck Replacement and Rehabilitation (Constr.)	14,925.35	M232	07/19/2017	HEPMPO W2019-04 MC #17-109 06/28/2018
US 219	2011030	GA355B51	BRIDGE 11023 ON US 219 OVER CHERRY CREEK	32,703.72	M001	07/05/2017	RU Bridge MC #17-61 11/07/2017
MD0355	0003553	FR705B21	BRIDGE 1008500 OVER MONOCACY RIVER	1,000,000.00	Z230	05/22/2018	TPB 6620 MC #17-87 03/19/2018
MD0355	1291057	WI2145180	Rehabilitation of Eleven (11) Bridges	1,819,995.82	M0E1	06/25/2018	SWMPO 4 MC #17-67 01/08/2018
MD0355	1291057	WI2145180	Rehabilitation of Eleven (11) Bridges	678,182.18	Z001	06/25/2018	SWMPO 4 MC #17-67 01/08/2018
MD 140	2361042	FR536B51	BRIDGE 1006200 OVER FLAT RUN	256,574.91	Z231	08/30/2017	TPB 6439 MC #17-17 03/06/2017
MD 140	2361042	FR536B51	BRIDGE 1006200 OVER FLAT RUN	91,195.26	L1CE	01/03/2018	TPB 6439 MC #17-17 03/06/2017
US 13	1291056	WO223B51	US 13: Rehabilitation on Dual Bridges No. 230161 and 230162 on US 13 over Pocomoke River. (Constr.)	(883,023.84)	Z001	03/05/2018	RU Bridge MC #17-61 11/07/2017

MD 140	2361035	FR504B51	MD 140 BR # 10065 OVER MONOCACY RIVER - BRIDGE REPLACEMENT - CON	42,697.90	Z001	07/05/2017	TPB 6011 MC #13-15 10/03/2012
MD 695	6956374	FR500ZM1	MD 695: Superstructure Replacement Steel Girder Bridge #0328100 on MD 695 Ramp C over Northeast Creek - Construction	133,584.84	L11E	05/01/2018	BRTB 60-9310-13 MC #17-123 09/11/2018
	1063015	FR457B51	TC11 - MD 550 OVER ISRAEL CREEK	(1,038.59)	L1CE	11/20/2017	TPB 3081 MC #17-52 08/17/2017
MD 272	2891019	CE4465280	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	2,000,000.00	Z240	06/12/2018	WILMAPCO 3-12 MC #17-25 05/08/2017
US 301	1271055	KE294B21	BRIDGE 1400501-US 301 NB OVER MD 290	102,915.57	L05E	04/24/2018	RU Bridge MC #17-61 11/07/2017
CO3482	3198005	BA145B31	PUTTY HILL ROAD OVER I-695-BR 0317400	874,397.60	Z001	06/01/2018	BRTB 60-9310-13 MC #17-142 11/15/2018
I 68	0682051	AL4655180	Bridge 0109300 over MD 639	1,000,000.00	Z001	04/20/2018	CAMPO 17-4 MC #17-125 08/31/2018
	0003495	AW139B2U	VAR BR INSPECTIONS STATEWIDE FY 18-FY 19	5,000,000.00	Z240	03/28/2018	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
	000B138	AW139B1R	Statewide - Bridge Inspection Program FY16 and FY17 - Other	1,000,000.00	Z240	08/01/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52

							08/17/2017 WILMAPCO 3-1 MC #
I-695	6956347	AX989B16	I-695 @ FREDERICK ROAD (MD 144) - INTERCHANGE RECONSTRUCTION	60,610.00	M490	05/10/2018	BRTB 63-1601-41 MC #17-123 09/11/2018
MD 272	2891019	CE446B52	TC13-BRIDGE 7036 ON MD 272 OVER AMTRAK	3,000,000.00	Z232	11/14/2017	WILMAPCO 3-12 MC #17-25 05/08/2017
	000B068	BA037B51	7 BRIDGES ON US1,I695,MD7,MD695,MD702	87,854.79	MOE1	03/27/2018	BRTB 60-9310-13 MC #17-142 11/15/2018
I-695	6956347	AX016B11	I-695 @ FREDERICK ROAD (MD 144) - INTERCHANGE RECONSTRUCTION	(91,819.00)	M490	05/10/2018	BRTB 63-1601-41 MC #17-123 09/11/2018
I-695	6956346	BA462B51	STIM-BR 0313900 OVER MD 26 (LIBERTY RD)	(379,507.45)	L01E	03/05/2018	BRTB 60-9310-13 MC #17-142 11/15/2018
I-695	6956365	BA462B52	TC94-BR 03140 OVER MILFORD MILL ROAD	1,157,190.16	Z001	09/12/2017	BRTB 60-9310-13 MC #17-142 11/15/2018
MD 129	3019009	BA502B51	MD 129: Rehabilitation of Bridge #0314700 on MD 129 over I-695. - Constr.	79,783.36	M001	01/23/2018	BRTB 63-1207-13 MC #14-120 03/21/2016
US 40	1251040	BA609B21	US40 OVER GUNPOWDER AND LITTLE GUNPOWDER	720,640.00	Z001	09/25/2017	BRTB 63-1601-41 MC #17-123 09/11/2018
	3015001	BA673ZM1	PAINTERS MILL ROAD BRIDGE OVER GWYNNNS FALLS-P.E. FOR LOCAL BRIDGE	(83.51)	1180	01/24/2018	BRTB 13-1013-13 MC #14-120 03/21/2016
	000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	397.54	M001	07/11/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018

							TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
MD 695	6956374	BA896B51	MD 695: Superstructure Replacement Steel Girder Bridge #0328100 on MD 695 Ramp C over Northeast Creek - Construction	815,068.16	Z001	03/19/2018	BRTB 60-9310-13 MC #17-123 09/11/2018
MD 25	1125008	BA810B51	MD 25 (Falls Road) over Georges Run - Replacement of Bridge No. 0301900 (Construction)	21,763.80	M24E	09/21/2017	BRTB 63-1603-13 MD #17-51 08/09/2017
	000B050	AT090B51	TC13-INVERT PAVING/RESTORE 47 STRUCTURES	334.02	M240	07/11/2017	BRTB 60-9310-13 MC #17-142 11/15/2018 CAMPO 17-4 MC #17-125 08/31/2018 C-SMMPO A-2018-04 MC #17-54 08/17/2017 HEPMPPO W2019-04 MC #17-109 06/28/2018 RU Bridge MC #17-61 11/07/2017 SWMPO 4 MC #17-67 01/08/2018 TPB 3081 MC #17-52 08/17/2017 WILMAPCO 3-1 MC #
			Total:	39,847,334.90			
Community Safety and Enhancements (Fund 84)							
US0040	2251011	FR3505184	IVY HILL DR TO MIDDLETOWN PARKWAY	191,850.77	L20E	04/24/2018	TPB 6488 MC #17-17 03/06/2017
MD 5	2651038	CH316B31	TC125-MD 925/OLD WASHINGTON ROAD	(262,564.21)	L05E	12/28/2017	TPB 3083 MC #17-106 06/07/2018

MD 5	2651039	CH316B51	MD 5 Business (Leonardtwn Road) at MD 925 (Old Washington Road) - Intersection Improvements - Constr.	36,754.10	M001	12/28/2017	TPB 3083 MC #17-106 06/07/2018
MD 231	0003208	CA305B21	TC11-MD231-MD2/4 TO MD765A TO ARMORY RD	(75,092.11)	M2E1	04/19/2018	RU Urban Reconstruct MC #17-61 11/07/2017
US0040	2251011	FR3505184	IVY HILL DR TO MIDDLETOWN PARKWAY	2,000,000.00	Z231	04/24/2018	TPB 6488 MC #17-17 03/06/2017
			Total:	1,890,948.55			
Congestion Management (Funds 81 and 86)							
	0003135	AX684B21	CHART 511 TRAVELERS INFORMATION SERVICE	134,011.00	Z400	09/25/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003465	AX789B24	CHART SYS NETWORK ENGINEERING FY 17-19	3,000,000.00	Z240	06/05/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
MD 439	0832223	BA093B51	I-83 at MD 439 (Old York Road) - Park and Ride Lot Expansion (Constr.)	15,028.72	L400	10/17/2017	BRTB 60-9504-04 MC #17-129 09/27/2018

MD 17	1059005	FR608B51	MD 17 (Myersville/Middletown Road) at Ventrice Court - Ridesharing Lot Expansion - Construction	(42,368.84)	M400	01/31/2018	TPB 3085 MC #17-71 01/23/2018
	000A839	FR5625177	BACK-UP POWER FOR CHART CAMERAS	(2,599,547.96)	M0E1	05/07/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003321	AX124B1B	CHART PERFORMANCE EVALUATION CY13-15	(149,621.03)	M240	06/11/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	3114050	AX624B22	CHART SUPPORT EXTENSION-BCS 2007-06A-STW	(594,612.10)	Z240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018

							WILMAPCO 3-9 MC #17-25 05/08/2
	0003305	ZY106B21	CHART INTERFACE DESIGN/TEST BED(S)	340,000.00	L24E	04/03/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003514	AX286B1D	FALL 2017 OPERATIONS ACADEMY SUPPORT	52,434.00	M7TO	07/21/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

	3114052	AX626B22	CHART SUPPORT EXTENSION-BCS 2007-06C-STW	(138,736.41)	L240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B171	XY509B51	CHART CCTV Deployment (Phase 5C)	3,000,000.00	Z240	12/13/2017	RU Resurface MC #17-146 12/13/2018
MD 4	2591081	AA812B51	WAYSON'S CORNER PARK/RIDE AT MD794	3,808.41	L400	07/11/2017	BRTB 60-9504-04 MC #17-129 09/27/2018
	000B171	XY509B51	CHART CCTV Deployment (Phase 5C)	327,445.07	Z232	08/01/2017	RU Resurface MC #17-146 12/13/2018
	0003515	AT028B13	STATEWIDE EDC-4 TIM DATA COLLECTION	50,000.00	M371	07/28/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B171	XY509B51	CHART CCTV Deployment (Phase 5C)	688,374.00	Z001	08/01/2017	RU Resurface MC #17-146 12/13/2018

	2511064	AW6975286	TC40 - Backup power for CHART cameras	(333,788.32)	L24E	05/07/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0001607	AT1405186	Capital wireless integrated network	(96.26)	Q420	06/12/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B195	AT620B54	STATEWIDE CHART DMS DEPLOYMENT - PHASE 5	2,000,000.00	Z001	09/20/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2

	0003520	AX936B14	STWD TRAVEL TIME/SPEED DATA FY 18-19	414,672.00	Z001	09/26/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
MD 4	2591081	AA812B51	WAYSON'S CORNER PARK/RIDE AT MD794	8,865.41	Z001	07/11/2017	BRTB 60-9504-04 MC #17-129 09/27/2018
	000B171	AT8725786	CHART CCTV Deployment (Phase 5C)	(1,044,052.53)	MOE1	05/25/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 TPB 3085 MC #17-71 01/23/2018
	P003519	AT139B17	REGIONAL OPERATIONS FORUMS 2017-STWD	78,611.51	M7TO	09/07/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B115	AT872B56	CHART CCTV DEPLOY PHASE 5B-AA,BA,CL,HO	355,016.28	Z001	10/17/2017	BRTB 60-9504-04 MC #17-129 09/27/2018

	000B217	AT620B55	STATEWIDE CHART DMS DEPLOYMENT-PHASE 6	1,000,000.00	Z001	01/16/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B171	AW0435182	CHART CCTV Deployment (Phase 5C)	464,857.63	Z230	05/25/2018	BRTB 60-9506-38 MC #17-142 11/15/2018
MD 108	3581004	HO793B51	PARK & RIDE & ACCESS RD, CON	9,079.93	Z400	07/25/2017	BRTB 60-9504-04 MC #17-129 09/27/2018
	0003517	AT020B17	STWD:EDC 4-IMPROVE TRANSP INCIDENT MGMT	43,576.00	M371	07/31/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	0003459	SD104B25	CHART Systems Development FY17 - FY19	4,000,000.00	Z240	06/05/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018

							WILMAPCO 3-9 MC #17-25 05/08/2
			Total:	11,082,956.51			
Environmental Projects (Funds 24, 25, 26, 74 and 88)							
US 50	1301169	PG0785126	SRI-US 50 AT MD 410	(1,457.81)	Z001	04/24/2018	TPB 3038 MC #17-71 01/23/2018
	0003542	QA1495125	Cross County Connector Trail - Grasonville	916,229.00	M301	06/11/2018	BRTB 60-9903-29 MC #17- 123 09/11/2018
	FY02006	AT3925124	Scenic Byways - HNR Wayside Panel Fabrication, delivery and install	(93,381.95)	Q970	06/28/2018	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
I-495	4952281	MO384B52	Landscape	542,318.00	Z230	09/26/2017	TPB 3038 MC #17-71 01/23/2018
	MD99001	AW721B21	SCENIC BYWAYS MD213, MD20, MD445, MD18	(10,792.34)	Q970	06/18/2018	RU Environment MC #17-146 12/13/2018
	MD03024	GA660	Scenic Byways Program - SB03 National Road Visitor Information Services - Other	(68,301.31)	Q970	06/28/2018	RU Environment MC #17-146 12/13/2018

	MD98001	AW589B21	SCENIC BYWAYS PROGRAM/CORRIDOR MAN PLAN	(5,669.66)	Q970	06/28/2018	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
I-95	0953197	HO248B51	TIMBERVIEW NOISE BARRIER	46,254.21	Z001	10/17/2017	BRTB 60-9504-06 MC #17- 142 11/15/2018
	0003460	AA121B51	RUTLAND ROAD FISH PASSAGE	(747,924.00)	L22E	09/12/2017	BRTB 60-9903-29 MC #17- 123 09/11/2018
	0003464	WA373B51	WESTERN MARYLAND RAIL - TRAIL PHASE IV	501,724.00	M303	09/21/2017	HEPMPO W2019-01 MC #17- 109 06/28/2018
	0003481	MO070B51	ETHAN ALLEN GATEWAY STREETScape	1,255,123.00	M301	08/25/2017	TPB 2710 MC #17-22 03/17/2017
	MD05007	AT974B24	Historic National Road Community Design Guidelines - National Scenic Byways - FY 05	(33,740.60)	H970	06/18/2018	N/A
	0003464	WA373B51	WESTERN MARYLAND RAIL - TRAIL PHASE IV	1,948,276.00	L22E	09/21/2017	HEPMPO W2019-01 MC #17- 109 06/28/2018
MD 355	1073016	MO059B21	CLARKSBURG-SHARE USE PATH/SIDEWALK	523,416.00	M301	09/19/2017	TPB 2710 MC #17-22 03/17/2017
	000B039	AT0615124	TC94-US50/MD404/MD309-ROADSIDE VEG MGMT	(48,596.08)	M240	06/11/2018	RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018
	0003542	QA1495125	Cross County Connector Trail - Grasonville	368,628.38	Z301	06/11/2018	BRTB 60-9903-29 MC #17- 123 09/11/2018
	000A245	AA5535174	Functional Enhancement of SWM Facilities (2nd Phase)	74,291.20	L22E	04/19/2018	BRTB 60-9506-38 MC #17- 142 11/15/2018

	000B173	AX872B25	BICYCLE RETROFIT PROGRAM	72,225.00	MS30	03/05/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 3038 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	000B052	FR126B31	SAVE MD'S CRITICAL CIVIL WAR BATTLEFIELD	450,000.00	L220	07/18/2017	TPB 2710 MC #17-22 03/17/2017
	0003317	AX886B51	BALTO CITY-HERRING RUN GREENWAY TRAIL	267,652.00	M230	02/21/2018	BRTB 60-9903-29 MC #17-123 09/11/2018
	0003460	AA121B51	RUTLAND ROAD FISH PASSAGE	747,924.00	M301	09/12/2017	BRTB 60-9903-29 MC #17-123 09/11/2018
	000A699	WI3285274	US 13BU: E. CHURCH ST TO N. OF E. LONDON AVE - DRAINAGE IMPROVEMENTS	(281,577.20)	Z231	04/30/2018	SWMPO 1 MC #17-67 01/08/2018
	0003524	CL296B51	ELDERWOOD SWM #2,OKLAHOMA PH 4 SW POND	1,047,466.00	Z302	03/20/2018	BRTB 60-9903-29 MC #17-123 09/11/2018
	000A699	WI3285274	US 13BU: E. CHURCH ST TO N. OF E. LONDON AVE - DRAINAGE IMPROVEMENTS	(740,995.38)	LZ20	04/30/2018	SWMPO 1 MC #17-67 01/08/2018
	MD06011	AX349B21	SB-CHARLES ST INTERPRETIVE PL	(11,328.00)	L970	06/12/2018	BRTB 60-9506-38 MC #17-142 11/15/2018
	MD06012	AX235B21	SB-BLUE CRAB-GATEWAY SIGNAGE	(27,605.00)	L970	06/18/2018	RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018
MD 295	1111031	BA978B52	MD 295 (Baltimore Washington Parkway): Riverview/Baltimore Highlands Community - Noise Barrier Installation (Construction)	354,063.56	Z001	10/17/2017	BRTB-60-9504-06 MC #17-142 11/15/2018
	0003542	QA1495125	Cross County Connector Trail - Grasonville	2,467,657.00	M3E1	06/11/2018	BRTB 60-9903-29 MC #17-123 09/11/2018

	0003477	AL444B51	AMTRAK STATION ENTRYWAY IMPROVEMENT	243,103.00	L22E	09/26/2017	CAMPO 17-1
	0703051	FR5325127	I-70 REST AREAS AT SOUTH MOUNTAIN RECONSTRUCT TO WELCOME CENTERS	284,418.30	L22E	06/25/2018	TPB 3038 MC #17-71 01/23/2018
	1191034	AX093B51	ST PAUL PLACE AND PRESTON GARDENS	1,578,250.00	L22E	08/01/2017	BRTB 60-9903-29 MC #17-123 09/11/2018
	000A699	WI3285274	US 13BU: E. CHURCH ST TO N. OF E. LONDON AVE - DRAINAGE IMPROVEMENTS	(191,724.97)	L20E	04/30/2018	SWMPO 1 MC #17-67 01/08/2018
	000A940	BC269-055-815	BICYCLE RETROFIT PROGRAM FY 13-14	90,178.55	M230	05/07/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 3038 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	000A245	XY2365177	Functional Enhancement of SWM Facilities (2nd Phase)	(122,712.75)	MS30	05/07/2018	RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018
			Total:	11,393,390.15			
Major Projects (Funds 70, 71, 72 and 73)							
MD 175	3617019	AA436B54	WEST OF REECE ROAD TO EAST OF DISNEY RD	1,000,000.00	Z240	09/06/2017	BRTB 61-1601-41 MC #17-123 09/11/2018
MD0124	1103006	MO632B31	CORRIDOR BETWEEN DAMASCUS & GAITHERSBURG	(1,190,225.57)	L230	06/12/2018	TPB 3057 MC #17-17 03/06/2017
MD 97	2451039	MO854B51	MD 97 (Georgia Avenue) at Randolph Road - Interchange Project (Construction)	2,500,000.00	MOE1	03/14/2018	TPB 3104 MC #17-17 03/06/2017

MD 97	2451039	MO854B51	MD 97 (Georgia Avenue) at Randolph Road - Interchange Project (Construction)	5,000,000.00	Z001	10/11/2017	TPB 3104 MC #17-17 03/06/2017
MD 175	3617017	AA580B56	BRAC INTERS-REECE RD/MAPES RD/CHART	3,000,000.00	Z230	07/25/2017	BRTB 61-1402-39 MC #17-01 09/26/2016
MD 355	2471011	MO593B52	AT CEDAR LANE (PHASE 1,2,3)	407,039.59	M001	09/11/2017	TPB 5998 MC #17-17 03/06/2017
MD 5	1211035	PG175B51	MD 5 at Brandywine Road and MD 373 Interchange Phase 2 - Constr.	15,000,000.00	Z001	01/03/2018	TPB 4882 MC #17-17 03/06/2017
MD 5	1211033	PG494B51	MD 5 (Branch Ave.) Phase 2 from Auth Way to South of I-495/I-95 and Construct an Access Road to the Branch Ave. Metro Station.	54,455.72	Z001	07/20/2017	TPB 3554 MC #17-17 03/06/2017
MD 175	3617019	AA436B54	WEST OF REECE ROAD TO EAST OF DISNEY RD	1,839,840.11	Z230	03/19/2018	BRTB 61-1601-41 MC #17-123 09/11/2018
MD 4	2591083	PG618B51	IHB-INTERCHANGE AT SUITLAND PARKWAY	7,013,760.00	Z001	01/03/2018	TPB 3547 MC #17-71 01/23/2018
I-695	6956376	BA727B51	I-695 OL (Baltimore Beltway): From South of US 40 to MD 144 - Multi-lane Reconstruct (Construction)	15,000,000.00	Z001	09/12/2017	BRTB 63-1601-41 MC #17-123 9/11/2018
I 68	000A831	AL409B51	TC40/70-BR 0109600 OVER WILLS CREEK/CSX/CUMBERLAND THRUWAY & BR 0109200 ON MD 51	(848,833.13)	M0E1	12/29/2017	MDOT SHA project in Allegany County CAMPO 17-4 MC #17-125 08/31/2018
MD 210	2631019	PG700B21	MD 210: Livingston Rd. / Kerby Hill Road - Interchange Preliminary Engineering	(5,479.56)	L23E	03/27/2018	TPB 4879 MC #17-52 08/17/2017
MD 210	2631022	PG700B51	MD 210 (Indian Head Highway): Livingston Road/ Kerby Hill Road - Interchange Constr. Design-Build (Construction)	8,848,350.49	Z240	09/26/2017	TPB 4879 MC #17-52 08/17/2017
MD 337	000B264	PG7805270	Allentown Rd; MD 337 from south of I-95/I-495 NB off-ramp to north of Suitland Parkway; capacity improvements	726,534.19	Z230	05/25/2018	TPB 6392 MC #17-52 08/17/2017
I 68	000A831	AL409B51	TC40/70-BR 0109600 OVER WILLS CREEK/CSX/CUMBERLAND THRUWAY & BR 0109200 ON MD 51	(77,539.16)	Z001	12/29/2017	MDOT SHA project in Allegany County CAMPO 17-4 MC #17-125 08/31/2018

MD 337	5104004	PG780B32	TC48 - SOUTH OF I95/I495 TO N OF SUITLAND	(602,592.64)	M001	07/17/2017	TPB 6392 MC #17-52 08/17/2017
MD 337	5104005	PG780B52	MD 337 (Allentown Road): From S of I-95/I-495 NB Off-Ramp to N of Suitland Road/Westover Drive - BRAC Intersection Impr. (Constr.)	95,742.81	F13E	09/06/2017	TPB 6392 MC #17-52 08/17/2017
MD 337	5104005	PG780B52	MD 337 (Allentown Road): From S of I-95/I-495 NB Off-Ramp to N of Suitland Road/Westover Drive - BRAC Intersection Impr. (Constr.)	371,719.46	Z230	02/21/2018	TPB 6392 MC #17-52 08/17/2017
I-695	6956376	BA727B51	I-695 OL (Baltimore Beltway): From South of US 40 to MD 144 - Multi-lane Reconstruct (Construction)	1,000,000.00	Z460	09/12/2017	BRTB 63-1601-41 MC #17-123 9/11/2018
US 40	1251052	HA348B52	TC11- US 40 AT MD 7/MD 159	(196,121.52)	M23E	02/12/2018	BRTB 65-1402-41 MC #17-123 09/11/2018
MD 404	3001053	AW896B51	IHB-US 50 TO EAST OF HOLLY ROAD	40,000,000.00	Z001	01/10/2018	AW8961
US 15	1051037	FR571B31	SRI-MONOCACY BOULEVARD INTERCHANGE	9,168,820.00	Z001	04/20/2018	TPB 4892 MC #17-92 07/11/2017
US0219	1813001	GA599B31	IMPROVEMENTS THRU THE TOWN OF OAKLAND	(404,000.00)	L050	09/22/2017	GA5991 MC #17-59 02/28/2018
US 219	2031003	GA6465270	IHB-I-68 TO MARYLAND STATE LINE	13,799,062.00	H980	04/24/2018	GA6462
US 219	2031004	GA646B32	I-68 TO MARYLAND STATE LINE	6,760,921.00	Q980	08/02/2017	GA6462
US 219	2031003	GA646B52	IHB-I-68 TO MARYLAND STATE LINE	2,538,806.00	L98R	11/21/2017	GA6462
US 40	4299001	HA2705171	US 40 @ MD 715 - INTERCHANGE RECONSTRUCTION AND WIDEN MD 715 TO SECURITY GATE AT ABERDEEN PROVING GROUNDS	584,023.60	L20E	04/03/2018	BRTB 65-0803-46 MC # [] 05/19/2014
IS0070	0703046	FR426B31	I70/MD85 INTERCH, WALSER DR, MD355-PH 2B&C	(113,000.00)	L010	12/29/2017	TPB 6387 MC #13-15 10/03/2012
MD 85	7816001	FR388B51	IHB-D7 OFFICE ENTRY TO N OF SPECTRUM DR	6,875,302.00	Z001	01/31/2018	TPB 6483 MC #17-21 03/30/2017
MD 24	1247012	HA334B51	MD 24 (Rocks Road): Fr Deer Creek Bridge to 1800' South - Slope Stabilization, Pavement/Drainage/Traffic Barrier Imp. (Constr.)	(210,092.38)	M232	03/27/2018	BRTB 65-1601-12 MC #17-123 09/11/2018

I-695	6956371	BA366B51	I-695 IL over Benson Ave/Leeds Ave/US 1/AMTRAK/Herbert Run - Replace Bridge Nos. 0311305 & 0311405/Realignment of Ramp 8 Br.(Con.)	1,500,000.00	M001	09/12/2017	BRTB 63-1602-43 MC #17-123 09/11/2018
MD 22	1261018	HA348B34	MD 22 (Aberdeen Thruway) at Beards Hill Intersection, BRAC Intersection at Aberdeen Proving Grounds - ROW	(432.26)	M23E	12/28/2017	BRTB 65-1403-41 MC #17-51 08/09/2017
MD 175	3617018	AA436B24	MD 175 (Annapolis Road) Dualization from W. of Reece Road to E. of Disney Road - PE	240,000.00	Z230	07/17/2017	BRTB 61-1601-41 MC #17-123 09/11/2018
MD 22	1261020	HA348B53	MD 22 (Aberdeen Thruway) at MD 462 - Intersection Improvements (Construction)	4,006,861.17	Z230	02/21/2018	BRTB 65-1403-41 MC #17-51 08/09/2017
MD 85	7816001	FR388B51	IHB-D7 OFFICE ENTRY TO N OF SPECTRUM DR	599,601.00	LY10	09/26/2017	TPB 6483 MC #17-21 03/30/2017
MD 22	1261019	HA348B54	SRI-BRAC-MD 22/BEARDS HILL ROAD	1,000,000.00	M001	11/14/2017	BRTB 65-1205-41 MC #17-123 09/11/2018
	1251064	HA348B57	US 40 (south Philadelphia Blvd) at MD 7/MD 159 Phase 2 (BRAC) - Intersection Reconstruct (Construction)	1,300,000.00	Z230	09/26/2017	BRTB 65-1402-41 MC #17-123 09/11/2018
US 29	1289003	HO3175270	US 29 [Phase 1] - from S of Seneca Dr to S of MD 175 - Phase 1A- Construction of Old Columbia Rd Access - Constr-	206,509.97	M001	04/10/2018	BRTB 66-1101-41 MC #17-51 08/09/2017
MD 32	1181066	HO756B23	LINDEN CHURCH ROAD TO I-70	1,280,000.00	Z001	04/17/2018	BRTB 66-1703-41 MC #17-123 09/11/2018
I-695	6956355	BA321B2A	TC11-RAMP 8 FROM US 1 OVER LEEDS AVENUE	(890,000.00)	L01E	09/22/2017	BRTB 63-1602-43 MC #17-123 09/11/2018
I-695	6956371	BA366B51	I-695 IL over Benson Ave/Leeds Ave/US 1/AMTRAK/Herbert Run - Replace Bridge Nos. 0311305 & 0311405/Realignment of Ramp 8 Br.(Con.)	116,820.66	0420	09/12/2017	BRTB 63-1602-43 MC #17-123 09/11/2018
I-695	6956371	BA366B51	I-695 IL over Benson Ave/Leeds Ave/US 1/AMTRAK/Herbert Run - Replace Bridge Nos. 0311305 &	651,395.00	Z460	09/12/2017	BRTB 63-1602-43 MC #17-123 09/11/2018

			0311405/Realignment of Ramp 8 Br.(Con.)				
I-695	6956371	BA366B51	I-695 IL over Benson Ave/Leeds Ave/US 1/AMTRAK/Herbert Run - Replace Bridge Nos. 0311305 & 0311405/Realignment of Ramp 8 Br.(Con.)	1,473,130.37	M002	02/13/2018	BRTB 63-1602-43 MC #17-123 09/11/2018
MD 22	1261019	HA348B54	SRI-BRAC-MD 22/BEARDS HILL ROAD	1,000,000.00	Z002	02/28/2018	BRTB 65-1205-41 MC #17-123 09/11/2018
US 40	1251048	HA348B32	BRAC INTERSEC- US 40 AT MD 7/MD 159	(73,049.90)	L20E	12/28/2017	BRTB 65-1402-41 MC #17-123 09/11/2018
MD 22	1261020	HA348B53	MD 22 (Aberdeen Thruway) at MD 462 - Intersection Improvements (Construction)	101,390.01	M23E	11/22/2017	BRTB 65-1403-41 MC #17-51 08/09/2017
MD 337	000B264	XY2455477	Allentown Rd; MD 337 from south of I-95/I-495 NB off-ramp to north of Suitland Parkway; capacity improvements	1,832,615.93	MS3E	05/29/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 235	2651013	SM768B31	MD 235 NORTH OF MD 4 TO MD 237	(702,000.00)	Q050	09/22/2017	C-SMMPO A-2018-01 MC #17-54 08/17/2017
US 113	3271037	WO636B51	US 113 (Worcester Hwy) from North of Massey Branch to Five Mile Branch Road - Dualization (Construction - Design Build)	6,000,000.00	Z001	01/31/2018	WO3631
US0113	3271039	WO635B51	IHB-N OF MD 365 TO N OF FIVE MILE-PH 4	9,878,058.44	Z001	09/26/2017	WO6681 MC #17-45 06/05/2017
MD0589	1357001	WO315B11	RACETRACK RD BETWEEN US 113 AND US 50	(1,465,103.48)	L20E	09/21/2017	WO3151
I-81	0811071	WA3445272	IHB-DUAL BR 21078 OVER POTOMAC RIVER	25,002,952.00	Z001	06/01/2018	HEPMPO W2014-09 MC #17-109 06/28/2018
I-81	0811071	WA344B52	IHB-DUAL BR 21078 OVER POTOMAC RIVER	4,005,900.00	RPS9	08/25/2017	HEPMPO W2014-09 MC #17-109 06/28/2018
MD 337	000B264	XY6055177	Allentown Rd; MD 337 from south of I-95/I-495 NB off-ramp to north of Suitland Parkway; capacity improvements	1,000,000.00	Z001	05/29/2018	RU Resurface MC #17-146 12/13/2018
			Total:	196,001,141.92			

Other Projects							
	10MD001	AT099	At various locations	(1,218.61)	L97E	06/28/2018	BRTB 60-9903-29 MC #17-123 09/11/2018
	000B214	XX535B52	At various locations in District 1	1,000,000.00	Z232	12/22/2017	RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018
	0001606	AT139B51	BALTIMORE METRO REGION ITS INTEGRATION	(117,564.20)	96A0	08/02/2017	BRTB 60-9504-04 MC #17-129 09/27/2018
	000A939	AT0875182	TC56-AT VARIOUS LOCATIONS IN DISTRICT 5	(2,200,000.00)	M240	06/12/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 C-SMMPO A-2018-01 MC #17-54 08/17/2017 RU Environment MC #17-146 12/13/2018 TPB 3038 MC #17-22 03/17/2017
	0003370	AT133B1Y	FY15 - Statewide Strategic Highway Safety Plan (SHSP) Management	320,000.00	Z240	05/31/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B213	XX535B51	FY15 MD STRATEGIC HIGHWAY SAFETY PLAN	500,000.00	Z240	11/22/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018

							WILMAPCO 3-4 MC #17-25 05/08/2017
	000A939	AT0875182	TC56-AT VARIOUS LOCATIONS IN DISTRICT 5	(167,651.74)	M230	06/12/2018	BRTB 60-9506-38 MC #17-142 11/15/2018 C-SMMPO A-2018-01 MC #17-54 08/17/2017 RU Environment MC #17-146 12/13/2018 TPB 3038 MC #17-22 03/17/2017
	0003292	CE352ZM3	BARON ROAD OVER CSX N. OF NAZARINE RD-CON	264.62	L11E	03/28/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	000A948	XX526B51	At various locations in District 3	(65,571.34)	M240	10/23/2017	N/A
	0001949	CE352ZM1	At various locations in Cecil County	(16,310.45)	L110	03/28/2018	WILMAPCO 3-1 MC #17-25 05/08/2017
	1603001	CE350ZM1	TOWN OF PERRYVILLE PIER	83,350.00	Q920	09/20/2017	WILMAPCO 3-2 MC #17-25 05/08/2017
	0003509	AT133B1X	At various locations	912,000.00	Z240	09/26/2017	60-9504-04
	0003507	AT133B1W	At various locations	100,800.00	Z240	12/27/2017	N/A
	000B232	CE2705182	Tree planting at various locations in Cecil County	500,000.00	Z240	06/05/2018	WILMAPCO 3-2 MC #17-25 05/08/2017
	1200005	CH378ZM1	REPLACE BRIDGE # 0040001 ON POPLAR HILL	196,598.00	Q770	08/30/2017	TPB 3081 MC #17-52 08/17/2017
	3114056	AT133B6E	Other	1,000,000.00	Z240	07/05/17	TPB 3085 MC #17-71 01/23/2018
	000A637	CL463ZM1	Cleaning and Painting of 5 Bridges on Various Roads - Construction	(28,373.34)	L1CE	12/27/2017	BRTB 60-9310-13 MC #17-123 09/11/2018
	3168006	AT376		11,800.00	L930	09/06/2017	TPB 3082 MC #17-106 06/07/2018
	ICC1001	AT376	MD 200: from I 270 to US 1 Inter-County Connector ICC Construction.	86,543,066.77	Z001	02/13/2018	TPB 3082 MC #17-106 06/07/2018
	000B180	AT472B2C	CHART OCEAN CITY DETECTORS O & M FY 17	72,498.39	Z231	09/14/2017	RU Congestion Mgmt MC #17-61 11/07/2017
	0468007	BC440003	RECONSTRUCT EAST NORTH AVENUE FROM AISQUITH STREET TO	3,000,000.00	Z002	02/28/2018	BRTB 65-2405-41 MC #17-123 09/11/2018

			WASHINGTON STREET - CONSTRUCTION				
	0468007	BC440003	RECONSTRUCT EAST NORTH AVENUE FROM AISQUITH STREET TO WASHINGTON STREET - CONSTRUCTION	234,377.62	MOE1	08/08/2017	BRTB 65-2405-41 MC #17- 123 09/11/2018
	0468007	BC440003	RECONSTRUCT EAST NORTH AVENUE FROM AISQUITH STREET TO WASHINGTON STREET - CONSTRUCTION	407,881.00	L930	08/08/2017	BRTB 65-2405-41 MC #17- 123 09/11/2018
	0003487	AT723B54	RECREATIONAL TRAILS FY 17 PROJECTS	305,445.45	L940	09/25/2017	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003487	AT723B54	RECREATIONAL TRAILS FY 17 PROJECTS	51,316.95	Z940	09/25/2017	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003461	XY5135177	Other	2,051,063.00	Z240	05/31/2018	BRTB 60-9501-11 MC #17- 142 11/15/2018

	000B188	XY176B5A	At various locations	500,000.00	Z001	11/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B232	CE2705182	Tree planting at various locations in Cecil County	697,986.00	Z230	06/05/2018	WILMAPCO 3-2 MC #17-25 05/08/2017
	4302002	AL481ZM1	Allegheny Highlands Trail - Valley Street Underpass - Construction	61,000.00	Q920	09/22/2017	CAMPO 17-1
	8004021	WA427ZM1	PE REHAB 3 BRIDGES OVER BURHANS BLVD	(84,773.87)	L1CE	03/29/2018	HEPMPO W2019-07 MC #17-109 06/28/2018
	8004022	WA427ZM2	REHAB 3 BRIDGES OVER BURHANS BLVD	(3,747.02)	Z001	03/28/2018	HEPMPO W2019-07 MC #17-109 06/28/2018
	0003512	WA459ZM1	CRAYTON BLVD TERMINAL	1,000,000.00	L9AE	04/18/2018	HEPMPO W2016-01 MC #17-109 06/28/2018
	0003537	WA807B51	At various locations in West Washington County	200,000.00	Z302	03/16/2018	HEPMPO W2019-03 MC #17-109 06/28/2018
	0003518	GA417ZM1	KEYER'S RIDGE BUSINESS PARK LOR PROJECT	98,880.00	L9AE	06/13/2018	AR1604 MC #17-102 06/04/2018
	0003468	GA415ZM1	BRIDGE REPLACEMENT ON MD 219	360,000.00	M233	03/20/2018	RU Bridge MC #17-61 11/07/2017
	0003386	GA411ZM1	MCHENRY BUSINESS-PARK PHASE # 2	4,192.00	L9AE	11/20/2017	AR1601 MC #14-128 04/25/2016
CO 321	0003408	WO184B51	CO 321 (Ironshire Station Road) Hwy-Rail Crossing w/MD & DE Railroad, DOT #531861T - Reconstruct R/R Crossing (Construction)	(42,916.77)	LS4E	12/28/2017	RU Safety/Spot MC #17-146 12/13/2018
	0001897	FR517ZM2	REPLACEMENT OF BIDDLE ROAD BRIDGE	(26,325.00)	L110	12/27/2017	TPB 3173 MC #17-17 03/06/2017
	000A691	XX113B59	Quick action funds for District 1 - FY 2002	(210,119.72)	L24E	03/28/2018	N/A
	0003288	AL472ZM2	REHAB POTOMAC HOLLOW ROAD-BRIDGE A-008	(29,406.32)	L11E	12/29/2017	CAMPO [] MC #14-13 08/17/2014 (local project in CAMPO FY 2014-2017 TIP)
	4302002	AL481ZM1	Allegheny Highlands Trail - Valley Street Underpass - Construction	299,054.00	LY10	09/22/2017	CAMPO 17-1

	000B179	FR170ZM1	ON OLD FREDERICK ROAD AND ON THURSTON RD	39,945.51	33E0	07/20/2017	TPB 3173 MC #17-17 03/06/2017
	2381007	CL2135176	6MD 31 (High St) & Church St: Hwy-Rail Crossing w/ MD Midland Railway, DOT #531717E & 531718L - Reconstruct R/R Crossing (Constr.)	(436,400.89)	MOE1	05/01/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	0003454	AL489ZM1	NORTH BRANCH INDUSTRIAL PARK - REHAB	700,000.00	L9AE	04/03/2018	CAMPO AL201601
CO 394	0003409	CL1775167	CO 394 (Hahn Rd) Railroad Crossing Maryland Midland Railway DOT 831692L, Railroad Reconstruction.	(118,582.50)	ZS40	04/24/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	0003506	AT029B1K	At various locations	1,561,081.60	Z240	01/10/2018	N/A
	000B184	XY179B51	At various locations in District 1 and 2	1,000,000.00	M240	08/02/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0003360	CO332ZM2	Noble Road over Marshyhope Creek - Bridge Replacement - Construction	(71,876.29)	M233	04/19/2018	RU Bridge MC #17-61 11/07/2017
	0001892	DO359ZM1	REHAB BRIDGE D-0024 OVER TRANS RIVER	6,814.45	L110	09/26/2017	RU Bridge MC #17-61 11/07/2017
	000B179	FR170ZM1	ON OLD FREDERICK ROAD AND ON THURSTON RD	700,000.00	Z232	02/28/2018	TPB 3173 MC #17-17 03/06/2017
MD 456	000B186	AL491ZM1	REPLACE BRIDGE A-091 OLD MT PLEASANT RD	52,197.00	M233	08/25/2017	CAMPO 17-4 MC #17-125 08/31/2018
	0003351	FR165B51	WALKERSVILLE SOUTHERN RR, DOT 535031D	34,506.94	MS40	08/30/2017	TPB 3084 MC #17-71 01/23/2018
	0003366	FR132B21	CHART OCEAN CITY DETECTORS O & M FY 15	373,263.20	Z230	05/30/2018	RU Congestion Mgmt MC #17-61 11/07/2017
	0003406	AL486ZM1	FROSTBURG BUSINESS PARK ACCESS ROAD	600,000.00	L9AE	01/31/2018	CAMPO AL201502
	0003312	FR143B51	LANDER ROAD-CSX TRANSPORTATION, 140530A	(14,154.26)	LS50	02/28/2018	TPB 3084 MC #17-71 01/23/2018
	P000314	FR144B51	FOUNTAIN ROCK RD, WALKERSVILLE SOUTHERN	45,594.29	MS40	08/30/2017	TPB 3084 MC #17-71 01/23/2018

	0003485	FR155ZM2	BRIDGE REPLACEMENT OVER PETER PAN RUN	589,469.32	M233	09/06/2017	TPB 3173 MC #17-17 03/06/2017
	1200005	CH378ZM1	REPLACE BRIDGE # 0040001 ON POPLAR HILL	7,948.00	Z232	10/24/2017	TPB 3081 MC #17-52 08/17/2017
	0001892	DO359ZM1	REHAB BRIDGE D-0024 OVER TRANS RIVER	148,972.44	M233	09/26/2017	RU Bridge MC #17-61 11/07/2017
	3351004	AX606B61	CHART OPERATIONS FY 2009	101,632.63	L240	05/01/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003482	AX281B57	CHART VEHICLE PURCHASE FY 2017-STATEWIDE	1,502,233.00	Z240	02/28/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003493	AX294BL2	HWY CAPITAL TRAINING/SUPPORTIVE SERVICES	600,000.00	Z240	03/14/2018	N/A
	0003235	AX294NL1	BUILD UP-MDOT/SHA OTJ TRAINING	238,420.49	M001	09/26/2017	N/A
	0001913	AX532B51	Carpenter repairs to salt domes/barns at various maintenance facilities	(110,833.39)	LU20	12/29/2017	N/A
	0001913	AX532B51	Carpenter repairs to salt domes/barns at various maintenance facilities	(3,083,601.00)	LU2E	12/29/2017	N/A

	000B213	AW447B2K	FY15 MD STRATEGIC HIGHWAY SAFETY PLAN	(79,670.98)	MS30	05/21/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0001937	AX561B21	At various locations	(63,541.36)	L940	06/12/2018	N/A
	NBIS105	AX268B16	NSTI PROGRAM - TEACHER PROGRAM TTI	3,513.00	M490	05/10/2018	TPB 2804 MC #13-15 10/03/2012
	0983001	AX668B31	POCOMOKE/NASSAWANGO MITIGATION PROJECT	2,915,768.00	LY10	07/17/2017	RU Environment MC #17-146 12/13/2018
	0001952	AX688	Recreational Trails Program - FY09 Projects	(1,846.90)	L940	06/12/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	G003462	AX757B26	MSP STAFFING/SUPPORT FOR CHART-FY 17	79,931.78	Z240	08/12/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018

							TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000B216	AX7665C82	TMDL SWM Retrofits - Group 2 - District 7	500,000.00	Z232	04/12/2018	BRTB 60-9506-38 MC #17- 142 11/15/2018 TPB 3038 MC #17-22 03/17/2017
	000B216	AX7665C82	TMDL SWM Retrofits - Group 2 - District 7	500,000.00	Z240	04/12/2018	BRTB 60-9506-38 MC #17- 142 11/15/2018 TPB 3038 MC #17-22 03/17/2017
	000B188	XY176B5A	At various locations	500,000.00	Z240	11/14/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0001937	AX561B21	At various locations	(88,061.00)	H940	06/12/2018	N/A
	5113027	AX017B13	NSTI PROGRAM - MIDDLE SCHOOL PROGRAM MSU	27,696.00	M490	05/10/2018	N/A
	0003531	AW909B1S	Funding for Capital Program Statewide Motorized Equipment	100,000.00	Z37E	01/17/2018	N/A
	000S476	AW975	PE to Prepare for Special Projects for District 2 - FY 02	(4,910.00)	33D0	12/27/2017	N/A
	0003466	AX	CO 416 (Naylor Mill Road): Highway- Rail Grade Crossing w/ Norfolk Southern Corp, DOT #530214E	(294.02)	Z49S	06/28/2018	SWMPO 2 MC #17-67 01/08/2018
	0003538	AX0006B11	At various locations	196,262.00	L22E	03/07/2018	N/A
	5030011	AX016B11	OJT HWY CONSTRUCT WORKFORCE DEV TRAINING	(40,813.69)	L49E	05/10/2018	BRTB 63-1601-41 MC #17- 123 09/11/2018
	FY13006	AX016B11	OJT HWY CONSTRUCT WORKFORCE DEV TRAINING	(17,400.00)	L49E	10/30/2017	BRTB 63-1601-41 MC #17- 123 09/11/2018
	Q000315	AX275	Vehicle probe data for SHA	(262.44)	L40E	03/28/2018	N/A
	4299002	AX017B11	OEO DBE PROGRAM	(229,311.99)	M480	05/09/2018	N/A

	ICC1001	AX268B16	MD 200: from I 270 to US 1 Inter-County Connector ICC Construction.	3,213.69	L49E	05/10/2018	TPB 2804 MC #13-15 10/03/2012
	0003462	AX017B14	MSP STAFFING/SUPPORT FOR CHART-FY 17	158,546.00	Z480	05/10/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	6956384	AX017B14	DBE BUSINESS DEVELOPMENT PROGRAM-CSM	229,311.99	M480	05/10/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	6956383	AX017B16	At various locations	55,000.00	L49E	05/10/2018	N/A
	3114057	AX114B6A	STATEWIDE: CHART OPERATIONS BUDGET FOR FY 2018	7,000,000.00	Z240	04/24/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018

							WILMAPCO 3-9 MC #17-25 05/08/2
	0003510	AX114B6J	MSP STAFFING AND SUPPORT FOR CHART-FY 18	335,834.00	Z240	09/06/2017	BRTB 60-9504-04 MC #17- 129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17- 109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003171	AX994B51	RECREATIONAL TRAILS FY 10 PROJECTS	(114,345.60)	L94E	06/12/2018	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003530	AX016B13	OJT/SS COMM COLLEGE-BA DIESEL TECH PROG	90,151.70	Z49A	03/12/2018	N/A
	000A844	XY206B51	At various locations in Carroll County	(102,129.82)	M240	03/29/2018	N/A
	3012015	BC269-074- 815	REPL FREDERICK AVE BR OVER GWYNN FALLS	883,734.01	Z001	04/11/2018	BRTB 12-1030-13 MC #17- 123 09/11/2018

	2441026	BC269082	EDMONDSON AVENUE OVER GWYNNS FALLS AND CSXT - BRIDGE REPLACEMENT - CONSTRUCTION	4,000,000.00	Z230	02/21/2018	BRTB 65-2405-41 MC #17-123 09/11/2018
	3049003	BC315087	Dundalk Avenue Streetscape from Eastern Avenue to Baltimore City Line	728,569.09	LZ2E	08/07/2017	BRTB 12-1213-11 MC #17-123 09/11/2018
	3048003	BC315100	RECONSTRUCTION/REHABILITATION OF BROENING HIGHWAY FROM HOLABIRD AVENUE TO COLGATE CREEK AND KEITH AVENUE INTERCHANGE	151,211.64	L05E	09/06/2017	BRTB 12-1609-13 MC #17-123 09/11/2018
	3048003	BC315100	RECONSTRUCTION/REHABILITATION OF BROENING HIGHWAY FROM HOLABIRD AVENUE TO COLGATE CREEK AND KEITH AVENUE INTERCHANGE	972,068.39	Z001	09/06/2017	BRTB 12-1609-13 MC #17-123 09/11/2018
	0003461	AX790B23	Other	174,394.97	Z240	09/07/2017	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	000A882	XY228B54	At various locations	(368,754.96)	M230	03/28/2018	N/A
	000B202	XY246B57	At various locations in District 1	500,000.00	Z001	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018

							TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000A844	XY206B51	At various locations in Carroll County	(264,328.86)	L05E	03/29/2018	N/A
	000A787	XY204B51	At various locations in Calvert County	(423,040.91)	LZ2E	12/28/2017	N/A
	000A879	XY203B52	At various locations in Baltimore County east of I-83	(625,533.08)	LZ20	11/20/2017	N/A
	3057006	BC410005	Central Avenue Streetscape and Harbor Point Connector Bridge (Design Build) - Construction	3,000,000.00	Z230	08/30/2017	BRTB 12-1414-11 MC #17-123 09/11/2018
	000B081	BC410007	ROLAND AVE AND NORTHERN PKWY IMPROVEMENTS	2,356,144.00	Z230	08/31/2017	BRTB 12-1414-11 MC #17-123 09/11/2018
	0003522	CO420ZM1	LONG SWAMP BRIDGE OVER SULLIVAN BRANCH	304,000.00	M233	06/25/2018	RU Bridge MC #17-61 11/07/2017
	1191027	XY2335577	Ritchie - Marlboro Road over Cabin Branch - - Bridge Replacement - -	400,000.00	M001	05/08/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
	000B221	AW044B51	TREE PLANTING AT VARIOUS LOC FREDERICK	500,000.00	Z240	12/15/2017	TPB 3038 MC #17-22 03/17/2017
	FTE2009	AX999B21	FUEL TAX AUDITING & ENFORCEMENT	(1,128.58)	L960	06/18/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018

							WILMAPCO 3-9 MC #17-25 05/08/2
	0001922	AZ010B11	Ijamsville Road over Bush Creek - Bridge #200000F-07050010 Replacement & Roadway Improvements (Construction)	75,000.00	Z371	05/14/2018	TPB 3173 MC #17-17 03/06/2017
	0003369	AW442B2F	FY15 Safety - MHSO Pedestrian Safety, Enforcement, and Media Projects	46,550.91	LS30	09/14/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17- 109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	0003478	BA319ZM2	GORES MIL RD OVER LITTLE FALLS	1,445,374.74	M233	09/12/2017	BRBT 13-1109-13 MC #14- 124 03/24/2016
	3172001	BA413BM1	At various locations in Baltimore County	30,625.18	L24E	11/02/2017	N/A
	3172002	BA413ZM2	REHAB BRIDGE GWYNN BROOK ROAD BRIDGE #202	1,754,762.00	Z230	12/27/2017	BRTB 13-0411-13 MC #14- 120 03/21/2016
	0003390	XY5135177	LTAP - FY15 3rd Allocation	2,000,000.00	Z001	05/31/2018	BRTB 60-9501-11 MC #17- 142 11/15/2018
	000B203	XY247B57	At various locations in District 7	3,235,828.94	MS3E	09/26/2017	BRTB 60-9501-11 MC #17- 142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17- 109 06/28/2018 RU Resurface MC #17-146

							12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B239	AT897B15	STATEWIDE RAILROAD CROSSING INVENTORY	252,000.00	ZS40	11/30/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	6956378	AW0435182	Tree Planting at various locations in District 4	200,000.00	Z240	05/25/2018	BRTB 60-9506-38 MC #17-142 11/15/2018
	000B230	XY247B51	At various locations in Dorchester, Somerset, Wicomico and Worcester Counties	832,774.80	MS3E	09/20/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3

	000B202	XY246B57	At various locations in District 1	500,000.00	Z240	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B202	XY246B57	At various locations in District 1	500,000.00	Z231	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	0003311	BA8965180	CONCRETE RD/ROSS AVE-CSX TRANSPORTATION	6,383.43	MOE1	05/01/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B184	XY179B51	At various locations in District 1 and 2	500,000.00	Z001	08/02/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B218	AW044B52	AT VARIOUS LOCATIONS IN DISTRICT 7-CL CO	1,000,000.00	Z240	01/17/2018	BRTB 60-9506-38 MC #17-142 11/15/2018
	1225011	SM744B31	At various locations in St. Mary's County	1,000,000.00	Z232	12/27/2017	N/A

	1152004	HO206B51	TC12-UPPER LITTLE PATUXENT RIVER STREAM	(1,004,612.48)	M230	01/31/2018	BRTB 60-9504-06 MC #17-142 11/15/2018
	0001928	HS204B21	SAFE ROUTES NON-INFRASTRUCTURE PROJECT	(174,515.91)	LU3E	03/29/2018	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
CO 175	0003411	WA2675167	CO 175 (Reidtown Road) Crossing CSX Transportation, DOT 831859V, Railroad Reconstruction	(139,917.21)	MS40	04/24/2018	HEPMPO W2019-02 MC #17-109 06/28/2018
	1051032	PG5962M1		17,034.73	L1CE	05/07/2018	TPB 3081 MC #17-52 08/17/2017
	0001750	AA563ZM1	Sands Road over Wilson Owens Branch - Bridge Replacement - Construction	68,759.00	M233	07/27/2017	BRTB 11-1203-13 MC #14-87 10/07/2015
	0003285	SO438ZM2	STEWART NECK OVER KINGS CREEK	(59,093.81)	L11E	03/28/2018	RU Bridge MC #17-61 11/07/2017
	0003380	HS232B51	SRTS GYG INFRASTRUCTURE SAFETY IMPROVEMENTS	400,000.00	LU1E	09/22/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	1404001	AA751ZM1	GREENHOLLY DRIVE TO CHESTER TOWN CIRCLE	145,860.33	LY10	07/27/2017	BRTB 60-9903-29 MC #17-123 09/11/2018

	0003380	HS232B51	SRTS GYG INFRASTRUCTURE SAFETY IMPROVEMENTS	445,904.01	LU20	09/22/2017	BRTB 60-9903-29 MC #17-123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17-109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003220	SM393ZM1	At various locations in St. Mary's County	802,374.00	M233	03/20/2018	N/A
CO 348	0003413	WA269B51	Co. 348 (Trovinger Mill Rd.) Crossing CSX Transportation, DOT 831829D - Railroad Reconstruction	(9,000.00)	MS40	08/02/2017	HEPMPO W2019-02 MC #17-109 06/28/2018
MD 381	1198003	PG702B53	MD 381 (Brandywine Road) -Rail No. 532294G and 532285H Crossing CSX Transportation - Reconstruct RR Crossing - Construction	(40,709.10)	MS4E	12/29/2017	TPB 3084 MC #17-71 01/23/2018
US 1	5081009	PG705B54	BA AVE/DECATUR ST-CSX DOT140254A-140253T	263,417.00	MS50	08/30/2017	TPB 3084 MC #17-71 01/23/2018
	0003363	PG724ZM2	Commo Road over Piscataway Creek - Bridge Rehabilitation - Construction	(131,716.42)	M233	03/29/2018	TPB 5401 MC #17-17 03/06/2018
	0003151	PG773ZM1	REPLACEMENT OF FENNO RD OVER MATT CK	(6,814.45)	L110	09/20/2017	TPB 5401 MC #17-17 03/06/2018
MD 413	3231004	SO192B51	At Tulls Corner Road	500,000.00	M2E2	02/07/2018	RU Safety/Spot MC #17-146 12/13/2018
	12MD006	MO175ZM1	COMPLETE ST NEAR METRO STATION-TWINBROOK	50,216.00	L68E	07/05/2017	TPB 6508 MC #17-17 03/06/2017
	FY13006	WA4165180	OJT HWY CONSTRUCT WORKFORCE DEV TRAINING	2,572,728.40	M0E1	05/22/2018	HEPMPO W2019-04 MC #17-109 06/28/2018
MD 4	2591085	PG108B21	WATER QUALITY SITES ON MD 4 AND MD 214	(110,324.71)	L23E	05/25/2018	TPB 3038 MC #17-71 01/23/2018
	1100003	MO769ZM2	MO CO BRG M21 PINEY-MEETINGHOUSE RD	2,000,000.00	Z230	02/13/2018	TPB 5919 MC #17-17 03/06/2017

	0003533	MO466b51	SRTS LINCOLN AVENUE SIDEWALK	799,287.00	M301	02/16/2018	TPB 2710 MC #17-22 03/17/2017
	5015002	MO313ZM2	REHAB BRIDGE M-0131-4 EAST GUDE E	(292,340.18)	L1CR	09/26/2017	TPB 5972 MC #17-17 03/06/2017
	5234002	PG383ZM2	BR P0307 - BRINKLEY ROAD OVER HENSON RD	(115,000.00)	L1CE	09/25/2017	TPB 5401 MC #17-17 03/06/2018
	0001953	HS206B21	SAFE ROUTES TO SCHOOL PROGRAM	(445,904.01)	LU20	09/20/2017	BRTB 60-9903-29 MC #17- 123 09/11/2018 CAMPO 17-1 C-SMMPO A-2018-01 MC #17-54 08/17/2017 HEPMPO W2019-01 MC #17- 109 06/28/2018 RU Environment MC #17-146 12/13/2018 SWMPO 1 MC #17-67 01/08/2018 TPB 2710 MC #17-22 03/17/2017 WILMAPCO 3-2 MC #17-25 05/08/2017
	0003534	MO178ZM1	PE FOR BRIDGE M-0194 ON DENNIS AVENUE	480,000.00	Z230	06/21/2018	TPB 5972 MC #17-17 03/06/2017
	2471012	MO0151ZM2	PE MD 355 SOUTHWOOD ROAD-W REED MED CNTR	1,158,948.72	RPF9	09/20/2017	TPB 6122 MC #17-17 03/06/2017
	12MD006	MO175ZM1	COMPLETE ST NEAR METRO STATION- TWINBROOK	74,818.00	M230	07/05/2017	TPB 6508 MC #17-17 03/06/2017
	1102005	MO128ZM1	Brink Road over Great Seneca Creek --- Bridge Rehabilitation --- Preliminary Engineering	18,389.30	M23E	04/26/2018	TPB 5913 MC #17-17 03/06/2017
CO 127	0003407	W0190B51	CO 127 (Tindley Road) Hwy-Rail Crossing w/MD & DE Railroad, DOT #531859S - Reconstruct R/R Crossing (Construction)	(66,319.44)	MS4E	12/28/2017	RU Safety/Spot MC #17-146 12/13/2018
	000B248	WA2655682	Little Tonoloway Creek at Kirkwood Park - stream restoration	400,000.00	Z232	04/20/2018	HEPMPO W2019-01 MC #17- 109 06/28/2018
	2471012	MO0151ZM2	PE MD 355 SOUTHWOOD ROAD-W REED MED CNTR	844,001.28	RPS9	09/20/2017	TPB 6122 MC #17-17 03/06/2017
	000B215	WA265B53	AT VARIOUS LOCATIONS WA COUNTY- GROUP 1A	1,000,000.00	Z232	11/30/2017	HEPMPO W2019-01 MC #17- 109 06/28/2018

MD 198	5107001	PG436ZM1	Install lighting at MD 198 at Old Gunpowder Road	(232,000.00)	L1CR	09/25/2017	N/A
	0003437	PG814ZM1	GOVERNOR BRIDGE ROAD OVER PATUXENT RIVER	271,271.00	M233	08/30/2017	TPB 5401 MC #17-17 03/06/2018
	1225009	SM369ZM2	ST MARY'S COLLEGE PEDESTRIAN	(480,334.47)	H66A	03/29/2018	C-SMMPO A-2018-01 MC #17-54 08/17/2017
	3114049	SD104B94	CHART Systems Development FY 15-16: Upgrade CHART Program operating software to include new features and capabilities	(42,200.36)	Z240	03/27/2018	BRTB 60-9504-04 MC #17-129 09/27/2018 CAMPO 17-6 C-SMMPO A-2018-06 MC #17-54 08/17/2017 HEPMPO W2019-06 MC #17-109 06/28/2018 RU Congestion Mgmt MC #17-61 11/07/2017 SWMPO 6 MC #17-67 01/08/2018 TPB 3085 MC #17-71 01/23/2018 WILMAPCO 3-9 MC #17-25 05/08/2
	0003394	WA385ZM2	LEITERS MILL RD BRIDGE OVER ANTIETAM CK	(60,633.99)	L11E	03/28/2018	HEPMPO W2017-07
	0003491	QA491ZM1	REPLACE PIPE CULVERT ON NICHOLS MANOR DR	153,307.00	M233	08/25/2017	BRTB 60-9310-13 MC #17-142 11/15/2018
	0003287	WA397ZM1	HARFORD CREAMERY BRIDGE OVER DEER CREEK	(205,538.80)	L11E	12/27/2017	BRTB 15-0405-13 MC #14-120 03/21/2016
	0003470	WA384ZM2	GARIS SHOP ROAD BRIDGE OVER ANTIETAM	(124,066.00)	Z233	10/17/2017	HEPMPO W2019-07 MC #17-109 06/28/2018
	0003336	HA369ZM2	Construction	18,617.76	M233	07/18/2017	N/A
	0003240	WA385ZM1	LEITERS MILL RD BRIDGE OVER ANTIETAM CK	(16,450.09)	L11E	06/28/2018	HEPMPO W2017-07
			Total:	148,330,944.13			
Resurfacing & Rehabilitation (Fund 77)							
US 40	1251060	BA4055277	US 40 (EB) Ebenezer Road to Days Cove Road - Safety, Resurfacing, Minor Drainage improvements and ADA upgrades. (Constr.)	(238,875.21)	MOE1	04/17/2018	BRTB 60-9501-11 MC #17-142 11/15/2018

I-70	0703368	AW926B51	CARROLL COUNTY LINE TO EAST OF MD 75	700,000.00	Z001	01/03/2018	TPB 3082 MC #17-106 06/07/2018
	000B156	XY415B51	VARIOUS LOCATIONS IN MONTGOMERY COUNTY	2,500,000.00	Z230	09/26/2017	TPB 3082 MC #17-106 06/07/2018
	000B123	XY422B51	Mill/Grind, Patch and Resurface Roadway Pavements at various locations in Wicomico County - (Construction)	600,000.00	M240	07/25/2017	SWMPO 3 MC #17-67 01/08/2018
	000B158	XY512B51	Mill/Grind, Patch and Resurface Roadway Pavements	800,000.00	Z001	09/18/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B103	XY409B51	VARIOUS LOCATIONS IN DORCHESTER COUNTY	906,044.00	LZ20	08/30/2017	RU Resurface MC #17-146 12/13/2018
	000B158	XY512B51	Mill/Grind, Patch and Resurface Roadway Pavements	1,245,001.00	Z230	09/26/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B098	XY421B51	Mill/Grind, Patch and Resurface Roadway Pavements at Various Locations in Washington County - Constr.	(567,172.82)	M001	03/29/2018	HEPMPO W2019-03 MC #17-109 06/28/2018
MD 201	5019026	PG979B56	MD 201 (Kenilworth Ave) from Good Luck Rd to I-95 (Capital Beltway) - Safety and resurfacing -Construction-	(81,270.73)	M0E1	03/29/2018	TPB 3082 MC #17-106 06/07/2018
	000B098	XY421B51	Mill/Grind, Patch and Resurface Roadway Pavements at Various Locations in Washington County - Constr.	(761,075.52)	M040	03/29/2018	HEPMPO W2019-03 MC #17-109 06/28/2018
	000B204	XY501B51	At various locations in Allegany County	1,500,000.00	Z002	09/26/2017	CAMPO 17-3 MC #17-125 08/31/2018
	000B204	XY501B51	At various locations in Allegany County	1,500,000.00	Z030	09/26/2017	CAMPO 17-3 MC #17-125 08/31/2018
	000B130	XY502B51	Milling / Grind, Patch and Resurface Roadway Pavements at Various Locations in Northern Anne Arundel County - Constr.	1,000,000.00	Z001	08/01/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B193	XY618B51	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENTS - (CONSTRUCTION)	2,000,000.00	LZ20	08/30/2017	C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018
I-95	0953202	BA263B52	US 1 TO END OF SHA MAINTENANCE	2,000,000.00	Z001	09/12/2017	BRTB 60-9501-11 MC #17-142 11/15/2018

I-95	0953202	BA263B52	US 1 TO END OF SHA MAINTENANCE	867,260.28	L01E	09/12/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B130	XY502B51	Milling / Grind, Patch and Resurface Roadway Pavements at Various Locations in Northern Anne Arundel County - Constr.	250,000.00	M24E	08/01/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 140	3017023	BA142B52	IHB-MILFORD MILL RD TO BA COUNTY/CITY LI	1,000,000.00	Z001	09/06/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
I-83	0832227	BA128B51	SHAWAN ROAD TO MT CARMEL ROAD	3,057,488.00	Z001	08/30/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 414	5028003	PG979B53	MD 414: From I-95 to MD 5 - Safety and Resurfacing - (Construction)	172,936.21	Z001	12/15/2017	TPB 3082 MC #17-106 06/07/2018
	000B205	XY511B51	At various locations in Garrett County	2,000,000.00	Z001	09/13/2017	RU Resurface MC #17-146 12/13/2018
	G00B159	XY512B52	At various locations in east Harford County	533,640.00	Z240	12/28/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	2781021	BA9535277	MD 138 (Shepperd Road): From Gunpowder Falls Bridge/Monkton Road to J M Pearce Road - Safety and Resurface (Construction)	(6,796.71)	Z240	06/11/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 1	2511074	PG047B51	NORTH OF ICC TO OAK STREET	2,500,000.00	Z230	09/26/2017	TPB 3082 MC #17-106 06/07/2018
US 1	2511074	PG047B51	NORTH OF ICC TO OAK STREET	89,585.10	Q230	09/26/2017	TPB 3082 MC #17-106 06/07/2018
I-83	0832224	BA873B52	I-83 (Harrisburg Expressway): From I-695 to Shawan Road - Safety, Resurfacing & Rehabilitation - (Construction)	(316,778.77)	M0E1	03/28/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	2491106	PG0765777	MD 650 (New Hampshire Ave.) from Merrimac Drive to Montgomery Co. Line - Safety and Resurfacing. (Constr.)	49,508.13	M0E1	04/27/2018	TPB 3082 MC #17-106 06/07/2018
MD 450	5023024	PG076B58	65TH AVENUE TO 85TH AVENUE	(6,389.26)	M23E	12/22/2017	TPB 3082 MC #17-106 06/07/2018
MD 450	5023024	PG076B58	65TH AVENUE TO 85TH AVENUE	13,109.06	Z230	12/22/2017	TPB 3082 MC #17-106 06/07/2018
	000B120	BA7275380	Various Locations in Harford County East of US 1 - Mill/Grind, Patch & Resurface - Construction	(34,574.93)	Z001	05/07/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
I-695	6956377	BA5325277	MD 140 TO STEVENSON RD-OUTER, INNER LOOP	2,574.97	Z001	04/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018

	000B158	XY512B51	Mill/Grind, Patch and Resurface Roadway Pavements	62,937.00	Z240	09/26/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
US 1	2511073	BA105B52	HO/BA CO LI TO 550 FT S OF CSX RR TRACKS	1,000,000.00	Z001	07/11/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
US 50	1301173	AA411B51	SEVERN RIVER BRIDGE TO END SHA MAINT	3,043,348.88	MS3E	09/22/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
US 301 NB	1271059	QA1735177	Greenspring Road to MD 213	1,000,000.00	Z001	04/10/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 RU Resurface MC #17-146 12/13/2018
I-70	0703368	AW926B51	CARROLL COUNTY LINE TO EAST OF MD 75	1,169,027.21	L01E	01/03/2018	TPB 3082 MC #17-106 06/07/2018
I-595	5951008	PG129B51	I-595 (John Hanson Highway): From S of Lottsford Vista Road to Anne Arundel County Line - Safety and Resurfacing (Construction)	101,109.07	Z001	08/15/17	TPB 3082 MC #17-106 06/07/2018
	000A988	XY316B52	At various locations in Marlboro Shop of Prince George's County	400,000.00	M230	08/25/2017	N/A
MD 45	3021017	BA597B51	MD 45 (York Road): From North of Timonium Road to South of Padonia Road - Safety and Resurfacing (Construction)	(160,225.76)	M230	03/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B043	BA5525226R	VARIOUS LOCATIONS - DISTRICT 5, CONCRETE ROADWAY PAVEMENT RESTORATIONS	2,000,000.00	Z001	05/15/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
MD 587	3227001	BA058B51	MD 587 (Wilson Point Road): From MD 150 to Strawberry Point Road - Safety, Resurfacing, Drainage, ADA & Sidewalk Imp. (Con.)	58,504.98	M24E	07/25/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
I-695	6956375	BA541B52	I-695 (Baltimore Beltway): From Stevenson Road to Greenspring Avenue (Including Ramps) - Safety and Resurface (Construction)	(537,336.17)	M0E1	12/11/2017	BRTB 60-9501-11 MC #17-142 11/15/2018

	000B058	BA7275380	Areawide-Thinline Thermoplastic Striping at various locations in District 4 and 7.-Construction-	(22,634.64)	MS30	05/07/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 301	1171077	PG786B55	MD 5 TO WESTWOOD DRIVE	(39,741.53)	M0E1	01/12/2017	TPB 3082 MC #17-106 06/07/2018
	000B189	XY505B5A	At various locations in North Anne Arundel County	500,000.00	Z240	10/25/2017	RU Resurface MC #17-146 12/13/2018
I-95	0953195	PG5405177	95/495 from D'Arcy Road to Arena Drive - Safety & Resurfacing Improvement - Constr.	(925,833.13)	M23E	04/24/2018	TPB 3082 MC #17-106 06/07/2018
MD 193	5018028	PG892B51	MD 193 (University Blvd): Rhodes Island Ave. to South Way - Resurfacing & Safety Improvements.	(100,417.77)	M240	12/11/2017	TPB 3082 MC #17-106 06/07/2018
	000B146	XY506B51	Various Locations in Carroll & Frederick Counties - Mill/Grind, Patch & Resurface Roadway Pavements (Construction)	1,788,992.00	Z030	09/25/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B158	XY512B51	Mill/Grind, Patch and Resurface Roadway Pavements	37,263.85	LZ1E	09/26/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
US 301	1171077	PG786B55	MD 5 TO WESTWOOD DRIVE	(106,280.51)	Z001	01/12/2017	TPB 3082 MC #17-106 06/07/2018
	000B227	XY6235177	At various locations in Worcester County	2,200,000.00	Z001	06/25/2018	RU Resurface MC #17-146 12/13/2018
	000B205	XY511B51	At various locations in Garrett County	500,000.00	Z240	09/13/2017	RU Resurface MC #17-146 12/13/2018
	000B155	XY510B51	Mill/Grind, Patch and Resurface Roadway Pavements	3,000,000.00	Z240	01/10/2018	TPB 3082 MC #17-106 06/07/2018
MD 210	2631024	PG510B51	IHB-FARMINGTON TO OLD FORT RD-NORTHBOUND	1,500,000.00	Z001	11/28/2017	TPB 3082 MC #17-106 06/07/2018
	000B146	XY506B51	Various Locations in Carroll & Frederick Counties - Mill/Grind, Patch & Resurface Roadway Pavements (Construction)	400,000.00	Z240	09/25/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 193	5018029	PG893B51	TC12-MD 564 TO PARTELLO ROAD	4,118.40	M230	08/01/2017	TPB 3082 MC #17-106 06/07/2018
MD 704	5025013	PG7865377	Martin Luther King Jr Hwy; 92nd Ave to MD 450; resurfacing	213,136.79	M001	04/05/2018	TPB 3082 MC #17-106 06/07/2018

	000B146	XY506B51	Various Locations in Carroll & Frederick Counties - Mill/Grind, Patch & Resurface Roadway Pavements (Construction)	50,000.00	Z378	08/29/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B142	XY5075B1	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	700,000.00	M240	02/12/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B227	XY623B51	At various locations in Worcester County	1,000,000.00	Z231	12/29/2017	RU Resurface MC #17-146 12/13/2018
	000B155	XY510B51	Mill/Grind, Patch and Resurface Roadway Pavements	1,000,000.00	Z001	12/28/2017	TPB 3082 MC #17-106 06/07/2018
	000B159	XY5125277	Mill/Grind, Patch and Resurface Roadway Pavements	2,733,640.00	M240	06/25/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B256	XY5095177	At various locations in Dorchester County	1,000,000.00	Z240	05/15/2018	RU Resurface MC #17-146 12/13/2018
	000B227	XY623B51	At various locations in Worcester County	1,000,000.00	Z232	12/29/2017	RU Resurface MC #17-146 12/13/2018
	000B142	XY507B51	Mill / Grind, Patch and Resurface Roadway Pavements at Various Locations in Cecil County - Constr.	1,500,000.00	Z240	03/05/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B227	XY6235177	At various locations in Worcester County	1,000,000.00	Z240	06/25/2018	RU Resurface MC #17-146 12/13/2018
I-95	0953199	PG539B51	GLENARDEN PARKWAY TO US 50	(97,298.39)	L01E	03/05/2018	TPB 3082 MC #17-106 06/07/2018
I-95	0953195	PG5405177	95/495 from D'Arcy Road to Arena Drive - Safety & Resurfacing Improvement - Constr.	(176,781.87)	Z001	04/24/2018	TPB 3082 MC #17-106 06/07/2018
US 40	1251061	BA059B51	US 40 (Pulaski Highway): From Todds Lane to MD 700 - Safety and Resurfacing (Construction)	33,404.80	Z001	07/14/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B256	XY5095177	At various locations in Dorchester County	200,000.00	Z232	05/15/2018	RU Resurface MC #17-146 12/13/2018
MD 587	3227001	BA058B51	MD 587 (Wilson Point Road): From MD 150 to Strawberry Point Road - Safety, Resurfacing, Drainage, ADA & Sidewalk Imp. (Con.)	129,529.09	M240	08/21/2017	BRTB 60-9501-11 MC #17-142 11/15/2018

MD 131	3192003	BA057B51	MD 131 (Seminary Avenue): From MD 25 to MD 45 - Safety and Resurfacing (Construction)	(9,963.70)	M23E	02/01/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
I-83	0832226	BA053B51	I-83 SB (Harrisburg Expressway): From Mt. Carmel Road to Shawan Road - Safety & Resurfacing (Construction)	(1,169,475.77)	Z240	03/28/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 40	2441028	BA051B51	BRIDGE OVER PATAPSCO RIVER TO PINE ST	(15,077.63)	M0E1	03/28/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 1	2811047	BA044B51	IHB-NORTH OF I-695 TO DUNFIELD ROAD	2,000,000.00	Z001	07/30/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
US 301	1171079	PG958B54	US 301 (Crain Hwy): From 481' South of Excalibur Road to 1800' North of Bridge Structure No. 16236 - Safety And Resurface (Con.)	9,133.24	Z001	09/20/2017	TPB 3082 MC #17-106 06/07/2018
MD 193	5018028	PG892B51	MD 193 (University Blvd): Rhodes Island Ave. to South Way - Resurfacing & Safety Improvements.	(364,210.48)	M24E	12/11/2017	TPB 3082 MC #17-106 06/07/2018
MD 210	2631023	PG511B51	MD 210 NB (Indian Head Highway): From MD 373 to Farmington Road - Safety and Resurface (Construction)	(508,594.85)	M0E1	12/11/2017	TPB 3082 MC #17-106 06/07/2018
	000B189	XY505B5A	At various locations in North Anne Arundel County	1,500,000.00	Z230	10/25/2017	RU Resurface MC #17-146 12/13/2018
I-95	0953195	PG5405177	95/495 from D'Arcy Road to Arena Drive - Safety & Resurfacing Improvement - Constr.	(591,158.69)	L01E	04/24/2018	TPB 3082 MC #17-106 06/07/2018
	000B165	XY5035177	Baltimore County - Mill/Grind, Patch and Resurface Roadway Pavements (Construction)	445,518.05	M0E1	06/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B155	XY510B51	Mill/Grind, Patch and Resurface Roadway Pavements	1,500,000.00	Z231	09/21/2017	TPB 3082 MC #17-106 06/07/2018
US 1	2511067	PG936B51	US 1: ALBION ROAD TO PAINT BRANCH - RESURFACE AND SAFETY	13,928.99	33C0	07/11/2017	TPB 3082 MC #17-106 06/07/2018
	000B165	XY5035177	Baltimore County - Mill/Grind, Patch and Resurface Roadway Pavements (Construction)	2,000,000.00	Z230	06/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 301	1171080	PG044B51	SOUTH OSBORNE ROAD TO OLD CRAIN HIGHWAY	1,000,000.00	Z001	08/30/2017	TPB 3082 MC #17-106 06/07/2018

US 301	1171078	PG9055177	US 301 from Old Crain Highway to Railroad Crossing 529 576 U - Safety & Resurfacing. - Construction	(364,517.69)	M0E1	04/24/2018	TPB 3082 MC #17-106 06/07/2018
	000B043	SP416	VARIOUS LOCATIONS - DISTRICT 5, CONCRETE ROADWAY PAVEMENT RESTORATIONS	2,610,427.84	Z550	05/15/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
MD 202	2551012	PG897B51	TC12-MD 704 TO US 50	(166,862.18)	L24E	03/28/2018	TPB 3082 MC #17-106 06/07/2018
	000B130	XY502B51	Milling / Grind, Patch and Resurface Roadway Pavements at Various Locations in Northern Anne Arundel County - Constr.	2,486,085.00	Z230	08/22/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B189	XY502B5A	At various locations in North Anne Arundel County	1,000,000.00	Z001	07/28/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B191	XY602B52	At various locations in southern Anne Arundel County	1,000,000.00	Z001	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	0003552	XY6075177	Mill/Grind, patch and resurface in various locations in Cecil County	300,000.00	Z232	05/22/2018	TPB 6620 MC #17-87 03/19/2018
US 340	1041022	FR194B51	IHB-WASHINGTON COUNTY LINE TO MD 17	1,958,711.28	Z231	11/15/2017	TPB 3082 MC #17-106 06/07/2018
MD 26	2341049	FR162B51	WEST SOUTH STREET TO MD 31	500,000.00	M240	08/22/2017	TPB 3082 MC #17-106 06/07/2018
MD 26	2341049	FR162B51	WEST SOUTH STREET TO MD 31	508,231.83	Z232	03/28/2018	TPB 3082 MC #17-106 06/07/2018
MD 174	3110002	AA8965177	Old Quarterfield Road to MD 3 Business	721,952.38	Z230	04/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 15	1051039	FR151B51	US 15 SB (Catoctin Mountain Highway): From PA State Line to Roddy Road - Safety and Resurface (Construction)	(481,282.81)	M040	03/29/2018	TPB 3082 MC #17-106 06/07/2018
MD 450	7201010	AA828B51	MD 450 from Housley Road to General Highway - Resurfacing and Safety (Constr.)	(30,784.02)	L20E	09/06/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B208	XY607B51	At various locations in Cecil County	1,000,000.00	Z001	09/26/2017	WILMAPCO 3-3 MC #17-25 05/08/2017

	000B208	XY607B51	At various locations in Cecil County	660,940.00	Z030	09/26/2017	WILMAPCO 3-3 MC #17-25 05/08/2017
	0003551	XY6085177	Mill/Grind, patch and resurface in various locations in Charles County	225,137.88	Z240	05/22/2018	TPB 3082 MC #17-106 06/07/2018
MD 222	2851008	CE394B51	TC13-US 40 TO I-95	(176,699.51)	M240	12/27/2017	WILMAPCO 3-3 MC #17-25 05/08/2017
	000B191	XY602B52	At various locations in southern Anne Arundel County	678,746.09	LZ20	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B197	XY604B51	At various locations in Calvert County	669,801.26	M03E	09/26/2017	C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018
	000B099	XX365B51	Interstate and Ramp Patching at Various Locations in Baltimore County. (Constr.)	2,969.37	Z001	07/14/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
I-81	0811069	WA267B51	I-81 (NBL) from Halfway Blvd. to the PA State Line - Safety and Resurfacing. - Constr.	(792,295.21)	M0E1	02/01/2018	HEPMPO W2019-03 MC #17-109 06/28/2018
I-70	0703368	AW826B51	CARROLL COUNTY LINE TO EAST OF MD 75	702,000.00	Q050	09/25/2017	TPB 3082 MC #17-106 06/07/2018
MD 404	1312006	CO295B51	7TH STREET TO 1ST STREET	18,400.86	LZ20	07/05/2017	RU Resurface MC #17-146 12/13/2018
	000B162	XX366B51	Safety and Resurfacing/Interstate Patching (Construction)	2,000,000.00	Z001	10/26/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B191	XY602B52	At various locations in southern Anne Arundel County	766,369.00	Q770	09/13/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	5011026	MO111B51	MD 28 from Hurley Avenue to S. Adams Street - Resurfacing & Safety Improvements (Constr.)	(127,385.35)	M230	07/11/2017	TPB 3082 MC #17-106 06/07/2018
MD 586	5011028	MO946B51	IHB-STRUCT 15063 TO MD185, MD193 TO MD97	2,890,149.24	Z230	08/02/2017	TPB 3082 MC #17-106 06/07/2018
	000B190	XY602B51	At various locations in northern Anne Arundel County	2,000,000.00	M240	09/20/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 201	5019027	PG042B51	DC LINE TO LAWRENCE STREET	1,778,170.86	M230	09/26/2017	TPB 3082 MC #17-106 06/07/2018
	000B192	XY608B51	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENTS - (CONSTRUCTION)	1,925,137.88	Z001	10/11/2017	TPB 3082 MC #17-106 06/07/2018
	000B197	XY604B51	At various locations in Calvert County	1,000,000.00	Z240	09/26/2017	C-SMMPO A-2018-03 MC #17-54 08/17/2017

							RU Resurface MC #17-146 12/13/2018
	0003543	XY6055177	At various locations in Caroline County	200,000.00	Z232	05/29/2018	RU Resurface MC #17-146 12/13/2018
I-70	0701261	WA446B51	TONOLWAY CREEK TO 0.75 MILES E OF MD615	4,644,798.22	Z001	01/23/2018	HEPMPO W2019-03 MC #17- 109 06/28/2018
I 68	0681037	WA4555277	Allegany County line to Mountain Road Bridge	1,000,000.00	Z001	06/28/2018	HEPMPO W2019-03 MC #17- 109 06/28/2018
	0003547	XY6055177	At various locations in Caroline County	1,000,000.00	Z240	05/29/2018	RU Resurface MC #17-146 12/13/2018
I-70	0701260	WA870B51	IHB-ASHTON RD TO W OF CONOCOCHIEGUE CRK	3,900,998.88	Z001	01/23/2018	HEPMPO W2019-03 MC #17- 109 06/28/2018
MD 135	2061025	GA191B51	MD 135 from MD135C to Chestnut Grove Road - Safety and Resurfacing. (Construction).	(179,417.52)	M2E1	11/20/2017	RU Resurface MC #17-61 11/07/2017
	0682049	GA176B51	Resurface	(256,751.15)	Z240	09/26/2017	RU Resurface MC #17-146 12/13/2018
US 50	1301174	WI164B51	WALSTON SWITCH RD TO W OF WHITE RICHARDS	1,670,738.66	Z001	01/31/2018	SWMPO 3 MC #17-67 01/08/2018
MD 26	2341048	FR673B51	IHB-US 15 TO EAST OF MD 194	2,182,763.54	Z001	02/26/2018	TPB 3082 MC #17-106 06/07/2018
I-270	2707185	FR633B51	I-270 NB from North of MD 80 to North of I-70 - Resurfacing and Safety. (Constr.)	(64,278.50)	M0E1	12/27/2017	TPB 3082 MC #17-106 06/07/2018
US 40	2441029	HO166B51	EAST OF US29 TO BALTIMORE/HOWARD CO LINE	1,892,754.52	Z001	07/27/2017	BRTB 60-9501-11 MC #17- 142 11/15/2018
MD 51	1034003	AL440B51	MD 51 from 0.16 Miles West of Comerford Drive to Potomac River Bridge #0104900 - Safety and Resurfacing. (Constr.)	(95,648.57)	M232	11/20/2017	CAMPO 17-3 MC #17-125 08/31/2018
	000B197	XY604B51	At various locations in Calvert County	266,434.08	L050	09/26/2017	C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018
	000B197	XY604B51	At various locations in Calvert County	1,000,000.00	Z001	09/26/2017	C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018
MD 528	3311014	WO1685177	62nd Street to 26th Street	6,403,762.37	Z231	06/12/2018	RU Resurface MC #17-146 12/13/2018

	000B225	XY6065177	At various locations in Carroll County	1,000,000.00	Z001	04/26/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 528	3311013	WO186B51	MD 528 - Grinding and Resurfacing from Delaware State Line to 62nd Street. - Construction	(313,362.19)	M2E1	12/29/2017	RU Resurface MC #17-146 12/13/2018
I 70 WB	0704206	HO1375177	Structure 13054 to Baltimore County line	1,014,762.07	L01E	06/14/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
I 70 WB	0704206	HO1375177	Structure 13054 to Baltimore County line	500,000.00	Z001	06/14/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B225	XY6065177	At various locations in Carroll County	1,000,000.00	Z240	04/26/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
MD 32 NB	1181068	HO1535177	IHB - Structure 13114 over Middle Patuxent River to north of MD 108	2,503,454.78	Z001	04/27/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B129	XX1565577	AT VARIOUS LOCATIONS IN DISTRICT 5	7,494.12	Z001	04/10/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
	000B129	XX1565577	AT VARIOUS LOCATIONS IN DISTRICT 5	471,503.50	Z240	04/10/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
	000B190	XY602B51	At various locations in northern Anne Arundel County	272,486.49	Z230	09/20/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
I-270	2707185	FR633B51	I-270 NB from North of MD 80 to North of I-70 - Resurfacing and Safety. (Constr.)	(279,027.21)	L01E	12/27/2017	TPB 3082 MC #17-106 06/07/2018
	000A783	XY229B54	Sealing joints and cracks at various locations in Baltimore and Harford Counties	5,000.66	L23E	07/19/2017	TPB 3082 MC #17-106 06/07/2018
MD 28	5010014	MO1315277	TC125-MAPLE AVE TO STRUCT 15092 ROCK CRK	(199,448.33)	M001	05/01/2018	TPB 3082 MC #17-106 06/07/2018
	000B174	XY519B51	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENTS - CON	177,930.91	L03E	08/30/2017	RU Resurface MC #17-146 12/13/2018

MD 355	2471010	MO117B51	MD 355 (Wisconsin Ave.) from Bradley Lane to Montgomery Ave. - Safety & Resurfacing (Constr.)	480,159.11	Z001	09/25/2017	TPB 3082 MC #17-106 06/07/2018
MD 355	2471007	MO219B51	TC-MD187(OLD GEORGETOWN RD)TO JONES BR R	16,946.04	L05E	09/20/2017	TPB 3082 MC #17-106 06/07/2018
	000B040	AT768B52	AREAWIDE - RETROFIT OF SIDEWALK ADA RAMPS AT VARIOUS LOCATIONS IN CECIL, KENT, QUEEN ANNE'S AND CAROLINE COUNTIES. (CONSTR.)	(7,039.29)	MS30	03/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 RU Resurface MC #17-146 12/13/2018 WILMAPCO 3-3 MC #17-25 05/08/2017
US 50	1301171	TA446B51	SCHWANINGER RD TO 1.5 M E OF BARBER RD	(348,818.22)	M002	12/27/2017	RU Resurface MC #17-146 12/13/2018
MD 355	2471005	MO533B51	TC-WASHINGTON DC LI TO MD191-BRADLEY LA	379,588.93	Z001	07/20/2017	TPB 3082 MC #17-106 06/07/2018
	1211037	XY6105177	Mill/Grind, patch and resurface in various locations in Frederick County	2,000,000.00	Z001	05/29/2018	TPB 3082 MC #17-106 06/07/2018
	0953204	XY6105177	Mill/Grind, patch and resurface in various locations in Frederick County	2,000,000.00	Z240	05/29/2018	TPB 3082 MC #17-106 06/07/2018
	000B209	XY6145177	At various locations in Kent County	1,000,000.00	Z001	04/12/2018	RU Resurface MC #17-146 12/13/2018
I-495	4952282	MO186B51	I-270Y TO SEMINARY ROAD-OUTER LOOP	5,000,000.00	Z001	12/11/2017	TPB 3082 MC #17-106 06/07/2018
	P00B049	XY228B53	At various locations in Montgomery and Prince George's Counties; safety and resurface	(251,147.40)	M001	07/11/2017	BRTB 60-9501-11; CAMPO 09-5; HEPMPO W2014-05; RU Resurfacing; SWMPO 8-3; TPB 3082; WILMAPCO 3-3
MD 355	2471007	MO2195177	TC-MD187(OLD GEORGETOWN RD)TO JONES BR R	256,899.85	Z001	04/05/2018	TPB 3082 MC #17-106 06/07/2018
MD 404	1312006	CO295B51	7TH STREET TO 1ST STREET	25,241.99	M231	07/05/2017	RU Resurface MC #17-146 12/13/2018
	3047005	XY2335577	At various locations in District 5 - concrete pavement restorations	750,000.00	Z240	05/08/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
I-370	3701018	MO9745177	I-370: From I-270 to West of MD 355 - Safety and Resurfacing (Construction)	262,404.12	L01E	04/10/2018	TPB 3082 MC #17-106 06/07/2018

MD 410	5008028	MO9745377	MD 410 (East-West Highway): From Carey Lane to Fenton Street - Safety & Resurfacing (Construction)	17,435.27	Z001	06/28/2018	TPB 3082 MC #17-106 06/07/2018
MD 190	5005009	MO974B54	MD 190 (River Road): From I-495 to MD 614 - Safety & Resurfacing - Construction	67,035.02	M001	07/07/2017	TPB 3082 MC #17-106 06/07/2018
	000B059	XY236B52	Areawide-Thinline Thermoplastic Striping at various locations in District 3 and 5 -Construction-	(490,133.14)	MS30	11/14/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
MD 190	5005009	MO974B54	MD 190 (River Road): From I-495 to MD 614 - Safety & Resurfacing - Construction	42,041.82	M0E1	03/28/2018	TPB 3082 MC #17-106 06/07/2018
	000B206	XY2425277	At various locations in District 2	755,339.27	Z240	06/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018 RU Resurface MC #17-146 12/13/2018 WILMAPCO 3-3 MC #17-25 05/08/2017
MD 5	1211036	PG0395177	Branch Ave; MD 5 from Moores Rd to Surratts Rd; safety and resurface	4,607,012.33	Z230	04/05/2018	TPB 3082 MC #17-106 06/07/2018
MD 201	5019027	PG042B51	DC LINE TO LAWRENCE STREET	1,000,000.00	Z230	09/26/2017	TPB 3082 MC #17-106 06/07/2018
	P00B176	XY245B56	At various locations in Allegany, Garrett and Washington Counties; safety and resurface	25,597.00	ZS30	08/08/2017	BRTB 60-9501-11 MC #17-142 11/15/2018 CAMPO 17-3 MC #17-125 08/31/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 HEPMPO W2019-03 MC #17-109 06/28/2018 RU Resurface MC #17-146 12/13/2018 SWMPO 3 MC #17-67 01/08/2018 TPB 3082 MC #17-106 06/07/2018 WILMAPCO 3-3
	000B209	XY6145177	At various locations in Kent County	500,000.00	Z232	04/12/2018	RU Resurface MC #17-146 12/13/2018

MD 124	2331010	MO159B58	MD 124 (Quince Orchard Road): From MD 28 to Orchard Ridge Drive - Safety and Resurface - (Construction)	(151,150.09)	M0E1	03/05/2018	TPB 3082 MC #17-106 06/07/2018
MD 279	2931005	CE378B51	TC11-ELKTON MUNICIPAL LIMITS-BELLE HILL	(22,272.64)	L230	02/28/2018	WILMAPCO 3-3 MC #17-25 05/08/2017
MD 28	5010014	MO1315277	TC125-MAPLE AVE TO STRUCT 15092 ROCK CRK	(62,422.28)	M0E1	05/01/2018	TPB 3082 MC #17-106 06/07/2018
MD 28	5010014	MO1315277	TC125-MAPLE AVE TO STRUCT 15092 ROCK CRK	(16,662.15)	Z001	05/01/2018	TPB 3082 MC #17-106 06/07/2018
	000A690	XX816B54	Laurel Maintenance Shop area in Prince George's County	(445,252.14)	M230	09/20/2017	N/A
	000A412	XY115B52	VARIOUS LOCATIONS IN MONTGOMERY COUNTY - FAIRLAND SHOP	(49,225.75)	LZ20	11/20/2017	TPB 3082 MC #17-106 06/07/2018
MD 355	5113026	MO1315577	TC13-MIDDLEBROOK RD TO MILESTONE MANOR L	(41,487.23)	M001	06/28/2018	TPB 3082 MC #17-106 06/07/2018
MD 355	5113026	MO1315577	TC13-MIDDLEBROOK RD TO MILESTONE MANOR L	(40,326.36)	Z001	06/28/2018	TPB 3082 MC #17-106 06/07/2018
MD 355	5113025	MO131B53	TC13-KING FARM BLVD TO S OF CENTRAL AVE	986.21	M001	08/08/2017	TPB 3082 MC #17-106 06/07/2018
	5018033	MO1595777	Safety and Resurface - CON	1,039,949.53	Z001	04/05/2018	TPB 3082 MC #17-106 06/07/2018
	000B043	CA5105125	VARIOUS LOCATIONS - DISTRICT 5, CONCRETE ROADWAY PAVEMENT RESTORATIONS	130,000.00	M30E	05/21/2018	C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018
	000B153	XY5215277	Mill/Grind, Patch and Resurface Roadway Pavements	591,565.00	Z240	06/25/2018	HEPMPO W2019-03 MC #17-109 06/28/2018
	000B190	XY602B51	At various locations in northern Anne Arundel County	2,000,000.00	Z001	09/20/2017	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B191	XY6025277	At various locations in southern Anne Arundel County	1,500,000.00	LZ20	06/05/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
US 50	1301172	QA171B51	SHA MAINT-STRUCT 17046 OVER KENT NARROWS	3,205,127.34	Z001	01/09/2018	BRTB 60-9501-11 MC #17-142 11/15/2018
	000B152	XY521B51	VARIOUS LOCATIONS WASHINGTON COUNTY - CONSTR.	389,643.00	Z231	09/18/2017	HEPMPO W2019-03 MC #17-109 06/28/2018

	000B192	XY608B51	MILL/GRIND, PATCH AND RESURFACE ROADWAY PAVEMENTS - (CONSTRUCTION)	2,700,000.00	Z240	10/31/2007	TPB 3082 MC #17-106 06/07/2018
I-70	0703366	AT376	I-70 (Eisenhower Memorial Highway): From MD 144 (Exit 56) to Bridge over MD 27 - Safety & Resurfacing (Construction)	20,000,000.00	Z001	05/07/2018	TPB 3082 MC #17-106 06/07/2018
I-270	2707187	MO162B51	MD 121 TO FREDERICK COUNTY LINE	4,540,682.78	Z001	03/14/2018	TPB 3082 MC #17-106 06/07/2018
I-270	2707187	MO162B51	MD 121 TO FREDERICK COUNTY LINE	1,666,440.42	Z002	03/14/2018	TPB 3082 MC #17-106 06/07/2018
	5018033	MO159B57	Safety and Resurface - CON	669,115.00	M0E1	01/31/2018	TPB 3082 MC #17-106 06/07/2018
			Total:	166,926,400.93			
Safety and Spot Improvements (Funds 23, 27, 30, 32, 33, 75, 76, 79, 85 and 87)							
MD 2	2571016	AA492B51	MD 2 (Solomon s Island Rd), @ MD 255 (Owensville Rd)-Geometric Improvements Construction-	35,705.60	LS20	07/27/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
I 695	6956382	AA8975185	At I-97 Interchange	725,933.61	LS3E	06/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000S530	AW174B25	TRAFFIC ENG SERVICES STATEWIDE	(100,581.00)	33D0	03/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
MD 140	2361041	AT0575167	MD 140 AT PLEASANT VALLEY ROAD	(131,782.64)	LS40	05/01/2018	BRTB 60-9508-19 MC #17-142 11/15/2018

	000B079	AT051B51	AUTOMATIC TRAFFIC RECORDS STWD	16,906.33	M001	08/21/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
MD 2	0003550	AA492B31	TC35-MD 2 AT MD 255 (OWENSVILLE ROAD)	15,141.61	M232	05/22/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B121	XY165B51	AT VARIOUS LOCATIONS - STATEWIDE	500,000.00	M001	07/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
I 695	6956382	AA8975185	At I-97 Interchange	605,106.84	MS3E	06/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 2	2571017	AA269B51	MD2 AT OWENSVILLE SUDLEY ROAD	18,095.74	Z232	11/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 4	2591078	AA4385130	AT LOWER PINDELL ROAD	29,859.67	Z001	04/10/2018	BRTB 60-9508-19 MC #17-142 11/15/2018

	000B079	AT051B51	AUTOMATIC TRAFFIC RECORDS STWD	37,126.69	M240	08/21/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B222	XX1805185	Modify/install/reconfigure lighting - District 5; lighting	500,000.00	Z001	04/20/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 C-SMMPO A-2018-02 MC #17-54 08/17/2017 RU Safety/Spot MC #17-146 12/13/2018 TPB 3084 MC #17-71 01/23/2018
	1073018	WA3775176	TC11 - various locations in Washington County	(50.44)	L24E	05/29/2018	HEPMPO W2019-02 MC #17-109 06/28/2018
MD 22	2811044	HA341B31	PROSPECT MILL ROAD TO MD 136	859,562.00	MOE1	06/21/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
MD0155	2811043	HA292B51	TC-BAYVIEW DRIVE TO GRACEVIEW DRIVE	(188,080.46)	M240	11/20/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
US 50	1301175	WI1675176	At Sixty Foot Road	2,908,153.35	MS3E	06/14/2018	SWMPO 3 MC #17-67 01/08/2018
US 50	3161032	WI2005176	WARD ST TO 1000 FT E OF EAST MAIN STREET	13,075.44	MS3E	04/27/2018	SWMPO 2 MC #17-67 01/08/2018
MD 349	3181006	WI362B31	TC11-US 50 TO NORTH OF CULVER ROAD	(23,989.04)	LS20	12/28/2017	SWMPO 2 MC #17-67 01/08/2018
	000B125	XX161B51	ADA AT VARIOUS LOCATIONS IN DISTRICT 1	186,441.89	LS3E	11/15/2017	RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018
MD 4	2591078	CL1785167	AT LOWER PINDELL ROAD	(66,444.63)	ZS40	05/01/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B219	XX1705185	Modify/install/reconfigure lighting - District 3; lighting	1,000,000.00	Z230	06/12/2018	TPB 3084 MC #17-71 01/23/2018

US 1	2511077	HO1765176	At Kit Kat Road	1,344,801.09	MS3E	04/03/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 180	0003303	FR159B21	JEFFERSON PIKE AT MT ZION ROAD	158,858.40	L400	02/06/2018	TPB 3084 MC #17-71 01/23/2018
	000B222	XX1805185	Modify/install/reconfigure lighting - District 5; lighting	750,000.00	Z240	04/20/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 C-SMMPO A-2018-02 MC #17-54 08/17/2017 RU Safety/Spot MC #17-146 12/13/2018 TPB 3084 MC #17-71 01/23/2018
	000A932	XX305B56	DISTRICT 6 - VARIOUS LOCATIONS - INSTALL THERMOPLASTIC PAVEMENT MARKINGS - CON	(73,473.25)	LS3E	11/14/2017	CAMPO 17-2 HEPMPPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018
	000B168	XY170B51	MOD/INSTALL/RECON OF SIGNING - CONSTRUCTION	300,000.00	M24E	12/27/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
MD 7	1081019	FR111B51	B STREET TO CENTER STREET	830,306.74	L20E	09/22/2017	TPB 3084 MC #17-71 01/23/2018
MD 26	2341050	CL304B51	MD 26 AT OAKLAND MILLS ROAD	1,467,801.12	Z230	08/16/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 26	2341047	CL2255187	EMERALD LANE TO CALVERT WAY-EAST/WESTBD	2,635,371.72	Z001	06/25/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B219	XX1705185	Modify/install/reconfigure lighting - District 3; lighting	500,000.00	Z001	06/12/2018	TPB 3084 MC #17-71 01/23/2018
US 29	1091069	HO461B51	COLUMBIA PIKE AT MD 175	119,307.06	L23E	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
US 050	2951018	QA206B51	TC12-AT US 50	(83,868.38)	M2E2	03/05/2018	RU Safety-Spot MC #17-146 12/13/2018

MD 704	5025012	PG699B51	MD 704, from Washington DC Line to Hill Rd - Safety and Resurfacing. - Construction-	352,772.21	M230	08/15/2017	TPB 3084 MC #17-71 01/23/2018
MD 223	5030010	PG6295176	TC-MD 223 @ ROSARYVILLE ROAD- ROUNDBOUT	(371,213.08)	MS30	04/24/2018	TPB 3084 MC #17-71 01/23/2018
MD 108	2461009	MO672B21	Olney Laytonsville Rd; From west of Muncaster Rd to east of Brookeville Rd; geometric improvements	245,000.00	L24E	02/26/2018	TPB 3084 MC #17-71 01/23/2018
US 50	1301158	TA486B51	RABBIT HILL ROAD TO SCHWANINGER RD	5,121.36	M001	01/31/2018	RU Safety-Spot MC #17-146 12/13/2018
MD 185	5007010	MO223B51	MD 185; Washington Street to Saul Road - Construct retaining wall and sidewalk improvements. - Constr -	9,745.32	M230	07/27/2017	TPB 3084 MC #17-71 01/23/2018
MD 97	2451041	MO168B51	IHB-GEORGIA AVENUE AT MD 28	2,517,938.97	Z230	08/15/2017	TPB 3084 MC #17-71 01/23/2018
US 340	P104121	WA286B51	VALLEY ROAD TO KEEP TRYST ROAD	(8,859.98)	MS30	01/31/2018	HEPMPO W2019-02 MC #17- 109 06/28/2018
US 29	1091069	HO461B51	COLUMBIA PIKE AT MD 175	103,583.22	L23R	09/26/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018
I-70	0703367	WA283B51	I-70 (Eisenhower Memorial Hwy): From US 40 Alt to 0.5 Miles E of Black Rock Road - Guard Rail Installation/Upgrades (Construction)	(43,498.41)	MS30	03/27/2018	HEPMPO W2019-02 MC #17- 109 06/28/2018
US 29	1091069	HO461B51	COLUMBIA PIKE AT MD 175	191,570.82	L230	09/26/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018
US 29	1091069	HO461B51	COLUMBIA PIKE AT MD 175	41,066.26	H230	09/26/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018
US 29	1091069	HO4615176R	COLUMBIA PIKE AT MD 175	112,105.00	L23E	06/05/2018	BRTB 60-9508-19 MC #17- 142 11/15/2018
US 29	1091069	HO4615176R	COLUMBIA PIKE AT MD 175	750,000.00	Z230	06/05/2018	BRTB 60-9508-19 MC #17- 142 11/15/2018
I-81	0811070	WA270B51	Traffic Barrier Installation/Upgrades	(282,816.64)	MS30	01/31/2018	HEPMPO W2019-02 MC #17- 109 06/28/2018
I-95	0953191	HO240B51	I-95, MD 100 AND MD 175	(111,446.23)	M0E1	03/29/2018	BRTB 60-9508-19 MC #17- 142 11/15/2018
I-95	0953191	HO240B51	I-95, MD 100 AND MD 175	(43,752.48)	M001	03/29/2018	BRTB 60-9508-19 MC #17- 142 11/15/2018
US 15	1051040	FR1065176	Catoctin Mountain Hwy; Hansonville Road to Hessong Bridge Road	2,000,000.00	Z001	04/26/2018	TPB 3084 MC #17-71 01/23/2018

MD 32	2431016	HO472B51	MD 32 (Sykesville Road) from Day Road to West Friendship Road. - Roadway Widening - Constr.	(326,317.02)	MS30	03/29/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
US 40	5019028	BA6855176	Chesaco Avenue to Todds Lane	102,672.17	MS30	05/22/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B172	XY171B51	Mod/Install/Recon of Traffic Signals - Construction	87,102.62	M24E	09/20/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 C-SMMPO A-2018-02 MC #17-54 08/17/2017 RU Safety/Spot MC #17-146 12/13/2018 TPB 3084 MC #17-71 01/23/2018
	000B124	XX532B15	ADA Sidewalk Improvements Area-wide District 3	566,284.29	ZS30	03/12/2018	TPB 3084 MC #17-71 01/23/2018
	000B181	XY173B51	At various locations Statewide; signalization	500,000.00	Z231	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B136	XX314B51	AT VARIOUS LOCATIONS IN DISTRICT 4	13,106.81	LS30	11/15/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
I-83	3202020	BA956B51	IMPROVEMENTS TO PARKTON WEIGH STATION	(31,330.80)	Z001	03/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
I-83	3202020	BA956B51	IMPROVEMENTS TO PARKTON WEIGH STATION	(160,166.10)	M0E1	03/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
I-83	3202020	BA956B51	IMPROVEMENTS TO PARKTON WEIGH STATION	(29,752.50)	L01E	03/05/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B172	XY171B51	Mod/Install/Recon of Traffic Signals - Construction	1,000,000.00	Z240	09/20/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 C-SMMPO A-2018-02 MC #17-54 08/17/2017 RU Safety/Spot MC #17-146 12/13/2018

							TPB 3084 MC #17-71 01/23/2018
US 40	1251063	BA685B51	US 40 from Chesaco Avenue to Todds Lane - Safety and Spot Improvements. Constr.	390,174.86	LS3E	12/29/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
	000B181	XY173B51	At various locations Statewide; signalization	400,000.00	L050	09/26/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
I-695	6956353	BA521B51	PERRING PKWY, PROVIDENCE RD, I-795	(266,622.00)	L01R	03/29/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
I-695	6956353	BA521B51	PERRING PKWY, PROVIDENCE RD, I-795	(179,449.16)	L01E	03/29/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
I-695	6956370	BA483B385R	I-695 at US 40 (Westside) - Interchange Lighting - (Construction).	30,617.63	Z001	08/01/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 147	1245002	BA465B51	MD 147 (Harford Road) at Glen Arm / Mt. Vista Road - Construct Roundabout. (Construction).	45,750.14	Z400	09/12/2017	BRTB 60-9508-19 MC #17-123 09/11/2018
I-83	0832000	BA072B51	AT SHAWAN ROAD	73,198.52	Z001	08/08/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
	0003362	AX902B14	ROAD SAFETY AUDIT PROGRAM ADMINISTRATION	50,279.35	LS30	09/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67

							01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000A475	AX778B21	85PE CPD SKETCHBOOK REVIEW	(473.53)	L24R	04/18/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000A869	AX134B21	FUND 33 - ADA COMPLIANCE (RETROFIT) PROGRAM FOR FY12 - PRELIMINARY ENGINEERING	(24,999.22)	LZ2E	05/22/2018	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
US 40	1251063	BA685B51	US 40 from Chesaco Avenue to Todds Lane - Safety and Spot Improvements. Constr.	490,133.14	MS30	12/29/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 273	2881010	CE387B51	TELEGRAPH ROAD AT APPLETON ROAD	46,309.79	Z400	02/21/2018	WILMAPCO 3-4 MC #17-25 05/08/2017
	000B220	XX5345133R	ADA sidewalk construction in District 5; sidewalks	1,000,000.00	Z240	06/05/2018	TPB 3084 MC #17-71 01/23/2018

	3239005	XX5355133	At various locations in District 1	500,000.00	Z240	05/08/2018	RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018
MD 281	9002008	CE449B51	MD 281 (Red Hill Rd.) at Muddy Lane Geometric Improvements - Roundabout. (Constr.)	150,115.48	Z400	02/21/2018	WILMAPCO 3-4 MC #17-25 05/08/2017
	000B181	XY173B51	At various locations Statewide; signalization	300,000.00	L24E	09/26/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17- 109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B086	XX665B51	At various locations in District 1	(258,567.82)	MS30	03/05/2018	BRTB 60-9508-19; CAMPO 09-4; HEPMPPO W2014-03; RU Safety/Spot; SWMPO 7-2; TPB 3084; WILMAPCO 3-4
	000B172	XY171B51	Mod/Install/Recon of Traffic Signals - Construction	1,000,000.00	Z001	09/20/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018 C-SMMPO A-2018-02 MC #17-54 08/17/2017 RU Safety/Spot MC #17-146 12/13/2018 TPB 3084 MC #17-71 01/23/2018
MD0273	2881008	CE384B21	TELEGRAPH ROAD AT MD 272	(219,032.37)	L400	09/26/2017	WILMAPCO 3-4 MC #17-25 05/08/2017
	000A836	XY125B51	TRAFFIC CONTROL DEVICES IN DISTRICT 4	(41,430.82)	M240	11/02/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018
	000A915	XY132B51	SIGNALS IN DISTRICT 3	(386,397.02)	M001	10/30/2017	TPB 3084 MC #17-71 01/23/2018
	000B026	XY143B51	AREAWIDE-REPLACEMENT/UP- GRADING OF EXISTING HIGHWAY SIGNS AND STRUCTURES-DIST 4. - CONSTRUCTION-	(8,528.41)	M240	07/11/2017	BRTB 60-9508-19 MC #17- 142 11/15/2018

	000B038	XY147B51	ADA COMPLIANCE PROGRAM - DISTRICT 4 (CONSTR.)	29,274.89	LS30	11/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018
MD 2	1189009	CA382B51	MD 2 (Solomon's Island Road) at Mount Harmony Road - Safety/ Intersection Improvements - (Construction)	23,081.35	MS30	03/27/2018	RU Safety/Spot MC #17-146 12/13/2018
	000B118	XY149B51	VARIOUS LOCATIONS IN DISTRICT 6 (AL, GA & WA COUNTIES) - SIGN STRUCTURE REPLACEMENT (CONSTRUCTION)	500,000.00	Z240	03/19/2018	CAMPO 17-2 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018
	000B118	XY149B51	VARIOUS LOCATIONS IN DISTRICT 6 (AL, GA & WA COUNTIES) - SIGN STRUCTURE REPLACEMENT (CONSTRUCTION)	200,000.00	M240	03/19/2018	CAMPO 17-2 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018
	000B121	XY165B51	AT VARIOUS LOCATIONS - STATEWIDE	500,000.00	M240	07/14/2017	BRTB 60-9508-19 MC #17-142 11/15/2018 CAMPO 17-2 C-SMMPO A-2018-02 MC #17-54 08/17/2017 HEPMPO W2019-02 MC #17-109 06/28/2018 RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018 TPB 3084 MC #17-71 01/23/2018 WILMAPCO 3-4 MC #17-25 05/08/2017
	000B194	XY1505185	At various locations in District 4	957,200.00	Z240	06/12/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000A915	XY132B51	SIGNALS IN DISTRICT 3	(15,153.41)	M240	10/30/2017	TPB 3084 MC #17-71 01/23/2018
	000B194	XY1505185	At various locations in District 4	1,224,203.21	Z001	06/12/2018	BRTB 60-9508-19 MC #17-142 11/15/2018
	000A747	XX655B51	AT VARIOUS LOCATIONS IN DISTRICT 1	(51,597.19)	M240	11/20/2017	RU Safety/Spot MC #17-146 12/13/2018 SWMPO 2 MC #17-67 01/08/2018
			Total:	28,536,288.28			
SPR (Fund 46)							

	FY17002	SP517B1L	GENERAL RESEARCH PROGRAM FOR FFY 2017	1,500,000.00	Z560	09/22/2017	N/A
	G003523	SP071B15	SPR Planning	125,000.00	Z448	09/25/2017	N/A
	0003516	SP407B1B	SPR Planning	100,000.00	M7TO	08/01/2017	N/A
	FY18002	SP409B2R	SPR Planning	1,733,330.00	Z560	11/02/2017	N/A
	FY18001	SP416	SPR PLANNING - PART 1 WORK PROGRAM FY18	3,000,000.00	Z550	09/26/2017	BRTB 60-9501-11 MC #17- 142 11/15/2018 C-SMMPO A-2018-03 MC #17-54 08/17/2017 RU Resurface MC #17-146 12/13/2018 TPB 3082 MC #17-106 06/07/2018
	0003472	AX054B21	FHWA TECHNOLOGY DEPLOYMENT FUND, GROUND PENETRATING RADAR TECHNIQUE	(29,089.57)	4L3E	05/21/2018	N/A
	FY17002	SP517B1L	GENERAL RESEARCH PROGRAM FOR FFY 2017	181,852.50	L56E	09/22/2017	N/A
	0003554	SP709B29	FFY 2018 LOCAL TECH ASSIST PROGRAM FUNDS	150,000.00	Z441	06/12/2018	N/A
	FY15002	SP509B21	SPR - General Research Program for FY 2015	112,525.42	M560	09/22/2017	N/A
			Total:	6,873,618.35			
			SHA Grand Total:	634,921,061.14			

APPENDIX N – MTA Obligated Projects, July 2017 to June 2018

Route	Federal #/ FAP	Grant #	Project Description	Fed Obligations	Appr Code/ Fund Type	Oblig Date	TIP/STIP Reference
		MD-2018-004-03	Carroll County - Small Replacement Bus(es)	306,400	5307	5/3/2018	40-9502-05
		MD-2018-004-03	Carroll County - Site Feasibility Study	80,000	5307	5/3/2018	40-9502-05
		MD-2018-004-03	Carroll County - Preventive Maintenance	320,000	5307	5/3/2018	40-9502-05
		MD-2018-007-01	FY18 5307 Harford - Operating Assistance	1,626,095	5307	6/5/2018	40-1603-61
		MD-2018-007-02	FY18 5307 Harford - Preventive Maintenance	340,000	5307	6/5/2018	40-1602-05
		MD-2018-007-03	FY18 5307 Harford - Bus Shelters	104,000	5307	6/5/2018	40-1602-05
		MD-2018-007-04	FY18 5307 Harford - Medium Bus Replacement(s)	469,128	5307	6/5/2018	40-1602-05
		MD-2018-007-05	FY18 5307 Harford - Capital Projects	424,000	5307	6/5/2018	40-1602-05
		MD-2018-003-01	MARC Camden Station Design	700,000	5307	4/6/2018	60-9903-29
		MD-2017-002-01	Rail Preventive Maintenance	21,507,633	5337	3/15/2018	40-1201-64
		MD-2018-002-01	MARC Positive Train Control - Engineering and Design	80,000	3028	3/12/2018	70-1502-54
		MD-2018-002-01	MARC Positive Train Control - Construction	4,212,000	3028	3/12/2018	70-1502-54
		MD-2018-002-01	MARC Positive Train Control - Rehabilitation	428,000	3028	3/12/2018	70-1502-54
		MD-2018-001-00	Small Bus Replacement Project - Harford County	133,368	5339	2/9/2018	40-1602-05
		MD-2017-020-02	BaltimoreLink Transit Facilities Rehabilitation	5,420,744	5307	11/8/2017	40-0015-64
		MD-2017-020-01	BaltimoreLink Transit Facilities Engineering	4,010,256	5307	11/8/2017	40-0015-64
		MD-2017-019-01	Bus Replacement	5,112,000	5307	11/8/2017	40-1601-05
		MD-2017-019-02	Transit Signal Priority (TSP) Design - Misc Equipment	287,000	5307	11/8/2017	40-0015-64
		MD-2017-019-02	Transit Signal Priority (TSP) Design - Misc Support Equipment	1,623,400	5307	11/8/2017	40-0015-64
		MD-2017-019-03	TSP Upgrades and Testing for Signal Controllers	364,600	5307	11/8/2017	40-0015-64
		MD-2018-008-02	Allegany County - Small Bus Replacement(s)	240,000	5339	6/5/2018	ACT2017-5339
		MD-2018-004-01	Medium Duty Bus Replacement(s)	140,000	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Small Replacement Bus(es)	112,000	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Passenger Facility - Transit Hub	280,000	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Shop Equipment	2,400	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Security System for Transit Facility	6,000	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Rehab/Renovate - Maintenance Facility	9,600	5307	5/3/2018	ACT2017-5307
		MD-2018-004-01	Preventive Maintenance	560,000	5307	5/3/2018	ACT2017-5307

		MD-2018-005-01	Mobility Management	39,863	5310	3/29/2018	ACT2017-5310
		MD-2018-005-02	Software	4,000	5310	3/29/2018	ACT2017-5310
		MD-2018-005-03	Employee Education	560	5310	3/29/2018	ACT2017-5310
		MD-2018-005-04	Office Equipment	940	5310	3/29/2018	ACT2017-5310
		MD-2018-005-05	Contractual Services (Vouchers)	57,971	5310	3/29/2018	ACT2017-5310
		MD-2018-004-02	Calvert County - Medium Replacement Bus(es)	24,940	5307	5/3/2018	C-2015-10-ADMIN
		MD-2018-004-02	Calvert County - Small Bus Replacement(s)	24,936	5307	5/3/2018	C-2015-10-ADMIN
		MD-2018-004-02	Calvert County - Scanning Tools	1,848	5307	5/3/2018	C-2015-10-ADMIN
		MD-2018-004-02	Calvert County - Preventive Maintenance	58,081	5307	5/3/2018	C-2015-10-ADMIN
		MD-2018-004-06	St. Mary's County - Medium Replacement Bus(es)	195,327	5307	5/3/2018	S-2015-13-ADMIN2
		MD-2018-004-06	St. Mary's County - Preventive Maintenance	88,736	5307	5/3/2018	S-2015-13-ADMIN2
		MD-2018-008-02	Washington County - Small Bus Replacement(s)	521,784	5339	6/5/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Small Paratransit Replacement Bus(es)	58,884	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Paratransit Notification System	21,600	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Fixed Route Software	248,000	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Pressure Washer	10,120	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Bus Maintenance Lift System	37,600	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Fuel Monitoring System	12,800	5307	5/3/2018	WT2017-02.01
		MD-2018-004-08	Washington County - Preventive Maintenance	428,000	5307	5/3/2018	WT2017-02.01
		MD-2018-008-01	TCC-LES - Medium Replacement Bus(es)	6,391	5339	6/5/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Small Replacement Bus(es)	339,480	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Medium Replacement Bus(es)	434,816	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Maintenance Shop Equipment	22,080	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Support Vehicle(s)	72,000	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Preventive Maintenance	1,400,000	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-07	TCC-LES - Mobility Management	228,988	5307	5/3/2018	SW14-CAP-1
		MD-2018-004-04	Charles County - Small Replacement Bus(es)	661,600	5307	5/3/2018	3012
		MD-2018-004-04	Charles County - Fareboxes	48,000	5307	5/3/2018	3012
		MD-2018-004-04	Charles County - Shelter and Bus Stop Improvements	40,000	5307	5/3/2018	3012

	MD-2018-004-04	Charles County - Onboard Security Camera System	110,000	5307	5/3/2018	3012
	MD-2018-004-04	Charles County - Preventive Maintenance	363,660	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Medium Replacement Bus(es)	1,042,744	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Additional Bus Funds	13,600	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Small Replacement Bus(es)	1,138,399	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Transit Storage Facility Engineering and Design	312,000	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Paratransit Software	220,000	5307	5/3/2018	3012
	MD-2018-004-05	Frederick County - Preventive Maintenance	1,120,000	5307	5/3/2018	3012
	MD-2016-005-01	Purple Line - Light Rail Cars	7,490,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Guideway and Track Elements	40,375,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Stations, Stops, Terminals, Intermodal	2,250,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Support Facilities	8,250,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Sitework and Special Conditions	58,214,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Systems	19,750,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Row, Land, Existing Improvements	33,902,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Professional Services	154,769,000	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Unallocated Contingency	-	5309	5/11/2018	2795
	MD-2016-005-01	Purple Line - Finance Charges	-	5309	5/11/2018	2795
	MD-2018-002-01	MARC Positive Train Control - Engineering and Design	80,000	3028	3/12/2018	6400
	MD-2018-002-01	MARC Positive Train Control - Construction	4,212,000	3028	3/12/2018	6400
	MD-2018-002-01	MARC Positive Train Control - Rehabilitation	428,000	3028	3/12/2018	6400
		Total:	388,028,372			

Estimated Total Project Cost

56,000

Section 2: MPO Transportation Improvement Programs

This section presents each of the seven MPOs TIPs without change as required by Fixing America's Surface Transportation Act (FAST Act). Please reference the appropriate TIP for all urban area transit and highway projects.

The 2019 STIP and the 2019-2024 CTP, as well as previous STIP/CTPs, can be found on the web through MDOT's Office of Planning and Capital Programming website:

<http://www.mdot.maryland.gov/IncludedContent/New%20MDOT%20Site/tabPages/Projects.html>

- Baltimore Metropolitan Planning Organization includes projects found in the following areas; Carroll, Howard, Anne Arundel, Harford Counties, and Baltimore City. To view all projects located within this MPO please visit, <https://drive.google.com/file/d/1FyYloMCHgz-vHPxG-c5fZeVKQshXYp7V/view>
- Washington Metropolitan Planning Organization includes projects found in the following areas; Frederick, Montgomery, Prince George's and Charles Counties. To view all projects located within this MPO please visit, <https://www.mwcoq.org/documents/2018/10/17/fy-2019-2024-transportation-improvement-program-tip-visualize-2045/>
- Wilmington Metropolitan Planning Organization includes projects found in the following area, Cecil County. To view all projects located within this MPO please visit, <http://www.wilmapco.org/Tip/fy2019/2019TIPa.pdf>
- Calvert-St. Mary's Metropolitan Planning Organization includes projects found in the following area, Calvert, St. Mary's County. To view all projects located within this MPO please visit, <http://www.calvert-stmarysmpo.com/DocumentCenter/View/252/FY18-Transportation-Improvement-Program-TIP->
- Cumberland Metropolitan Planning Organization includes projects found in the following area; Allegany County. To view all projects located within this MPO please visit, <https://www.alleganygov.org/DocumentCenter/View/4108/Cumberland-Area-Transportation-Improvement-Program-2019-2022-adopted-Feb-212019>
- Hagerstown Metropolitan Planning Organization includes projects found in the following area, Washington County. To view all projects located within this MPO please visit, <http://hepmpo.dtstiptool.com/Document>
- Salisbury Wicomico Metropolitan Planning Organization includes projects found in the following area, Wicomico County. To view all projects located within this MPO please visit, http://www.swmpo.org/3Content&Pics/SWMPO_TIP_FY19-22_AdministrativeModification_02052019.pdf

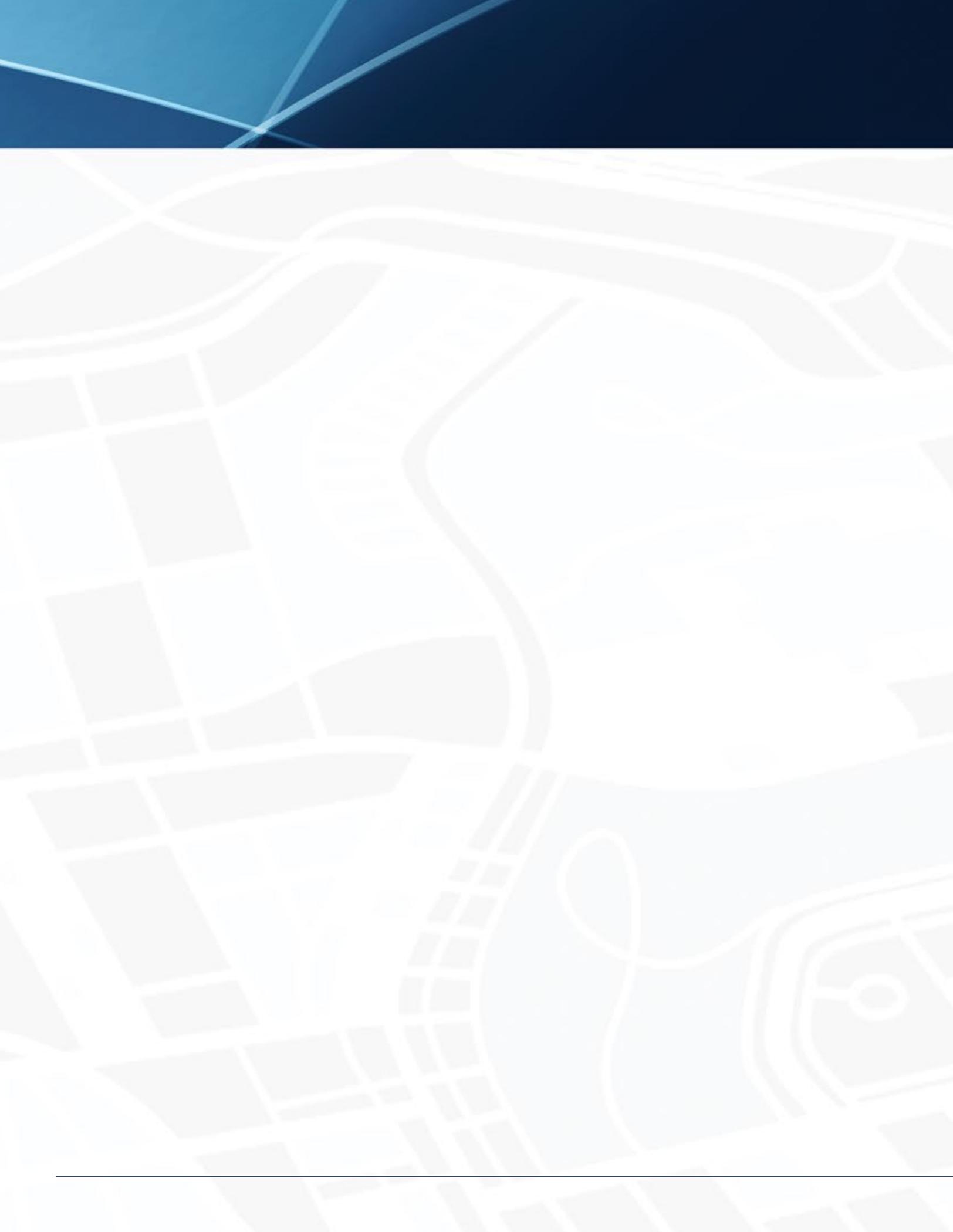
DIRECTION 2045



LONG RANGE
TRANSPORTATION PLAN

HEPMPO Hagerstown/Eastern Panhandle
Metropolitan Planning Organization







Hagerstown/Eastern Panhandle Metropolitan Planning Organization
33 W. Washington St., 4th Floor, Suite 402, Hagerstown, MD 21740
Phone: 240-313-2080, Fax: 240-313-2084
www.hepmo.net

RESOLUTION NUMBER 2018-13

**A RESOLUTION BY THE HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION (HEPMPO)
TO ADOPT THE DIRECTION 2045: LONG RANGE TRANSPORTATION PLAN**

RECITALS

WHEREAS, the MPO is required to approve an updated Long Range Transportation Plan in accordance with federal requirements stated in the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the updated Long Range Transportation Plan was prepared by consulting firm Michael Baker International, with extensive input from local elected officials, county and city staff, and the public; and

WHEREAS, opportunities for public input prior to development and after preparation where provided for; and

WHEREAS, the update plan has been developed to be fiscally constrained; and

WHEREAS, the proposed Long Range Transportation Plan will cover the time period from July 2018 through July 2022;

NOW, THEREFORE, BE IT RESOLVED by the HEPMPO that the Direction 2045: Long Range Transportation Plan is hereby adopted.

PASSED AND DULY ADOPTED after motion this 11th day of April 2018;

HAGERSTOWN/EASTERN PANHANDLE
METROPOLITAN PLANNING ORGANIZATION

By: Mark S. Baldwin
Mark S. Baldwin, Chairman

Attest: Debra Sue Eckard

FINAL REPORT

DIRECTION 2045 LONG - RANGE MULTIMODAL TRANSPORTATION PLAN

For the Hagerstown/Eastern Panhandle Metropolitan Area

PREPARED FOR:

Hagerstown/Eastern Panhandle Metropolitan Planning Organization
Hagerstown, Maryland

PREPARED BY:

Michael Baker International
Linthicum, Maryland

WITH:

Foursquare Integrated Transportation Planning
Rockville, Maryland

Integrated Designs Incorporated
Glen Burnie, Maryland

July 1, 2018

HEPMPO TITLE VI NONDISCRIMINATION STATEMENT

The Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities.

For more information, or to file a Title VI related complaint, see www.hepmo.net or call (240) 313-2080.

If information is needed in another language, then contact (240) 313-2080.

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CHAPTER ONE PLANNING PROCESS

INTRODUCTION

WHAT IS THE LRTP?

The long-range transportation plan (LRTP) is the vision for maintaining and enhancing the regional multimodal transportation system for the next 25 years. The plan identifies the region's critical needs and challenges, providing a framework to guide decision-making for future transportation investments. The LRTP serves as the region's guiding document to visualize the expected growth and future transportation system and service needs. It presents a balanced approach of meeting the region's goals and objectives by relying on local insight and data to predict the transportation needs and identify solutions for enhanced efficiency and functionality. By understanding future fiscal constraints, the LRTP presents an analytical approach to improve multimodal connectivity with the enhancement of highway, transit and bicycle/pedestrian facilities in the region, while ensuring environmental compliance and transportation safety.

WHAT IS THE MPO?

The Hagerstown / Eastern Panhandle Metropolitan Planning Organization (HEPMPO) is the federally designated Metropolitan Planning Organization (MPO) for the Hagerstown, MD--WV--PA urbanized area. The MPO is responsible for developing the regional LRTP and four-year Transportation Improvement Program (TIP) by allocating federal transportation funding through a comprehensive, collaborative and continuing transportation planning forum for public decision-makers.

The HEPMPO was organized in 1996 and is the federal and state designated regional transportation planning body for the urbanized portions of Berkeley and Jefferson Counties, West Virginia; Washington County, Maryland; and a small portion of Franklin County, Pennsylvania. The urbanized area was expanded after the 2010 U.S. Census to incorporate sections of Berkeley and Jefferson Counties, and the municipalities of Martinsburg, Inwood, Hedgesville, WV, Boonsboro, MD, and a small portion of Franklin County that includes the borough of Greencastle.

The HEPMPO updates the LRTP every four years (five years if compliant with air quality standards) to capture the changes affecting transportation in the region over the next 20 to 25 years. The HEPMPO staff work in conjunction with the Washington County Planning Department (MD) and the Region 9 Planning and Development Council (WV) as well as public, state and local agencies and planning partners to accomplish the transportation goals of the region. The process provides the information, tools and public input needed for improving transportation system performance and reflects the community's vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints and an open, timely, and meaningful involvement of the public. It fosters involvement by all interested parties, such as the community groups, environmental organizations, the business community, and stakeholders through a proactive public participation process.

HEPMPO's Mission

Provide a cooperative forum for regional collaboration, planning and public decision-making for short- and long-term solutions that supports mobility needs, economic development, environmental sensitivities, and multimodal connectivity for a safe, secure, and efficient transportation system.

HEPMPO STRUCTURE

The HEPMPO tiered structure is governed by a Policy Board, known as the Interstate Council (ISC), and includes a Technical Advisory Committee (TAC) and Air Quality Advisory Committee (AQAC). The ISC serves as the MPO decision-making body, and is responsible for formally adopting the LRTP and endorsing all MPO activities including planning studies, LRTP and Transportation Improvement Program (TIP) amendments and other committee actions. In accordance with the HEPMPO's bylaws, the ISC is comprised of 17 members including 15 voting and two non-voting members representing state departments of transportation, public transit operators, and local elected officials from the following organizations:

- City of Hagerstown, Maryland;
- Washington County, Maryland;
- Berkeley County, West Virginia;
- Jefferson County, West Virginia;
- City of Martinsburg, West Virginia
- City of Ranson, West Virginia
- Town of Boonsboro, Maryland
- Maryland Department of Transportation (MDOT);
- West Virginia Department of Transportation (WVDOT);
- Eastern Panhandle Planning and Regional Development Council (Region IX);
- Washington County Transit;
- Eastern Panhandle Transit Authority (EPTA)
- Pennsylvania Department of Transportation (non-voting); and
- Franklin County (non-voting).

A TAC was established to provide technical assistance and recommendations to the ISC. The TAC is comprised of transportation professionals from Maryland and West Virginia, and includes representatives from other relevant organizations within the aviation, freight, economic development, engineering, and transit communities. The TAC is charged with five general responsibilities:

1. Oversight of technical work;
2. Coordination of the LRTP;
3. Compliance with State or Federal regulations;
4. Review and recommendation of TIP projects and amendments; and,
5. Review and recommendation of new projects and proposals.

The Air Quality Advisory Committee (AQAC) is a sub-committee of the Technical Advisory Committee charged with reviewing projects in the TIP, LRTP, or special studies for compliance with transportation conformity. This group meets on an as-needed basis and acts in an advisory capacity to the ISC.

The HEPMPO region is currently in attainment of all the criteria air pollutants for the National Ambient Air Quality Standards (NAAQS) as designated and classified by the United States Environmental Protection Agency (U.S. EPA). The NAAQS establish the monitored standard for air pollutants like ozone and particulate matter considered harmful to public health and the environment and are reviewed and periodically updated by U.S. EPA. Washington and Berkeley Counties were in nonattainment of the 1997 annual fine particulate (PM2.5) standard, but has been redesignated based on actual air quality monitoring data. As a result, the region is not subject to transportation conformity.



HEPMPO STUDY AREA

The **Direction 2045** study area, illustrated in **Figure 1-1**, includes Washington County, Maryland and Berkeley and Jefferson counties, West Virginia. Under an agreement with HEPMPO and the Franklin County MPO, the small portion of Franklin County, Pennsylvania that is part of the metropolitan area was not included in this LRTP update.

The total study area is almost 1,000 square miles, with a 2016 population of approximately 320,000 persons. Washington County represents approximately 458 square miles, Berkeley County represents about 321 square miles, and Jefferson County represents about 210 square miles.

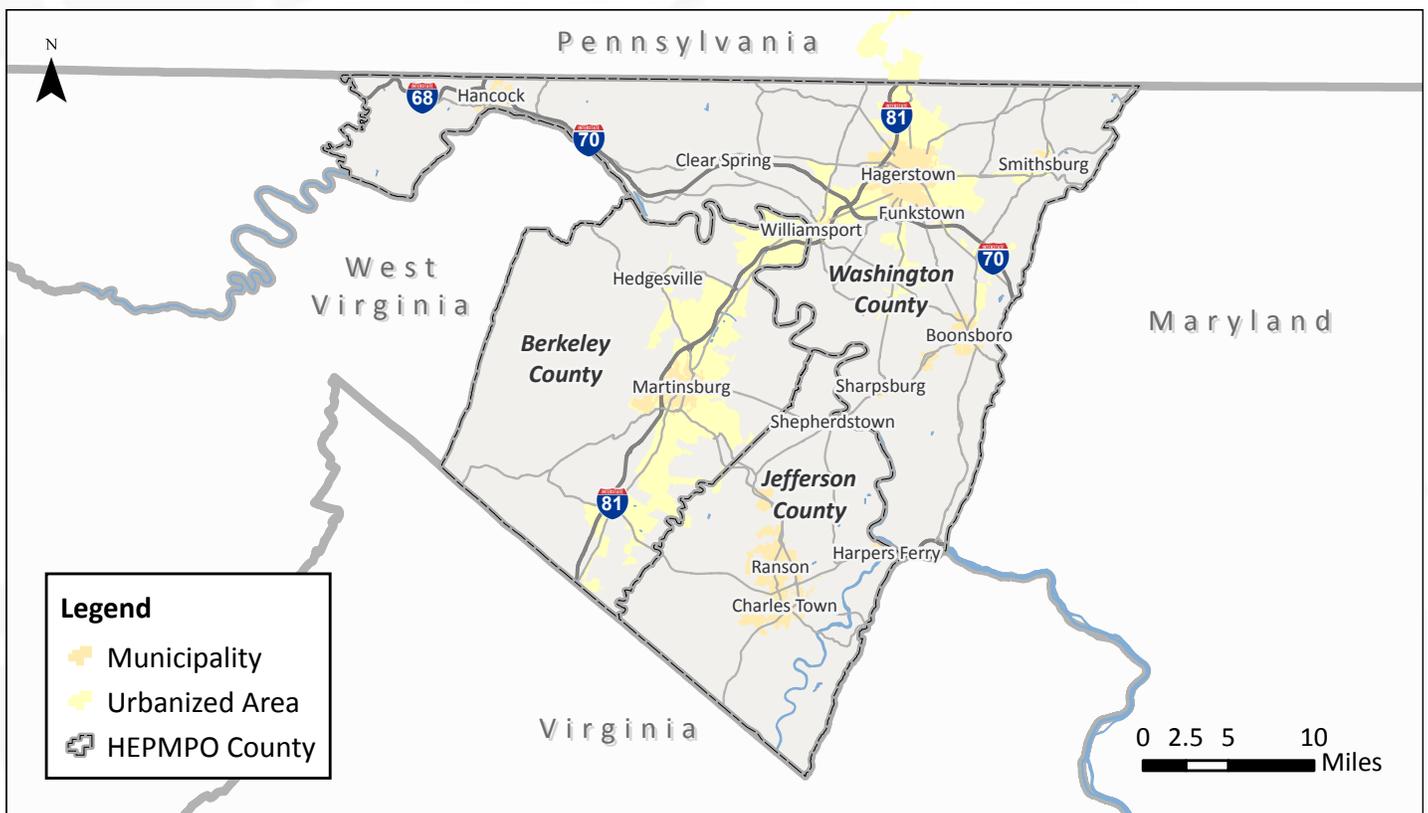


Figure 1-1: HEPMPO Study Area

GOALS AND OBJECTIVES

The establishment of goals and objectives is one of the critical first steps in the LRTP planning process. The goals and objectives identified in the previous LRTP were updated based on a review of existing county comprehensive planning documents, as well as input from appropriate state, local, and public stakeholders. The goals and objectives were also developed to address the ten Fixing America's Surface Transportation Act (FAST Act) planning factors that are required to be considered in metropolitan planning, as well as the seven national goals for the Federal Highway Administration (FHWA) transportation system (right).

Goals are broad statements that describe a desired end state. The goals tie directly into specific, measurable and actionable objectives, which are often developed in connection with the selection of performance measures. These objectives and performance measures, in turn, are used to develop targets or desired trends and are a basis for selecting and analyzing strategies for the LRTP. The strategies may include specific MPO actions that can be conducted to address the goals and objectives.



DIRECTION 2045 GOALS, OBJECTIVES, AND STRATEGIES

SYSTEM PRESERVATION GOAL: *Improve the efficiency and quality of the transportation network through proactive planning, technology, and maintenance.*

OBJECTIVES

- Maximize useful life of assets through prioritized infrastructure repair and maintenance.
- Ensure safe travel along the region's multimodal transportation system through a properly preserved system.



STRATEGIES

- Monitor WVDOT and MDOT infrastructure improvement priorities and asset management practices and procedures. Integrate available information in the LRTP for sharing with public.
- Monitor asset conditions and deficiencies (e.g. pavement and bridge ratings) in coordination with each state DOT.
- Identify and convey system preservation needs through MPO outreach efforts and the LRTP.

SYSTEM MOBILITY GOAL: *Improve the reliability of the transportation system and promote efficient system management and operations.*

OBJECTIVES

- Reduce traffic congestion on primary travel corridors within the region.
- Maintain reliability and performance for freight, transit, bike and pedestrian modes of travel.
- Integrate technologies, techniques, and programs to maximize the efficiency of the existing system.



STRATEGIES

- Monitor traffic congestion performance measures across the region using available GPS travel time data and travel demand model forecasts. Report and map performance measures for integration into planning documents.
- Evaluate public comments on traffic congestion priorities and needs.
- Identify and prioritize transportation projects through the LRTP.
- Monitor regional freight reliability, needs and trends within the region. These efforts will require coordination with state DOTs and other regional planning efforts (e.g. I-81 Corridor Coalition).
- Coordinate with local transit agencies to identify reliability issues and potential strategies. Conduct bike and pedestrian studies to identify performance issues and potential strategies.
- Support local corridor studies of new technologies including electric vehicles (EV), intelligent transportation system (ITS), adaptive signals, automated and connected vehicle (CAV) infrastructure.
- Coordinate with state DOTs on statewide efforts related to technology, including CNG for transit vehicles.
- Support grant development and provide grant assistance to local, regional, and state



MULTIMODAL TRANSPORTATION GOAL: *Encourage alternative modes of transportation through multimodal network improvements and innovative marketing strategies.*

OBJECTIVES

- Improve and enhance regional and long-distance transit usage and coverage within the region.
- Improve and enhance bicycle and pedestrian facilities within the region.



STRATEGIES

- Support transit agencies with efforts to evaluate transit routes and demand including the agency Transit Development Plan.
- Monitor transit ridership trends for key transportation corridors.
- Identify alternative transportation project needs.
- Conduct additional studies to support the operations and improvements of the transit system.
- Conduct bicycle and pedestrian studies to identify needs and strategies with special consideration for traditionally underserved populations and first and last mile connections to transit.
- Support improvements in transit connectivity, especially for long-distance systems.
- Monitor regional trends in ridesharing platforms.

ECONOMIC PROSPERITY GOAL: *Improve access to social and economic opportunities.*

OBJECTIVES

- Provide safe, reliable, and affordable connections to employment, education, healthcare, and other essential services.
- Provide for the efficient movement of goods by rail and truck and improve connections to global markets.
- Enhance travel and tourism connectivity to regionally and nationally significant resources.



STRATEGIES

- Work with county and municipal staff to identify key services in need of improved infrastructure connections.
- Conduct outreach to local businesses and freight generators, such as Norfolk Southern and CSX, to identify transportation issues and needs including improvements to first and last mile connections.
- Coordinate with stakeholders, local municipalities, and transit agencies to identify workforce transportation needs.
- Work with local stakeholders to identify transportation projects that provide economic benefits to the region.
- Provide emphasis to those projects within the LRTP project prioritization process.
- Conduct outreach to low-income and minority populations to identify opportunities and transportation investments that serve such populations.

LAND USE AND TRANSPORTATION INTEGRATION GOAL: *Align local planning efforts with regional transportation initiatives and promote smart growth practices.*

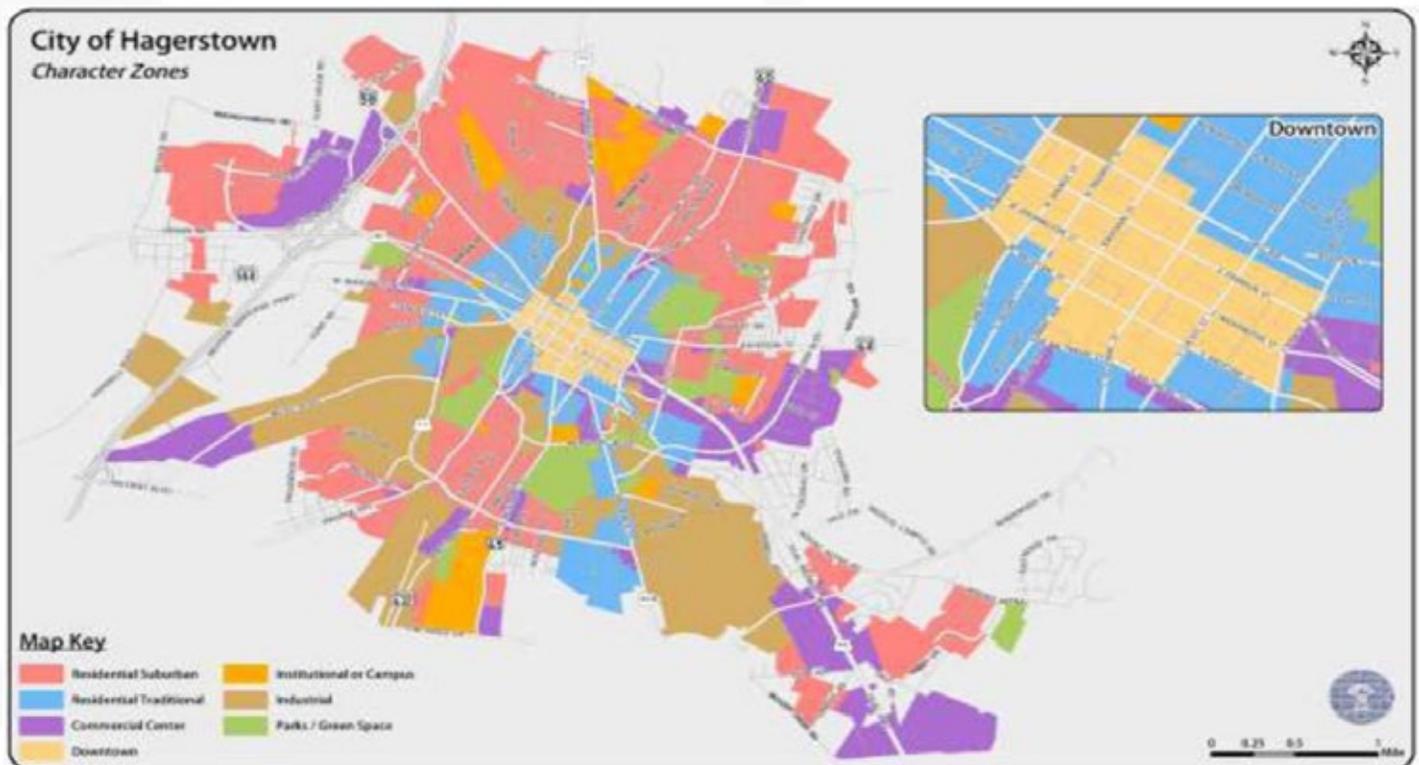
OBJECTIVES

- Incorporate and coordinate transportation improvements with existing and planned future land uses to minimize infrastructure cost.



STRATEGIES

- Using the travel demand model, coordinate transportation projects with land use plans to maximize connectivity of the transportation network to key destinations, such as employment centers, residential areas, and downtown business districts.
- Support local cities and towns in development of complete streets policies to accommodate all users of the transportation system.
- Conduct studies in support of the linkages of Transit Oriented Development (TOD) to the region's transportation system.
- Encourage coordination, cooperation, and collaboration between municipalities.
- Review and comment on development site plans as is consistent with the MPO's vision.



ENVIRONMENTAL STEWARDSHIP GOAL: *Minimize the impacts of the transportation network on the environment and increase the resiliency of transportation assets.*

OBJECTIVES

- Improve air quality through the reduction of emissions.
- Increase system resiliency to existing and future climate and extreme weather impacts
- Promote coordination of planning to avoid disturbance of sensitive natural areas and historical properties while minimizing transportation impacts on neighborhoods.



STRATEGIES

- Monitor greenhouse gas emission trends from the transportation sectors for existing and LRTP horizon years.
- Support states with efforts to maintain attainment of air quality standards.
- Support planning and environmental linkage studies (PEL) within the region to identify environmental constraints and issues early in the project development phase.
- Identify transportation infrastructure vulnerable to extreme weather (e.g. flooding).
- Incorporate environmental justice and other environmental mapping within the region and project prioritization process.
- Promote context sensitive design of transportation facilities within the region.
- Support stormwater requirements for transportation facilities to reduce pollution and restore the Chesapeake Bay.

SAFETY AND SECURITY GOAL: *Promote a safe and secure regional transportation network that will support emergency preparedness and evacuation planning.*

OBJECTIVES

- Reduce injuries and fatalities along the region's multimodal transportation system.
- Improve the security of the transportation system's users through the coordination of agencies, responders, and departments (transportation and non-transportation).



STRATEGIES

- Identify and coordinate with regional hazard mitigation, emergency management and evacuation planning.
- Coordinate with local agencies and state DOTs to monitor and report crash and accident rates within the region.
- Provide emphasis to transportation projects that address and improve safety of the transportation system.
- Conduct local safety studies including pedestrian safety audits on high accident corridors to identify potential improvement strategies.
- Identify multimodal conflicts, such as unsignalized, at-grade railroad crossings.

FAST ACT COMPLIANCE

In July 2012, the President of the United States signed into law a transportation planning bill known as Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 established provisions to the metropolitan planning process that are designed to establish a transparent and accountable decision-making framework for the MPO to identify multi-modal capital investment and project priorities. In December 2015, the FAST Act was passed, which continues new performance based planning and programming (PBPP) initiatives for metropolitan transportation planning introduced in MAP-21.



MD Route 34 into Shepherdstown, WV

MAP-21 and the FAST Act have provided the impetus for several recent USDOT rulemakings requiring the monitoring and reporting of defined national performance measures for transportation. These requirements attempt to ensure that transportation investment decisions are made by their ability to support established goals for improving the overall system. At the MPO level, performance measures developed in cooperation with the state Department of Transportation (DOT) will be used to establish performance targets to track progress of attaining critical performance results. The measures address infrastructure condition (bridges and pavement), safety, system performance (traffic reliability), freight movement, and air quality.



Figure 1-2: Overview of FAST Act Transportation Performance Management (TPM)

TRANSPORTATION PLANNING PROCESS

The **Direction 2045** LRTP is a comprehensive guide to developing the regional transportation system that not only accommodates the current mobility needs, but also anticipates where future needs may arise. In response to the federal mandates and local desires, the LRTP addresses multiple modes of transportation including highway, bicycle, pedestrian, transit, freight and safety.

Federal legislation, coupled with state and local agency direction, is primarily responsible for shaping the regional transportation planning process. The FAST Act builds upon previous legislation known as MAP-21 and identifies ten planning factors that guide the MPO long range transportation planning process. The goals developed for **Direction 2045** closely resemble the FAST Act Planning Factors as shown in **Table 1-1**.

Table 1-1: FAST Act Planning Factors with Corresponding Direction 2045 Goals

FAST Act Planning Factors	Corresponding Direction 2045 Goals
Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity, and efficiency	Economic Prosperity
Increase the safety of the transportation system for motorized and nonmotorized users	Safety and Security
Increase the security of the transportation system for motorized and nonmotorized users	Safety and Security
Increase the accessibility and mobility of people and for freight	Multimodal Transportation
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Environmental Stewardship
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Land Use and Transportation Integration
Promote efficient system management and operation	System Preservation
Emphasize the preservation of the existing transportation system	System Preservation
Improve resiliency and reliability of the transportation system and reduce impacts of surface transportation	Environmental Stewardship
Enhance travel and tourism	Economic Prosperity

The HEPMPO's planning process involved participation from a diverse group of technical advisors, stakeholders, members of transit-dependent populations, and the general public. Outreach activities included stakeholder and public outreach through an interactive web-based survey, public meetings, and intercept surveys as well as the dedicated section on the HEPMPO website, www.hepmo.net.

Figure 1-3 illustrates the steps taken in order to complete the LRTP update. The figure emphasizes the fact that public involvement and stakeholder input were integral in every step of the development of **Direction 2045**. Later sections of this document provide greater detail on the key steps of the process.

Direction 2045 represents the culmination of a multi-level partnership between local, state, and federal policy makers and the local stakeholders, business owners, and citizens from the region. The plan builds upon the region's existing plan by refining the prioritization for project funding, enhancing the multimodal policies and initiatives, and identifying key unfunded regional transportation priorities.



Figure 1-3: Direction 2045 Development Process



Multi-modal Integration to Performance Planning



Washington Street in Downtown Hagerstown

EXISTING PLANS

State and local plans serve as the guiding planning documents as they set forth guidelines, goals and objectives for activities affecting growth and development within each jurisdiction. The **Direction 2045** study team reviewed the various plans in order to gather necessary data and gain local, regional and statewide insight into goals, programs, policies and recommended projects. The plans are multimodal, in nature, and reflect highway recommendations, bicycle and pedestrian connectivity, safety and security planning, freight priorities and transit needs.

Table 1-2: State and Regional Plans Supporting Direction 2045

Study Name	Agency/Organization	Date
West Virginia Strategic Highway Safety Plan	WVDOT	2017
Maryland Strategic Highway Safety Plan	MDOT	2017
Maryland Transportation Plan	MDOT	2016
Berkeley County Comprehensive Plan	Berkeley County, WV	2016
Maryland Strategic Goods Movement Plan	MDOT	2015
Jefferson County Comprehensive Plan	Jefferson County, WV	2015
Maryland Bike and Pedestrian Master Plan	MDOT	2014
Charles Town Comprehensive Plan	City of Charles Town, WV	On-going
West Virginia Transportation Plan	WVDOT	On-going
West Virginia State Freight Plan	WVDOT	On-going
Statewide Bicycle Connectivity Plan	WVDOT	On-going
US 340 Operational Improvements Study	WVDOT	On-going
Washington County Comprehensive Plan	Washington County, MD	On-going
Corridor Management Handbook	WVDOT	N/A
Planning Guidance	WVDOT	N/A

The development of **Direction 2045** utilized an analytical approach relying on a balance between local expertise and data in determining current and future needs. The data and models used for the analyses can provide trends and quantitative results, but cannot account for land use policies, shifting economic development strategies, or changing demographics. Stakeholder engagement and public input prove critical in obtaining qualitative information and refining future forecasts.

TWO

CHAPTER REGIONAL PROFILE

SITE AND SITUATION

The HEPMPO region is located less than 50 miles Northwest of Washington, D.C., at the nexus of several prominent transportation routes including interstates, such as I-81 and I-70, U.S. routes, such as US 11, 40, and 340, as well as other state routes and local roadways.

The HEPMPO region also has an extensive rail network that supports the movement of freight from the east coast and Great Lake ports to markets throughout the United States. Norfolk Southern owns rail lines that run parallel to I-81 and operates freight distribution centers in the Franklin County Regional Intermodal Facility in Greencastle, Pennsylvania and the Virginia Inland Port in Front Royal, Virginia. CSX owns and operates the east/west rail lines that run through Harper's Ferry and continue west as part of the National Gateway initiative to support double stacking of freight containers.

Commuter trains operated by the Maryland Area Regional Commuter (MARC) system have approximately 22 miles of rail service running through the HEPMPO region. The MARC Brunswick Line runs from Washington, D.C., to Martinsburg with stops in Harpers Ferry, Duffields, and Martinsburg. Amtrak also services the region, with stops in Harpers Ferry and Martinsburg, via the Capitol Limited line, which runs from Washington, D.C., to Chicago.

INTERSTATE HIGHWAYS

I-81 and I-70 are the two major interstate highways that travel through the study area, intersecting just southwest of Hagerstown. I-81 travels north/south from Tennessee to the Canadian border. Traveling north, the interstate crosses into West Virginia at the Berkeley County line, travels through Martinsburg, and across the Potomac River into Maryland near Williamsport. Once in Maryland, the corridor intersects with I-70 just before passing through the western part of Hagerstown and proceeds north through the remainder of Washington County before entering Pennsylvania. I-81 parallels US 11 for most of its path and is a popular route for freight movement as it remains mostly rural, avoiding many major traffic congestion points in the Northeast. In contrast, I-70 travels east/west from Baltimore, Maryland to Cove Fort, Utah. Traveling across most of the state, I-70 is a major east/west corridor in Maryland. Traveling west, I-70 enters the study area from Frederick County near Greenbrier State Park and continues west passing just south of Hagerstown and across the Maryland panhandle. Interstate 70 then crosses into into Pennsylvania just north of the Town of Hancock in Washington County. At this junction, I-68 travels west crossing into West Virginia.

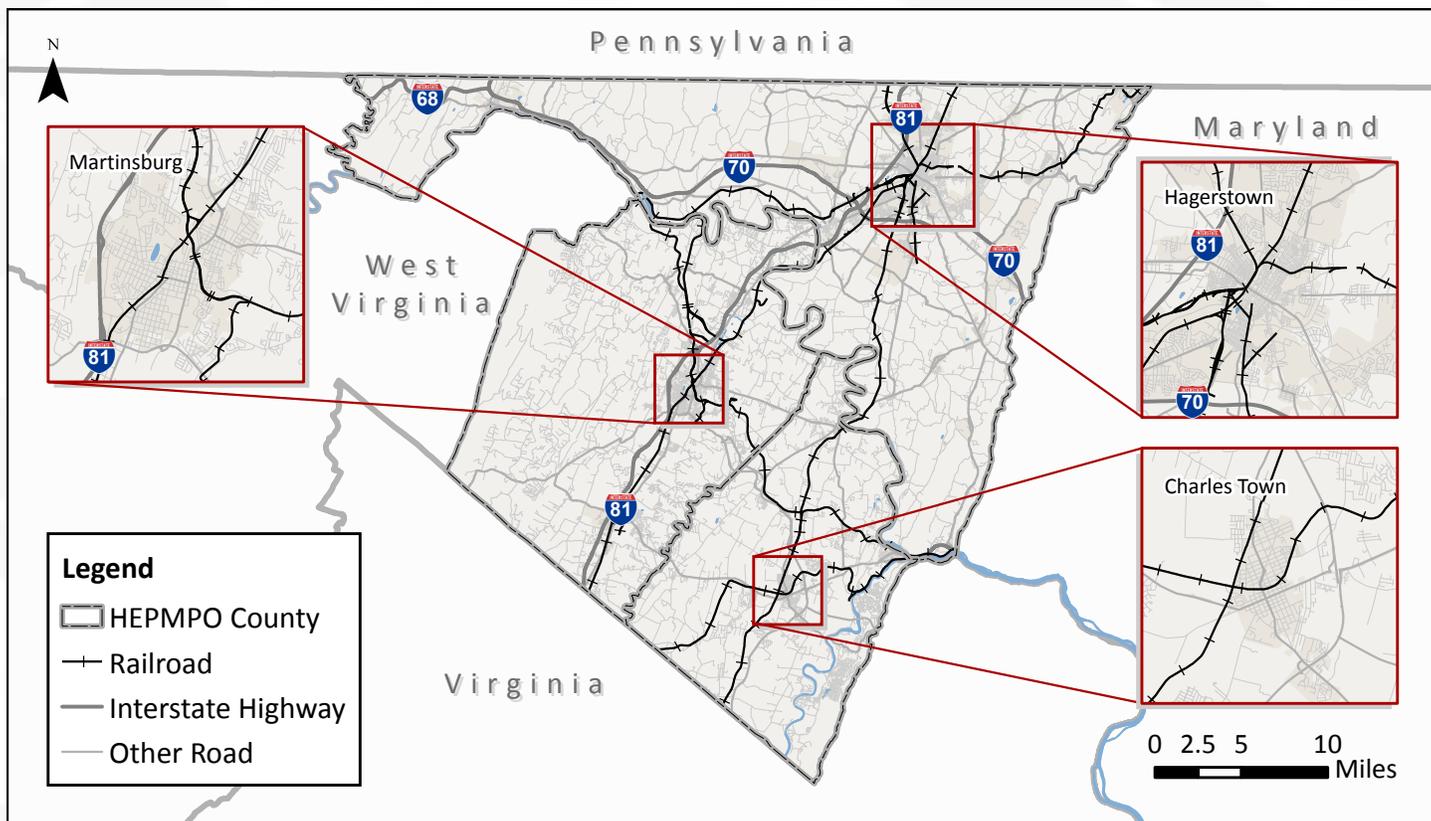


Figure 2-1: HEPMPO Transportation Network

U.S. ROUTES

The HEPMPO region is also served by several U.S. Highways. These routes include US 11, 40, 340, and 522. As mentioned previously, US 11 parallels I-81 while US 40 parallels I-70. US 11 travels north/south through the study area, serving Martinsburg, Williamsport, and Hagerstown. US 40 travels east/west through the Maryland panhandle. US 340 enters the study area from Frederick County, Maryland and crosses the Potomac River near Harpers Ferry. After intersecting WV 9, this north/south route travels through the Charles Town/Ranson area, exiting Jefferson County into Virginia. At that point US 340 intersects VA 7, which connects to Winchester in the west and Tyson's Corner and the Washington Beltway (I-495) in the east. US 522 enters the MPO region very briefly as it passes through Hancock, intersecting with I-70.



DEMOGRAPHIC AND EMPLOYMENT TRENDS

POPULATION

According to the 2016 U.S. Census Bureau's Annual Estimate of the Resident Population, the HEPMPO region has a population of 320,185, including Washington County (150,292), Berkeley County (113,525), and Jefferson County (56,368). In Washington County, population is concentrated around Hagerstown and along I-81, as well as smaller pockets of population in the areas of Smithsburg and Boonsboro. In Berkeley County, population is concentrated along the I-81 corridor, especially in the Martinsburg area. In Jefferson County, population is concentrated in the Charles Town/Ranson and Shepherdstown areas and along US 340. **Figure 2-2** illustrates the population growth relative to the 2006 population estimates for each county. From 2006 to 2016, the region's overall population increased by approximately 10.0%, with county population increases of 4.2%, 17.9%, and 12.7% for Washington County, Berkeley County, and Jefferson County, respectively. **Figure 2-3** illustrates the distribution of population within the HEPMPO region in 2016 by Census block group.

Population Growth Trends by County

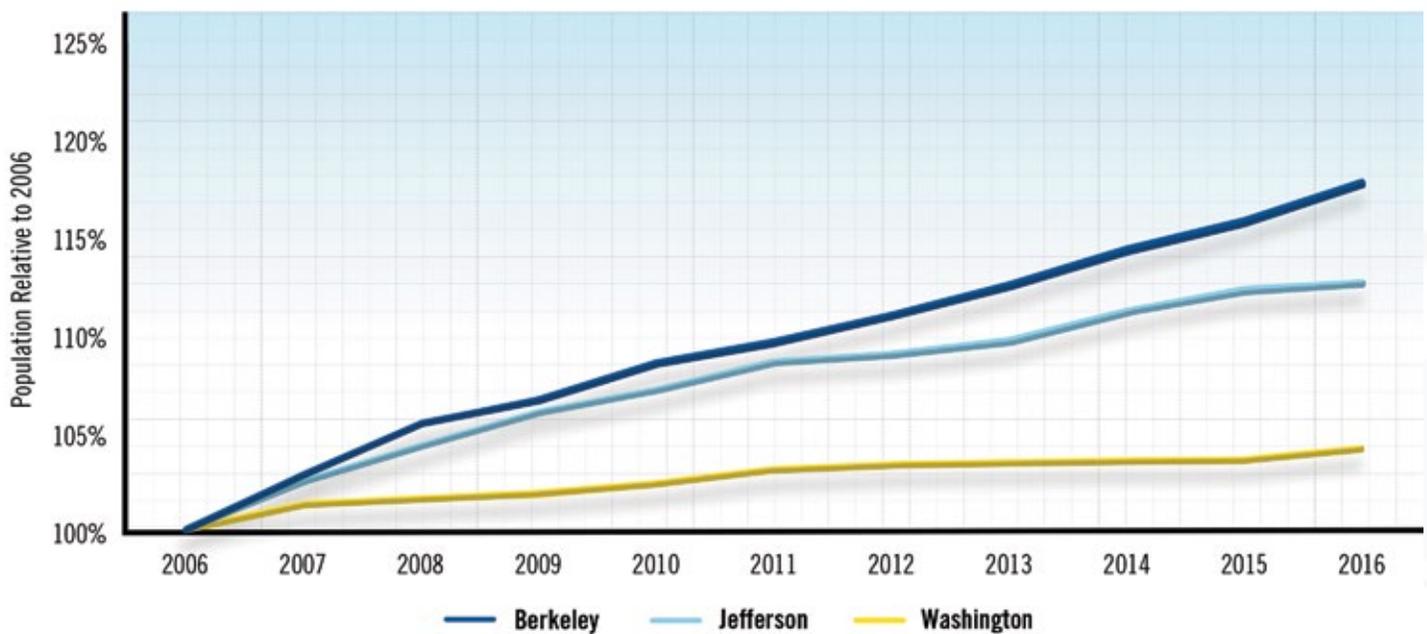


Figure 2-2: Population Relative to 2006

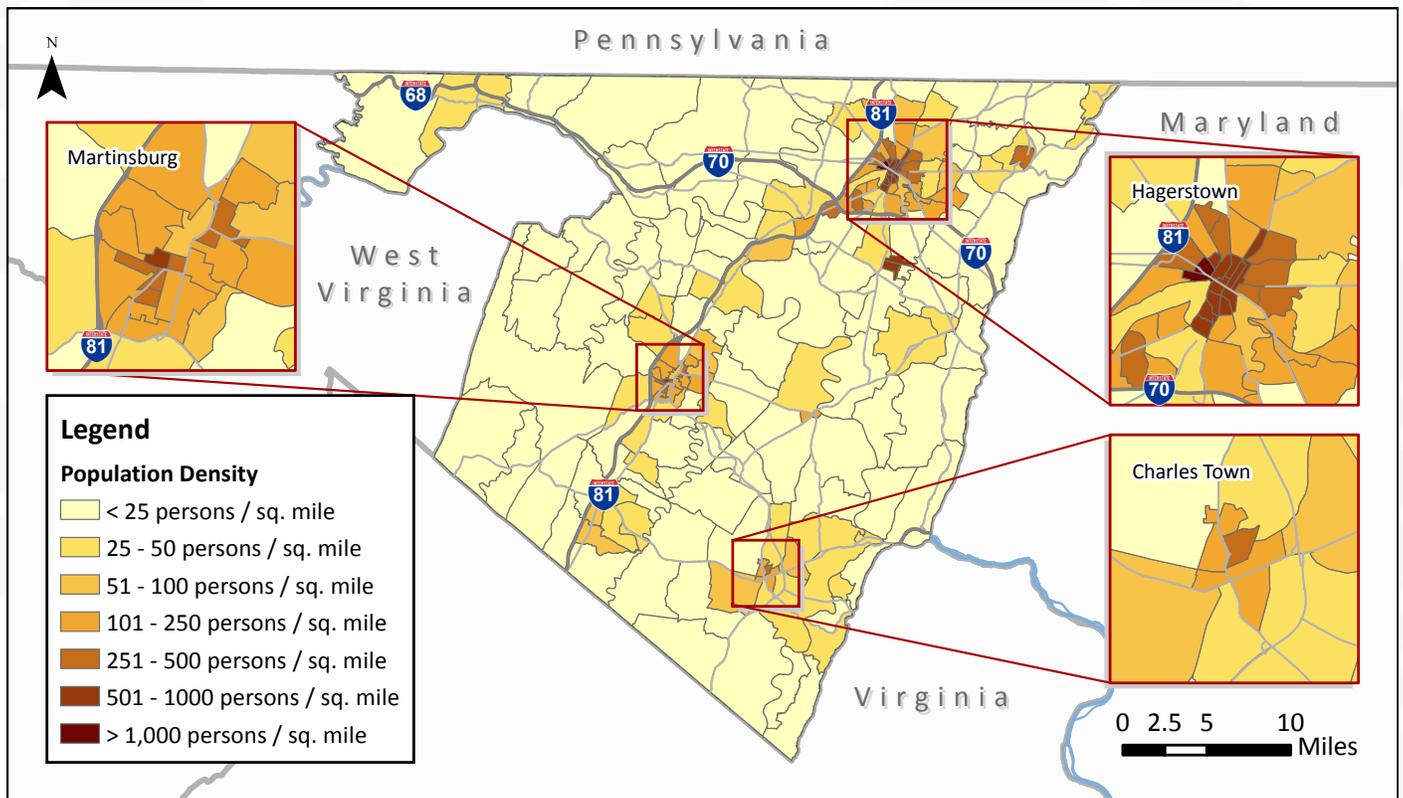


Figure 2-3: 2016 Population Density of the Region

HOUSING UNITS AND HOUSEHOLDS

There are a total of 131,855 housing units located within the HEPMPO study area. As with the population figures, Washington County has the highest number of housing units at 61,525, followed by Berkeley County with 47,353 housing units, and Jefferson County with 22,977 housing units. Growth trends for the number of housing units by jurisdiction represent a similar pattern to the population trends between 2007 and 2016 (2006 housing unit data is unavailable).

Berkeley County had the highest estimated housing growth at 14.8%, followed by 8.8% for Jefferson County, and 3.6% for Washington County. The growth of housing units in Washington County and Berkeley County exceeded population growth between 2006 and 2016. On the other hand, the population growth percentage surpassed the growth of housing units for Jefferson County.

Based on the 2015 U.S. Census Bureau's American Community Survey, the average household size in the HEPMPO region was 2.57 persons per household; the mean income was \$72,403; and approximately 69.0% of households were owner occupied while the other 31.0% were renter occupied. **Table 2-1** categorizes this data by jurisdiction for comparison. While Jefferson County has the largest household size, highest mean income, and largest percentage of owner-occupied households, it is also the county with the smallest number of households.

Table 2-1: 2015 Regional Household Statistics

Jurisdiction	Total Households	Average Household Size	Median Household Income (\$)	Mean Household Income (\$)	Owner Occupied	Renter Occupied
Washington County	56,067	2.50	\$56,228	\$70,993	64.2%	35.8%
Berkeley County	40,991	2.63	\$55,239	\$69,405	73.2%	26.8%
Jefferson County	20,331	2.65	\$66,677	\$82,338	74.0%	26.0%
HEPMPO Region	117,389	2.57	-	\$72,403	69.0%	31.0%

EMPLOYMENT

Employment statistics for the HEPMPPO planning area were analyzed using the Census Longitudinal Employment Household Dynamics (LEHD) data and information from the Woods and Poole 2016 County Profiles. While Washington County, Berkeley County, and Jefferson County all experienced population growth from 2006 to 2016, the counties experienced dramatic fluctuations in employment over the same time period. Although the counties currently have higher levels of employment relative to 2006 (**Figure 2-4**), the entire region was hit particularly hard by the 2007-2008 global financial crisis, resulting in substantial declines in employment. From 2010 onwards, the region has experienced steady employment growth, with 17.3%, 10.2%, and 8.1% percent employment growth for Berkeley County, Jefferson County, and Washington County respectively.

Employment Growth Trends by County

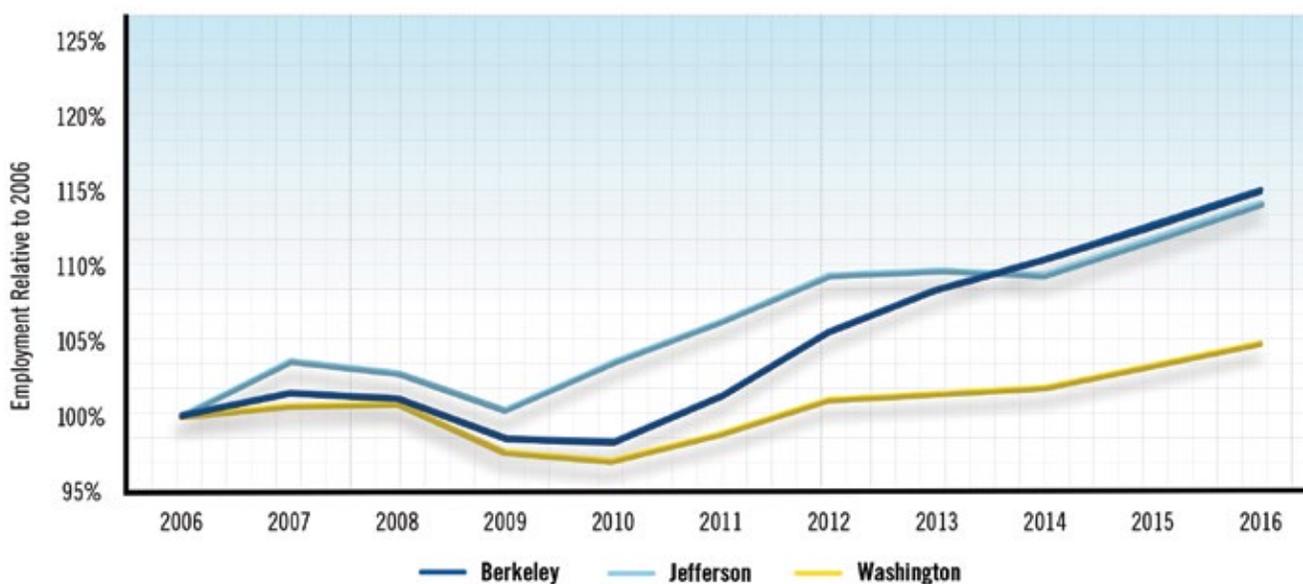


Figure 2-4: Employment Relative to 2006

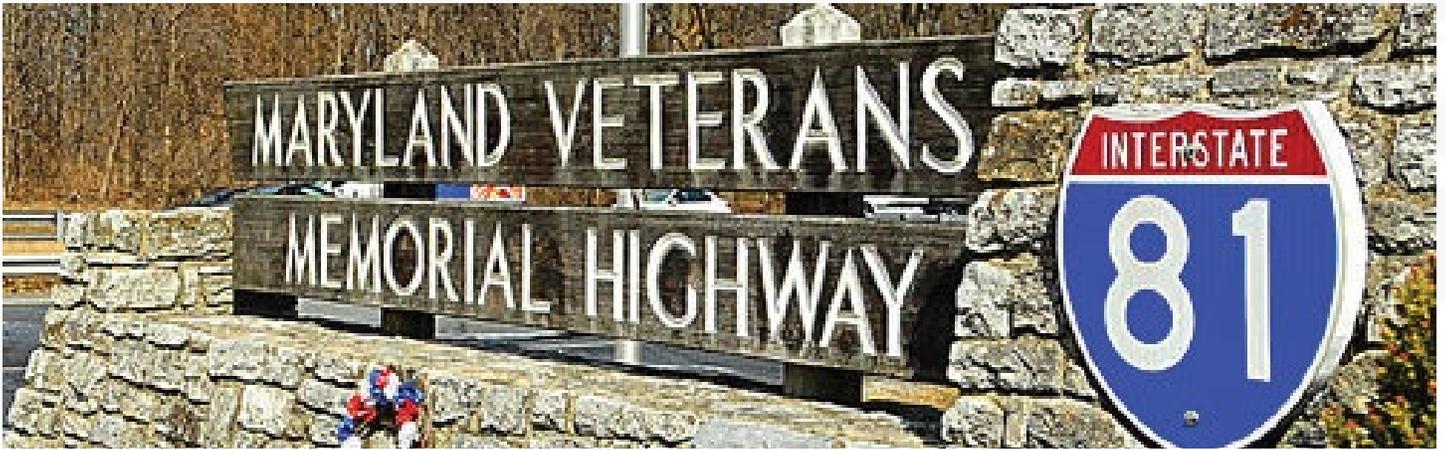
There are several prominent employers located in the study area; **Table 2-2** lists the ten largest employers, the county in which they are located, and the number of persons employed by each organization as of 2017. Within the top ten largest employers, six are private companies and half are located within Washington County, of the region's most populous county. Only one of the top ten largest employers is headquartered in Jefferson County.

Table 2-2: Ten Largest Employers in the HEPMPO Region

Employer	County	Employees
Washington County Public Schools	Washington	3,100
Meritus Medical Center	Washington	2,740
State of Maryland	Washington	2,612
Berkeley County Board of Education	Berkeley	2,308
Citi	Washington	2,300
First Data	Washington	2,183
Dept. of Veteran Affairs	Berkeley	1,953
Macy's Corporate	Berkeley	1,518
Berkeley Medical Center	Berkeley	1,518
PNGI Charles Town Gaming	Jefferson	1,444



Macy's has 1,518 employees in Berkeley County



A geospatial analysis suggests that employment, like population, is also focused near the I-81 corridor (**Figure 2-5**). This corridor accounts for some of the highest employment concentrations and features prominent employers such as Procter & Gamble, Quad/Graphics, FedEx, the Bowman Group, and the offices for the City of Hagerstown. Citigroup is also located along I-81, just north of Hagerstown, and employs 2,300 people; and a few miles off the I-81 corridor, along Charles Town Road, major employers include the Department of Treasury and the Veterans Administration. There are a few less concentrated employment activity centers away from the I-81 corridor including Shepherd University in Shepherdstown and PNGI Charles Town Gaming in the City of Charles Town.

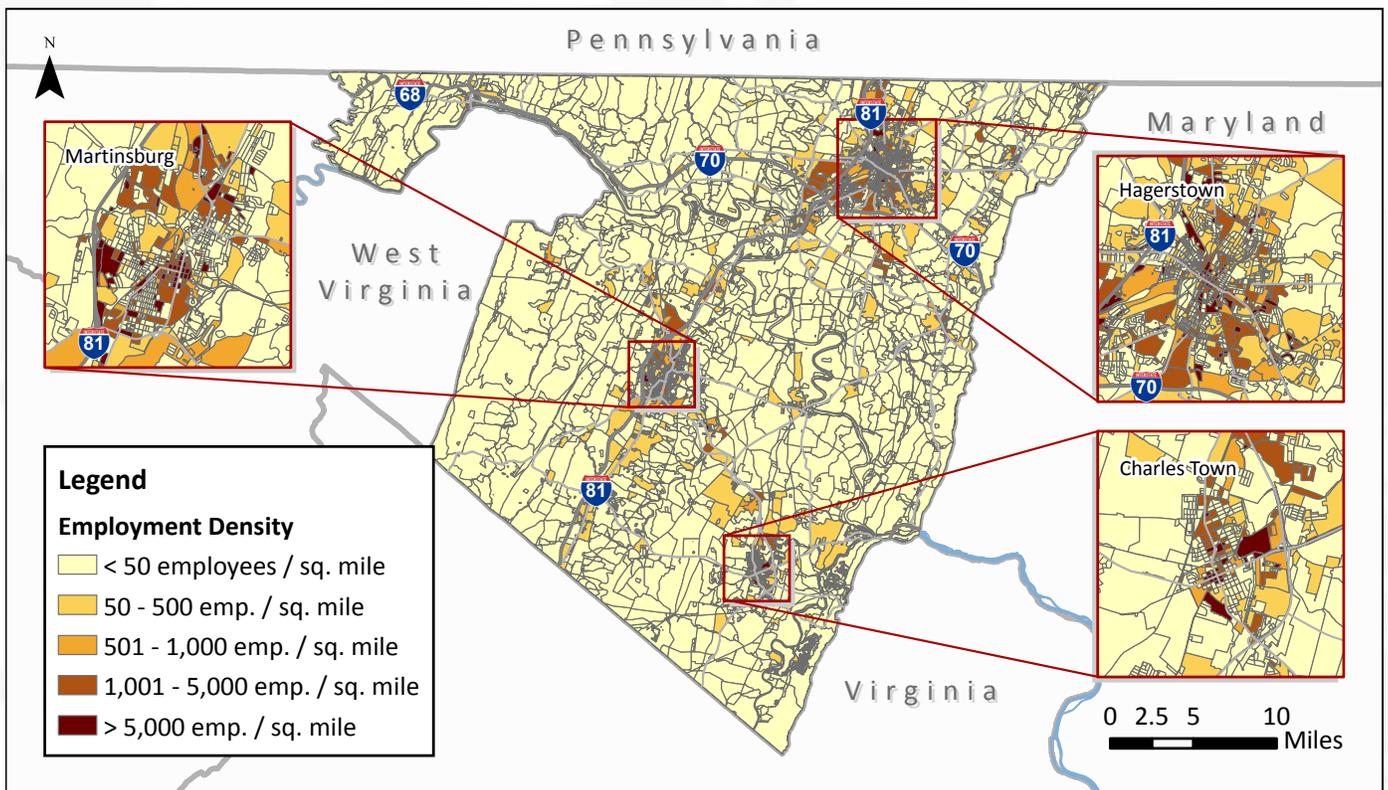


Figure 2-5: 2016 Employment Density of the Region

PROJECTED TRENDS

Socioeconomic forecasts from the Maryland Department of Planning (used for Washington County) and the Woods and Poole 2016 State Profile (used for Berkeley and Jefferson counties) were used to project county population, households, and employment to the Direction 2045 horizon year. **Table 2-3** summarizes the forecast socioeconomic growth.

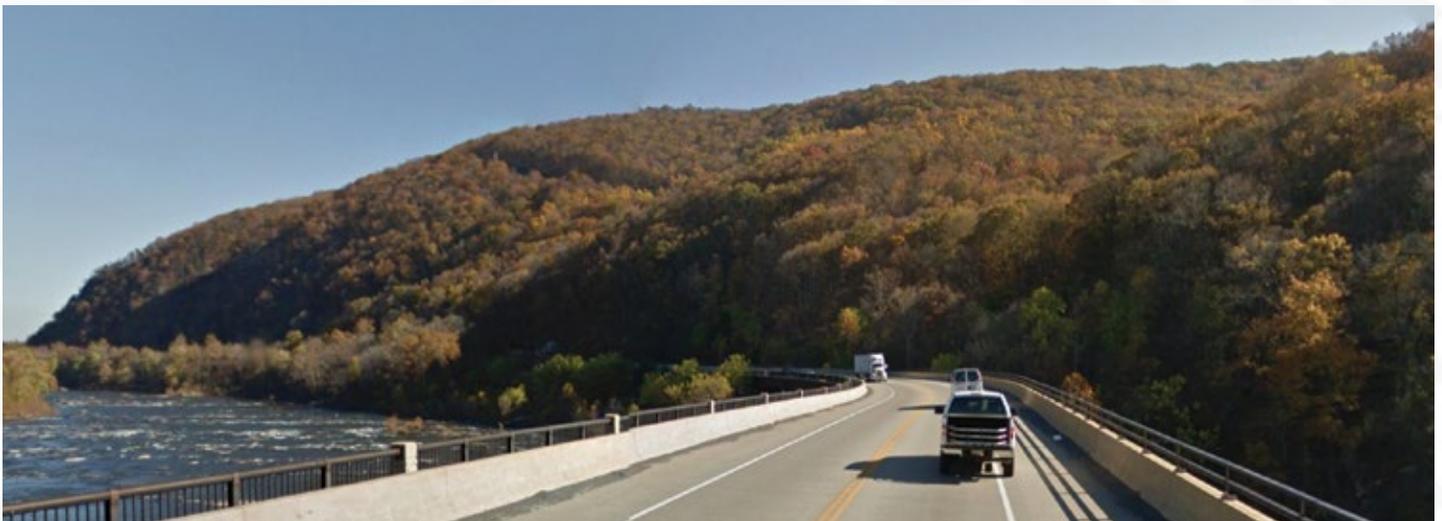
Table 2-3: HEPMPO Region Socioeconomic Growth Forecast

Jurisdiction	Annual Growth Rate			2045 Forecasted Totals		
	Population	Households	Employment	Population	Households	Employment
Washington	0.90%	0.95%	0.65%	197,050	76,114	101,060
Berkeley	1.72%	1.48%	1.71%	187,690	69,262	77,023
Jefferson	1.83%	1.57%	1.89%	97,783	35,647	40,022
HEPMPO Region	1.38%	1.26%	1.20%	482,523	181,023	218,105

To support the travel forecasting process, the county-level forecasts were disaggregated to smaller areas across the tri-county region. Decisions on data disaggregation were based on the following resources:

- Input from MPO and county planning staff;
- Input from each county’s economic development authorities;
- Sub-development data (both in GIS and other formats) including available information on timing, acres and/or units; and,
- Assumptions from the previous LRTP.

Figure 2-6 and **Figure 2-7** (on next page) illustrate the spatial distribution of projected growth (by density) for households and employment based on the disaggregation process.



Route 340 Bridge over the Shenandoah River near Harpers Ferry

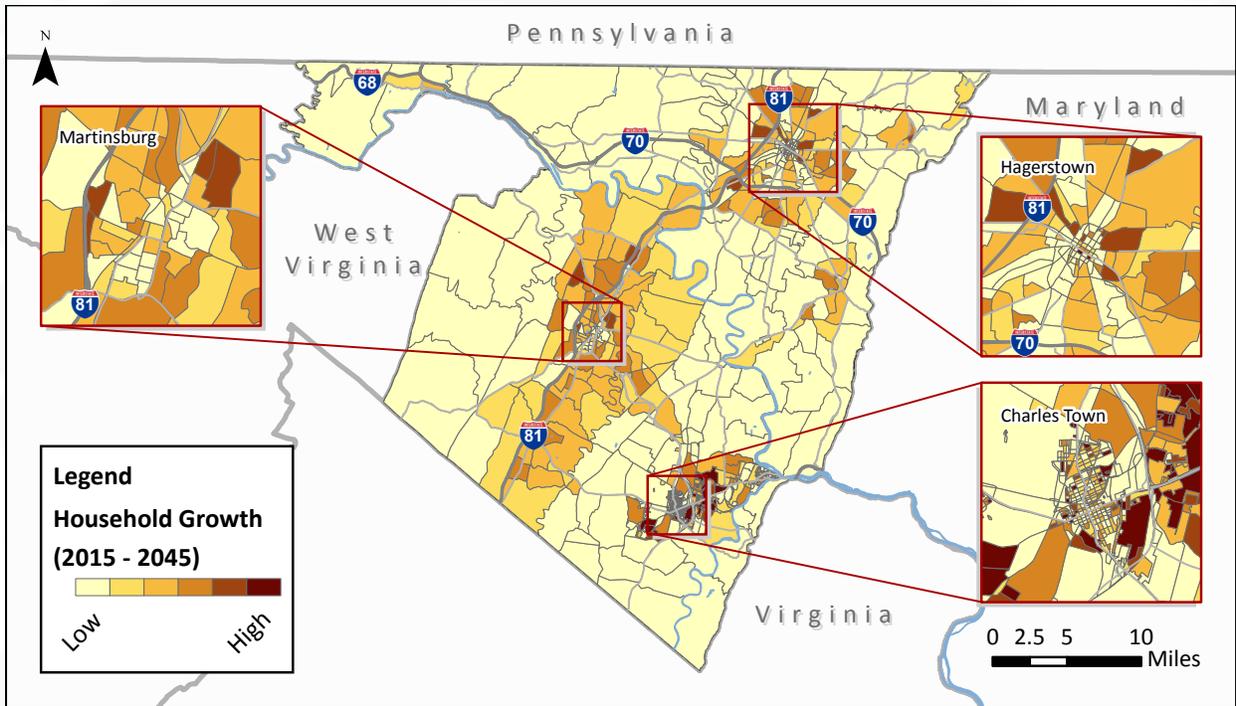


Figure 2-6: Household growth forecast from 2015 to 2045

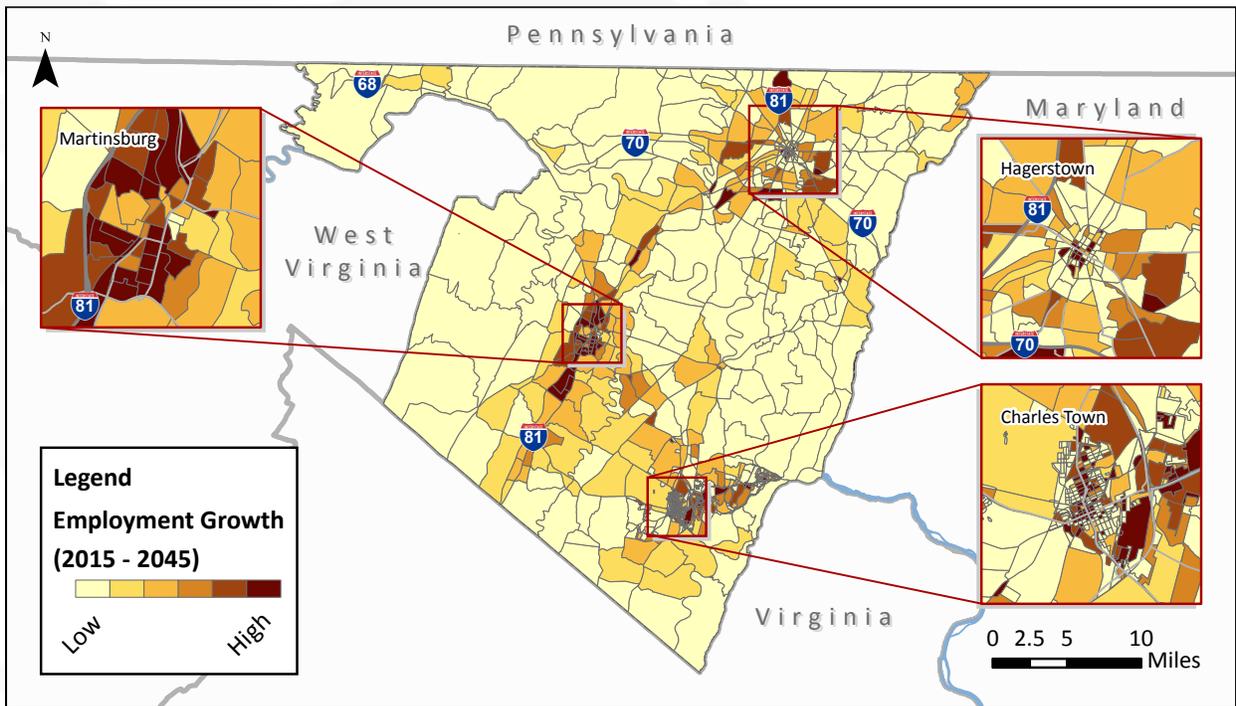


Figure 2-7: Employment growth forecast 2015 to 2045

REGIONAL COMMUTING PATTERNS

An analysis of employee commute trip characteristics, including mode choice and travel time, was conducted for Direction 2045. Approximately 81.5% of commuters in the HEPMPO region drive alone to work compared to the national average of 76.4%. The remaining commuters use the following modes: 10.9% carpool, 1.3% utilize public transit, 2.0% walk or bike, and 4.3% work at home. A breakdown of these figures is illustrated in **Figure 2-8**.

Commute mode selection varies by county. While Berkeley County has the highest percentage of single occupant commutes (82.3%), it also has the highest level of carpooling within the region (12.1%). On the other hand, it has the lowest levels of commuters using public transit (0.9%), walking or biking to work (1.1%), and the fewest percentage of workers who work at home (3.3). Jefferson County shows the highest level of multimodal activity in the region. Less than 79% of Jefferson County residents drive alone to work, over three percent below the region-wide average. Jefferson County also has the highest level of transit use (2.4%), walking or biking to work (3.0%), as well as the highest percentage of workers who work at home (4.9%). Washington County residents' commute choice falls between Jefferson and Berkeley counties for all categories besides carpooling, which is the lowest level in the region at 9.9%.

The U.S. Census Bureau's LEHD can be used to determine where workers live based on the employment in a given geographic area. The employment data are derived from payroll tax (unemployment insurance) payment records maintained by each state. The states assign employer locations, while workers' home locations are assigned by the Census Bureau using data from multiple federal agencies. The 2015 LEHD was summarized for each county in the HEPMPO region using the Census-On-The-Map web-based mapping tool and future commuting patterns can be monitored using newer data within the Census LEHD program as it becomes available. **Table 2-4** illustrates workers' home locations, or commute origins and **Table 2-5** illustrates county residents' work locations, or commute destination, by HEPMPO County.

HEPMPO Commuter Mode Choice

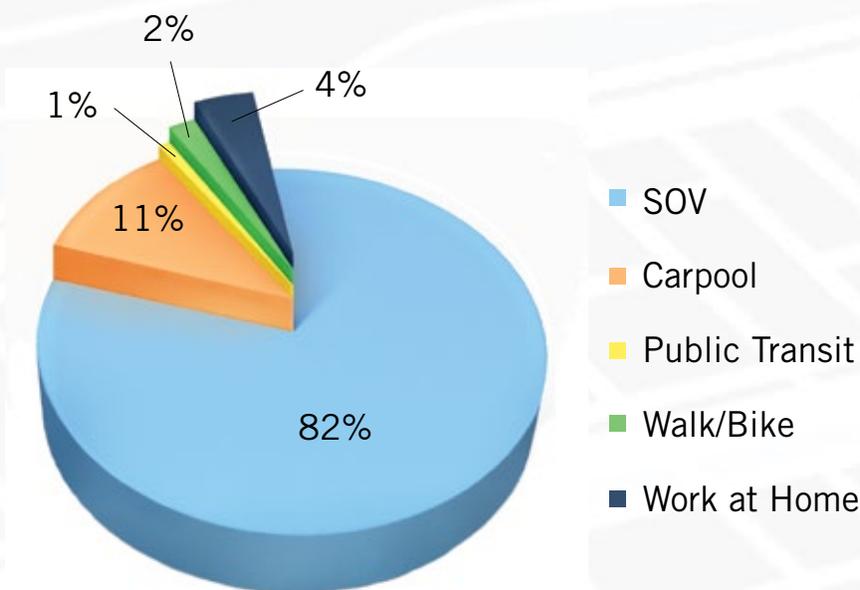


Figure 2-8: Commute Mode for HEPMPO Region

Table 2-4: Workers home location by county

Destination County	Workers' Home Locations (Commute Origin)					
	HEPMPO Region			Other Counties with Highest Percentage		
Washington	Washington	Berkeley	Jefferson	Franklin, PA	Frederick, MD	Baltimore, MD
	49.6%	7.8%	< 1.3%	12.8%	6.7%	1.7%
Berkeley	Washington	Berkeley	Jefferson	Morgan, WV	Frederick, VA	Loudoun, VA
	4.6%	64.0%	9.5%	3.8%	2.8%	1.0%
Jefferson	Washington	Berkeley	Jefferson	Frederick, MD	Loudoun, VA	Frederick, VA
	3.8%	27.7%	48.3%	3.5%	2.2%	2.1%

Table 2-5: Residents work location by county

Origin County	Residents' Work Locations (Commute Destinations)					
	HEPMPO Region			Other Counties with Highest Percentage		
Washington	Washington	Berkeley	Jefferson	Frederick, MD	Montgomery, MD	Franklin, PA
	50.4%	2.4%	<1.8%	12.4%	7.0%	3.8%
Berkeley	Washington	Berkeley	Jefferson	Frederick, VA	Winchester City, VA	Fairfax, VA
	10.3%	43.0%	8.4%	4.0%	3.6%	3.4%
Jefferson	Washington	Berkeley	Jefferson	Loudoun, VA	Fairfax, VA	Frederick, MD
	2.6%	12.8%	29.3%	12.9%	8.4%	6.4%

The following observations were made based on the data presented in the preceding tables:

- Over 12.8% of Washington County workers reside in Franklin County, Pennsylvania.
- Despite their proximity to one another, there is not a strong pattern of inter-county commuting across state lines between Washington County and Berkeley County and Washington County and Jefferson County.
- Nearly two-thirds (64.0%) of all Berkeley County workers reside within Berkeley County. This percentage of intra-county workers is substantially higher than that of both Washington and Jefferson counties and may be justified by the fact that Berkeley County is further from other major metropolitan regions (i.e., Baltimore, Washington DC) than these other two counties.
- More than one-quarter (26.8%) of Jefferson County workers reside within Berkeley County.
- The Baltimore-Washington Metropolitan Area is a common commute destination, especially from Washington County to Frederick County, MD (12.4%) and from Jefferson County to Loudon County, VA (12.9%). This pattern can be explained by the lower cost of living in the HEPMPO Region compared to the Baltimore-Washington Metropolitan Area.



THREE CHAPTER PUBLIC OUTREACH

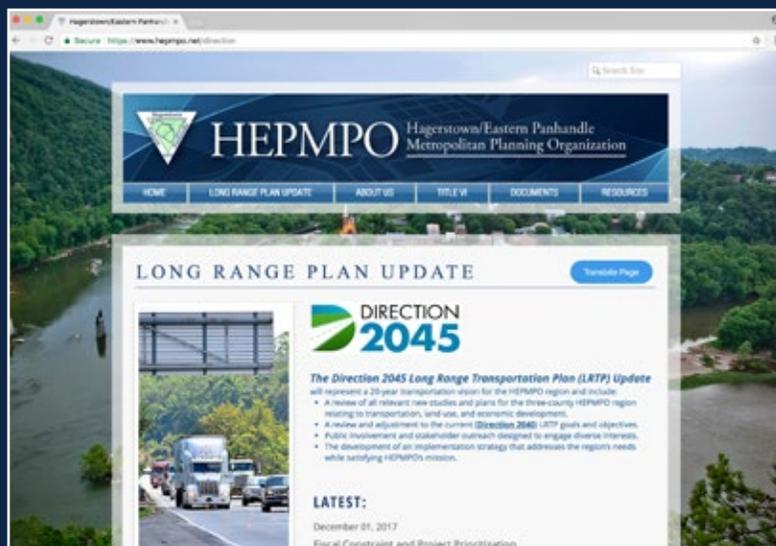
STAKEHOLDER AND PUBLIC INVOLVEMENT

The HEPMPO understands the importance of the public participation process and commits to engaging and providing access to the transportation planning process and documents. The HEPMPO website (www.hepmo.net) provides notices to the all upcoming events, the LRTP update documents, and decision-making meetings by the governing board (ISC), and is active on social media. HEPMPO has over 190 followers on Facebook. The goals and requirements for **Direction 2045** are included in the HEPMPO Public Participation Plan (<https://www.hepmo.net/documents>).

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. Direction 2045 was developed through the coordination of a diverse group of stakeholders representing various organizations and interests throughout the study area. These groups included representatives of the sponsoring agencies, members of the Technical Advisory Committee (TAC), as well as citizens.

HEPMPO's TAC, comprised of professionals with local knowledge of the transportation networks, provided technical oversight and input throughout the development of **Direction 2045**. The group was responsible for reviewing various technical planning documents and draft reports, as well as providing demographic, roadway characteristics, and external traffic data essential for conducting the LRTP update. Three TAC meetings were scheduled periodically throughout the LRTP process to present to the group about the following topics:

1. Kick-off Meeting (December 1, 2016)
2. Existing Conditions (June 15, 2017)
3. Prioritization (November 8, 2017)



Analytic approach uses a balance of input from local experts, data, and models

PUBLIC MEETINGS

Two sets of public meetings were conducted over the course of the LRTP process. First, in May 2017, public meetings were held in each of the counties to discuss the transportation planning process, the goals and objectives, existing conditions and initial forecasts, as well as to introduce the public to the web-based survey. Tablets were also provided for the public to take the survey. The dates and locations of these meetings were:

- Berkeley County: Martinsburg Public Library – May 22, 2017
- Jefferson County: Charles Town Library – May 24, 2017
- Washington County: Washington County Free Library – May 31, 2017

Second, once the LRTP was drafted, the public was provided the opportunity to review this draft document in accordance with federal and state regulations. The public comment period began on January 30, 2018 and concluded on March 1, 2018. The HEPMPO conducted three public meetings for the purpose of providing an overview of Direction 2045, receiving public comments and answering questions. The dates and locations of these meetings were:

- Berkeley County: Martinsburg Public Library – February 15, 2018
- Jefferson County: Charles Town Library – February 20, 2018
- Washington County: Washington County Free Library – February 22, 2018

In accordance with the HEPMPO's Public Participation Plan, both sets of meetings were announced via public notice and social media posting. The draft document was made available on the HEPMPO website. Copies were also made available to the main libraries and the offices of the public transit providers, and the HEPMPO. Details regarding the public comment period, including a copy of the press release, articles from local newspapers, and public comments and responses to those comments can be found in **Appendix B**.



Jefferson County Public Meeting



Berkeley County Public Meeting

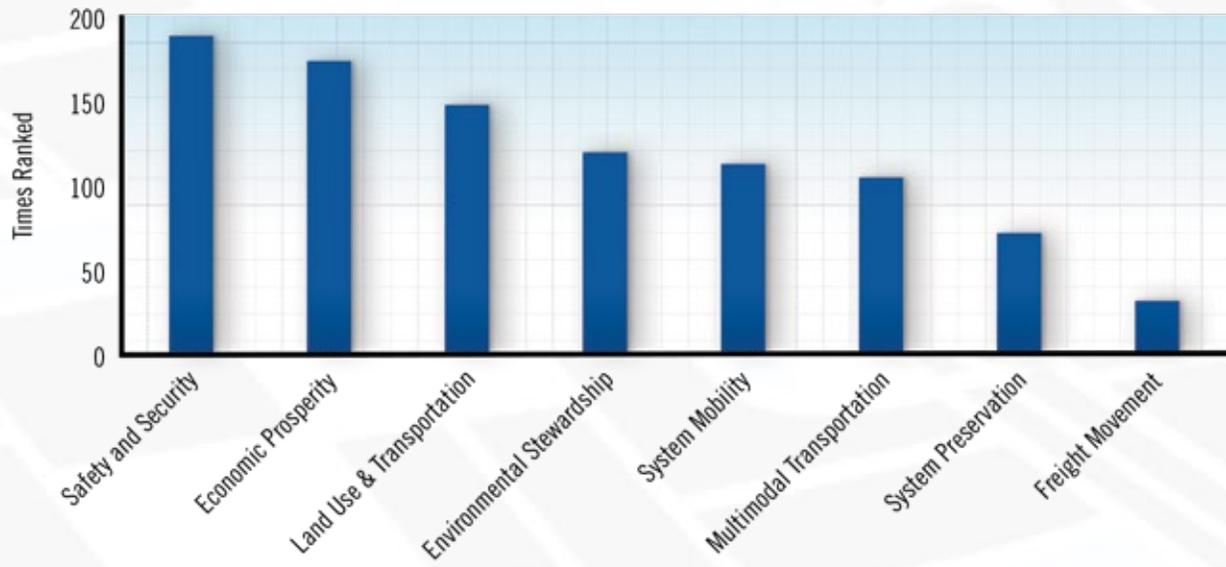


Figure 3-2: Respondents Priorities from Survey

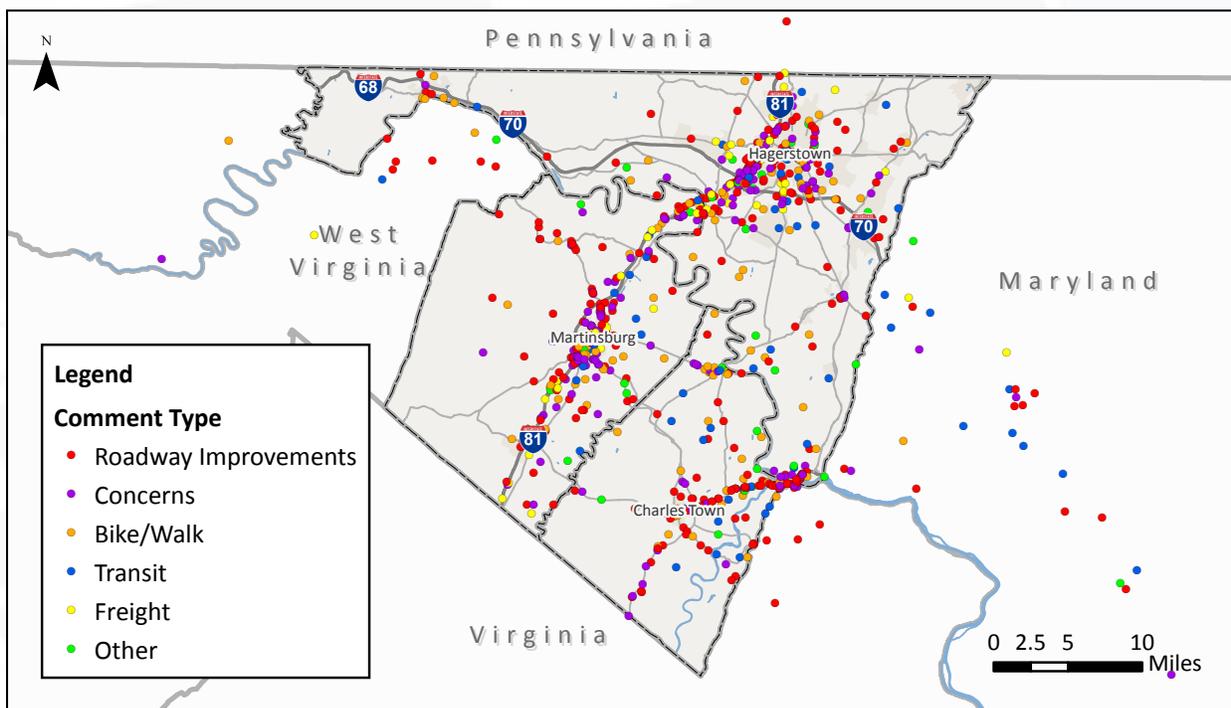


Figure 3-3: Public Comments with Map Marker Locations

A sample of some of the map marker comments include:

ROADWAY IMPROVEMENT COMMENTS

- Widen US340 to prevent bottleneck
- Improve traffic flow along I-81 around the I-70 interchange
- Widen I-81 throughout the region
- Improve WV51 bridge over I-81 Inwood
- Widen WV9 in Hedgesville
- Improve Exit 12 in Martinsburg

CONCERNS AND OTHER COMMENTS

- Improve and add Bike Lanes on WV 45 and Kearneysville Pike in Shepherdstown
- Increase the number of sidewalks
- Improve Byron Bridge Ramp for Bikes in Harpers Ferry
- Improve facilities for cyclists and pedestrians along Dual Highway in Hagerstown

FREIGHT

- Add truck-only lanes along I-81
- Add more lanes along I-81

TRANSIT

- MARC
 - Commuter rail station in downtown Hagerstown with connections to Baltimore, D.C., and/or BWI
 - Additional rail service, especially increased span of service and frequency
- Other Transit
 - Rail alternative to I-70/I270, including DC Metro extension to Frederick
 - Jefferson County weekend excursion between D.C. and Harpers Ferry
 - Sunday service on Washington County Transit (WCT)
 - Weekday evening service to Hagerstown Community College
 - Connection between Hagerstown, Shepherdstown, and Jefferson County
 - Weekday evening service on EPTA

Additional details of the survey are included in the Public Involvement, **Appendix B**.

ENVIRONMENTAL JUSTICE

As a recipient of federal funds, the HEPMPO must consider Environmental Justice issues with specific regard as to whether or not potentially disadvantaged populations would experience disproportionately high and/or adverse impacts from transportation projects, as well as whether or not these populations would have the opportunity to share equally in the benefits stemming from transportation projects. EJ in transportation plans, such as **Direction 2045**, is achieved through:

- avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- ensuring full and fair participation in the transportation decision-making process by all potentially affected communities.
- preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Furthermore, the HEPMPO has recently completed a Title VI plan, which analyzed Environmental Justice Populations. While the Title VI plan illustrated that HEPMPO was adequately providing services to these populations, the HEPMPO specifically sought out public input from these populations through a series of intercept surveys, which are surveys conducted in-person at businesses or public places. The survey was similar to the web-based survey but also included questions about access to vehicles, transit, and bicycle/pedestrian conditions. The intercept survey locations were picked due to high transit use and likelihood of Environmental Justice population presence. The dates and locations of the intercept surveys are shown in **Table 3-1**:

Table 3-1: HEPMPO Intercept Survey Locations

County	City	Location	Date
Washington	Hagerstown	Wal-Mart	June 30, 2017
Washington	Hagerstown	WCT Bus Transfer Station	June 30, 2017
Washington	Hagerstown	Washington County Free Library	June 30, 2017
Berkeley	Martinsburg	Wal-Mart	June 30, 2017
Berkeley	Martinsburg	Caperton Train Station	June 29, 2017
Berkeley	Martinsburg	Martinsburg-Berkeley County Public Library	June 30, 2017
Jefferson	Charles Town	Wal-Mart	June 30, 2017
Jefferson	Charles Town	Charles Town Library	June 30, 2017

The intercept survey had 175 respondents and almost 200 map marker comments. Over 55% of respondents were non-white, 75% of respondents had household incomes of less than \$35,000, and over half have a primary mode of transportation of other than personal car. Additional details of the intercept survey are included in the Public Involvement, **Appendix B**.

FOUR

CHAPTER HIGHWAY NEEDS ASSESSMENT

The Highway Needs Assessment serves several important roles in HEPMPO's planning process:

- Identify locations for future transportation projects or studies
- Provide measures to monitor performance of the transportation system
- Identify data and measures for project prioritization

This chapter provides an assessment of highway needs with respect to traffic congestion and system (bridge and pavement) management. Safety needs are addressed separately in **Chapter 8**.

For the highway needs assessment, performance measures have been developed using available information from national, state DOT, and private sources. The measures have been used to identify transportation needs and recent traffic trends, to establish important baseline performance values to support future monitoring and tracking, to assist in the prioritization of transportation projects for the financial constraint portion of the plan, and to identify un-funded priorities. **Chapter 9** provides additional information on performance management including USDOT's required measures for monitoring system performance, safety and asset conditions.

TRAVEL LEVELS AND TRENDS

As part of the Highway Performance Monitoring System (HPMS), both the Maryland Department of Transportation (MDOT) and West Virginia Department of Transportation (WVDOT) produce estimates of daily vehicle miles traveled (VMT) by county and roadway type. As part of the performance-based planning process, VMT serves as an important measure for tracking vehicular travel since it is summarized annually by each DOT. In many states, VMT has been emphasized as a key measure since it reflects overall travel mobility incorporating the impacts of land use and multi-modal (e.g. transit, bicycle, pedestrian) usage.

In 2015, Washington County had the highest average daily VMT in the HEPMPO region at 5.5 million followed by Berkeley County (3.0 million) and Jefferson County (1.4 million). The regional VMT is impacted by through volume on the freeways, as well as land use and demographic growth in each county. Interstate travel (I-81 and I-70) accounts for 52% of the VMT in Berkeley County and 50% of the VMT in Washington County. Interstates do not run through Jefferson County.

Since 2000, Berkeley County has experienced a 30% increase in VMT, with nearly 60% of that growth occurring on I-81 in West Virginia. Jefferson County has had the highest VMT growth rate in the region attributed to a steady population and employment growth. In contrast, Washington County has had a relatively low VMT growth rate of 10% over the 15-year period. About 40% of that growth occurred on I-81 and I-70. Figure 4-1 provides the changes in annual VMT for each of the counties in the region.

Figure 4-2 provides 2000-2015 HPMS VMT trends in comparison to population and employment growth over the same time period. As illustrated in the graphs, the historic VMT growth is generally correlated to the growth in population and employment in all three counties. Other factors including the down-turn of the economy and rising fuel costs impacted VMT between 2009 and 2012. Since 2012, significant VMT growth has occurred in Berkeley and Jefferson Counties in West Virginia.

Annual MVMT Growth (2000-2015)

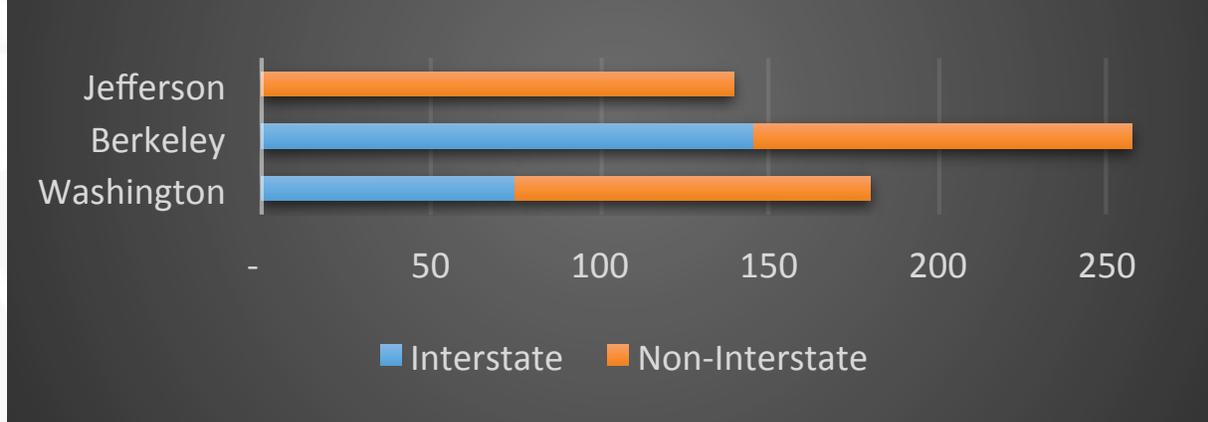


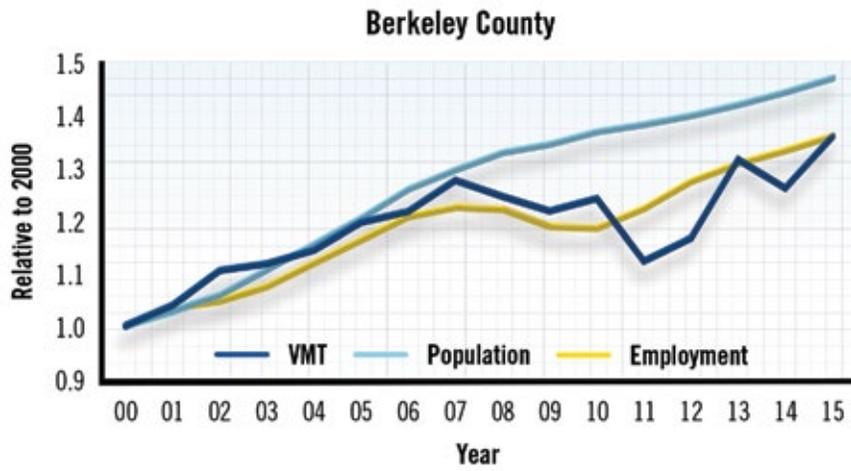
Figure 4-1: Total Millions of Vehicle Miles of Travel (MVMT) Growth by County from 2000-2015

Traffic volume depicts the amount of vehicles using a roadway. Volumes are typically reported as average annual daily traffic (AADT), which represents an average day over the course of a year. The traffic volume map, illustrated by **Figure 4-3**, summarizes the AADT on roadways within the HEPMPO region based on traffic counts conducted by MDOT and WVDOT. As expected, the interstates have the highest traffic volumes among roadways in the region. The entire length of I-81, as well as the majority of I-70, from the Frederick County border to Hancock, has average traffic volumes greater than 50,000 vehicles per day. US 40 in southeast Hagerstown, US 340 in Jefferson County, MD 65 in southern Hagerstown and WV 9 in Berkeley County and Jefferson County, also have high traffic volumes, carrying between 20,000 and 40,000 vehicles per day.

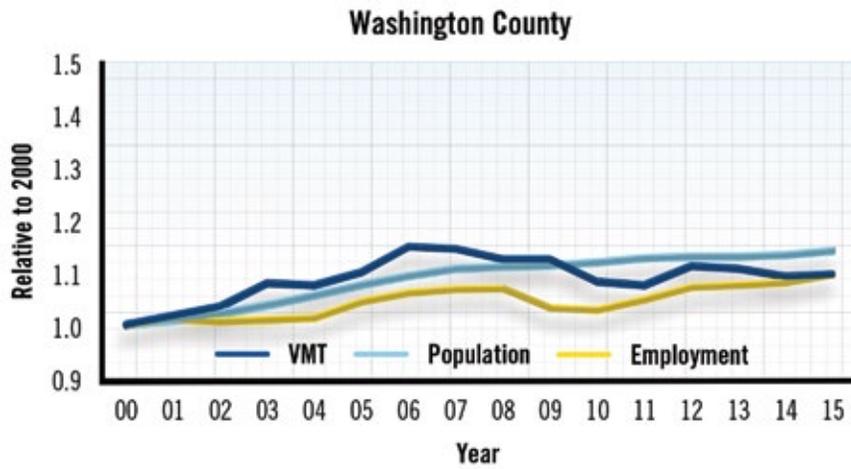
I-81 carries traffic volumes as high as 86,000 vehicles (24,000 trucks) per day in Washington County.

I-81 is one of the east coast's greatest transportation assets, beginning in Dandridge, Tennessee and terminating at the Canadian border at Wellesley Island, New York and is recognized for its ability to move freight north and south in the eastern United States. The interstate's value to the movement of goods was recognized by FHWA when it placed I-81 on the National Highway Freight Network. The HEPMPO will continue to monitor traffic volumes along this corridor of national, regional and local significance. In Maryland, I-81 averages about 71,300 AADT with truck volumes accounting for 27% of all traffic. Portions of I-81 near Halfway Boulevard exceed those numbers. In West Virginia, a continuous weigh traffic count station is located 1.5 miles south of Exit 12. In 2016, the station reported an AADT of just over 55,000 with 22% trucks. These traffic and truck volumes represent a 16% increase over the volumes reported in 2010.

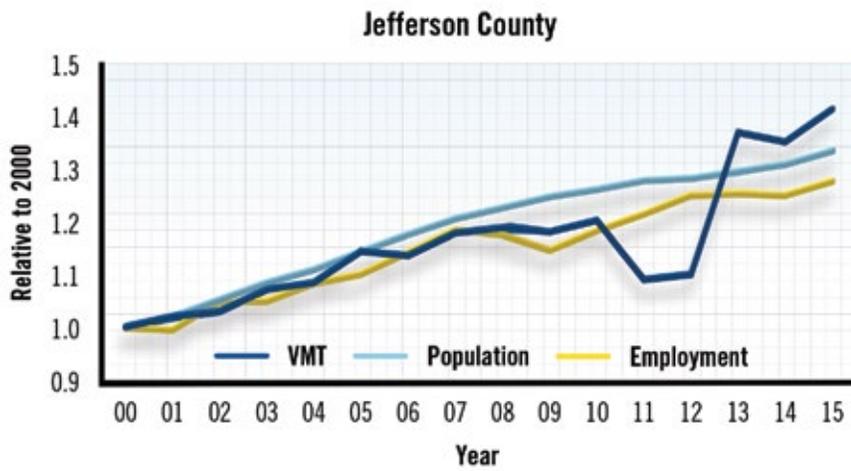
2015 Daily VMT = 5.5 Million



2015 Daily VMT = 3.0 Million



2015 Daily VMT = 1.4 Million



Figures 4-2: County Historic VMT Trends (2000-2015)

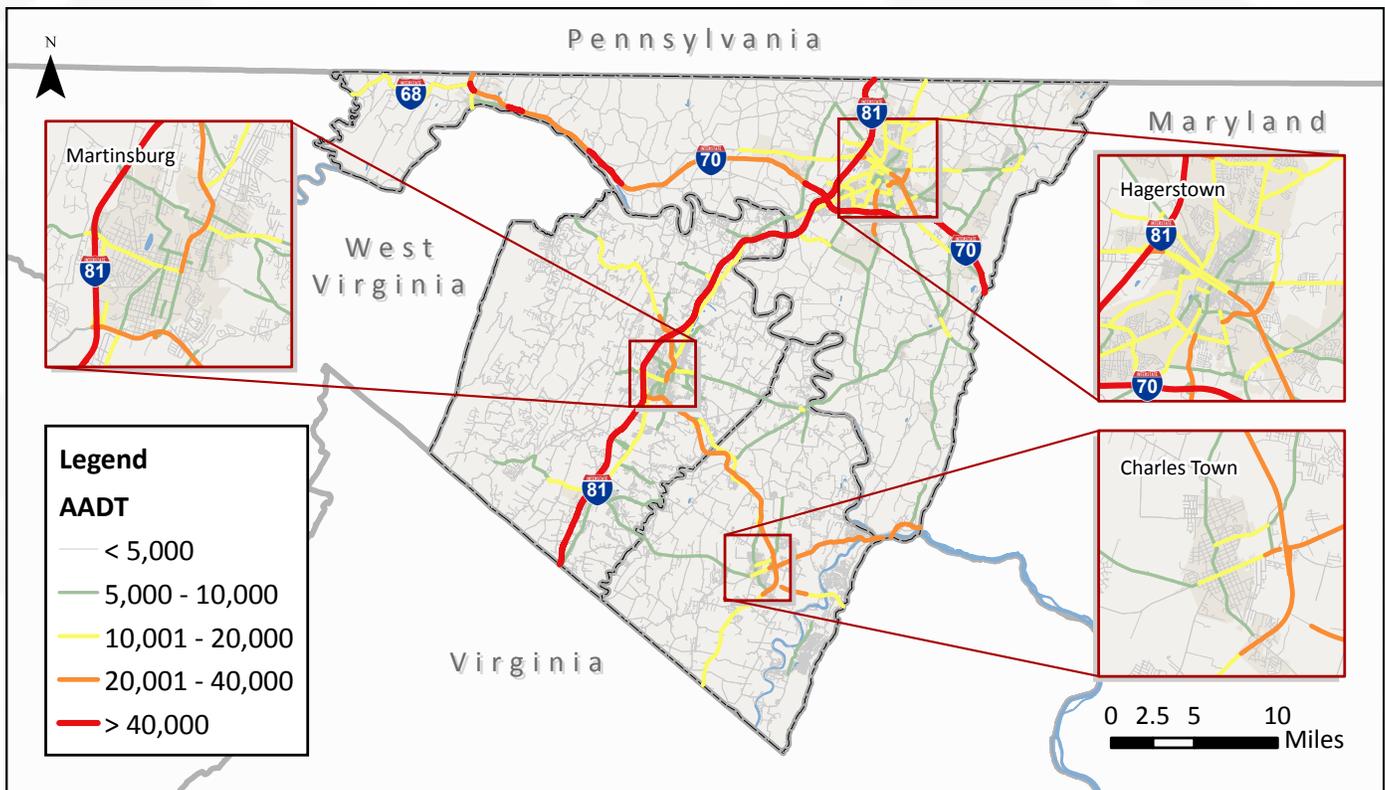


Figure 4-3: 2015 Average Annual Daily Traffic Volumes

TRAVEL ORIGINS AND DESTINATIONS

To support the LRTP and other HEPMPO planning activities, an origin-destination assessment was completed using vehicle location information from StreetLight Data, Inc. StreetLight provides information on vehicle mobility patterns based on global positioning system (GPS) and cellular mobile devices. The data have been used to examine origins and destinations of travelers at HEPMPO border locations and along proposed roadway project locations throughout the region. To date, the data have been used to update the regional travel demand model and to support the evaluation of vehicle diversions related to new alignment projects.

Nearly 50% of the vehicles on the interstates (I-81 and I-70) travel through the region based on available GPS data.

Figure 4-4a and b illustrates the locations where origin and destination assessments have been conducted. For the border locations, the range of pass-through traffic (the portion traveling through the HEPMPO 3-county region) has been categorized. The graphic illustrates that over 50% of the traffic on I-81 is passing through the region. High pass through percentages also exist for I-70 and US 340. **Figure 4-5** provides an example of an origin and destination summary prepared for the addendum report referenced above. Graphical assessments are provided on the key origin and destination zones for vehicles using I-81. In these reports the internal and pass-through percentages refer to the county for which the analysis segment is located.

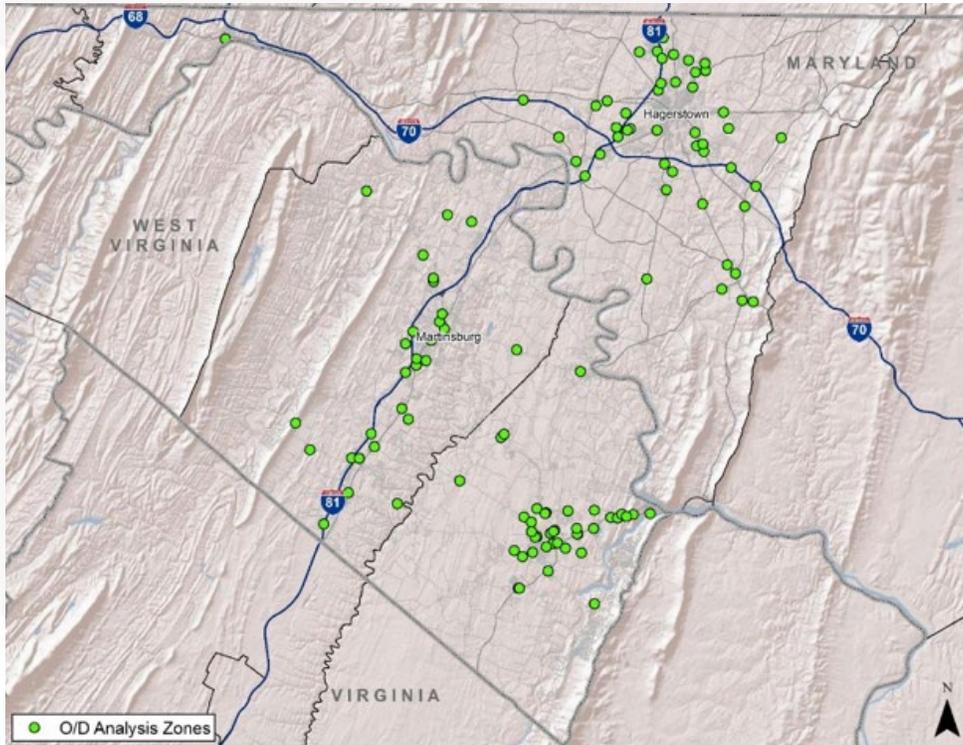


Figure 4-4(a): Locations of Origin Destination Assessment within HEPMPO Region

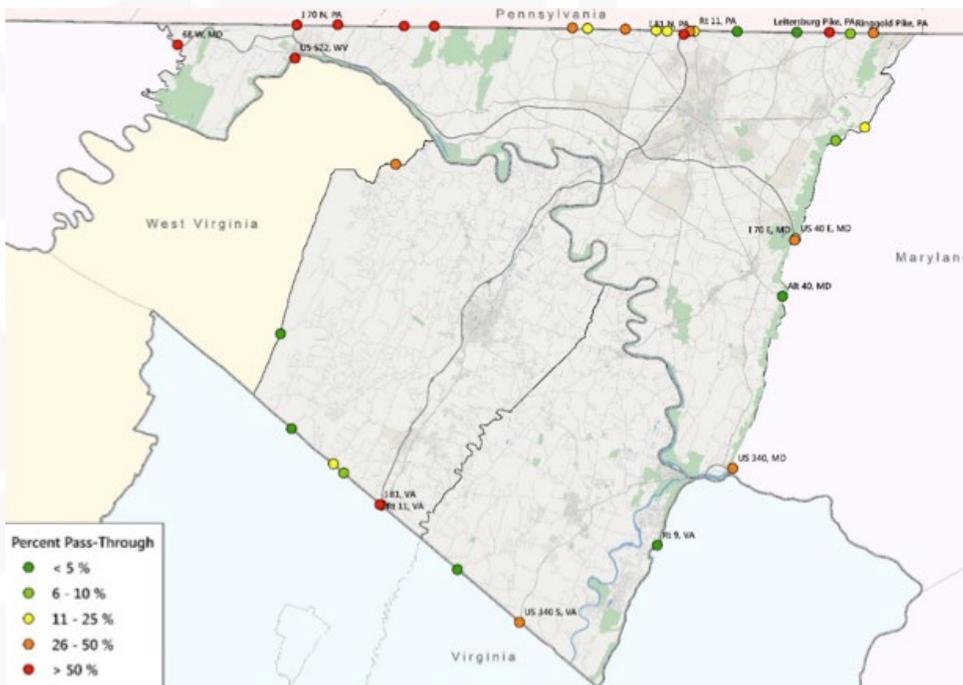
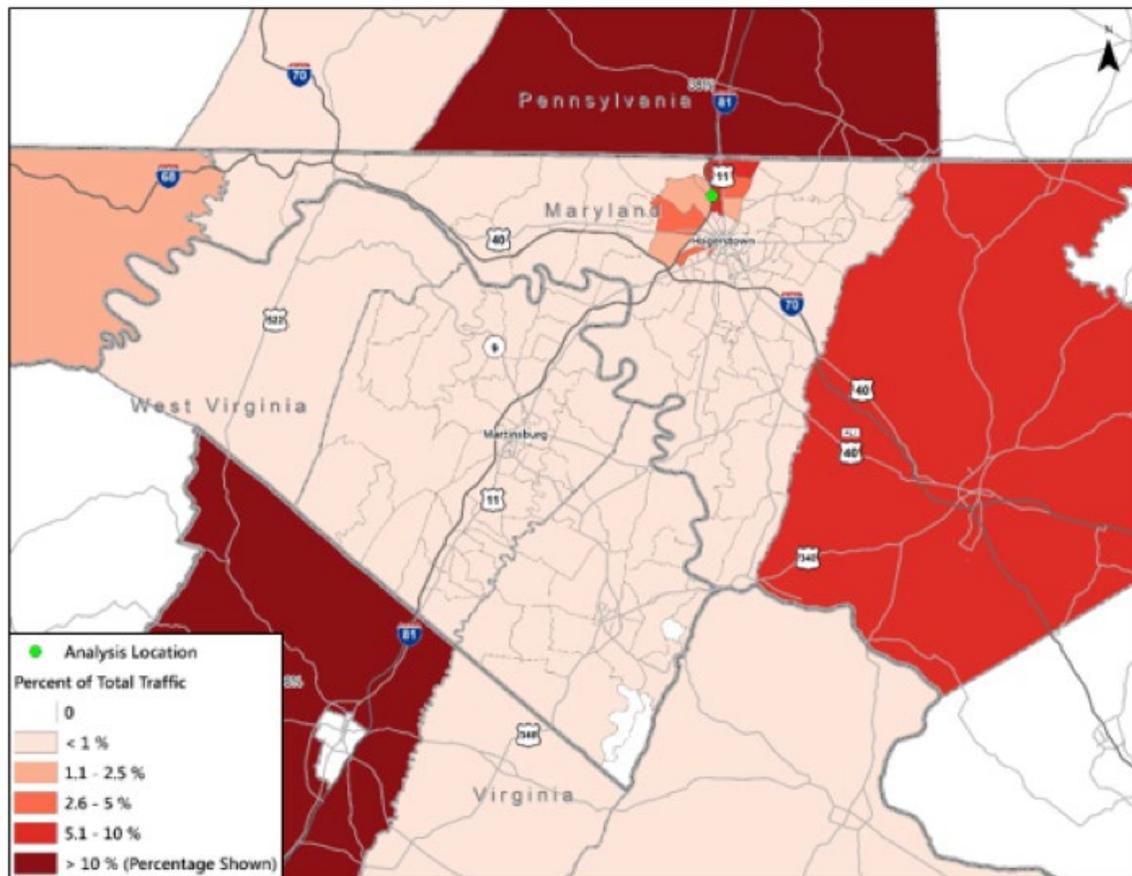


Figure 4-4(b): Border Locations of Origin Destination Assessment



Traffic Type	Percent
Internal	16.0%
Pass-Through	54.1%
Inter-County	29.9%

Traffic Type		Percent
Origin	Destination	
Franklin, PA	Frederick, VA	16.7%
Frederick, VA	Franklin, PA	16.1%
Washington, MD	Washington, MD	16.0%
Franklin, PA	Washington, MD	11.6%
Washington, MD	Franklin, PA	10.9%

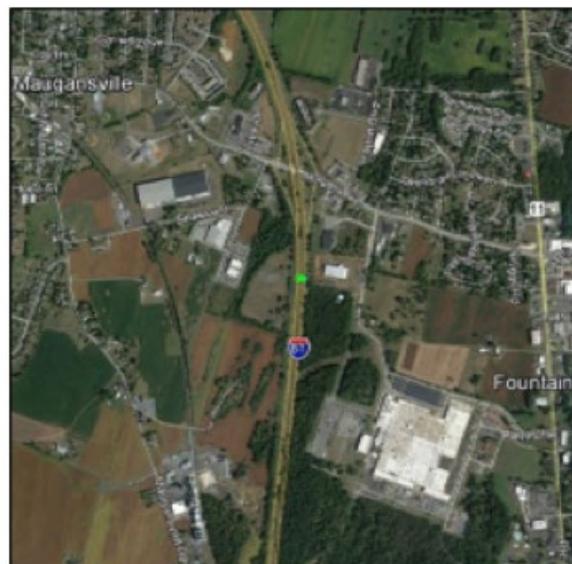


Figure 4-5: Example Origin Destination Assessment at Locations within HEPMPO Region (Interstate 81 – South of Maugans Avenue Interchange)

TRAFFIC CONGESTION

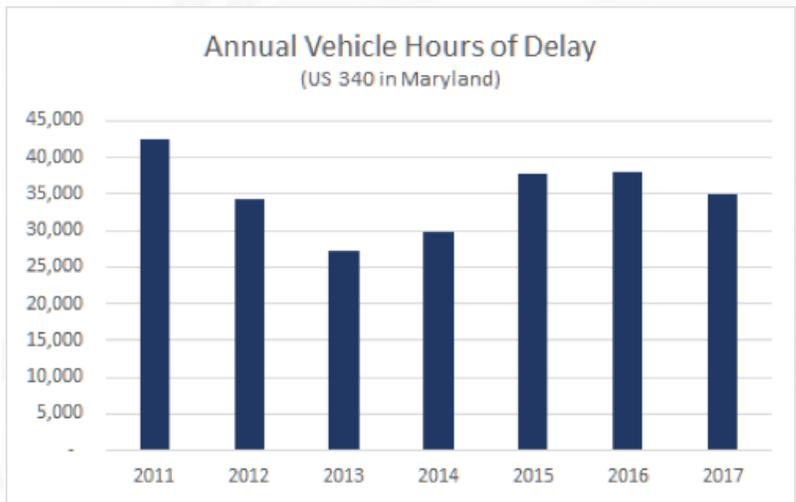
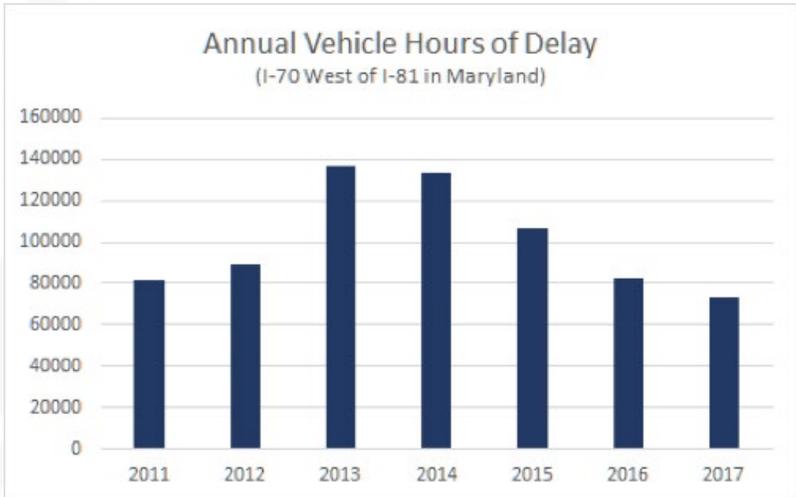
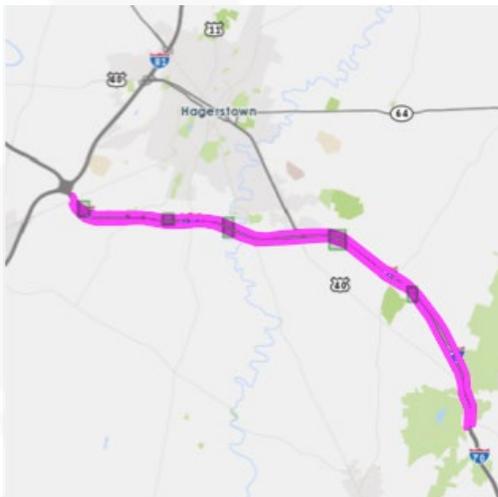
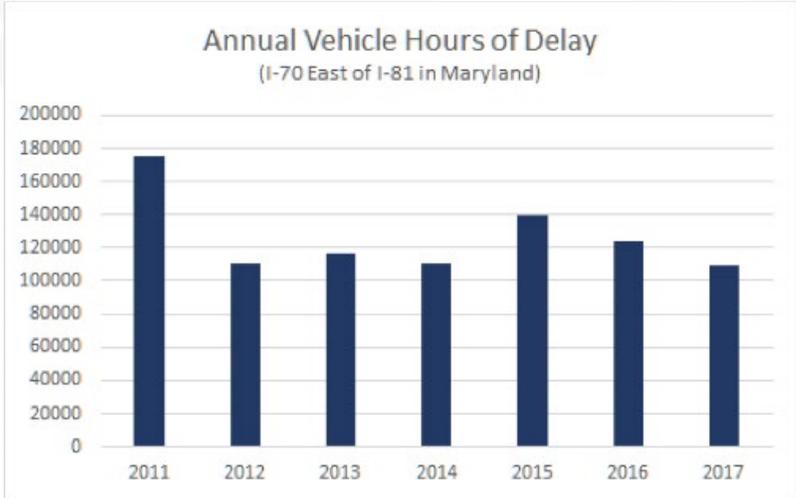
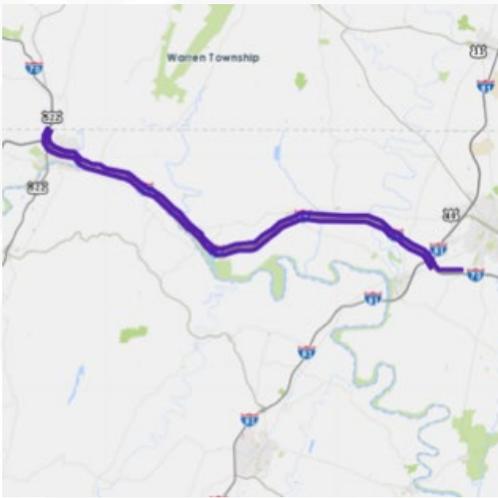
Performance measures for traffic congestion have been prepared for each county and for individual roadway segments within the HEPMPO region. Regional measures are useful for monitoring traffic congestion and progress towards meeting defined targets that will be established in the future by each DOT as part of the MAP-21 and FAST Act requirements. These regional measures including interstate and non-interstate reliability, freight reliability, and peak hour excessive delay are addressed in **Chapter 9**, which focuses on the monitoring of transportation performance. Roadway specific measures are used to assess highway capacity needs within the region, providing important insights for the identification and prioritization of transportation projects.

As used for past planning in the region, GPS travel time data have been acquired and analyzed to identify key areas of traffic congestion. INRIX historical travel time data from 2011 through 2017 are available for download through the University of Maryland's Regional Integrated Transportation Information System (RITIS). The data are available for roads on the National Highway System (NHS). RITIS is an automated data sharing, dissemination, and archiving system that includes many performance measure, dashboard, and visual analytics tools that help agencies measure performance and communicate information between agencies and to the public. Currently, INRIX travel time data for West Virginia is not available within RITIS. **Figures 4-6** summarizes historical delay totals for NHS roadway segments in Washington County using the 2011-2017 INRIX travel times. 2017 annual estimates have been extrapolated from January through November data. The data trends vary by selected roadways but generally indicate higher delay totals over the last four years as compared to the timeframe for the last HEPMPO LRTP.

Historical travel time data is available from multiple sources including INRIX, NPMRDS and TomTom.



Traffic along I-81 in Hagerstown, MD



Figures 4-6: Annual Vehicle Hours of Delay (INRIX) – Washington County Roadways (continued)

I-81 has received a significant amount of attention in the region regarding traffic congestion and safety. However, the INRIX data indicate less delay on I-81 as compared to other regional freeways and roadways, including I-70. A sampling of I-81 daily delay fluctuations is illustrated in **Figure 4-7**. The figure highlights the impacts of recent incidents on traffic congestion along this corridor. This non-recurring delay (e.g. unexpected delay) has a significant impact on traveler perceptions and regional freight movements. The HEPMPO will continue to monitor INRIX delay trends for available roadway segments. In future years, it anticipated that more information will be available for roadways in West Virginia.

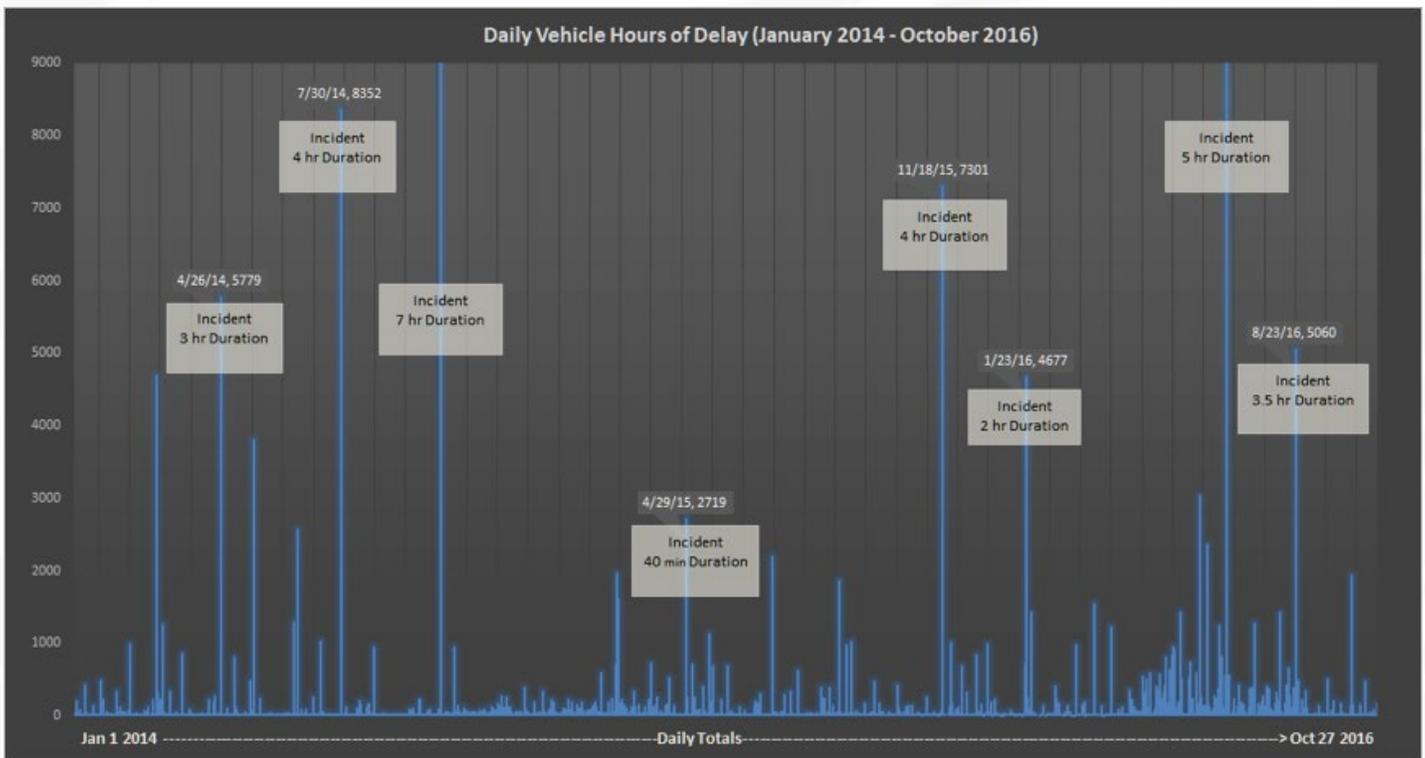


Figure 4-7: Daily Vehicle Hours of Delay on I-81 in Maryland

RITIS also provides access to travel times for the National Performance Management Research Data Set (NPMRDS), which is used to support the calculation of the federal performance measures presented in **Chapter 8**. The latest version of the NPMRDS only includes travel time records for the NHS from February 2017 onward. Thus, there are limited historical data from that source. The dataset includes nationwide NHS coverage; however, the NHS in West Virginia only includes I-81, WV 9 (from Virginia to Morgan County, WV), and US 340.

To supplement the above data sources and to provide a more comprehensive assessment of traffic congestion for NHS and non-NHS roadways for both Maryland and West Virginia counties, the HEPMPO has obtained TomTom GPS average weekday and weekend travel times representing the 2014-2016 time period. The TomTom GPS data has been acquired and processed in a similar manner as used for the last LRTP update, which utilized travel times averaged over the 2010-2012 time period. The data complements the regional analyses by measuring “real travel times,” potentially identifying operational impediments such as deficient intersection capacity or access management issues. The GPS data includes travel times for peak and off-peak conditions within the region.

A travel time index (TTI) was estimated for each roadway segment based on the TomTom data. TTI is estimated by taking the peak period travel time divided by the off-peak (e.g. typically night time) travel time. Typically values of 1.25 (e.g. 25% higher travel times in peak vs. off-peak) or higher represent traffic congestion. **Figure 4-7** provides summary maps illustrating congested TTI values across the region. The values from the latest data set (2014-2016) were compared to that acquired for the previous L RTP (2010-2012).

Travel Time Index (TTI) values have been calculated from TomTom GPS data to illustrate congested roadways in the region.

The TomTom data provided insights into the locations of existing traffic congestion and approximate levels of vehicle queuing. The TTI data were used to evaluate recommendations for new transportation improvements and were directly utilized within the project prioritization process. Projects that addressed locations of high traffic congestion (e.g. higher TTI index) received higher values for that project scoring component.

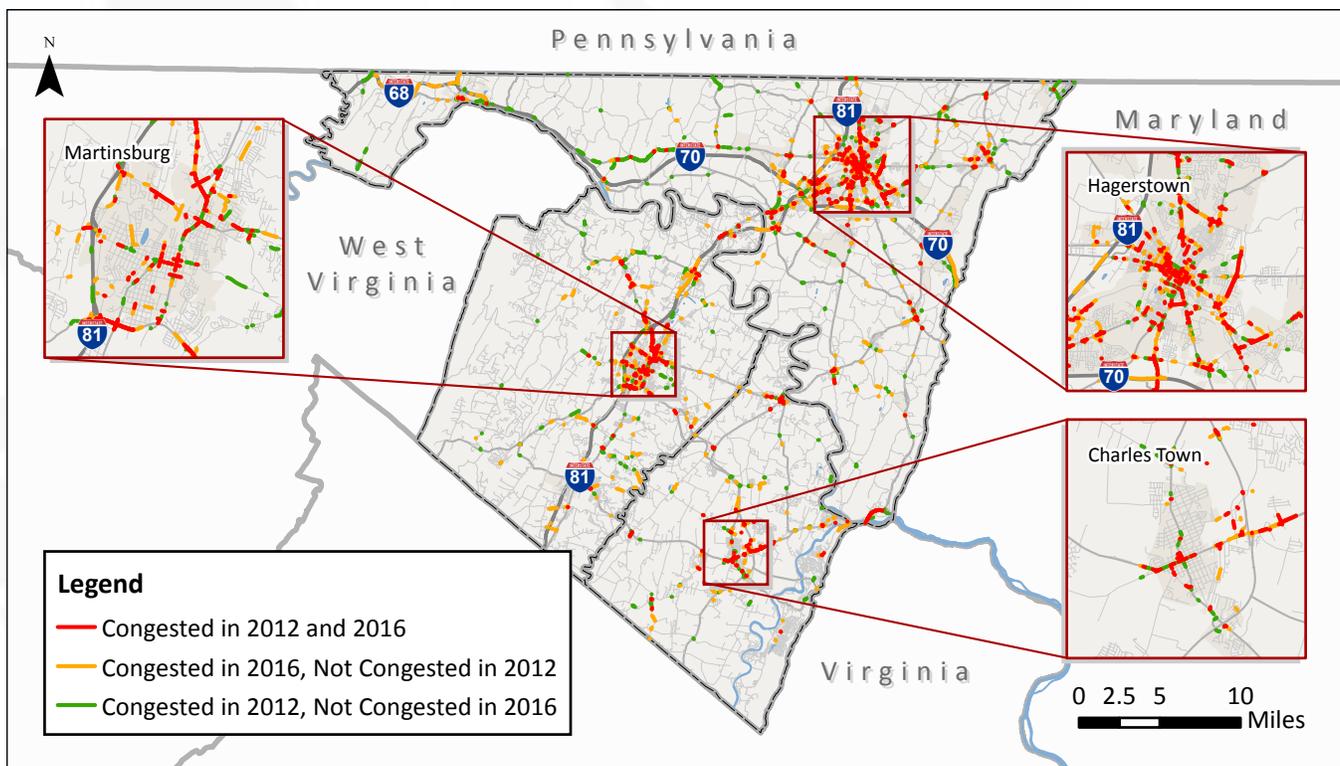


Figure 4-8: Travel Time Index (TTI) Assessment for Region

Table 4-1 summarizes key locations of existing congestion from the analysis of the GPS data. The data corroborate many of the public and stakeholder comments on transportation needs within the region.

Table 4-1: Key Locations of Existing Traffic Congestion for Region

County	Facility	From	To
Washington	I-70	Exit 32 (US 40)	I-81
	I-81	Exit 9	I-70
	Eastern Boulevard	US 40	North of MD 64
	US 11	Prospect Street	Maugans Avenue
	Maugans Avenue	I-81	US 11
	Northern Avenue	US 11	MD 60
	Edgewood/Robinwood Drive	US 40	MD 64
	MD 65	Oak Ridge Drive	Poffenberger Road
Berkeley	I-81	Exit 8	Exit 12
	WV 45 (Apple Harvest)	I-81	Queen Street
	WV 9	Hedgesville	WV 45
	Spring Mills Road	I-81	US 11
	US 11	South of Inwood	North of WV 51
Jefferson	US 340	Harpers Ferry Bridge	WV 9
	WV 45	Mill Street	Potomac Farms Drive
	WV 51	Co Route 13	WV 9



PUBLIC INPUT ON TRAFFIC NEEDS

A web-based public outreach effort was conducted during the plan development. Through an interactive website, users provided input and spatial comments on transportation needs throughout the region as illustrated in **Figure 4-9**. Many of these needs were combined with available GPS data and other stakeholder input to identify a financially un-constrained project list. Key locations noted for highway improvement projects included US340, I-81 & I-70, WV 51 at Inwood, WV 9 in Hedgesville, MD 65 South of Hagerstown, and Exit 12 in Martinsburg.

Public outreach included the collection of specific highway needs and recommended improvement locations.

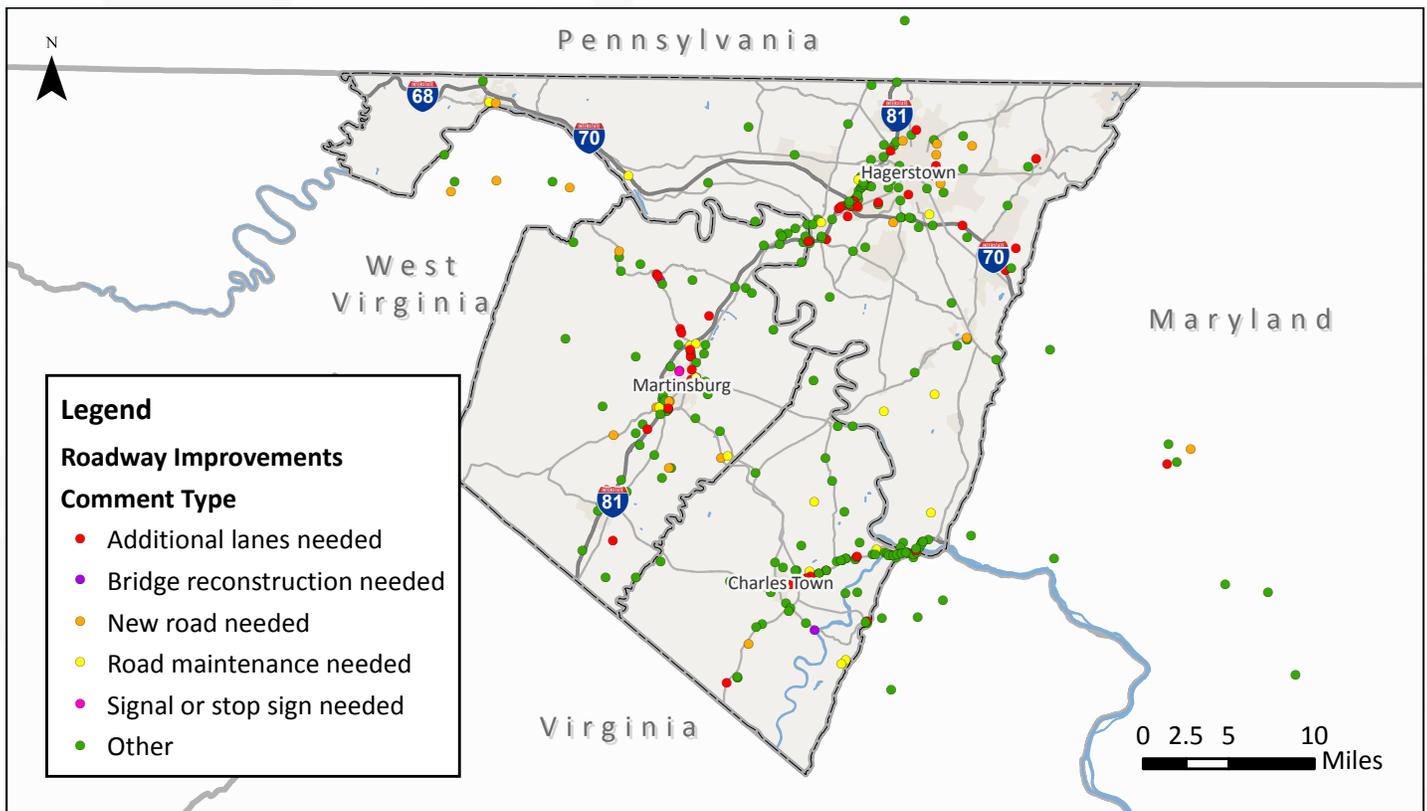


Figure 4-9: Public Spatial Comments Received During L RTP Web-based Outreach

TRAFFIC FORECASTS

HEPMPO's regional travel demand model provides estimates of future traffic growth related to the socioeconomic (household and employment) forecasts presented in **Chapter 2**. The growth of vehicle trips by defined traffic analysis zones was used as quantitative criteria to prioritize transportation projects. The travel model was also used to evaluate and test the impacts of identified transportation projects (both as a group and individually) on vehicle miles of travel and travel delay. These model results were integrated into project prioritization and a summary on the plan performance as documented in **Chapter 9**.

The regional travel demand model provides relationships between households, employment and travel; estimates diversions related to transportation investments including new roadway construction and capacity-enhancing projects; and, estimates the impact of congestion on regional trip making behavior and route choices.

The regional travel model provides data to support project prioritization and to evaluate plan performance.

It is important to note that the travel modeling process is a “planning-level” assessment. Although individual links of the highway network are analyzed, the travel model does not explicitly model every intersection or specific details regarding intersection control, such as traffic signals and their timing. The model is a traditional three-step process incorporating trip generation, trip distribution, and traffic assignment. Trips are generated across nearly 500 traffic analysis zones (TAZs) and are loaded onto the roadway network using generalized links that represent the local roadway system.

The regional travel model was originally developed for the 2005 LRTP and encompasses Washington County in Maryland, as well as Jefferson and Berkeley Counties in West Virginia. The HEPMPO has maintained and upgraded the travel model to expand its ability to address regional and county-level studies. For this LRTP, the regional model has been updated to include new validation statistics based on recent traffic count data, an enhanced network and zone structure, the development of 2015 base year data inputs; and the integration of Streetlight GPS data on external origins and destinations. In addition, forecasts of households and employment have been allocated to the travel model zone structure within each county using the latest information from county planning and economic development staff. A description of these updates is provided in a separate model validation document at [the HEPMPO website](#).

Figure 4-10 illustrates the travel model forecast growth trends for trips and roadway traffic volumes. The results are presented assuming only the inclusion of existing-plus-committed (E+C) projects with funds committed for construction. Analyzing the E+C roadway network depicts the worst-case scenario utilizing 2045 projected land use to forecast the deficiencies that would result if no additional projects were constructed beyond those currently committed. Some of the future congested corridors locations are summarized in **Table 4-2**.



Figure 4-10: Forecasted Zonal Trip and Roadway Traffic Volume Growth (2015-2045)

Table 4-2: Key Locations of Traffic Volume and Delay Growth for Region

County	Facility	From	To
Washington	I-70	Frederick County	I-81
	US 40	I-81	Hagerstown
	Eastern Boulevard	US 40	North of MD 64
Berkeley	I-81	Exit 8	Exit 12
	WV 51 (Inwood)	I-81	US 11
	WV 9	Hedgesville	WV 45
	US 11	Falling Waters	Hainesville
Jefferson	US 340	Harpers Ferry Bridge	WV 9
	WV 9	US 340	Virginia
	WV 51	Co Route 13	WV 9

HIGHWAY PAVEMENT AND BRIDGE MANAGEMENT

Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets. These assets include the roadway pavement and bridges. The management process for maintaining the highway assets includes a structured sequence of maintenance, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

On October 24, 2016 (effective October 2, 2017) the USDOT issued a final rule (FR 81 73196) to address the new requirements established by MAP-21. The rule includes the following requirements:

- Requires states to develop and implement risk-based asset management plans for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system.
- Requires FHWA to establish minimum standards for states to use in developing and operating bridge and pavement management systems.
- Mandates periodic evaluations to determine if reasonable alternatives exist to roads, highways, or bridges that repeatedly require repair and reconstruction activities.

The rule establishes requirements applicable to states in each of these areas. The rule also reflects the passage of the FAST Act, which added provisions on critical infrastructure to the asset management requirements. The USDOT finalized additional rulemaking on January 18, 2017 (FR 82 5886) to establish performance measures for state DOTs to use to assess the condition of pavements and bridges on the NHS. These performance measures are discussed in more detail in **Chapter 8**.

State DOTs are in the process of developing asset management plans and performance measure targets for pavement and bridge conditions.

The asset management plans and performance measures will be developed and implemented by the state DOT. Within the HEPMPO region, the majority of the system mileage addressed through the regional transportation plan is under the jurisdiction of MDOT and WVDOT. Management plans will include strategies that lead to a program of projects that would make progress toward achievement of state targets for asset condition and performance of the NHS. States must address pavements and bridges but are encouraged to include all infrastructure assets within the highway right-of-way in their risk-based asset management plan. To date, neither the WVDOT or MDOT have finalized asset management plans. HEPMPO will continue to monitor these efforts and upon their completion work to:

- Incorporate state DOT asset management goals, practices, and objectives into the MPO planning process.
- Include condition monitoring reporting and data into the HEPMPO's long range transportation plan.
- Coordinate with state DOTs on asset management needs and targets.
- Identify long-range asset investment needs to meet asset condition targets.
- Support project selection and investment policies that support asset management.
- Educate the public and MPO board members on asset management and needs.

The planning process always emphasized close coordination between state DOTs, MPOs, and transit providers. However, the management of major asset conditions, such as Interstate or NHS roads and bridges, was often assumed to be the purview of the DOT. The MPO focused heavily on capacity planning, local projects, conformity, land use and other issues. Now, MAP-21 requires that states, MPOs, and transit providers cooperate to set and achieve asset management targets. The target levels that states, MPOs, and transit agencies set will influence how much investment is needed to achieve them. Also, the project-selection decisions will often determine if the condition targets are met. It is likely that asset management and the MAP-21 performance targets will lead to even greater coordination over the complex tasks of setting asset targets, collecting inventory data, and planning for long-term investments.

PAVEMENT MANAGEMENT

MDOT and WVDOT each maintain a Pavement Management System (PMS) to collect and report pavement condition data on all paved interstates, U.S. highways, state highways, and county signed routes. These systems provide information necessary for planning, cost estimation, prioritization, budgeting, and programming for the appropriate maintenance activities. Both MDOT and WVDOT are reviewing and updating their management processes to address MAP-21 requirements. Each state currently uses the International Roughness Index (IRI) to measure pavement quality. IRI is a measure of ride comfort and includes data on pavement rutting, faulting, and cracking. Data are collected with GPS controls, which allow direct measurement of the roadway and roadside features. Both states are working to establish and update performance measures and targets related to pavement condition.

Figure 4-11 illustrates pavement condition ratings in the 3-county HEPMPO region. The information is based on 2017 pavement management system data provided by each DOT in the region. The rating categories of “Good”, “Fair” and “Poor” are based on a national system using the roadway IRI ratings. At this time, neither the WVDOT or MDOT has established specific targets for MPOs. MDOT’s State Highway Administration (SHA) is currently working to develop 10-year pavement targets for the federal pavement performance measures as part of the asset management plan. The HEPMPO will continue to work with both state DOTs in developing these measures and will integrate the base year reporting and targets into future plan updates.

Pavement ratings and bridge conditions for the region are provided. HEPMPO will continue to monitor conditions and enhance reporting as new DOT reports and plans are produced.

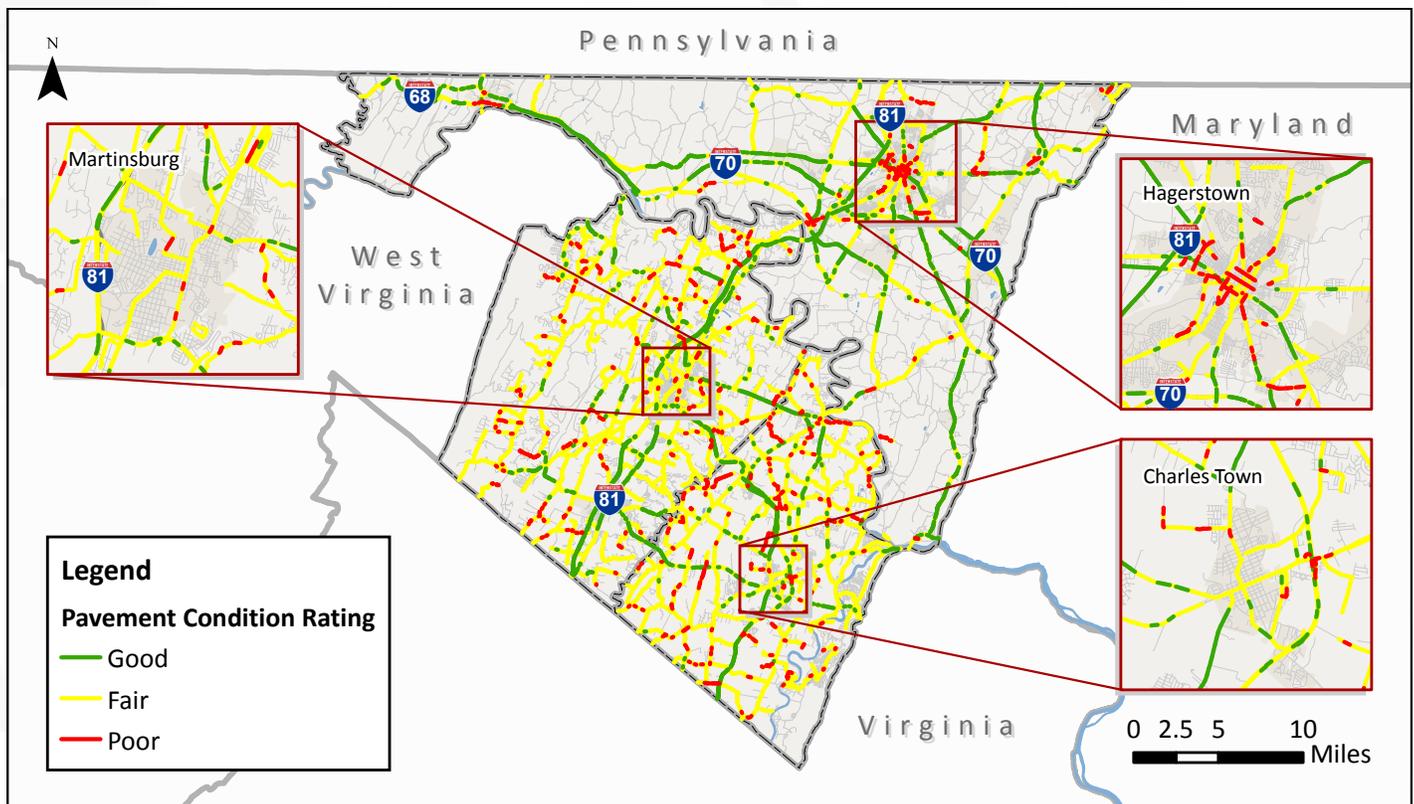


Figure 4-11: Pavement Condition Ratings in HEPMPO Region

BRIDGE MANAGEMENT

Agencies throughout the country are facing challenges related to the management of bridges and the escalating maintenance requirements of such large infrastructure assets. There are approximately 409 bridges throughout the tri-county HEPMPO region. **Table 4-3** highlights the number of structurally deficient bridges. The source for Maryland numbers was provided by MDOT. West Virginia bridge numbers were determined from the 2017 National Transportation Atlas Database. Both MDOT and WVDOT maintain a system to manage bridges throughout their design, construction, operation and maintenance. The major tasks in bridge management include collection of inventory data, inspection, assessment of condition and strength, repair, strengthening or replacement of components, and prioritization of funds.

MDOT has recently established 10-year targets for the federal bridge performance measures which includes the percent of NHS bridge deck area in good and poor conditions. These targets, when finalized, will be included in the asset management plan. The WVDOT has not established specific targets at this time.

Table 4-3: Bridges in the HEPMPO Region

County	Total Bridges	Structurally-Deficient Bridges
Washington	265	6
Berkley	106	15
Jefferson	38	6



Maryland and West Virginia are working to establish performance measures and targets related to pavement condition.

The structurally deficient rating is the key performance measure used to initiate the rehabilitation or replacement process and to assist in prioritizing and recommending system preservation funding. The rating applies to three main elements of a bridge: 1) deck (riding surface); 2) superstructure (main supporting element of the deck); and 3) substructure (supports to hold up the superstructure and deck). These elements are rated on a scale from zero (closed to traffic) to nine (relatively new). If any of the three elements are rated as a four or less, the bridge is categorized as structurally deficient by federal standards. This does not mean that the bridge is unsafe; if a bridge becomes unsafe, it is closed. The agencies place a high priority on bridge programs, as impassable bridges can cause significant rerouting of traffic and congestion delay. Moreover, in rural areas, closed bridges can create significantly longer travel distances for rural communities' daily activities and commutes.

Figure 4-12 illustrates bridges that have been identified as structurally deficient within the HEPMPO region. Similar to **Table 4-3**, this data was obtained from MDOT and the 2017 National Transportation Atlas Database representing past information submitted to FHWA. **Table 4-4** provides additional information on Washington County's local bridge conditions. These more detailed reports are currently not available for the counties in West Virginia. It is anticipated that more extensive information will be available for future HEPMPO LRTP updates after completion of each state's asset management plan.

Within each state, regional bridge condition data are collected and used with other data from local districts to review and prepare the bridge portion of the annual DOT work program. The candidate projects identified are included in the Transportation Improvement Program (TIP). Similar to pavement management, the bridge management systems in each state are undergoing enhancements to address MAP-21 requirements. The WVDOT is in the process of adding bridge element level inspection data to the condition data. After several years of collecting the data, the WVDOH plans to begin adding the use of sophisticated bridge management software components to the work process to help determine candidate bridges for funding. The WVDOT has continued to track performance measures on the number of deficient bridges and has established goals to decrease the percentage of deck area on deficient bridges on the NHS in West Virginia. In Maryland, MDOT continues an aggressive bridge maintenance and rehabilitation program which keeps construction crews working full time, year-round. They have also addressed bridges that were deficient and minimized the number of bridges that may become deficient, created plans to replace deficient structures that cannot be corrected by remedial work, and efficiently utilized all bridge funding received in a timely manner.



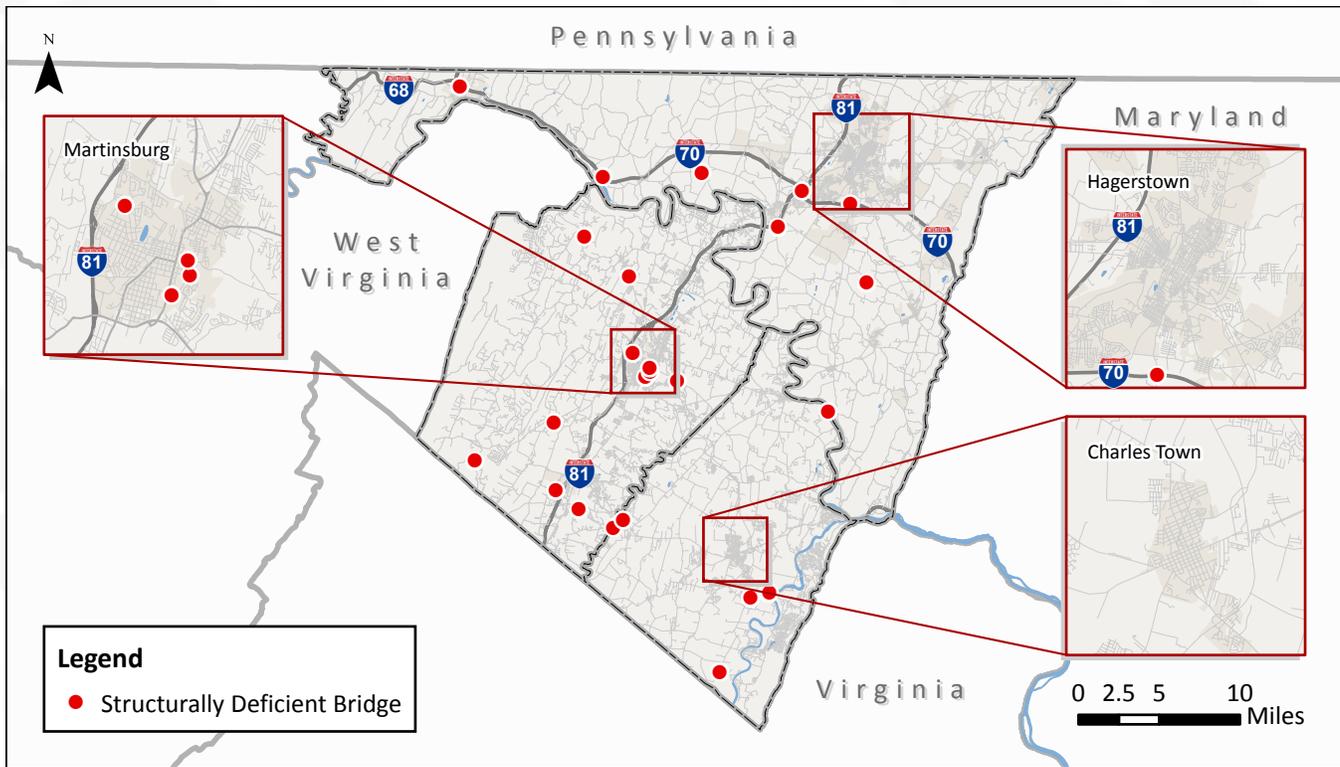


Figure 4-12: Structurally Deficient Bridges in the HEPMPO Region

Table 4-4: Washington County Local Bridge Report

2016 LOCAL GOVERNMENT BRIDGE PROGRAM

Washington County

	County Owned Bridges				SHA Owned Bridges
	2013	2014	2015	2016	2016
Total Number of Bridges	106	106	106	106	180
Total Number of SD Bridges	12	10	12	13	7
% SD Bridges	11%	9%	11%	12%	4%
Total Number of FO Bridges	35	35	36	36	26
% FO Bridges	33%	33%	34%	33%	14%

Washington County has 5 bridges in the design or construction stage using federal funds. There may be other bridges in design or construction using 100% local funds.

Statewide

2016 Local Government Owned Bridges		2016 SHA Owned Bridges	
Total Bridges	2361	Total Bridges	2567
Structurally Deficient	224	Structurally Deficient	67
% SD Bridges	9%	% SD Bridges	3%
Functionally Obsolete	516	Functionally Obsolete	352
% FO Bridges	22%	% FO Bridges	14%

Note: All data is based on April 2016 submittal to FHWA



CHAPTER FIVE MULTIMODAL PLANNING

The regional transportation network is not only comprised of highways but also other types of infrastructure serving a variety of transportation modes and services. Within the HEPMPO region, there has been an increased emphasis in active transportation, with a focus on bicycle and pedestrian safety, mobility, and connectivity. Although freight includes use of our region's highways, it also includes important rail and aviation services that connect to freight companies that provide important economic benefits to our region and country. Understanding our freight systems' needs is an important component of multimodal planning and has received increased emphasis from our transportation funding bills. Transit services remain critical for connecting people to jobs and other destinations, especially for those who do not own cars. This chapter discusses multimodal aspects within the following sections.

ACTIVE TRANSPORTATION

“Active transportation” is a means of getting around that is powered by human energy, primarily walking and bicycling. Often called “non-motorized transportation,” many prefer the term “active transportation” since it is a more positive statement that expresses the key connection between healthy, active living and our transportation choices. This section summarizes some of the recent bicycle & pedestrian initiatives in the HEPMPO region. HEPMPO's [Regional Bicycle Plan \(2016\)](#) provides additional detail on bicycle needs, recommended projects, and implementation steps. As such, the regional bicycle plan is an important component of **Direction 2045**.

REGIONAL BICYCLE PLAN SUMMARY

The HEPMPO, along with partner organizations, state and local governments, community members and consultants, developed the [Regional Bicycle Plan](#) to outline bicycle needs and priorities for the region, which includes a regional network map. The plan identifies mobility and safety needs, evaluates existing conditions, recommends specific improvements for key linkages, and highlights anticipated costs and potential implementation funding sources. The Regional Bicycle Plan included six key goals:

1. Promote bicycling as a healthy transportation alternative
2. Leverage the economic benefits generated by cycling
3. Plan and design with all users in mind
4. Expand the bicycle network and enhance connectivity
5. Enhance bicycle safety
6. Implement the plan and explore funding opportunities



The Western Maryland Rail Trail offers opportunities for cyclists of all abilities.

The Regional Bicycle Plan recommends a variety of infrastructure, signage, and policy-oriented improvements to help create a safer, healthier bicycle environment. These include designated bike lanes, signage to increase motorists' awareness of cyclists, paths for cyclists of all skill levels, and events, such as "open streets" days where a roadway is temporarily closed to car traffic, giving locals a fun opportunity to bike, walk, skate, and play.

BICYCLE FRIENDLY STATES AND COMMUNITIES

The League of American Bicyclists began its Bicycle Friendly State program in 2008 to better understand state efforts related to bicycling and provide a comparative framework that allows states to easily identify areas of improvement. In 2017, the League ranked Maryland as the 11th most bicycle friendly state in the country, down from 7th in 2014. While Maryland ranked in the top-20 in Infrastructure & Funding (11), Legislation & Enforcement (20), Policies & Programs (10), and Evaluation & Planning (12), it scored low in Education & Encouragement (40). Meanwhile, the League considers West Virginia the 37th most bicycle friendly state, an improvement from 2014 where the state ranked 44th. West Virginia ranked in the top-30 in Infrastructure & Funding (22) and Legislation & Enforcement (29), but scored low in Policies & Programs (42), Evaluation & Planning (42), and last in Education & Encouragement (50).

The League also evaluates communities and Hagerstown is one of only seven jurisdictions in Maryland and West Virginia with "Bicycle Friendly Community" status (Bronze). While the rankings are not perfect indicators of bike friendliness, they help identify areas for improvement, many of which are being addressed throughout the HEPMPO region.

RECENT ACTIVE TRANSPORTATION INITIATIVES IN THE HEPMPO

U.S. Bicycle Route 11 was recently signed in Maryland and the WVDOT is also evaluating signage for the bicycle route. The Town of Williamsport was recently awarded \$200,000 in state grant funding (Maryland Bikeways Program) to designate a bicycle lane on Conococheague Street. The project will be implemented as part of a resurfacing effort and will include striping and bicycle route signage. In addition, the Town recently received \$983,000 through a Federal Lands Access Program (FLAP) grant, which will fund resurfacing and sidewalk improvements and ultimately improve accessibility and connectivity to/from the C&O Canal National Historical Park. A \$800,000 FLAP grant was also awarded to Harpers Ferry and Ranson to help construct a shared-use path between the two communities.

The City of Hagerstown recently installed bike racks, signage, and pavement markings along the Hub City Bike Loop. The signage and pavement markings, reflecting the route's new insignia (photo below), will help cyclists follow the loop while alerting motorists of the presence of cyclists. In addition, the City recently received FY 2017 and FY 2018 funding from the Maryland Bikeways program, which will help the City implement several of its [Bicycle Master Plan \(2016\)](#) projects (**Table 5-1**).

Table 5-1: Maryland Bikeways Grants (FY 2017 and FY 2018) for the City of Hagerstown

FY 2017 Maryland Bikeways Grant	FY 2018 Maryland Bikeways Grant
P16 – Northern Avenue – Road Diet Study	P22 – Antietam Street – Sharrows
P17 – Oak Hill Avenue – Bike Lanes	P04 – Nottingham Road – Sharrows
P21 – Mulberry Street – Bike Lane	P15 – Pennsylvania Avenue – Sharrows
P28 – South Potomac Street – Proposed Sharrows	P24 – Lee Street – Sharrows
P29 – Fairgrounds Park – Bike Lane	P18 – Potomac Avenue – Bike Lanes
P30 – Security Road – Bike Lanes	Bike racks / stormdrain replacement at requested locations
P31 – Pangborn Boulevard – Sharrows	
P33 – Frederick Street – Bike Lanes	

In addition, the City was awarded FY 2018 funds to acquire and install bicycle racks or replace stormdrains at requested locations

As discussed in the Direction 2045 Safety section, the HEPMPO and the City of Hagerstown (Planning and Law Enforcement) recently evaluated crashes involving cyclists from January 2015 to September 2017. There were 33 crashes during the period, which were responsible for 1 fatality, 7 major injuries, and 25 minor injuries. The analysis provided several detailed findings:

- 14 crashes included cyclists who were 7-18 years old
- Cyclists were found to be at fault in 14 of the 33 crashes
- Cyclists were only wearing a helmet in 2 of the 33 crashes
- 4 crashes occurred in bike lane; 2 were caused by cars turning into bikes



The new Hub City Bike Loop signage and pavement markings

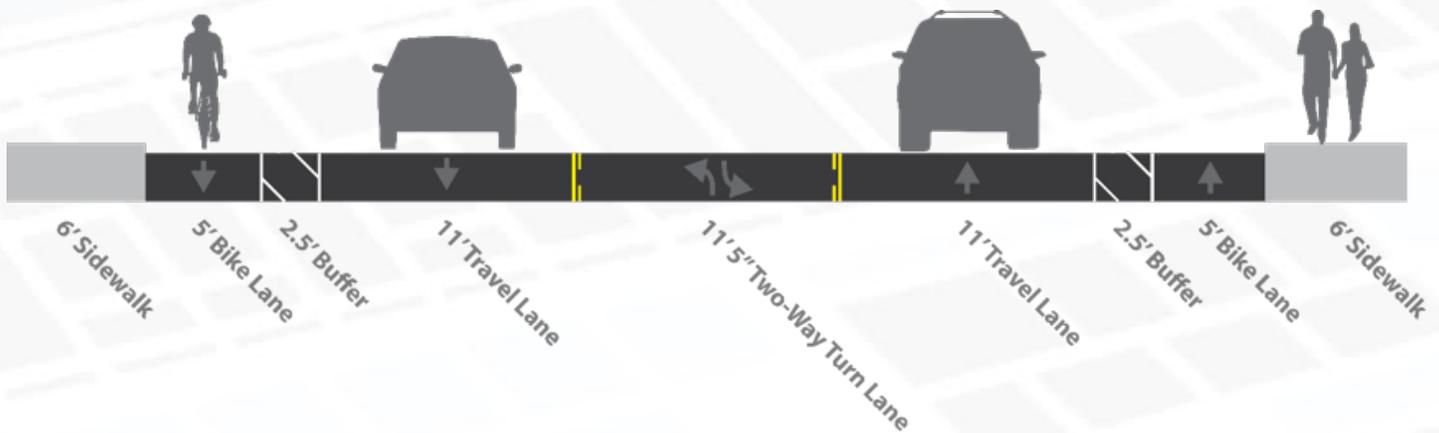
The crash analysis highlights that cyclists are involved in approximately one vehicle crash per month in the City and that cyclists are at fault in nearly half of the crashes. As discussed in the Regional Bicycle Plan, bicycle education and encouragement can go a long way in helping to teach cyclists about their responsibilities as a roadway user. In addition, outreach and engagement can offer potentially life-saving tips about bicycle safety and may include giveaways, such as free helmets and/or bike lights. A recent outreach success story in Ranson, West Virginia is highlighted below.

In September 2017, students gathered at Ranson Elementary School in Jefferson County for an educational bicycle course, known as a “Bike Rodeo.” Helmets were given to attending students (courtesy of WVU Medicine Jefferson Medical Center) and the Ranson Police Department educated attendees on cycling safety and responsibilities, while also providing bicycle safety checks. Community events, like Bike Rodeos and “open street” days (where a street is closed to motorized traffic), help educate the community about safe cycling, while helping our youth build confidence in riding their bicycles.



*The Bike Rodeo at Ranson Elementary provided free helmets to students and provided instruction on safe cycling.
Source: WEPM*

Infrastructure, like education, can help improve bicycle and pedestrian safety and mobility. For example, the City of Ranson’s recent streetscaping enhancements to Fairfax Boulevard help calm traffic, reduce vehicular speeds, shorten pedestrian crossings, and reduce stormwater runoff through green infrastructure (landscaping, street trees). Similarly, the proposed streetscape and traffic calming improvements on Fifth Avenue in Ranson aim to reduce vehicular speeds, extend and connect sidewalks, and shorten pedestrian crossings. Further east on Fifth Avenue, the HEPMPO, the City, and WVDOH are exploring a “road diet” alternative, which typically involves removing travel lanes from a roadway and repurposing that space for other uses and travel modes. The “road diet”, if determined to be feasible, could improve active transportation mobility and safety along the corridor.



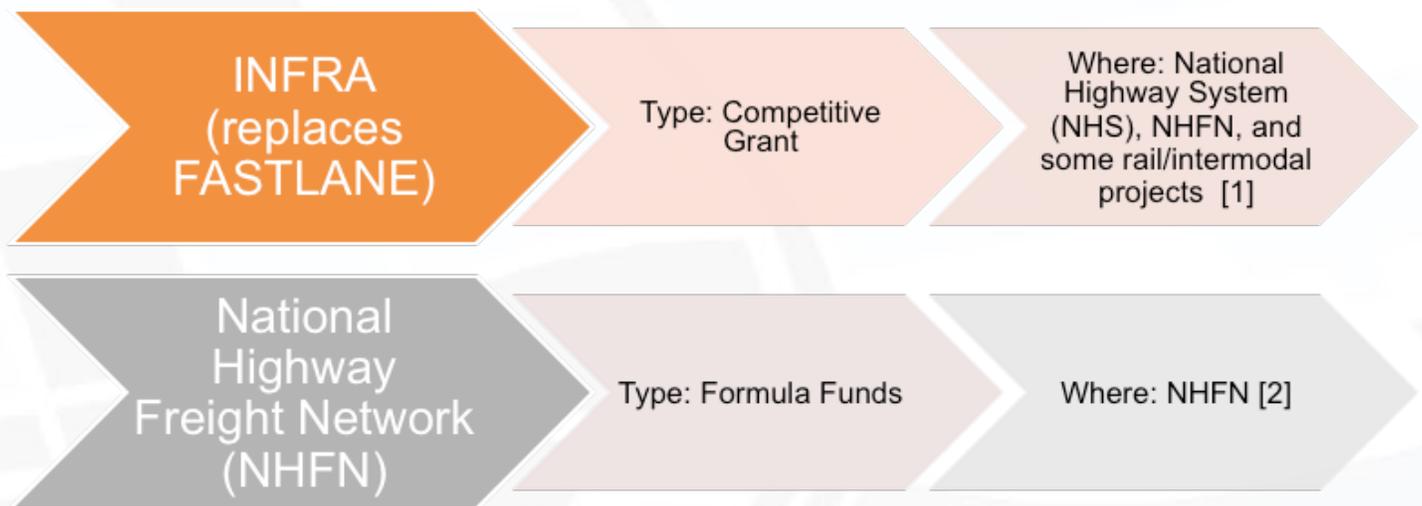
Proposed “Road Diet” cross section of Fifth Avenue in Ranson (above). Source: HEPMPO Regional Bicycle Plan

REGIONAL FREIGHT PROFILE

Freight is a contributor to the local economy of the HEPMPO region with truck traffic comprising a significant percentage of vehicles on area roadways. A reliable transportation network is necessary for the free flow movement of goods and services within and through the region. Within the HEPMPO region, the main highway corridors for freight movement are: I-81, I-70, US 340, US 40, US 11 and WV 9. There are nearly 19,000 daily trucks on I-81 in Martinsburg (Station 028437), representing approximately 1 in 4 vehicles (WVDOT).

THE FAST ACT

The FAST Act, signed into law on December 4, 2015, establishes a national freight policy and combines targeted reforms with competitive investment and formula funding. The policy requires the federal government and states to continually update their strategic freight plans and introduces several important freight strategies and programs, which are summarized in **Figure 5-1** and discussed in detail below.



[1] Rail/intermodal projects include railway-highway grade crossing or grade separation projects and freight projects that are intermodal or rail, in nature, or within the boundaries of a public or private freight rail, water, or intermodal facility

[2] NHFN funds can only be used for projects on the Primary Highway Freight System (PHFS), other interstates not on the PHFS, and the Critical Rural Freight Corridors and Critical Urban Freight Corridors

Figure 5-1: FAST Act Funding Programs

The FAST Act created the FASTLANE* grant program, a \$4.5 billion competitive grant program, which prioritizes “nationally significant freight and highway projects.” The FASTLANE program was rebranded in June 2017 as the Infrastructure for Rebuilding America (INFRA) program, which uses updated criteria to evaluate projects. Pursuant to the FAST Act, INFRA allocates at least 25% of funding for rural projects. The program is available to MPOs, port authorities, and other multi-state entities and covers non-highway projects, such as intermodal and port-related initiatives.

*Fostering Advancement in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)

In addition, the FAST Act launched a \$6.3 billion freight formula program on a newly-designated National Highway Freight Network (NHFN), whose purpose is to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data (23 U.S.C.167(d)(2)(C)). The PHFS in the HEPMPO includes I-81 and I-70.
- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. I-68, located in western Washington County, falls under this category.
- Critical Rural Freight Corridors (CRFCs): These are public roads not in an urbanized area, designated by the States, which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. The HEPMPO, with approval from the Interstate Council, recommends designating the following as CRFCs:
 - o WV 9, from Berkeley County line to Wiltshire Road
 - o US 340, from Virginia state line to Roper North Fork Road
 - o US 340, from Shepherdstown Pike (Route 230) to Frederick County MD line
- Critical Urban Freight Corridors (CUFCs): These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. The region's designated CUFCs, which were approved by the Interstate Council, include:
 - o GM Access Road/Caperton Boulevard, north of the I-81/WV 9 interchange
 - o Tabler Station Road, south of the Eastern West Virginia Regional Airport
 - o US 340, from Charles Town Road to Patrick Henry Way
 - o WV 45, I-81 to WV 9
 - o Halfway Boulevard, from Hopewell Road to I-70
 - o MD 63, from I-70 to Elliott Parkway
 - o Oak Ridge Drive and MD 65, from Villa Ridge Drive to Colonel Henry K. Douglas Drive

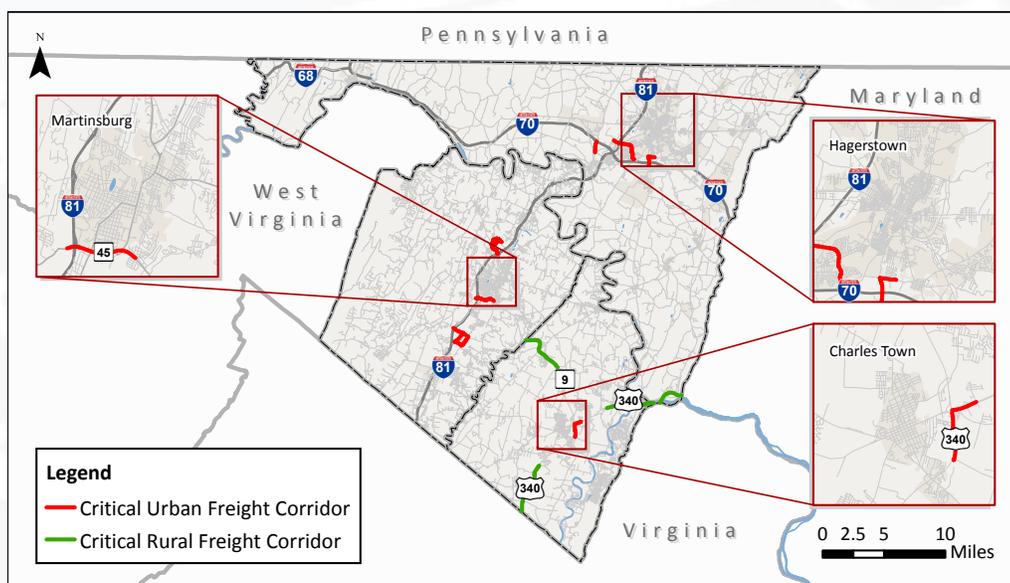


Figure 5-2: Designated Critical Urban Freight Corridors and Recommended Critical Rural Freight Corridors in the HEPMPO

ECONOMIC ACTIVITY

Freight networks are integral in connecting metropolitan areas to regional, national, and global markets. The Brookings Institute’s regional freight flow data indicate that the Hagerstown, MD-WV region accounts for approximately \$25.3 billion in annual trade flows (imports and exports) as shown in **Figure 5-3**. The region imports \$13.5 billion per year in commodities and exports approximately \$11.8 billion per year in commodities. The region’s largest commodity exports (by value) include machinery/tools (\$676 million), mixed freight (\$540 million), and chemicals/plastics (\$451 million), while its largest trade imports include electronics (\$2.7 billion), transportation equipment (\$568 million), and energy products (\$538 million). The region’s most prominent trade partners include the New York, NY-NJ-PA region, the Washington, DC-VA-MD-WV region, and the other areas of Pennsylvania (Figure 5-3). Goods production and shipping are no longer dominated by single production lines, as evident by the region’s range of trading partners.

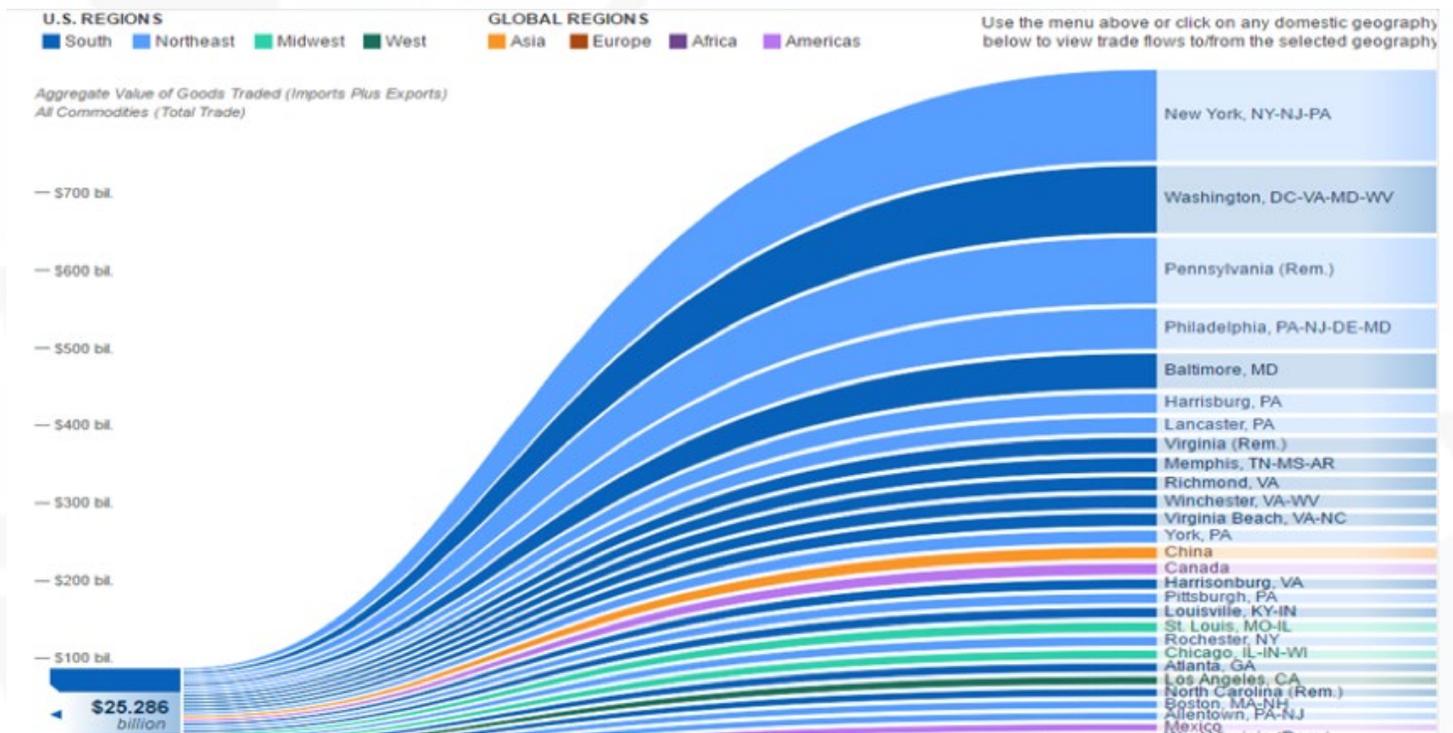


Figure 5-3: Trade of All Commodities (Total Trade) between Hagerstown, MD-WV and its Largest Trading Partners

HIGHWAY FREIGHT

The United States has seen a dramatic increase in truck activity since the deregulation of the trucking industry in the 1980s. Meanwhile, e-commerce is revolutionizing the retail, supply chain, and logistics industries. Online sales accounted for 7.2% of all retail sales in 2015, up from just 0.2% in 1998. According to the USDOT, the continued surge in online shopping could reduce household travel associated with shopping trips, but it may also increase truck traffic in urban areas as goods are directly delivered to residences. Emerging transportation technologies, like connected and automated vehicles (CAVs) could further transform the trucking industry, potentially leading to increased safety and efficiency as trucks are able to communicate with each other and the surrounding environment.

The I-81 corridor accounts for much of the commercial freight trips in the region, the highest concentrations of which are found in the Martinsburg Mall area, which includes Walmart, and the Valley Mall area of Hagerstown, which includes Target and other prominent retailers (**Figure 5-4**).

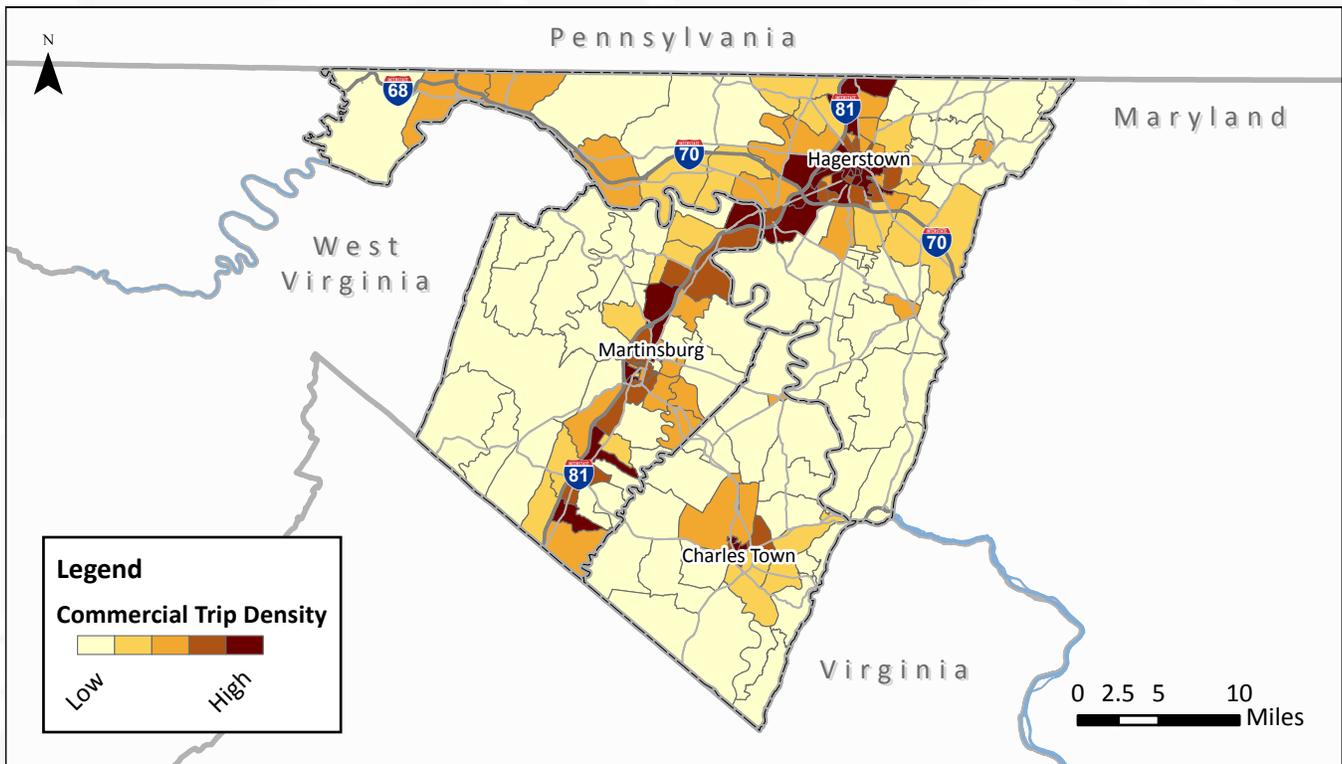
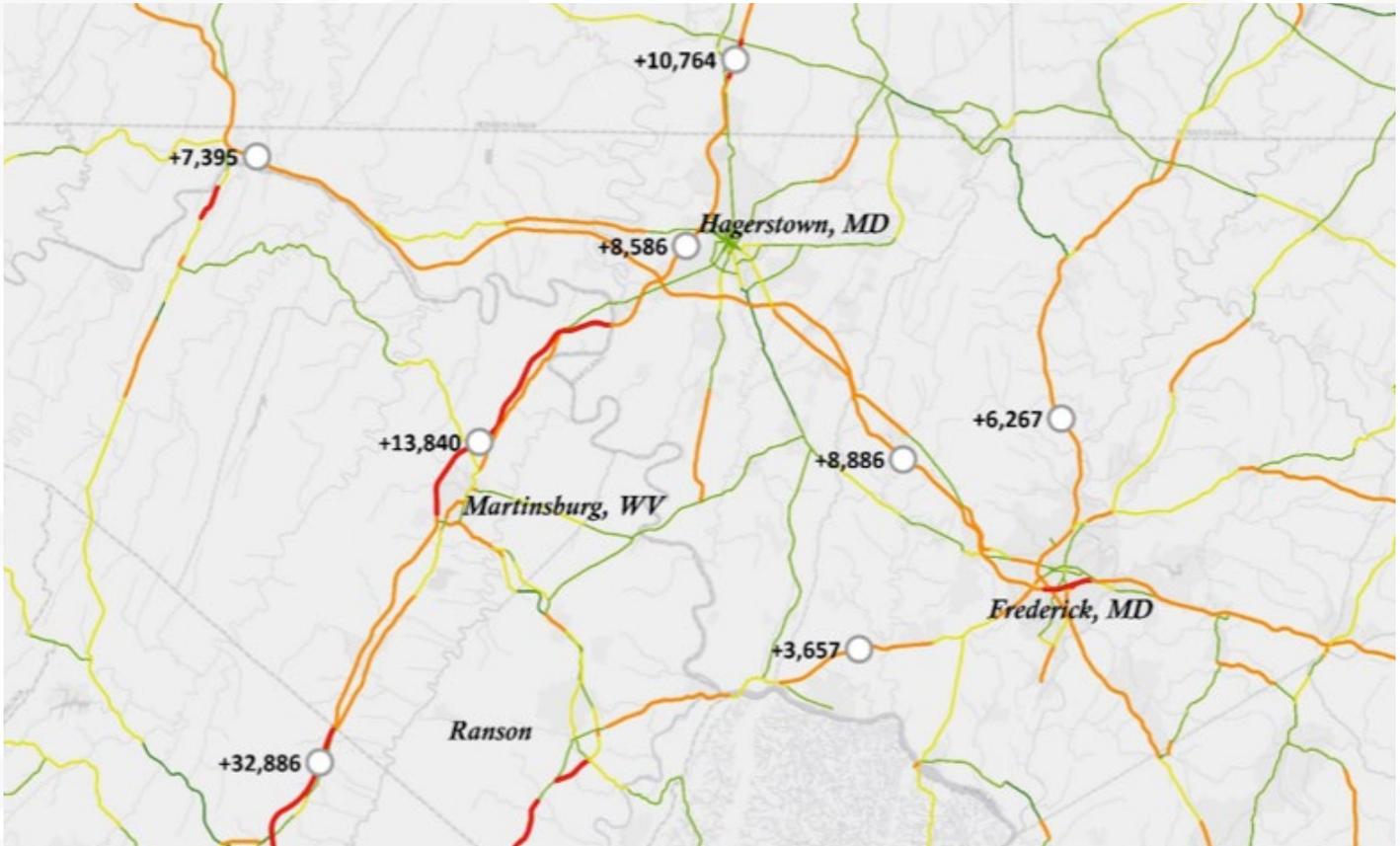


Figure 5-4: Commercial Trip Activity in the HEPMPO Region

The FHWA's Freight Analysis Framework (FAF) forecasts significant growth in regional daily truck traffic between 2018 and 2045 (**Figure 5-5**). The FAF estimates that I-81, northwest of Martinsburg, will see an additional 13,800 daily trucks and that I-81, southwest of Hagerstown, will see an additional 8,600 daily trucks. Meanwhile, the FAF anticipates 7,400 additional daily trucks on I-70 in western Washington County.



Data Source: Freight Analysis Framework (FAF)

Figure 5-5: Projected Daily Truck Growth (2018 to 2045)

Truck parking options and availability are critical, particularly in regions, like the HEPMPO, with nationally significant freight corridors. There are approximately 10 parking lots in the HEPMPO region that offer truck parking. While there are estimates for the total number of spaces at most of these lots, WVDOT and MDOT are currently conducting truck parking surveys. The National Collation on Truck Parking, established by the USDOT, published an Activity Report in 2016 that provides recommendations for parking capacity; technology & data; funding, finance & regulations; and state, regional, and local coordination. While not all of the recommendations apply to MPOs and municipalities, several relevant suggestions include:

- Develop tools to disseminate real-time information about parking availability at rest areas and truck stops
- Build parking availability and reservation capabilities into vehicle-to-everything (V2I) technologies
- Promote innovative local land-use controls and funding mechanisms such as industrial park co-operatives or industrial tax districts for pooled parking in industrial areas
- Address truck parking in state and regional freight plans
- Conduct outreach on truck parking

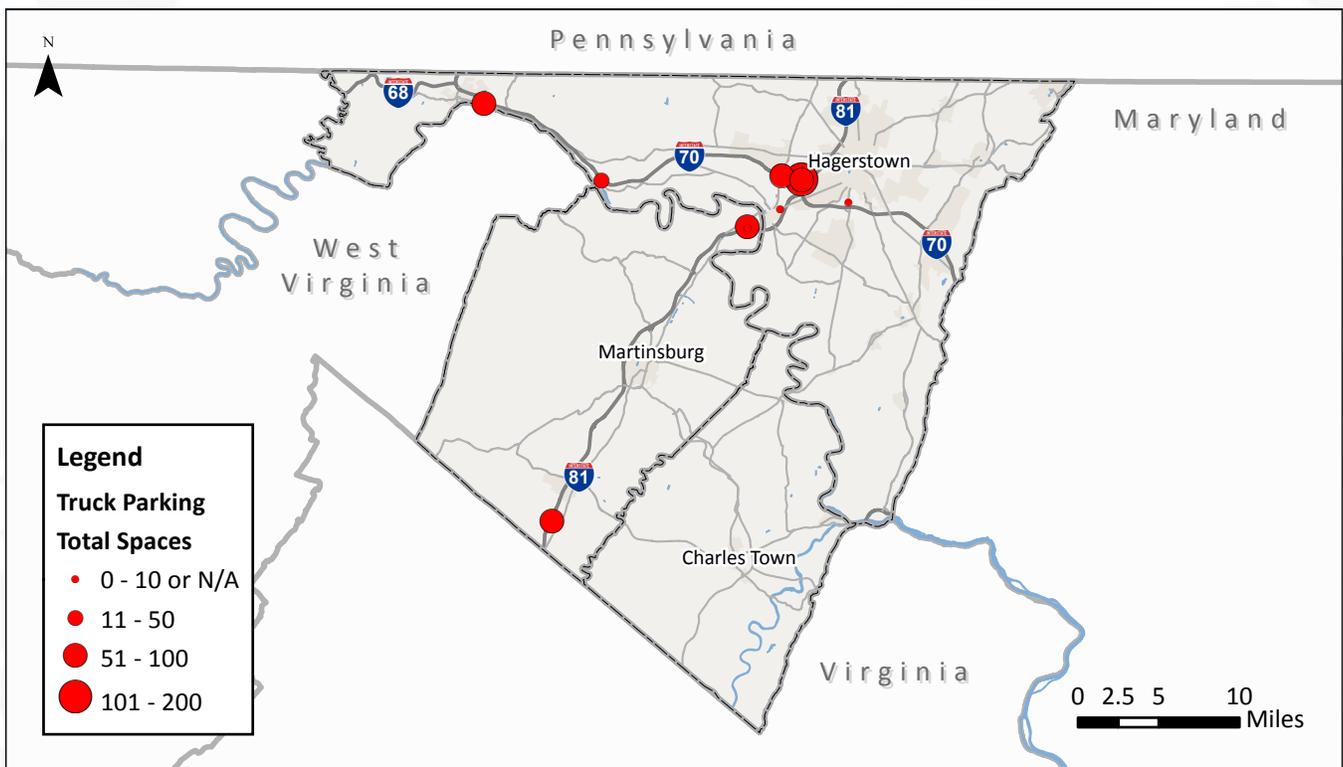


Figure 5-6: Parking Lots that Offer Truck Parking

RAIL FREIGHT

In addition to freight movement along the highways, the HEPMPO region also has an extensive rail network that facilitates the movement of freight. Norfolk Southern and CSX own and operate a combined 283 miles of major rail corridors that provide the HEPMPO region with access to the Northeast, Midwest, and Southeast markets of the United States.

The CSX I-70/I-76 corridor links the Baltimore and Washington, D.C. area to Northwest Ohio via Pittsburgh and is part of the CSX National Gateway Plan. The National Gateway Plan is a CSX effort to provide enhanced service between Mid-Atlantic ports and markets in the Midwest by providing double-stacking service to increase container capacity. The corridor enters the HEPMPO region parallel to MD 64 near Smithsburg in Washington County, MD, continues through the City of Hagerstown, and then travels west parallel to I-70 past Hancock.

The Winchester & Western Railroad is a short line railroad, operating from Gore, Virginia to Hagerstown, Maryland. The rail line provides connections to CSX and Norfolk Southern and will serve the new Procter & Gamble Facility at Tabler Station Business Park in Berkeley County.

Norfolk Southern also has a prominent presence in the HEPMPO region. The Crescent Corridor, operated by Norfolk Southern, is a key north/south corridor that provides intermodal freight service between the Southeast United States and New England. The Crescent Corridor parallels the I-81 corridor, entering the HEPMPO region from Front Royal, VA in the south. The Crescent Corridor continues through the HEPMPO region passing through Charles Town and Shepherdstown in Jefferson County, as well as the City of Hagerstown, before continuing northeast toward the Harrisburg, Pennsylvania area.

Just across the Maryland-Pennsylvania border in Franklin County, Pennsylvania, the Franklin County Regional Intermodal Facility (FCRIMF) was constructed on a 200-acre site off of I-81 in the Township of Antrim and has been opened for operation since its completion in December 2012. The facility was part of a Norfolk Southern Crescent Corridor series of projects -- a 2,500-mile network of rail and terminals that help moderate truck traffic on congested roadways and reduce carbon emissions. The terminal, with its 670 paved trailer/container parking spots is a major gateway for freight in the Mid-Atlantic. The HEPMPO is continuing to coordinate with other state agencies to identify the potential impacts of this facility on I-81 truck traffic both now and in the future.



Norfolk Southern is one of the region's prominent freight rail operators

AVIATION

The HEPMPO region is served by the Hagerstown Regional Airport in Washington County and the Eastern West Virginia Regional Airport in southern Berkeley County. Both airports are classified as general aviation airports and provide general aviation services, such as charter flights and aviation aircraft maintenance, for both public and private entities.

The Hagerstown Regional Airport typically schedules daily flights on Allegiant and/or Southern Airways. In addition to commercial air service, the Hagerstown Regional Airport includes aircraft inspection services and maintenance facility. The Hagerstown Regional Airport is served by two runways, a primary runway that is 7,000 feet long and a secondary runway that is 3,160 feet long. The Hagerstown Regional Airport is regarded as an economic engine for the region. It enables direct employment in airport operations and general aviation services, and it also supports local business growth by providing mobility through both commercial and private aviation services.

While the Eastern West Virginia Regional Airport is not currently served by commercial passenger air service, the airport serves as the base for a variety of general commercial services, including a flight school, maintenance facility, and charter flight services. The Eastern West Virginia Regional Airport also serves as the home for the 167th Airlift Wing of the West Virginia Air National Guard unit, which uses the hangar facilities to store aircraft and provides global strategic air cargo capability with their fleet of eight C-17 Globemaster III aircraft. The Eastern West Virginia Airport has one runway that is 8,815 feet long, with a full parallel taxiway available. This airport is considered to have long-term strategic value as part of a reliever airport system for the greater Washington, D.C. region.



Eastern West Virginia Regional Airport serves as the home for the 167th Airlift Wing of the West Virginia Air National Guard.

FREIGHT FOCUS GROUP

Direction 2045 included a Freight focus group survey to help understand regional freight needs. The survey was distributed to trucking companies, rail operators, airports, and state agencies. The survey respondents (5) identified several freight strengths and weaknesses in the region (**Figure 5-7**) and also provided input on bottlenecks and safety concerns (**Figure 5-8**).

Strengths	Weaknesses
<ul style="list-style-type: none"> • Regional connectivity • Proximity to interstates and metropolitan areas • Rail lines • NS, CSX, Winchester & Western Rail lines • Long range planning efforts 	<ul style="list-style-type: none"> • Congestion on I-81 • Lack of major civilian airport cargo terminal • Project coordination between states • Poor highway infrastructure • Lack of truck-to-rail and rail-to-truck container lift/intermodal facility

Figure 5-7: Freight Survey Input on Perceived Strengths and Weaknesses in the HEPMPO

Bottlenecks	Safety Concerns
<ul style="list-style-type: none"> • I-81 AT I-70 • I-81 at US 11 (Exit 2) • I-81 from Martinsburg to Hagerstown 	<ul style="list-style-type: none"> • I-70 and MD 65 interchange • I-70 and I-81 interchange • I-81 (throughout the region)

Figure 5-8: Freight Survey Input on Bottlenecks and Safety Concerns

The survey also asked participants about their expectations for autonomous (driverless) trucks. Three respondents said that they anticipate autonomous trucking will improve freight efficiency within 6-10 years; one respondent said 16-20 years; and another respondent did not think that autonomous vehicles will impact freight efficiency.

Respondents concluded with regional freight recommendations, providing suggestions for roadway widening, air cargo, truck climbing lanes, improved lighting, intermodal connections, and technology. The specific recommendations include:

- I-81 widening in Maryland
- Construction of civilian air cargo terminal facility
- Widening and longer designated truck climbing lanes
- Improved lighting
- Development of truck-to-rail and rail-to-truck intermodal facility
- Autonomous trucking



OTTO has already begun testing autonomous trucks on interstates.
Source: Otto

PUBLIC TRANSIT

This section reviews the existing transit systems, facilities, and services; transit performance measures; analyzes the transit service gaps; and estimates the overall transit demand within the study area. This information was used in the development of transit strategies and services to meet the demand and service gaps for the transit-dependent and general public populations throughout the region. The last section of the transit element lists the projects, details the services by transit agency, and estimates the overall operational and capital costs for the next 28 years. See **Appendix E** for a detailed transit analysis.

TRANSIT PROVIDERS OVERVIEW

Currently, four transit agencies provide service in the HEPMPO region, including Amtrak, the Maryland Transit Administration (MTA), the Eastern Panhandle Transit Authority (EPTA), and Washington County Transit (WCT). The services provided by these agencies include various fixed route, commuter, express and demand responsive bus services as well as commuter rail services. The existing services in the HEPMPO region are outlined below by agency and depicted in **Figure 5-9**.

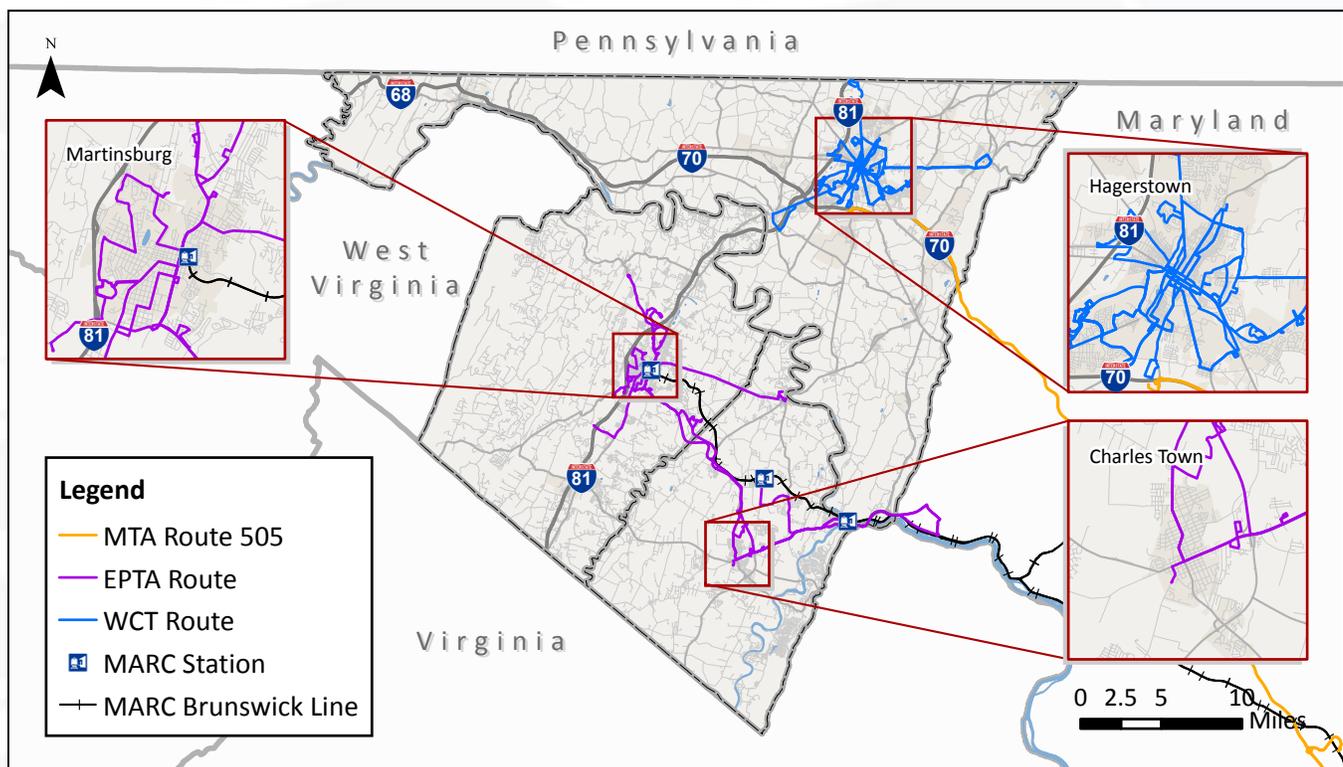


Figure 5-9: Transit Services in the HEPMPO Region

WASHINGTON COUNTY TRANSIT (WCT)

WCT is the public transportation service for Washington County, focusing the majority of its service in Hagerstown, Smithsburg and Williamsport. Four types of transit service are provided: fixed route service on nine routes, demand-response service on the Job Opportunity Bus Shuttle (JOBS), demand-response ADA paratransit service, and a contracted ride-assist voucher program funded by the Statewide Special Transportation Assistance Program (SSTAP). JOBS is operated in partnership with the Washington County Department of Social Services. JOBS provides eligible riders with transportation to and from work and childcare facilities. ADA paratransit service provides curb-to-curb transportation for eligible persons with disabilities who cannot access regular fixed-route transit services. The paratransit service area includes any trip origin or destination within $\frac{3}{4}$ mile of the fixed-route transit system. The SSTAP ride-assist voucher program is designed to help the elderly and those with disabilities to meet their transportation needs and is not limited to any specific trip purpose. In total, the Washington County Transit system has 19 revenue vehicles and conducts 456,523 annual passenger trips.



Washington County Commuter

EASTERN PANHANDLE TRANSIT AUTHORITY (EPTA)

The Eastern Panhandle Transit Authority (EPTA) operates fixed-route deviated and demand-response service Berkeley County and Jefferson County, WV. The fixed-route deviated service primarily serves the communities of Martinsburg, Shepherdstown, Charles Town, Ranson, and Harpers Ferry.

EPTA offers deviated service on all fixed routes that provides pickups and drop-offs up to $\frac{3}{4}$ mile from fixed-route service, with reservations required 24 hours in advance. Demand-response service is available to people who live between $\frac{3}{4}$ and 1 $\frac{1}{2}$ miles from fixed-route service and people living in parts of Hedgesville and Inwood. EPTA is also a provider for non-emergency medical transportation trips throughout Berkeley and Jefferson Counties, which provides free trips to medical appointments for Medicare recipients. EPTA is reimbursed for the Medicare trips through the Non-Emergency Medical Transportation Program. Overall, EPTA has 26 revenue vehicles and conducts 193,113 annual passenger trips.



An EPTA Bus

MTA COMMUTER BUS

The Maryland Transit Administration (MTA) operates commuter bus service between Hagerstown, Shady Grove, and the Rock Spring Business Park on Route 505. Eight inbound trips (to Shady Grove/Rock Spring) are provided in the AM Peak and 10 outbound trips are provided in the PM Peak. Connections are available to the Metrorail system at Shady Grove station. The route also serves the Myersville Park and Ride in Frederick County. Route 505 conducts 97,986 annual passenger trips overall.



MTA Commuter Service

MARC BRUNSWICK LINE

The Maryland Transit Administration (MTA) operates the Maryland Area Regional Commuter (MARC) train service, consisting of three commuter rail lines that serve the Baltimore and Washington areas. The MARC system is fixed-route and is open to the general public. The MARC Brunswick Line runs between Martinsburg, WV and Union Station in downtown Washington, DC, with stops at Martinsburg, Duffields and Harpers Ferry in the HEPMPO region. Major stops within Maryland include Gaithersburg, Rockville and Silver Spring. Frederick, MD is also served by a spur on this line. Overall, the West Virginia MARC stations see 75,125 annual passenger trips.



The MARC Brunswick Line

AMTRAK

The Amtrak Capitol Limited Line also stops in Martinsburg and Harpers Ferry, with one roundtrip provided daily on weekdays. This line connects Washington, DC with Rockville, MD; Pittsburgh, PA; Cleveland, OH; Toledo, OH; and Chicago, IL.

TRANSIT PERFORMANCE MEASURES

Transit Asset Management (TAM) performance measures were established by FTA under the aegis of MAP-21, and this mandate was reauthorized by the 2015 FAST Act. EPTA and WCT have three performance measures based on their classification: rolling stock, facilities, and equipment.

EPTA came close to or met all 2017 benchmarks. In no category did they fall more than 2% below their 2017 goal, and in four categories—12 year rolling stock, both facility categories, and maintenance equipment—they achieved a perfect rating. WCT has met its performance targets in every single category, including all types of rolling stock, equipment, and facilities.

SAFETY PERFORMANCE MEASURES

The FTA has established a final rule necessitating the creation of a Public Transportation Agency Safety Plan (PTASP). The PTASP needs to include a Safety Management System (SMS), information on safety risk identification, minimizing exposure to hazards, an annual review and update to the plan, performance targets, the establishment of a Safety Officer, and a comprehensive training program. FTA has introduced four categories of safety performance measures:

- Fatalities: total number of reportable fatalities and rate per unlinked passenger trip
- Injuries: total number of injuries and rate per unlinked passenger trip
- Safety Events: total number of events and rate per vehicle mile
- System Reliability: mean distance between failures

Measures for each EPTA and WCT in FY2016 for safety events, injuries, and fatalities are summarized in **Table 5-2**. Measures for system reliability were not tracked for either agency.

Each agency will be required to set safety performance targets and submit them to the state and MPO so that they can be used as input to the state and MPO plans. WCT will draft its own Safety Plan, however EPTA's will be drafted by the state with EPTA's input.

Table 5-2: Safety Performance Measures for EPTA and WCT in FY2016

Measure	Rate Per:	EPTA		WCT	
		TOTAL	RATE	TOTAL	RATE
Safety Events	Vehicle Mile	4	0.000007	1	0.000002
Injuries	Passenger Trip	4	0.000021	1	0.000002
Fatalities	Passenger Trip	0	0.000000	0	0.000000
System Reliability (Mean Distance Between Failures)	-	-	-	-	-

TRANSIT NEED & GAP ANALYSIS

In order to help determine transit need in the HEPMPO region, a transit need and gap analysis was performed. The transit need analysis uses a number of different demographic factors to determine geographic areas of high transit origin and destination need for peak periods and for all day service. Based on this analysis, a travel flow analysis, future population and employment growth projected for the HEPMPO region, public input, and existing route performance, a number of gaps in transit service were identified. These gaps include geographic coverage gaps, connection gaps, and level of service gaps.

Coverage and connection gaps are illustrated in **Figure 5-10** and **Figure 5-11** for peak periods and all-day service, respectively. The majority of these gaps are between the major municipalities of the region, including Hagerstown, Martinsburg, Shepherdstown, Charles Town, and Ranson.

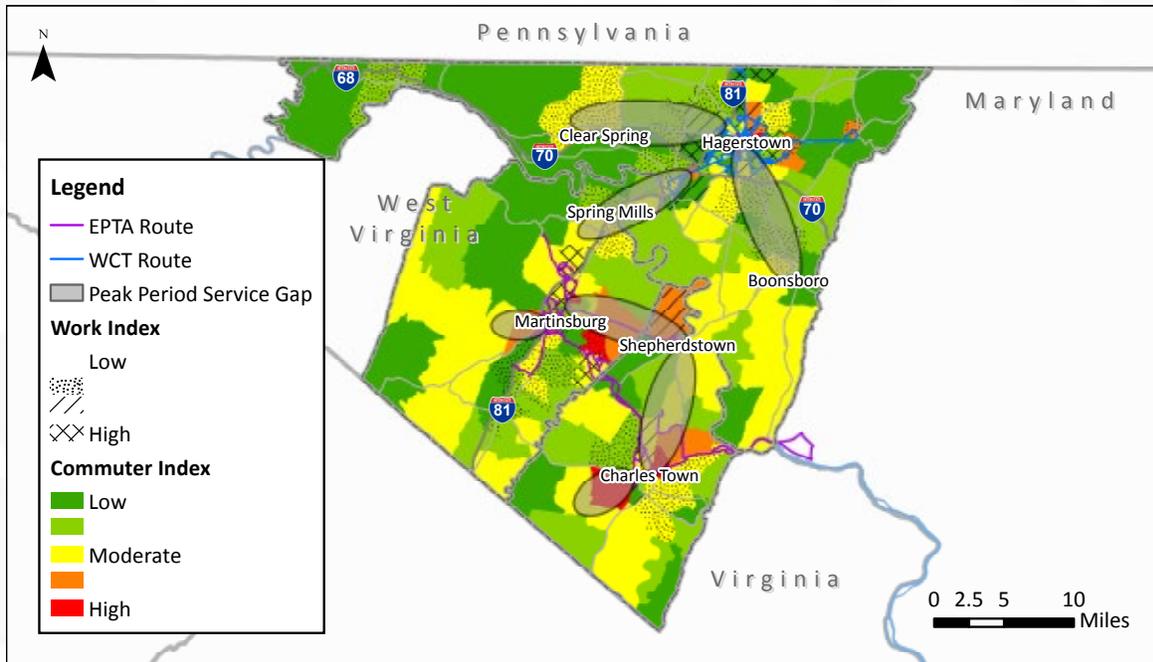


Figure 5-10: Peak Period Coverage and Connection Gaps

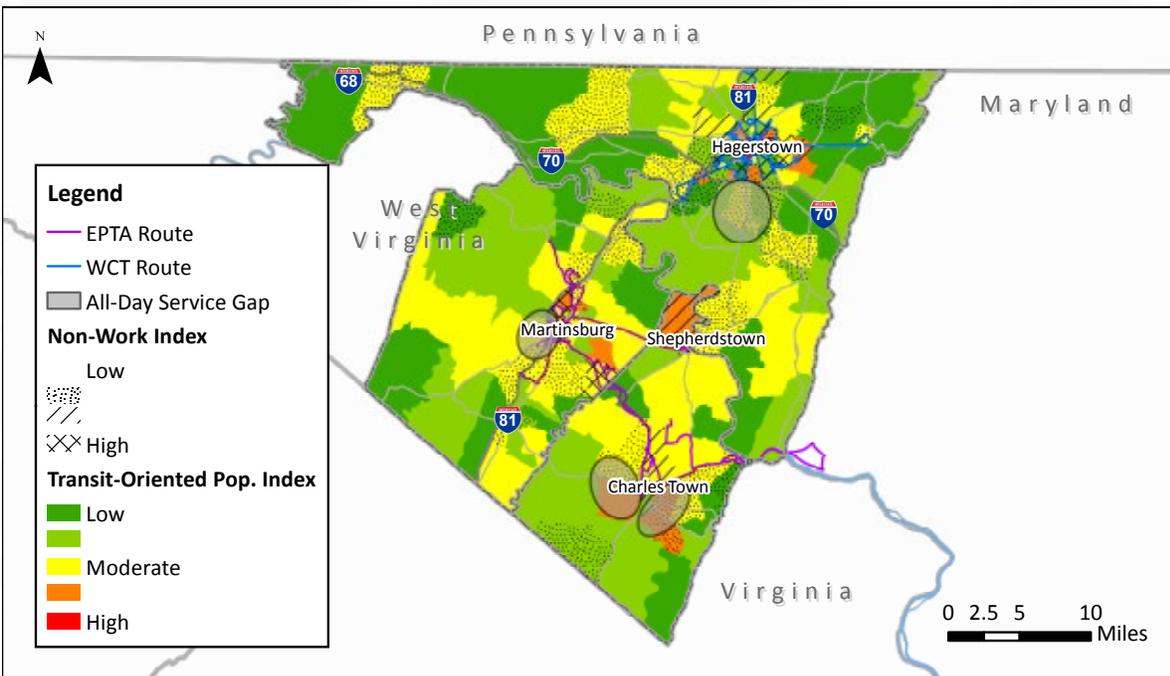


Figure 5-11: All-Day Coverage and Connection Gaps

PUBLIC TRANSIT INITIATIVES

WCT
WCT has several planned initiatives related to public transit, including new paratransit software, improvements to its garage, a bus stop initiative, and a “mini-hubs” initiative. The bus stop initiative involves formalizing bus stop locations at major locations across the WCT service area. The “mini-hubs” initiative involves formalizing transfer points outside of the main transit center in downtown Hagerstown and providing additional passenger amenities at these locations.

EPTA
EPTA has several initiatives underway that have funding in place over the next five years, including a bus shelter initiative, new driver pads, new bus radios, new fare and data collection systems, and a relocation of its transit center.

RECOMMENDATIONS

This section recommends a number of improvements to the transit network in the HEPMPO region in order to fill gaps that have been identified and also improve the transit experience for existing and future riders. There are several types of recommendations, including:

- New or improved services to fill gaps in the transit network,
- Capital improvements, including new passenger amenities and new infrastructure,
- Coordination strategies, and
- Staffing.



NEW OR IMPROVED SERVICES

To fill the gaps identified in the regional transit system, a number of new or extended services are recommended for both the EPTA and the WCT systems. Additionally, improvements to existing routes are recommended to better match demand. The recommendations and their implementation periods are summarized in **Table 5-3** and illustrated in **Figure 5-12 (next page)**.

Table 5-3 New or Improved Services to Fill Gaps in the Transit Network

Gap Type	Location	Necessary Improvement	Priority/ Implementation
Coverage	Delmar Orchards area of Martinsburg	All-day service on weekdays	Prior to 2030
	Southwest Charles Town along Augustine Ave	All-day service on weekdays	2030 to 2040
	Southeast Charles Town along Charles Town Rd	All-day service on weekdays	2030 to 2040
	Sharpsburg Pike Walmart	Extend Premium Outlets route	Prior to 2030
Connection	Martinsburg to Spring Mills Walmart	All-day service on weekdays	Prior to 2030
	Martinsburg to Hagerstown	Peak period service on weekdays	Prior to 2030
	Clear Spring to Hagerstown	Peak period service on weekdays	2030 to 2040
	Boonsboro to Hagerstown	Peak period service on weekdays	2030 to 2040
	Charles Town to Shepherdstown	Peak period service on weekdays	2040 to 2045
Level of Service	WCT West End Route	Improve weekday headway	Prior to 2030
	WCT Robinwood Route	Increase weekday span of service	Prior to 2030
	WCT Funkstown Route	Improve weekday headway	2030 to 2040
	WCT Robinwood Route	Improve weekday headway	2030 to 2040
	WCT Premium Outlets	Add Sunday service	2030 to 2040
	WCT Valley Mall	Add Sunday service	2030 to 2040
	EPTA Yellow Route	Improve weekday headway	Prior to 2030
	EPTA Yellow Route	Add Sunday service	2030 to 2040
	EPTA Shepherdstown Route	Peak period service on weekdays	2040 to 2045

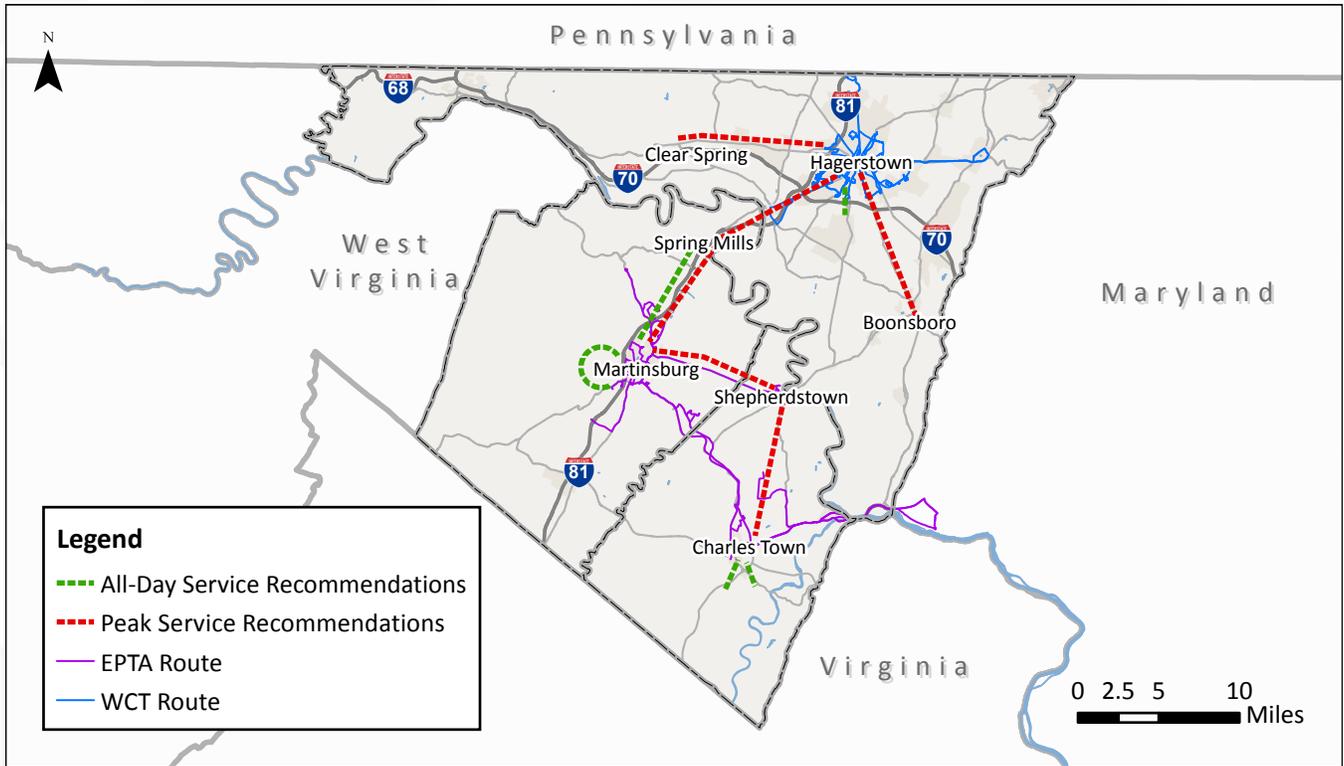


Figure 5-12: Transit Service Gap Recommendations

CAPITAL

Table 5-4 summarizes the total funding needs for both systems in order to continue to replace vehicles at the end of their useful life and implement the additional recommendations.

Table 5-4: Capital Needs by Agency

Cumulative Capital Cost by 2045	
EPTA	
Recommended Improvements	\$6,189,356
Maintain Existing Fleet	\$14,689,340
EPTA Total	\$20,878,696
WCT	
Recommended Improvements	\$3,821,178
Maintain Existing Fleet	\$15,209,576
WCT Total	\$19,030,754
Region Total	\$39,909,450

In addition to vehicle replacements, there are several other capital projects planned for the HEPMPO region, including:

- **Northport Station:** a new MARC transit station and EPTA bus transfer center on the Jefferson Orchards property abutting Route 9 and the CSX railroad line. The station is proposed to replace the current Duffields Station. Cost: \$12.6 to \$16.3 million
- **EPTA Transfer Center and Garage/Administration Facility:** In conjunction with HEPMPO, EPTA conducted a transfer center relocation study in 2016 that identified potential sites to relocate the current transfer center located at the Caperton Transportation Center. The transfer center would also house EPTA's administration building and garage and maintenance facility. Cost: \$14 million
- **EPTA Bus Shelters:** EPTA is implementing a bus shelter program, where eight to ten bus shelters would be installed at high ridership stops throughout the service area through 2023. Cost: \$228,770
- **Washington County Mini-Hubs:** two new transfer points with enhanced passenger amenities at the Valley Mall and the Hagerstown Park and Ride/Sharpsburg Pike Walmart

COORDINATION STRATEGIES

There are several general coordination strategies that can ultimately improve transit services in the area. These strategies include:

- Coalitions to coordinate transportation and funding
- Common Fare Instruments
- Join Planning and Marketing
- One Call Center
- Joint Grant Applications
- Joint Training Programs
- Contracts for Service

FISCALLY-CONSTRAINED PLAN

Table 5-5 summarizes the total funding available for each agency versus the cost of the projected cost of the recommended services through 2045.

The operating costs take into account each agency's ongoing planning work to carry out the services outlined in this plan in addition to the development of regional transit services, updating route schedules, planning new routes to continue to fill gaps in the transit network, and updating Transit Development Plans. These efforts will continue through the course of the plan.

The assumptions used in generating these forecasts include:

- A 2.28% annual growth rate in operating costs, maintenance costs, and capital costs
- A 5% growth rate in funding through 2022, and a 2.28% growth rate from 2023-2045

These figures are based on funding guidance for the development of the Transportation Improvement Program (TIP) through 2022 (5 percent), and the average annual increase in the consumer price index for the greater Washington, DC region over the past 20 years (2.28 percent).

Given the financial constraints that exist, the majority of the improvements recommended for EPTA and WCT will not be able to be implemented without increases from existing funding sources or the identification of new sources.

Overall, additional capital funding will be necessary in order for the agencies to simply maintain their fleets, as the funding levels for vehicle replacements do not meet the needs projected based on each agency's vehicles' useful life. Additionally, the additional vehicles needed to expand service will need additional funding.

The preventative maintenance costs and funding are expected to be constrained through 2045, as adequate funding has been available for the past five years.

Table 5-5: Funding versus Costs Through 2045

Agency	Type	Subcategory	Costs	Funding	Surplus/Deficit
EPTA	Operating	Existing Services	\$58,670,970	\$64,717,798	\$6,046,828
		Service Expansion	\$46,392,726	0	-\$46,392,726
	Maintenance	All	\$13,785,495	\$13,785,495	\$0
	Capital	Vehicle Replacement	\$14,689,340	\$12,780,481	-\$1,908,859
		Vehicles for Service Expansion	\$6,189,356	\$0	-\$6,189,356
		Other	\$14,427,645	\$20,661,777	\$6,234,132
WCT	Operating	All	\$99,351,987	\$100,987,098	\$1,635,111
		Service Expansion	\$24,061,363	0	-\$24,061,363
	Maintenance	All	\$11,608,937	\$11,608,937	\$0
	Capital	Vehicle Replacement	\$15,209,576	\$9,745,117	-\$5,464,460
		Vehicles for Service Expansion	\$3,821,178	\$0	-\$3,821,178
		Other	\$721,000	\$4,375,185	\$3,654,185



SIX

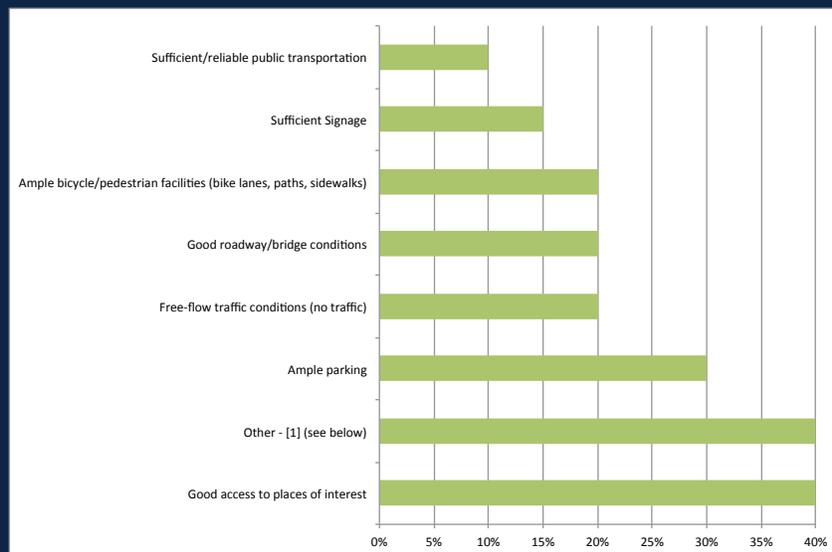
CHAPTER TRAVEL & TOURISM

This chapter discusses travel and tourism, which were recently added as new planning factors under the FAST ACT. Direction2045 recognizes transportation's role in improving access to social and economic opportunities and proposes an objective to "enhance travel and tourism connectivity to regionally and nationally significant areas." The HEPMPO, home to national battlefields, parks, and trails; performing arts centers; stadiums; casinos; and other venues, depends on transportation connectivity and reliability in facilitating travel in, around, and through the region. This section summarizes some of the input received from stakeholders regarding travel and tourism needs and provides recommendations for ways in which to integrate tourism into transportation planning.

WHAT DO THE EXPERTS SAY?

The HEPMPO conducted a Travel & Tourism focus group survey to help understand the transportation concerns and needs of organizations who engage tourists on a daily basis. The survey was sent to local, state, and federal agencies; convention & visitors bureaus; regional airports; and prominent tourism venues. The survey received 24 responses and provided important insights into transportation needs in the HEPMPO region.

As illustrated in **Figure 6-1**, the focus group identified good access to places of interest (40% of respondents) and ample parking (30% of respondents) as the top two transportation strengths pertaining to travel and tourism.

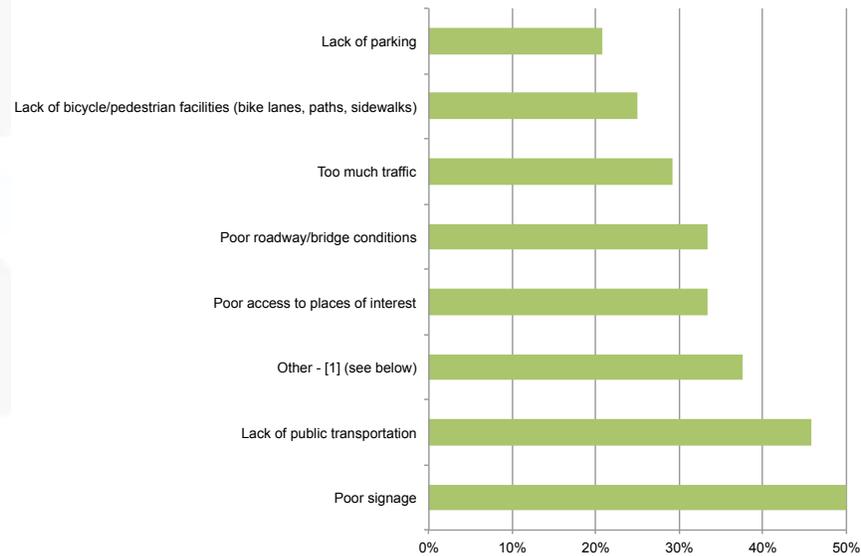


[1] Other specific issues that were identified by stakeholders included:

- Free flow traffic, particularly for non-interstate travel
- Ample public transportation funding

Figure 6-1: Perceived Transportation Strengths in the HEPMPO as they Pertain to Travel and Tourism

The focus group identified poor signage (50% of respondents) and lack of public transportation (46% of respondents) as the top two transportation barriers for travel and tourism in the HEPMPO region (**Figure 6-2**).



[1] Other specific issues that were identified by stakeholders included:

- Lack of scenic overlooks along I-81
- Traffic congestion along I-81 and I-70
- Limited accessibility for people with limited mobility, particularly in places like Harpers Ferry
- Unattractive roadways
- Lack of tourism information, whether through signage or digital/print media, to places like the Washington County Museum of Fine Arts

Figure 6-2: Perceived Transportation Issues in the HEPMPO as they Pertain to Travel and Tourism



The Maryland Theatre in Hagerstown's Arts & Entertainment district has approximately 100,000 annual visitors.
Image Source: MBI.

Respondents also recommended specific locations for improvement. Several stakeholders recommended widening on I-81, particularly in Washington County. Other recommendations included:

- Invest in context-sensitive solutions on [Maryland's Scenic Byways](#), such as the Historic National Road, the Chesapeake & Ohio Canal, and the Antietam Campaign trail. Prioritize bicycle and pedestrian improvements on these scenic corridors.
- Improve access and signage to Greenbriar State Park and the Appalachian Trail along National Pike (Route 40).
- Improve signage to the Washington County Fine Arts Museum, City Park, and places in Martinsburg.
- Improve signage on Route 40 to the University System of Maryland at Hagerstown (USMH) parking lots.
- Invest in resurfacing city streets.
- Invest in multimodal transportation (bicycle, pedestrian, transit).
- Reconfigure I-81 ramps in the City of Hagerstown. They are too close together.
- Pursue rail service between Hagerstown and Baltimore / Washington, D.C.
- Consider a paved overlook at Parks Gap off of Dry Run Road in Berkeley County. This would afford a fantastic view of the valley below and the historic City of Martinsburg.

The focus group also identified other plans or initiatives to boost tourism and travel to their communities or venues. Some of the possible plans and efforts include:

- Possible expansion of the Visitor Center on Route 340
- Signage for the Museum of Fine Arts along I-81 in Washington County and information about the museum at the West Virginia Welcome Center on I-81.
- The Cultural Trail in Hagerstown.

Finally, the survey asked the focus group if/when they would like to see autonomous (driverless) vehicles or shuttles used in their communities or at their facilities/venues. The majority (61%) believe that autonomous vehicles or shuttles could improve travel and tourism and 39% would like to see this change happen in the next 10 years (**Figure 6-3**).

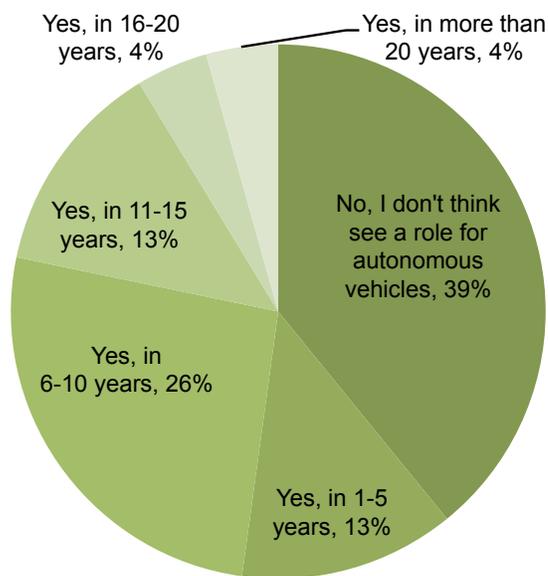


Figure 6-3: Input on Autonomous Vehicles and Travel and Tourism



The “Mural of Unusual Size” on the Hagerstown Cultural Trail. Source: Alex Brewer (Hense)

RECOMMENDATIONS

Based on the insights obtained through the focus group surveys, the following travel and tourism recommendations have been integrated into Direction 2045:

EXPLORE

Explore the possibility of an autonomous shuttle pilot program at Harpers Ferry, Antietam Battlefield, or at large regional shopping and entertainment centers, such as the Valley Mall and Hollywood Casino. The shuttles, like those used at National Harbor in Maryland, can introduce residents and visitors to emerging transportation technologies. In addition, they can potentially improve accessibility for those who are unable to drive or walk and help reduce the number of cars searching for parking.

“GREEN”

“Green” the region’s streets and parking lots through native vegetation. The green infrastructure can help reduce stormwater runoff while beautifying public spaces.

ENCOURAGE

Encourage context sensitive solutions in transportation planning, project development, and project selection. Encourage using natural materials, such as wood or stone, in the construction of walls, poles, and other supports for signs.



Meet Olli, an autonomous shuttle tested at National Harbor, Maryland. Image Source: www.Nationalharbor.com

INVENTORY

Inventory the region's prominent tourism generators and continue coordinating with travel & tourism stakeholders to identify transportation barriers that could be addressed in future TIP and LRTP projects.

DEVELOP

Develop a wayfinding signage program to connect the C&O Canal Towpath and the Appalachian Trail to local communities, thereby capitalizing on long-distance cyclists and hikers. The Maryland State Highway Administration, in coordination with the City of Hagerstown and Washington County, has developed a signage plan of 140 new signs that would direct visitors to locations of interest. Figure 6-4 shows the signage plan for downtown Hagerstown.



Green infrastructure, like landscaped curb extensions (above), help reduce stormwater runoff while shortening roadway crossing distances for pedestrians. Source: MBI

INCORPORATE

Incorporate travel and tourism in the MPO's project prioritization processes

PROMOTE

Promote railbanking to preserve rail corridors for future use (rails to trails projects).

UTILIZE

Utilize the [Federal Lands Access Program \(FLAP\)](#) to help fund transportation projects that improve access to, are adjacent to, or are located within Federal lands. Projects are first screened based on whether they have support from the FLMA, StateDOT, and Facility Owner and then scored based on safety, accessibility & mobility, preservation, economic development, and environmental quality & sustainability. Visit the program screening criteria ([Maryland](#) and [West Virginia](#)) for additional detail and consult with the local, state, and FHWA representatives for more information.

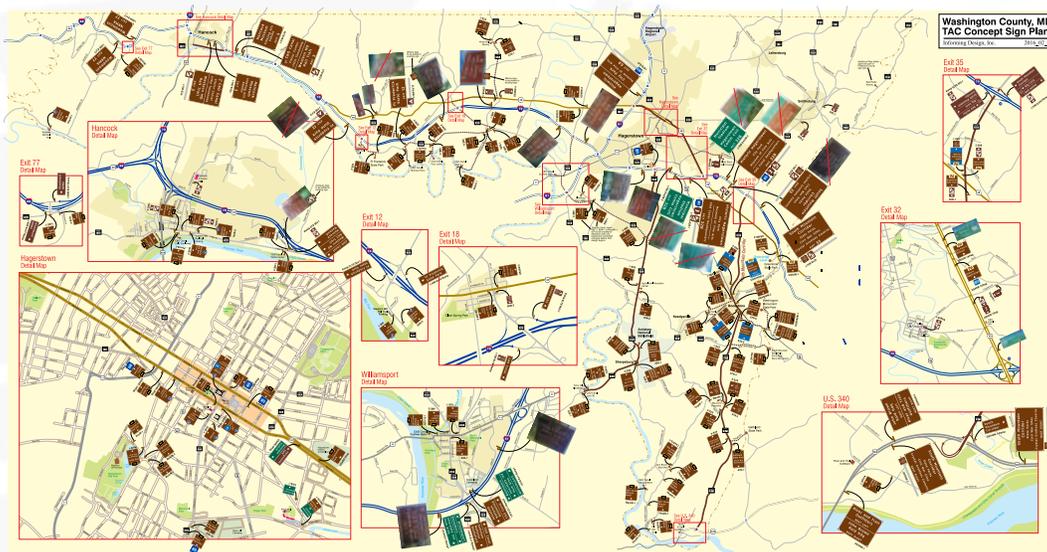


Figure 6-4: Washington County Tourism Signage Plan



SEVEN

CHAPTER SAFETY

The nation lost 35,092 people in traffic crashes in 2015 (a 7.2 percent increase from 2014), ending a five-decade trend of declining fatalities ([NHTSA FARS](#)). Pedestrian and cyclist fatalities were the highest in 20 years, while motorcyclist deaths increased over 8 percent from the previous year. There were 520 roadway fatalities in Maryland in 2015 and 268 in West Virginia. The two states, in response to these alarming figures, established long-term goals of zero fatalities and set interim performance targets to help manage and accomplish this important goal.

This chapter reviews the West Virginia and Maryland highway safety performance targets, which were endorsed by the HEPMPO, and includes a preliminary crash analysis for Berkeley, Jefferson, and Washington counties as conducted by the HEPMPO.

RECENT INITIATIVES

West Virginia and Maryland recently adopted safety performance targets in accordance with the Federal Highway Administration (FHWA)'s five required Safety Performance Measures (fatalities, serious injuries, fatality rates, serious injury rates, and non-motorized fatalities and serious injuries). The HEPMPO endorsed these targets in Fall 2017. The targets, along with other safety initiatives, are discussed below.

WEST VIRGINIA

The Governor's Highway Safety Program (GSHP) and the [West Virginia State Highway Safety Plan \(SHSP\)](#) adopted a zero-fatality-long-term goal and established interim safety performance targets, which reflect 5-year rolling averages. West Virginia aims to reduce fatalities from 302 in 2016 to 267 in 2020, a 12% reduction (**Table 7-1**). In addition, WVDOT hopes to reduce non-motorized fatalities and serious injuries from 103 in 2016 to 85 in 2020, a 17% reduction.

Targets may have been established before 2016 crash records were available.

	2016	2017	2018	2019	2020
Fatalities	302	289	282	274	267
Serious Injuries	1,542	1,397	1,341	1,285	1,229
Fatality Rate	1.54	1.46	1.37	1.34	1.31
Serious Injury Rate	7.62	6.80	6.33	5.94	5.66
Non-motorized fatalities and serious injuries	103	99	94	90	85

Table 7-1: West Virginia Highway Safety Targets (Source: West Virginia GHSP)

As part of the Governor’s Highway Safety Program, the WVDOT has been attending community events throughout the state. For example, in August 2017, the WVDOT setup highway safety booths at the Berkeley County Youth Fair (August 6-12) and the Jefferson County Fair (August 20-26). Education is a critical component of roadway safety and communities, like Ranson, are hosting their own events to help educate the community about safe cycling. See the Multimodal section for more information on Ranson’s “Bike Rodeo” event (September 2017).

MARYLAND

Maryland recently adopted a Toward-Zero-Death (TZD) approach by developing interim targets to reduce fatalities from the five-year average (2004-2008) of 623 to 391 or fewer by December 31, 2020. The [Maryland Strategic Highway Safety Plan \(SHSP\)](#) includes annual performance targets (**Table 7-2**) to help reduce roadway fatalities and ultimately achieve a long-term goal of zero deaths.

Table 7-2: Maryland Highway Safety Targets (Source: Maryland SHA)

	2016	2017	2018	2019	2020	2030
Fatalities	442	429	416	403	391	296
Serious Injuries	3,422	3,294	3,171	3,053	2,939	2,272
Fatality Rate	0.72	0.70	0.68	0.66	0.64	0.53
Serious Injury Rate	6.08	5.86	5.64	5.43	5.23	4.04
Non-motorized fatalities and serious injuries	488	473	459	446	433	326

Targets may have been established before 2016 crash records were available.

Washington County recently joined the state to participate in the SHA’s TZD initiative and developed a 2017-2022 Strategic Highway Safety Plan. The Plan identifies several focus areas, including:

- Distracted driving;
- Pedestrian and cyclist safety (primarily on Dual Highway);
- Aggressive driving (particularly on interstates);
- Lack of seat belts or other occupant protection;
- Impaired driving; and
- Highway infrastructure

As discussed in the Multimodal section, the City of Hagerstown recently worked with the HEPMPO to evaluate bicycle and pedestrian crashes from January 2015 to September 2017. The evaluation found that cyclists are involved in approximately one vehicle crash per month in the City and that cyclists are at fault in nearly half of the crashes. Visit the Multimodal section for more detail on bicycle and pedestrian safety.



Figure 7-1: Focus areas in the Maryland Strategic Highway Plan and Washington County Strategic Highway Safety Plan. Source: Maryland SHSP

CRASH ANALYSIS

West Virginia and Maryland statewide crash data were analyzed to help understand the patterns, density, and severity of crashes throughout the HEPMPO region. There has been an increase in crashes in the region since 2012 (**Figure 7-2**). This increase is particularly pronounced in Washington County, which has had increases in each of the past three years and 22% more crashes in 2016 than in 2013. Although there has been an increase in crashes in the region, 2016 was a five-year low in terms of fatalities per 100,000 people (**Figure 7-3**). The crash data was not only useful in identifying high crash corridors; the data was also used in the project prioritization process to award points to those projects that potentially improve safety in high crash areas.

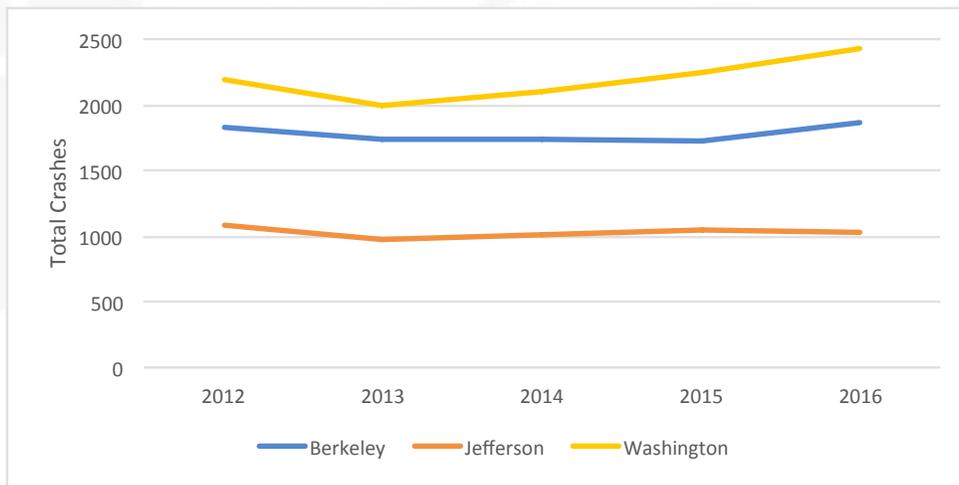


Figure 7-2: Crashes by County (2012-2016)

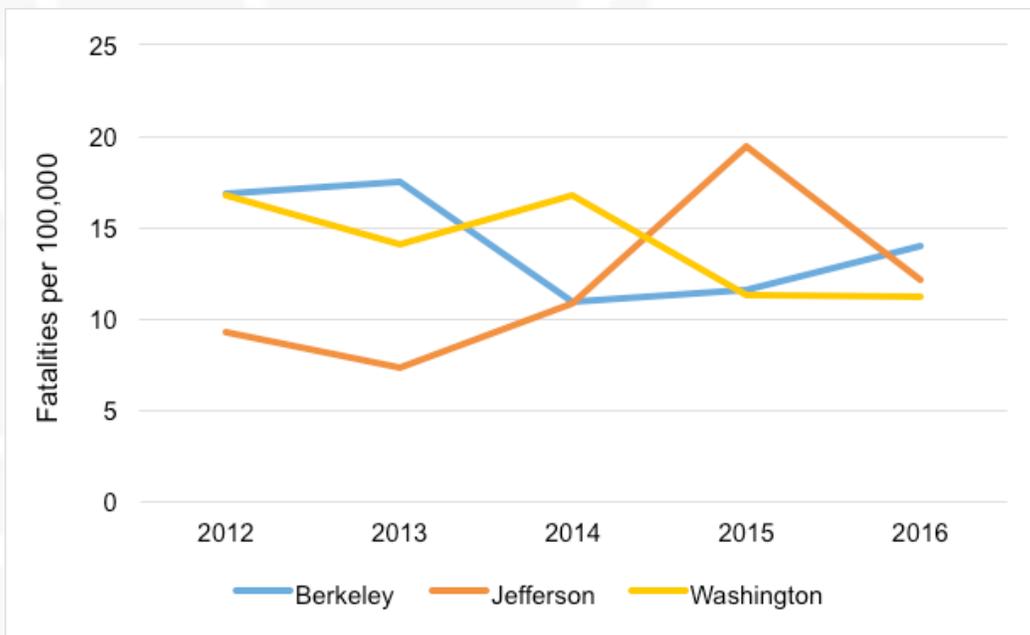


Figure 7-3: Crash Fatalities per 100,000 People (2012-2016)

Figure 7-4 shows crash locations and crash density from 2014 to 2016, with the highest concentrations of crashes shown in red. As evident in the map, the highest concentrations of crashes generally occurred in downtown areas and along prominent commercial corridors.

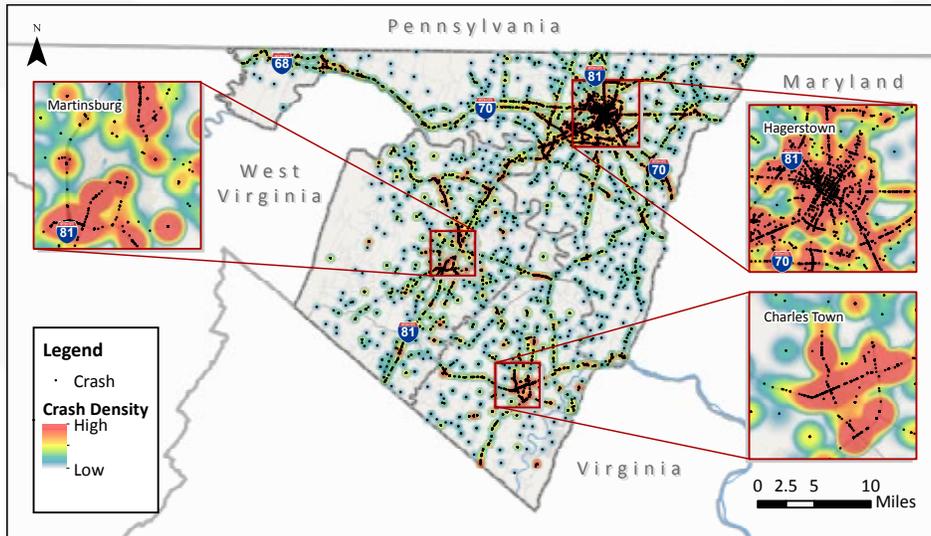


Figure 7-4: Crash Density (2014-2016)

Crash data and traffic volume data were combined in GIS for 2014-2016 to calculate corridor crash rates, the number of crashes per 100,000,000 vehicles miles traveled. The crash rates reflect the average number of annual crashes on a roadway segment, the length of that roadway segment, and the average number of daily vehicles on that segment. **Figure 7-5** shows the relative crash rates throughout the region. While Berkeley and Jefferson counties appear to have higher crash rates than Washington County, the West Virginia dataset includes a more extensive roadway network, which may visually skew the results.

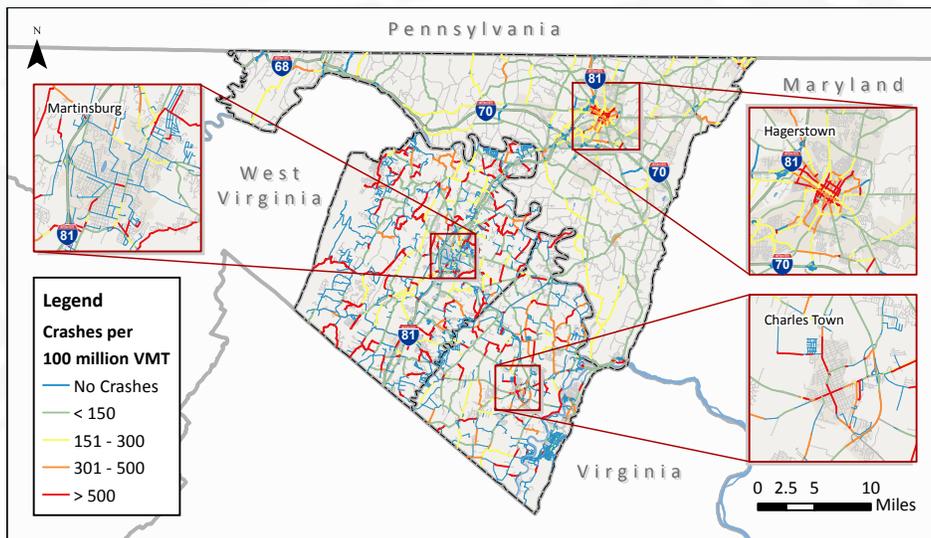


Figure 7-5: Crash Rates in the HEPMPO Region

While crash rates are a powerful indicator of crash frequency and traffic volumes, they do not account for crash severity at these locations. As such, GIS was used to identify corridors that have high crash rates and crashes involving injuries and/or fatalities. **Table 7-3** shows several high crash locations in Berkeley and Jefferson counties, while **Table 7-4** identifies several high crash locations in Washington County. These locations are meant to provide examples of high crash areas, both urban and rural, and do not represent an exhaustive list of regional safety concerns or needs. Further study is needed to evaluate the contributing factors to crashes at these locations and ultimately formulate recommendations to improve safety.

Table 7-3: High Crash Locations in Berkeley and Jefferson Counties

Facility	Location	Details	Crash Rate (Crashes per 100,000,000 VMT)
Route 45 (Apple Harvest Drive), from I-81 to US 11	Martinsburg	Dozens of crashes, 17 with injuries	861
Summit Point Road, from Shirley Road to Lloyd Road	Charles Town	Dozens of crashes, 13 with injuries (1 fatality)	1,183
Route 9 at the gas station (Priscilla Street)	Hedgesville	Dozens of crashes, 17 with injuries (2 fatalities)	2,820
Route 32, from Conklyn Way to Greenwalt Lane	Harpers Ferry	Dozens of crashes, 13 with injuries	2,251
Route 45 (Martinsburg Pike), from Venice Way to University Drive	Shepherdstown	Dozens of crashes, 15 with injuries (2 fatalities)	509
Route 51 (W. Washington Street), Mt. Parvo Avenue to Seminary Street	Charles Town	Dozens of crashes, 15 with injuries	1,072
North Mildred Street, from W. Beltline Avenue to Ambrose Drive	Ranson	Dozens of crashes, 19 with injuries	1,150

Table 7-4: High Crash Locations in Washington County

Facility	Location	Details	Crash Rate (Crashes per 100,000,000 VMT)
East Avenue, from N. Burhans Boulevard to Cannon Avenue	Hagerstown	Dozens of crashes, 11 with injuries	2,710
N. Locust Street, from Fairground Avenue to Route 40 (National Pike)	Hagerstown	Dozens of crashes, 9 with injuries (1 fatality)	1,005
Jonathan Street, from Pennsylvania Avenue to Route 40 (National Pike)	Hagerstown	Dozens of crashes, 5 with injuries	1,092
Oak Ridge Drive, from Downsville Pike to Westside Avenue	Hagerstown	Dozens of crashes, 10 with injuries	317
Foxville Road, from Smithsburg Pike to Hopkins Lane	Smithsburg	Dozens of crashes, 11 with injuries (1 fatality)	321



EIGHT

CHAPTER PLANNING PERFORMANCE

Performance-based planning and programming has become a focus in the transportation community, as transportation agencies work to ensure that scarce resources are used effectively and transparently to achieve desired agency, regional, state, and national goals. The process involves a data-driven, strategic approach, providing for public and stakeholder involvement and accountability to make investment and policy decisions that attain desired performance outcomes for the multimodal transportation system. The FHWA has developed a [guidebook](#) to provide transportation agencies with useful information to help them establish a performance-based planning and programming process that leads to investment decisions that are based on performance information.

MAP-21 and the FAST Act have provided the impetus for several recent USDOT rulemakings requiring the monitoring and reporting of defined national performance measures for transportation. These requirements attempt to ensure that transportation investment decisions are made by their ability to support established goals for improving the overall system. At the MPO level, performance measures developed in cooperation with the state Department of Transportation (DOT) will be used to establish performance targets to track progress of attaining critical performance results. The measures address infrastructure condition (bridges and pavement), safety, system performance (traffic reliability), freight movement, and air quality.

The HEPMPO has worked to integrate many of these performance measure concepts into the development of Direction 2045. Some of the processes were first defined in HEPMPO's last plan update, Direction 2040. As new data sources and case studies continue to evolve, the HEPMPO will continue to integrate and enhance the performance-driven planning process. This plan includes the use of performance measures to monitor system conditions and the integration of quantitative measures in the region's project prioritization process (**Chapter 9**). This chapter addresses the federal transportation performance measures, evaluates overall performance of the identified project list, and presents system performance effects of several alternative land use and commuting scenarios.



FHWA Guidebook for Performance-Based Planning

A performance-based planning process continues to be emphasized by FHWA. New federal measures will need to be monitored and reported in MPO plans.

FEDERAL PERFORMANCE MEASURES

Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, established performance requirements for states and MPOs under the Transportation Performance Management (TPM) program. These requirements cover:

- Gathering data for national performance measures;
- Performance target setting at the state and MPO level;
- Coordination between states and MPOs; and
- Reporting on performance at regular intervals.

In early 2017, FHWA finalized its TPM rules for infrastructure condition (bridges and pavements), system performance, freight movement and air quality. The rule for safety measures was finalized in March 2016. **Figure 8-1** highlights the performance measures under each rulemaking. The performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program are not applicable to the HEPMPO since the region is in attainment of all current national air quality standards. The measures for bridge and pavement conditions relate to defined criteria using infrastructure condition data collected by each state DOT. System performance measures focus on travel time reliability measures that identify the variability of travel congestion between different time periods and days. These measures utilize travel time data from the National Performance Management Research Data Set (NPMRDS). Safety measures utilize accident data records maintained by each state DOT.

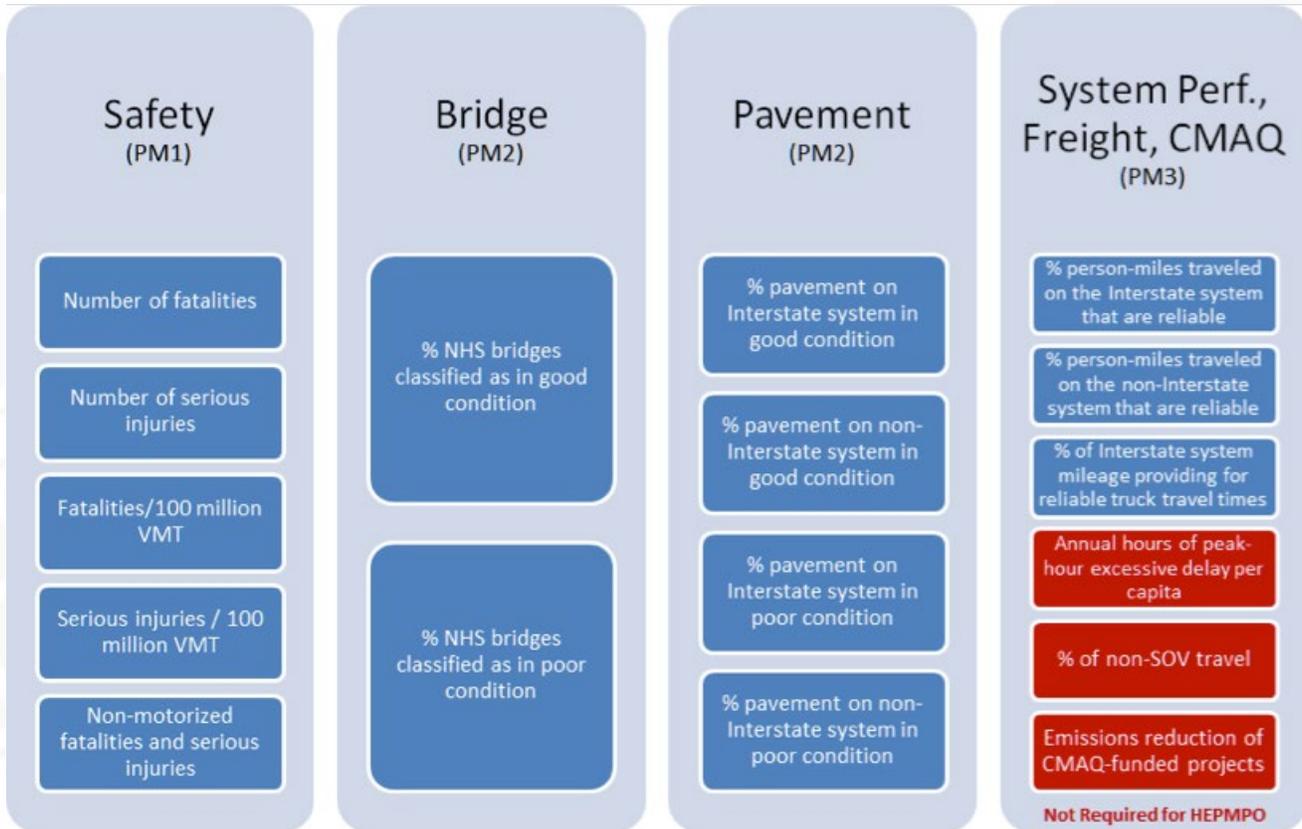


Figure 8-1: Federal TPM Performance Measures

The process to develop measures, identify targets and submit reports has been initiated by both MDOT and WVDOT. The final processes and targets for all FHWA performance measures are not expected to be completed until October 2018. As such, Direction 2045 has only included information available at the time of the plan development. Specific requirements for future adopted or amended LRTPs are summarized in **Table 8-1**.

Table 8-1: Applicable Dates for TPM Integration in LRTP

REQUIREMENT	Applicable Date for LRTP Integration
Document safety and transit asset targets , and include a systems performance report (SPR) that addresses safety performance measures (baseline, targets, impact of plan on ability to meet targets)	Adopted/amended after May 27, 2018
Document all FHWA targets and include an SPR that addresses all measures	Adopted/amended after May 20, 2019

Both MDOT and WVDOT have been making strides in various aspects of the MAP-21 and FAST Act requirements including development of a Transportation Asset Management Plan (TAMP), update of the Statewide Freight Plans, and the development of safety targets in the Highway Safety Improvement Program (HSIP). In August 2017, the MDOT's State Highway Administration (SHA) released a document providing a road map for MDOT and Maryland MPOs for addressing the TPM requirements. The document describes the details of the federal rulemaking on performance management, the role of MPOs, and various coordination aspects between each agency. **Table 8-2** highlights TPM requirements as provided in the SHA's road map.

Table 8-2: TPM Requirements as Documented in MDOT Road Map

TPM Requirements for Safety Vs. Other Measures		
	Safety	Infrastructure and System Performance
Initial Performance Period	2018, annually thereafter	2018-2022, every four years thereafter
Target Setting Frequency	Annually	Every four years (with adjustments optional at midpoint)
Applicability	All Public Roadways	National Highway System (NHS) & Interstates (varies across measures)
Reporting	HSIP Annual Report	Biennial Performance Reports
Reports Due	August 2017 Annually thereafter	Baseline – October 2018 Mid-period – October 2020 Full-period – October 2022 Every four years thereafter
Adjustments to Targets	Must be approved by FHWA	In the Mid Performance Period Progress Report (2 years after target establishment)

Figure 8-2 provides a summary of current MDOT and WVDOT information on each of the TPM measures. Both state DOTs have completed safety targets and chose to identify one statewide target for safety, and not to identify separate urbanized and non-urbanized targets. MDOT and WVDOT has conducted outreach to MPOs regarding the target setting process. Based on completed coordination efforts, the HEPMPO has chosen to support the identified DOT safety targets.

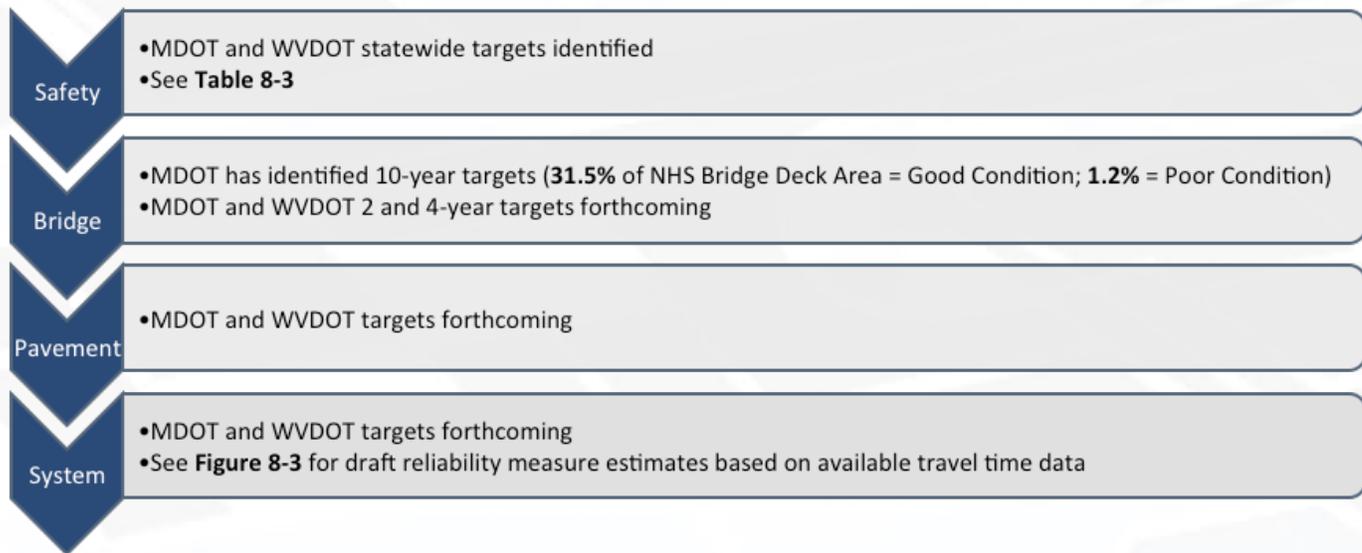


Figure 8-2: Federal TPM Performance Measures Status

In addition, MDOT has completed bridge performance targets. MDOT has completed ten year targets for the federal bridge measures that will also be included in the final TAMP. Two and four-year targets are also required for the biennial reporting of performance measures but have not been formally approved at this time. MDOT's goal is to maintain current bridge conditions; therefore, it is anticipated that the two and four-year targets will be the same as the ten-year targets. WVDOT is working to develop their bridge targets and both states continue efforts to address the pavement measure targets based on information in each state's bridge and pavement management systems.

Future efforts will focus on the continued coordination on target setting for the remaining performance measures. Each state DOT will then be responsible for the biennial reporting as described in the TPM requirements. These reports will include the baseline performance report, mid-period performance progress report, and the full-period performance progress report. These reports will be included in future LRTPs and other HEPMPO planning resources for public review. Each state will also be responsible for coordinating and collaborating with the HEPMPO. Although, WVDOT and MDOT have not developed system performance measure targets, the HEPMPO has reviewed annual travel time data (through mid-December 2017) using the Regional Integrated Transportation Information System (RITIS). This data are available for roads on the National Highway System (NHS). The HEPMPO regional measures for interstate, non-interstate, and truck travel time reliability are better than the Maryland and West Virginia statewide average values. Of particulate note, are the high values for intestate travel time reliability. However, an annual reliability value is only one measure for transportation performance and does not reflect typical daily traffic congestion, safety concerns, or the impact of incidents on traffic.

The HEPMPO has supported and adopted statewide safety targets identified by each DOT.

Table 8-3: MDOT and WVDOT Statewide Safety Targets

Safety Measure	Maryland					West Virginia				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Total Fatalities	442	429	416	403	391	302	289	282	274	267
Fatality Rate (Per 100M VMT)	0.72	0.70	0.68	0.66	0.64	1.54	1.46	1.37	1.34	1.31
Total Serious Injuries	3,422	3,294	3,171	3,053	2,939	1,542	1,397	1,341	1,285	1,229
Serious Injury Rate (Per 100M VMT)	6.08	5.86	5.64	5.43	5.23	7.62	6.80	6.33	5.94	5.66
Total Non-Motorized Fatalities and Serious Injuries	488	473	459	446	433	103	99	94	90	85



Estimated TPM System Measures from RITIS (Through December 17, 2017)			
Measure	HEPMPO	WV State	MD State
Interstate Travel Time Reliability	100%	69.5%	99.5%
Non-Interstate Travel Time Reliability	97.8%	82.6%	96.3%
Truck Travel Time Reliability Index	1.15	1.88	1.21

(Higher travel time reliability percentages = better performance)
 (Lower truck travel time index values = better performance)

National Highway System (HEPMPO)

Figure 8-3: Draft Estimates of Traffic Reliability Measures for HEPMPO Region

OVERALL PERFORMANCE OF LRTP PROJECTS

As MDOT and WVDOT work to establish defined measures and targets, the HEPMPO will continue to work with local, regional and state partners to fund transportation projects that address regional goals and needs. **Chapter 9** highlights the project prioritization process that was used to select projects within the available funding constraints. That process included the evaluation of individual project performance across a variety of measures that relate directly to HEPMPO's goals and objectives for Direction 2045.

Future funding levels are unlikely to produce a completely problem-free transportation system. Indicators of productive transportation investments include improvements in travel efficiency and reductions in motorists' delay. The HEPMPO regional travel demand model has been used to perform an evaluation of the fiscally constrained plan as well as the unfunded projects that were identified in **Chapter 9**. Both VMT and vehicle hours of delay are used as the measures for the plan's transportation performance. The delay is a measure of the amount of time that is spent traveling at speeds below "free-flow" speeds throughout the roadway network. Within the model, the following roadway network scenarios are used for the evaluation:

- **2045 Existing + Committed (E+C) Network:** This network is the assumed baseline, to which other plan scenarios are compared. The scenario includes all completed projects and those currently identified on the region's TIP.
- **2045 Fiscally Constrained Network:** This network includes all projects that are funded within the fiscally constrained portion of the plan.
- **2045 Unconstrained Network:** This network includes all fiscally constrained and unfunded projects that have been identified in the unconstrained portion of the plan.

The identified projects in HEPMPO's long range plan could reduce regionally delay by nearly 60%. However, financial limitations prevent that impact from being realized.

As shown in **Figure 8-4**, the model results suggest that the region’s fiscally constrained highway network itself will not have significant effects on regional VMT. Adding capacity to a roadway often draws additional traffic to that facility while simultaneously reducing traffic on the lower level facilities.

Although the projects are not focused on VMT reduction, other factors may have a significant impact on future VMT growth. As seen between 2008 and 2012, the economic downturn and rising fuel prices produced large VMT reductions. Other import factors affecting VMT include household decisions on where to work. The HEPMPO will continue to monitor regional VMT to see how these impacts play out over the next 5 to 10 years. Although not a significant component of the current plan, travel demand management (TDM) strategies (e.g. carpooling programs, staggered work hours, employee trip reduction programs, etc.), will be considered in future plan updates if VMT growth rates increase significantly.

Many of the projects in this plan are focused on capacity increases along congested roadways. As a result, the projects have a larger impact on vehicle delay as compared to VMT. **Figure 8-5** illustrates the travel model results for the fiscally constrained plan. The projects are forecast to reduce regional delay by over 10%, suggesting that the fiscally constrained projects will result in an increase to mobility in the region.

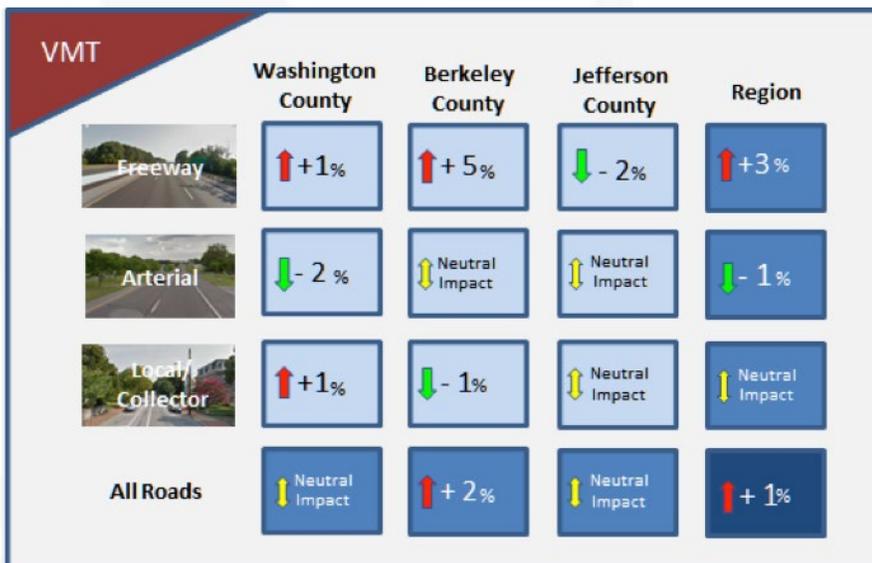


Figure 8-4: Vehicle Miles Traveled (VMT): 2045 Fiscally Constrained vs. 2045 E+C Network

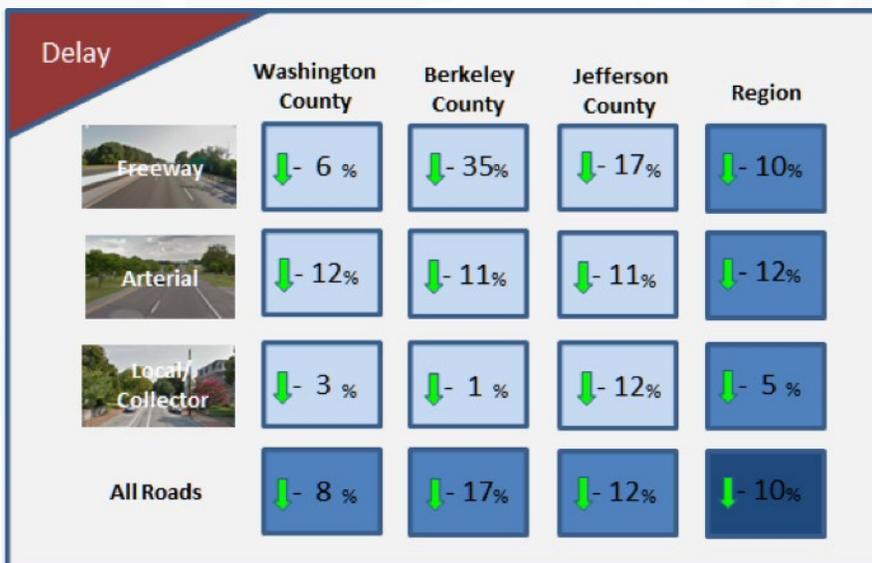


Figure 8-5: Vehicle Hours of Delay: 2045 Fiscally Constrained vs. 2045 E+C Network

The minor delay improvements indicate that the Maryland and West Virginia highway funding streams are not sufficient to address many of the congestion problems in the region. This is further illustrated in **Figure 8-6**, which shows the delay impacts of the unconstrained project list as presented in **Chapter 9**. The inclusion of all identified projects in the travel model results in a much higher regional delay impact (e.g. 58.0% reduction), with the largest benefit in Washington County. The unconstrained projects include significant interstate projects in Washington (I-81, I-70) and Berkeley (I-81) counties. These projects provide significant reductions to delay in the region and provide some relief to parallel arterial roadways.



Figure 8-6: Vehicle Hours of Delay: 2045 Unconstrained Network vs. 2045 E+C Network

SCENARIO PLANNING PERFORMANCE

Scenario planning is a process that can help transportation professionals prepare for what lies ahead by providing a framework for developing a shared vision for the future through the analysis of various forces. Scenario planning can be used to support and advance the practice of performance-based planning and programming through the use of metrics, models, data sets, and tools to estimate and evaluate scenarios based on their ability to maximize system performance and support achievement of goals and performance targets.

HEPMPO has worked to define several conceptual scenarios to include in Direction 2045. This serves as a basis for further discussions and assessments with stakeholders during future plan updates. The scenarios have been developed to assess the potential impacts of land use and commuting behavior in relation to the transportation project impacts presented in the previous section.

FHWA has emphasized the integration of scenario planning concepts into MPO long range planning.

The two scenarios have been defined as follows:

1. There is an increased interest in urban living, which leads to a higher-than-expected growth in urban community types within the HEPMPO region.
2. There is an increase in commuting to/from neighboring states and counties consistent with trends that have occurred over the last decade in the HEPMPO region.

SCENARIO 1: INCREASED GROWTH IN URBAN AREAS

This scenario assessment included the development of an alternative land use vision for the region. **Chapter 2** provided household and employment forecasts (referred herein as the “2045 Baseline”) based on a top-down approach that distributed projected county growth to areas within the region using input from local stakeholders and planned development locations. The goal of the alternative scenario was to reallocate the county growth to provide a greater concentration in more urban community types. To support this scenario, a process was conducted to define community types based on relative household and employment density as illustrated in **Figure 8-7**. The process included:

- Calculate household + employment per acre (density) for each travel model zone (TAZ)
- Assign a “Community Type” (1-5) to each TAZ based on its relative household and employment density
- Redistribute forecasted households & employment across community types

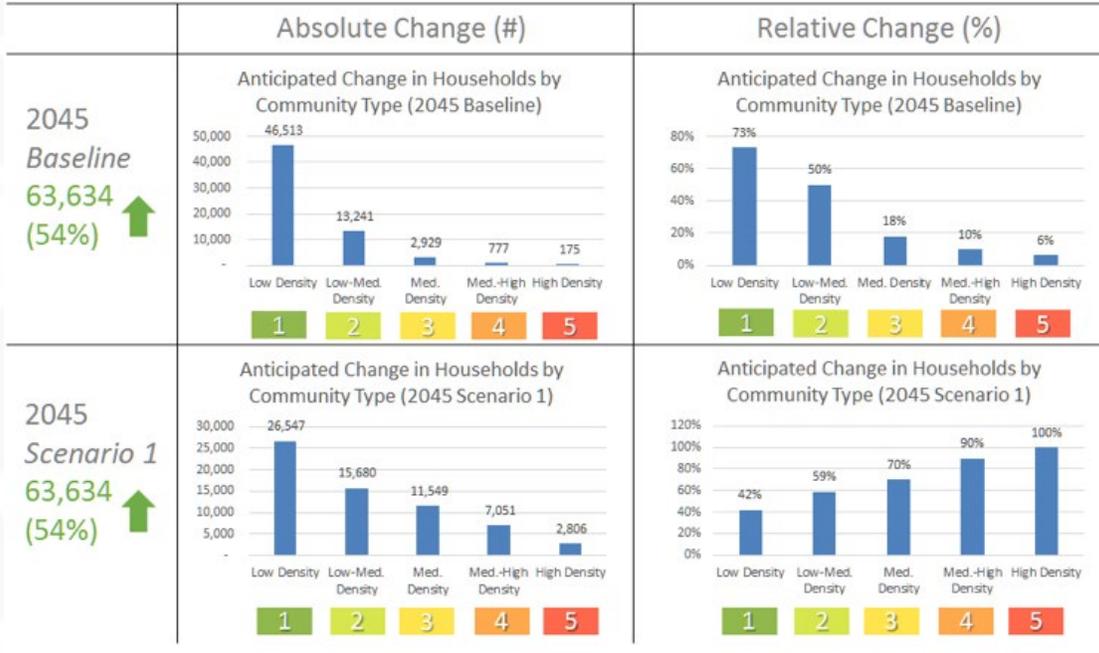
Figure 8-8 highlights the differences in household and employment distribution between the alternative land use scenario and the 2045 Baseline scenario used within the transportation needs assessment and modeling.



Figure 8-7: Defining Community Types based on Population and Employment Density



HOUSEHOLDS



EMPLOYMENT

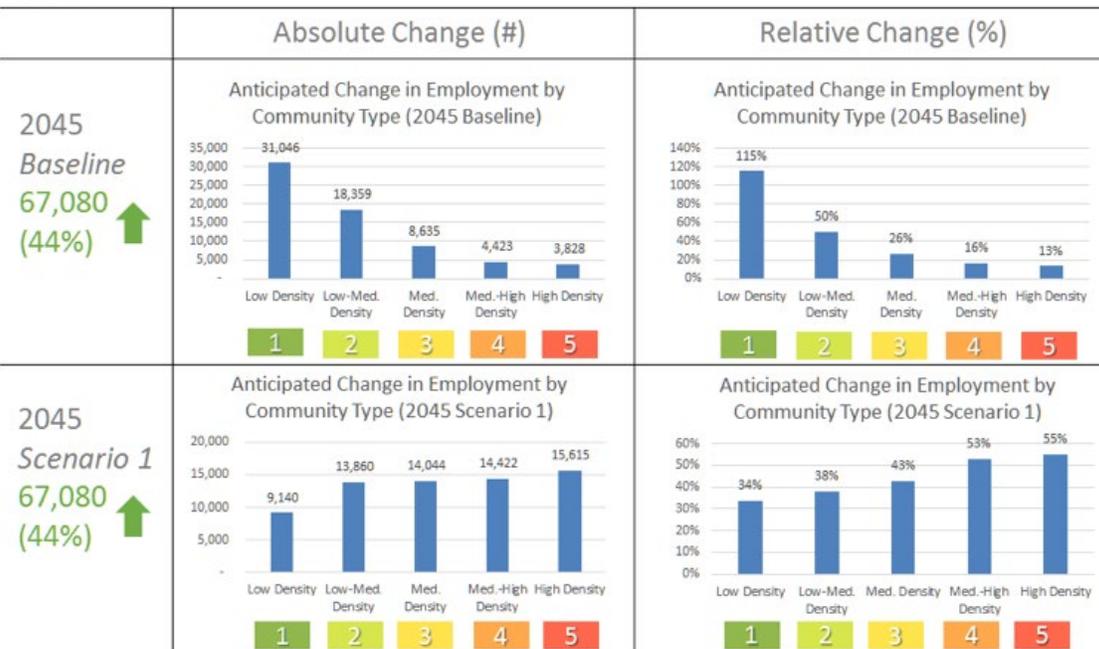


Figure 8-8: Comparison of Alternative Land Use Scenario to 2045 Baseline Used in Chapter 2

The alternative scenario explores the possibility that people will have an increased interest in “urban” living. However, the net 2045 population does not change in this scenario as compared to the baseline. Instead, the population has been reallocated in the region by community type to provide higher growth rates in higher density community types. For example, the baseline predicts that 777 more people will live in Medium-High density areas (orange) in 2045 as compared to current conditions. Meanwhile the alternative scenario forecasts much higher growth, estimating that 7,000 additional people will live in Medium-High density areas in 2045 as compared to current conditions.

The alternative land use scenario was integrated into the HEPMPO regional travel demand model to identify potential impacts on travel performance measures including VMT, vehicle hours of travel (VHT) and delay. As summarized in **Table 8-4**, the results indicate that land use distribution can have greater impacts on regional VMT than transportation projects. Reduced travel reduces fuel usage, improves air quality, and benefits regional traffic congestion. However, the overall reduction in travel delay is not nearly as significant as the transportation project benefits provided in the previous section (e.g. 10% for the fiscally constrained projects). Growth management, including transit-oriented and mixed-use development, could contribute to more significant reductions in VMT, VHT, and delay. Those scenarios may be considered for future testing and assessment within the HEPMPO region.

Land use distribution can have greater impacts on regional VMT than transportation projects.

Table 8-4: Scenario 1 Alternative Land Use Forecast Impact on Regional Travel Performance

Measure (Daily)	2045 Baseline	2045 Alternative Scenario	Difference	Percent Difference
VMT	13,019,162	12,817,398	-201,764	-1.5%
VHT	342,825	336,060	-6,764	-2.0%
Delay	156,291	154,392	-1,898	-1.2%

SCENARIO 2: INCREASED COMMUTING AND TRAVEL TO AREAS OUTSIDE HEPMPO REGION

Regional travel patterns have changed significantly over the last 20 years within the HEPMPO region. The U.S. Census Longitudinal Employer-Household Dynamics (LEHD) program integrates quarterly employment and wage data with other information from Census surveys. From the data, the program creates statistics on employment, earnings, and job flows at detailed levels of geography. Based on the LEHD reports, **Table 8-5** highlights some of the changes in commuting for those who reside in counties within the HEPMPO region between 2002 and 2015.

Table 8-5: Percentage of Residents Who Commute to Areas Outside of HEPMPO 3-County Region

County	% in 2002	% in 2015	% Change (2002-2015)
Washington	43.6%	46.2%	+ 6%
Berkley	46.0%	55.3%	+ 20%
Jefferson	27.5%	38.3%	+ 39%

The LEHD data illustrates some significant increases (over the 13-year period) in travel to areas outside the HEPMPO region, especially in the West Virginia counties. For the forecast modeling analyses presented in **Chapter 2**, the flows to and from the HEPMPO region were based on an assessment of traffic volume growth at each external station (roadway location at border), based on either historical trend data or average growth rates by roadway functional class. In addition, the modeling used 2016-2017 GPS data from Streetlight, Inc. to assess the percentage of the traffic that traveled completely “through” the region versus that to or from areas within the HEPMPO region.



This scenario assessment updated the regional travel model to assume more of the traffic growth at each border location was attributed to travel to or from the region. The overall growth rates were not changed (as in many cases they represented significant levels of growth); however, less of the growth was attributed to travel going “through” the entire region. As a result, this scenario increases the travel interactions between residential areas within the 3-county region to areas outside the HEPMPO.

Table 8-6 provides the impacts of this scenario travel change on VMT, VHT and delay. Continued trends in increased travel

Increased commuting to areas outside the HEPMPO region can have significant impacts on local traffic and congestion.

to areas outside the HEPMPO region will provide benefits to regional VMT and delay. However, this will most likely come at the expense of the economic robustness of the cities and towns. An assessment of the model results indicates less travel to Hagerstown and Martinsburg, reducing the traffic within the downtown areas. However, more demand will be placed on the regional freeways including I-81, I-70 east of I-81, and US 340. While overall delay is reduced, some existing areas of traffic congestion may be expected to worsen, especially at US340.

Table 8-6: Scenario 2 Impact on Regional Travel Performance

Measure (Daily)	2045 Baseline	2045 Alternative Scenario	Difference	Percent Difference
VMT	13,019,162	12,720,457	-298,705	-2.3%
VHT	342,825	336,621	-6,204	-1.8%
Delay	156,291	150,011	-6,280	-4.0%

The above trends are illustrative and should not be regarded as a potential strategy for VMT or delay reduction. The economic conditions in Hagerstown and Martinsburg will be important to ensure continued growth and jobs for individuals. The scenarios serve as an illustrative analysis to identify potential transportation impacts if past commuting trends continue. The HEPMPO will continue to monitor these trends using available data.



NINE

CHAPTER 2045 LONG RANGE PLAN

Direction 2045 anticipates approximately \$412 million in funding over the plan’s 23-year horizon (2023-2045), a \$191 million reduction from Direction 2040, the region’s previous long-range plan. Meanwhile, the Direction 2045 “vision” (or unconstrained) projects are expected to cost nearly \$6.3 billion, far exceeding the anticipated funding. As such, Direction 45 relied on local input and a robust prioritization process to identify the most important projects – projects that maximize benefits and are within budget (fiscal constraint).

This chapter identifies existing + committed projects, reviews available funding, highlights proposed projects, documents the project prioritization process, and discusses the fiscally constrained plan.

EXISTING + COMMITTED PROJECTS

Prior to evaluating projects and formulating project recommendations, it is important to understand the existing roadway network and the committed projects that have dedicated funding source(s). These proposed projects with anticipated funding allocations comprise the existing + committed (E+C) network.

The E+C projects were primarily identified by referencing the region’s FY 2017-2020 Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP), both of which list short-term funded projects through 2022. Stakeholder meetings, particularly with state agencies, were also extremely helpful in finalizing the E+C network. It is anticipated that the E+C projects will be in some stage of construction by the end of FY 2022. As such, the estimated E+C project costs do not count against the anticipated budgets for this plan since the plan’s funding extends from 2023 to 2045. The E+C projects are shown in **Table 9-1**.



Table 9-1: Existing + Committed (E+C) Projects

TIP ID #	Project Name	Cost (YOE \$)	County
B2010-05	East Burke Street Bridge	\$1.6M	Berkeley
B2010-11	Gerrardstown Bridge	\$.9M	Berkeley
B2014-02	Oak Street Bridge	\$1.3M	Berkeley
B2014-05	North High St Traffic Signal	\$.8M	Berkeley
B2014-08	I-81 Bridge over Potomac River	\$39.1M	Berkeley
B2014-13	Broad Lane Improvements	\$.5M	Berkeley
B2014-14	Campus Drive RTL	\$.3M	Berkeley
B2011-09	Inwood Bypass	\$10.8M	Berkeley
B2016-04	Martinsburg Signal System	\$1.8M	Berkeley
B2016-07	Marlowe I/C Improvements	\$.8M	Berkeley
B2016-08	Tavern Road Railroad Crossing	\$.1M	Berkeley
B2017-02	Rock Cliff I/S Improvements	\$.6M	Berkeley
B2017-01	Nadenbousch Lane Signal	\$.2M	Berkeley
B101.1	I-81 - Phase 1	\$75.0M	Berkeley
B111.0	WV 51	\$14.7M	Berkeley
J2014-04	Citizens Way Intersection Improvements	\$.9M	Jefferson
J2016-02	Charles Town CBD Signal System	\$1.0M	Jefferson
J2016-03	Bakerton Road Bridge	\$1.0M	Jefferson
J2008-08	US 340 South of Charles Town	\$60.0M	Jefferson
J102.1	US 340 - Phase 1 -Operational Improvements	\$11.0M	Jefferson
J405.1	Rockwool Blvd. - Phase X	\$2.2M	Jefferson
W2009-01	WM Railway Lift Bridge Restoration	\$2.2M	Washington
W2017-07	Garis Shop Road Bridge	\$1.8M	Washington
W2017-07	Crystal Falls Drive Bridge	\$1.6M	Washington
W2017-07	Keedysville Road Bridge	\$1.5M	Washington
W2017-07	Poffenberger Road Bridge	\$2.0M	Washington
W2017-07	Old Roxbury Road Bridge	\$3.1M	Washington
W2017-07	Halfway Boulevard Bridges	\$2.1M	Washington
W2017-08	Eastern Boulevard Widening Phase II	\$5.3M	Washington
W2017-01	Paramount Elementary School Safe Routes To School (in design)	\$.5M	Washington
W2014-09	I-81 Widening and Bridge Rehabilitation	\$71.3M	Washington
W2016-01	Crayton Boulevard - Phase I	\$3.3M	Washington
W2017-11	Colonel Henry K. Douglas Drive Extended Phase 1	\$3.2M	Washington
W2014-01	I-70 Interchange Improvements at MD 65 - PE	\$1.5M	Washington

ANTICIPATED FUNDING

Financial planning plays a critical role in the transportation planning process and is intended to ensure that plans are based on a reasonable expectation of sufficient revenues to support transportation system expansion. This financial assurance, known as “fiscal constraint”, is required by federal regulations and must ultimately be in “year-of-expenditure dollars”.

There is less funding available for Direction 2045 than there was for Direction 2040, the region’s last long-range plan (**Table 9-2**)¹. This reduction in anticipated funding is particularly pronounced in Washington County, which had \$349 million in available funding for Direction 2040 and only \$193 million for Direction 2045, a reduction of \$156 million (in 2017 dollars). This reduction is primarily due to decreases in state funding.

Table 9-2: Funding Expectations for Direction 2040 (the previous plan) and Direction 2045

	Berkeley and Jefferson Counties, West Virginia (2017 Dollars)	Washington County, Maryland (2017 Dollars)
Direction 2040	\$254 million	\$349 million
Direction 2045	\$219 million (\$35 million)*	\$193 million (\$156 million)**

* Funding includes anticipated system expansion funds from WVDOT, but does not include new WV State Roads to Prosperity Highway Program Bond.

** Includes anticipated system expansion funds from MDOT, Washington County, and the City of Hagerstown

The following section documents the anticipated available funding for Berkeley, Jefferson, and Washington counties over the Plan’s 23-year horizon (2023-2045). Pursuant to Federal guidelines, the funding expectations are discussed in year-of-expenditure dollars.

WEST VIRGINIA

West Virginia’s entire public roadway system, with the exception of some municipal streets/bridges and subdivision roadways, is maintained and operated by WVDOH; therefore, the state-level funding analysis is the basis for the fiscal constraint in Berkeley and Jefferson counties. WVDOH generates a projection of total available funding based on historic revenues and then identifies the share of projected revenues that would be needed for “non-improvement” categories including administration, routine maintenance, equipment, earmarks, etc.

The projected system expansion funds are distributed to MPOs based on the historical shares of expansion funds. In the case of the HEPMPO region, this share is 8.85%, a 0.63% share increase from the Direction 2040 allocation.

Federal regulations require that anticipated funding (or revenue) is in “year of expenditure” (YOE) dollars, meaning that revenues must be inflated to future years of expenditure. The total anticipated system expansion funding for Berkeley and Jefferson counties is \$219 million (in 2017 dollars) or \$429.8 million (in YOE dollars). A 4.3% annual inflation rate was used to calculate “year of expenditure” revenues for Berkeley and Jefferson counties. **Table 9-3** shows this year-of-expenditure forecast, the results of which were ultimately compared to anticipated project costs.²

¹ Note: Direction 2040 and Direction 2045 each have 23-year planning horizons.

² The 4.3% inflation rate was based on guidance from the WVDOH’s Long Range Revenue Estimates for Use in MPO Long Range Transportation Plans.

Table 9-3: Year of Expenditure (YOE) Forecasts for System Expansion Funding (Berkeley and Jefferson Counties)

	Fiscal Year	Total Revenue (YOE \$)
PHASE 1: Post TIP Short Term (2023-2030)	2023	\$9.5M
	2024	\$11.8M
	2025	\$12.3M
	2026	\$12.9M
	2027	\$13.4M
	2028	\$14.0M
	2029	\$14.6M
	2030	\$15.2M
PHASE 2: Post TIP Long Term (2031-2045)	2031	\$15.9M
	2032	\$16.6M
	2033	\$17.3M
	2034	\$18.0M
	2035	\$18.8M
	2036	\$19.6M
	2037	\$20.5M
	2038	\$21.4M
	2039	\$22.3M
	2040	\$23.3M
	2041	\$24.3M
	2042	\$25.3M
	2043	\$26.4M
	2044	\$27.5M
2045	\$28.7M	
	Subtotal	\$429.8M

MARYLAND

In Maryland, MPO funding projections reflect state and local funding sources. The **Hagerstown/Eastern Panhandle Metropolitan Planning Organization Regional Transportation Plan Financial Projections for Washington County (June 2017)**, developed by the MDOT Finance Office, provides the state funding projections based on a historical analysis of surface transportation funds. Meanwhile, the Washington County and City of Hagerstown funding estimates are based on the **Capital Improvement Program (CIP)** and conversations with local officials.

The projected statewide system expansion funds are distributed to the Maryland MPOs based on historical shares of expansion funds. The share for Washington County, in the HEPMPO, is 0.7%, a 0.1% reduction in share from the last plan (Direction 2040). The total anticipated system expansion funding for Washington County is \$193.0 million (in 2017 dollars) or \$226.9 million (in YOE dollars). A 5.3% annual inflation rate was used to calculate the “year of expenditure” revenues.³ **Table 9-4** shows the year-of-expenditure forecast for Washington County, with contributions from MDOT, Washington County, and City of Hagerstown.

Table 9-4: Year of Expenditure (YOE) Forecasts for System Expansion Funding (Washington County)

	Fiscal Year	State Revenue (YOE \$)	Washington County Revenue (YOE \$)	Hagerstown Revenue (YOE \$)	Total Revenue (YOE \$)
PHASE 1: Post TIP Short Term (2034-2030)	2023	\$3.7M	\$4.6M	\$.3M	\$8.6M
	2024	\$3.6M	\$6.5M	\$.3M	\$10.4M
	2025	\$3.8M	\$6.8M	\$.3M	\$11.0M
	2026	\$4.0M	\$7.2M	\$.4M	\$11.5M
	2027	\$4.3M	\$7.6M	\$.4M	\$12.2M
	2028	\$4.5M	\$8.0M	\$.4M	\$12.9M
	2029	\$4.7M	\$8.4M	\$.4M	\$13.5M
	2030	\$5.3M	\$8.8M	\$.4M	\$14.6M

³ The 5.3% inflation rate was based on guidance from the Hagerstown/Eastern Panhandle Metropolitan Planning Organization Regional Transportation Plan Financial Projections for Washington County (June 2017).

Table 9-4: Year of Expenditure (YOE) Forecasts for System Expansion Funding (Washington County) (continued)

	Fiscal Year	State Revenue (YOE \$)	Washington County Revenue (YOE \$)	Hagerstown Revenue (YOE \$)	Total Revenue (YOE \$)
PHASE 2: Post TIP Long Term (2031-2045)	2031	\$6.0M	\$9.3M	\$.5M	\$15.8M
	2032	\$6.8M	\$9.8M	\$.5M	\$17.1M
	2033	\$7.5M	\$10.3M	\$.5M	\$18.3M
	2034	\$8.4M	\$10.9M	\$.5M	\$19.8M
	2035	\$9.2M	\$11.4M	\$.6M	\$21.2M
	2036	\$10.2M	\$12.0M	\$.6M	\$22.8M
	2037	\$11.2M	\$12.7M	\$.6M	\$24.5M
	2038	\$12.2M	\$13.4M	\$.7M	\$26.2M
	2039	\$13.3M	\$14.1M	\$.7M	\$28.1M
	2040	\$14.5M	\$14.8M	\$.7M	\$30.1M
	2041	\$15.8M	\$15.6M	\$.8M	\$32.2M
	2042	\$17.2M	\$16.4M	\$.8M	\$34.4M
	2043	\$18.7M	\$17.3M	\$.9M	\$36.9M
	2044	\$20.2M	\$18.2M	\$.9M	\$39.3M
	2045	\$21.8M	\$19.2M	\$1.0M	\$41.9M
	Subtotal	\$226.9M	\$263.3M	\$13.2M	\$503.4M

LONG RANGE “VISION” PROJECTS

Direction 2045 includes an extensive list of unconstrained (or “vision”) projects. The projects, ranging from minor intersection improvements to significant widening efforts, represent a “needs list” of projects. Due to funding limitations, only a select number of projects are included in the Direction 2045 fiscally constrained plan. The projects were identified through a collaborative engagement effort of city, county, MPO, and state representatives. The projects were nominated based on the following input:

- Review and discussion of forecast deficiencies from travel demand modeling and congestion analyses;
- Projects from city and county plans and studies;
- Evaluation of safety concerns;
- Projects identified from previous long range planning efforts;
- Statewide priorities and needs; and,
- Input from stakeholder and public concerns.

The vision projects, shown in **Table 9-5**, **Table 9-6**, and **Table 9-7** for Berkeley County, Jefferson County, and Washington County, respectively, include planning-level cost estimates (2017 dollars) that were derived from several sources, including: Capital Improvement Plans (CIPs); the Maryland Highway Needs Inventory; and the Direction 2045 team. The projects can also be viewed in this [interactive web-map](#).

Table 9-5: Berkeley County Unconstrained (Vision) Projects

Proj. ID	Facility	Description	From	To	Cost (2017)
B101.2	I-81 - Phase 2	Widen to six lanes	Exit 8 / WV32	Exit 5 / WV51	\$72.0M
B101.3	I-81 - Ph.3	Widen to six lanes	Exit 5 / WV51	Virginia	\$105.9M
B102.0	US 11	Intersection improvements	Edwin Miller Blvd.	Falling Waters	\$29.4M
B103.0	US 11	Intersection improvements	Virginia	Tabler Station Rd.	\$17.4M
B104.0	US 11	Widen to four lanes	Tabler Station Rd.	WV 45/9	\$41.8M
B105.0	WV 9	New four-lane alignment	Morgan County	CR 1	\$30.1M
B106.0	WV 9	Widen to six lanes	CR1	Industrial Park	\$9.9M
B107.0	WV 45	Widen to six lanes	I-81	WV 9 (Queen St.)	\$8.4M
B108.0	WV 45	Intersection improvements	WV 9	Shepherdstown	\$13.6M
B109.0	WV 45	Widen to four lanes (divided)	WV 9	Shepherdstown	\$144.2M
B110.0	WV 45	Roadway reconstruction, safety improvements	I-81	WV 51	\$87.3M
B112.0	WV 51	Intersection improvements	Gerrardstown	I-81	\$7.6M
B113.0	WV 901	Widen to four lanes	Ramps from I-81 South	CR 1	\$38.9M
B201.0	CR 1	Widen to four lanes	WV 9	WV 901	\$87.1M
B202.0	Giles Mill Rd. Bridge	Widen to two Lanes	Giles Mill Rd.		\$1.3M

Table 9-5: Berkeley County Unconstrained (Vision) Projects (continued)

Proj. ID	Facility	Description	From	To	Cost (2017)
B203.0	Novak Rd.	Intersection Improvements	US 11	Novak Rd.	\$7.6M
B204.0	WV 115 / Charles Town Rd. / Baker Heights Rd.	Intersection Improvements	WV 115	Baker Heights Rd.	\$.7M
B301.0	Commercial Rd. Connector	Construct new roadway	Delmar Orchard Rd.	Proposed Commercial Dr.	\$2.0M
B302.0	Delmar Orchard Rd.	Two-lane reconstruction	Klee Dr.	W. King St.	\$22.7M
B303.0	East-West Connector	Construct new roadway	Klee Dr.	Proposed Commercial Dr.	\$4.9M
B304.0	King St.	Intersection improvements	I-81	US 11	\$4.6M
B305.0	Lutz Ave. Extension	New two-lane roadway	Existing Lutz Ave.	Raleigh St. Ext.	\$4.1M
B306.0	Main Residential Rd.	Construct new roadway	Residential loop connecting	Delmar Orchard Rd.	\$13.6M
B307.0	North-South Connector	Construct new roadway	Proposed East-West Connector	Proposed Klee Dr.	\$2.0M
B308.0	Raleigh St. / Race St.	Intersection Improvements	Raleigh St.	Race St.	\$.4M
B309.0	Residential through Road	Construct new roadway	Arden-Nollville Rd.	Delmar Orchard Rd.	\$10.0M

Table 9-6: Jefferson County Unconstrained (Vision) Projects

Proj. ID	Facility	Description	From	To	Cost (2017)
J101.0	US 340	Extension of turn lanes	Flowing Springs Rd.	Jefferson Terrace Rd.	\$5.8M
J102.2	US 340 - Ph.2	Widen to four Lanes	Washington St.	Virginia State Line	\$240.4M
J104.1	US 340 / Country Club Rd. - Ph.1	Restriping / turn Lanes	US 340	Country Club Rd.	\$.8M
J104.2	US 340 / Country Club Rd. - Ph.2	Grade Separate Interchange	US 340	Country Club Rd.	\$36.3M
J105.0	WV 9 / Fairfax Blvd.	Intersection Improvements	WV 9	Fairfax Blvd.	\$.3M
J106.0	WV 51	Intersection Improvements	CR 26	W. Washington St.	\$11.0M
J107.0	WV 115	Access management improvements	US 340	Mission Rd.	\$.9M
J201.0	New East-West Roadway	New two-lane roadway	Old Country Club Road	Shepherdstown Pk.	\$5.9M
J202.0	New Frontage Roadway	US 340 frontage road	Jefferson Terrace Rd.	Halltown Rd.	\$11.6M
J203.0	New Frontage Roadway	US 340 frontage road	Shipleigh School Rd.	Bakerton Rd.	\$3.8M
J204.0	New Frontage Roadway	US 340 frontage road	Bakerton Rd.	W. Washington St.	\$4.2M
J205.0	New North-South Roadway	New two-lane roadway	Alstadts Hill Rd.	Bakerton Rd.	\$4.7M
J206.0	New North-South Roadway	New two-lane roadway	Keyes Ferry Rd.	Somerset Blvd.	\$2.1M
J207.0	Flowing Springs Rd. / WV 230	Intersection Improvements	Flowing Springs Rd.	WV 230	\$2.9M
J208.0	Flowing Springs Rd. / Country Club Rd.	Intersection Improvements	Flowing Springs Rd.	Country Club Rd.	\$2.0M
J301.0	5th Ave. / Route 9 / Flowing Springs Rd.	Intersection Improvements (2)	5th Ave.	Flowing Springs Rd.	\$3.0M
J302.0	16th Street Extension	New two-lane roadway	16th St.	5th Ave. Roundabout	\$17.9M
J303.0	Beltline Ave.	New two-lane roadway	Extend west	Currie Ln.	\$26.9M
J304.0	Beltline Ave.	Streetscape improvements	Currie Rd. Extended	Race Track Rd.	\$7.5M
J305.0	CR 34 / Washington St.	Intersection improvements	CR 34	Washington St.	\$1.2M

Table 9-6: Jefferson County Unconstrained (Vision) Projects

Proj. ID	Facility	Description	From	To	Cost (2017)
J306.0	Currie Rd.	New two-lane roadway	Old Leetown Pk.	WV 51	\$22.4M
J307.0	Currie Rd. / Old Leetown Pike	Safety improvements	Currie Rd.	Old Leetown Pk.	\$5.8M
J308.0	Huyett Rd. / Augustine Ave.	Intersection improvements	Huyett Rd.	Augustine Ave.	\$.4M
J309.0	Mildred St.	Complete Street Corridor	Rail line	Beltline Rd.	\$3.4M
J310.0	Mildred St. / Old Leetown Pk. / 16th Ave.	Roundabout Construction	Mildred St.	Old Leetown Pk.	\$3.3M
J311.0	New Roadway	Improved road connections	Shenandoah Springs	Old Country Club Rd.	0.0M
J312.0	Washington St.	Traffic and Ped. Mobility Improvements	West St.	MLK Jr. Blvd.	\$.9M
J401.0	Jefferson Ter. Ext.	New north-south roadway	Deep Creek Rd.	Jefferson Ter.	\$3.9M
J402.0	New Frontage Road	US 340 frontage road	Alstadts Hill Rd.	Old Taylor Ln.	\$.4M
J403.0	New Frontage Road	US 340 frontage road	Rion Hall Farm Entrance	Blair Rd.	\$1.4M
J404.0	New Roadway	New two-lane roadway	US 340	Keyes Ferry Rd.	\$1.9M
J405.2	Rockwool Blvd. - Ph.2	New two-lane roadway	Rockwell Blvd.	WV 480	\$4.7M

Table 9-7: Washington County Unconstrained (Vision) Projects

Proj. ID	Facility	Description	From	To	Cost (2017)
W101.2	I-81 - Phase 2	Widen to six lanes	Exit 1	I-70	\$83.5M
W101.3	I-81 - Phase 3	Widen to six lanes	I-70	US 40	\$83.5M
W101.4	I-81 - Ph.4	Widen to six lanes	US 40	Pennsylvania	\$129.7M
W102.0	I-70	Widen to six lanes	Frederick County	US 40	\$144.4M
W103.0	I-70	Widen to six lanes	US 40	I-81	\$291.7M
W104.0	I-70	Widen to six lanes	I-81	I-68	\$2,639.4M
W105.0	MD 60	Widen to four lanes	Marsh Pike	Longmeadow Rd.	\$44.6M
W106.0	MD 63	Widen to four lane (divided)	I-70	North of US 40	\$58.6M
W107.0	MD 64	Multi-lane reconstruction	Eastern Blvd	Little Antietam Rd.	\$155.0M
W108.0	MD 65	Widen to four lanes	I-70 Interchange	Wilson Blvd.	\$19.6M
W109.0	MD 65	Widen to five lanes	I-70	Poffenberger Rd.	\$170.2M
W110.0	MD 65	Widen to four lanes (divided)	Poffenberger Rd.	MD 68	\$126.3M
W111.0	MD 65	Intersection improvements	MD 68	Shepherdstown Pike	\$6.0M
W112.0	MD 65 / I-70	Interchange reconstruction	I-70	MD 65	\$91.5M
W113.0	MD 66	Two-lane reconstruction	US 40 Alt.	0.6 mi south of I-70	\$101.1M
W114.0	MD 66	Widen to four lanes	I-70	MD 64	\$77.6M
W115.0	MD 68	Two-lane reconstruction	Pinesburg	US 11	\$60.0M
W116.0	US 11	Widen to four lanes	Burhans Blvd.	Terminal Dr.	\$144.8M
W117.0	US 11	Widen to four lanes	Hagerstown	Williamsport	\$152.1M
W118.0	US 340 - Potomac River Bridge	Widen to four lanes	Virginia	Existing Divided Highway	\$34.9M
W119.0	US 40	Widen to four lane (divided)	MD 63	MD 144	\$50.0M
W120.0	US 40	Widen to six lanes (divided)	I-70	Eastern Blvd.	\$17.3M
W121.0	US 522	Widen to four lane (divided)	West Virginia	I-70	\$92.7M
W122.0	US Alt. 40	Two-lane reconstruction	W. of MD 67	Frederick County	\$56.9M
W123.0	US Alt. 40	Two-lane reconstruction	Funkstown	MD 67	\$43.0M

Table 9-7: Washington County Unconstrained (Vision) Projects (continued)

Proj. ID	Facility	Description	From	To	Cost (2017)
W201.0	Bucky Ave.	New two-lane roadway	Bucky Ave.	MD 144	\$.4M
W202.2	Colonel Henry K. Douglas Dr. Extended - Phase 2	Bridge	Bridge over Antietam	-	\$2.8M
W202.3	Colonel Henry K. Douglas Dr. Extended - Phase 3	New two-lane roadway	Bridge over Antietam	Phase 1	\$2.4M
W202.4	Colonel Henry K. Douglas Dr. Extended - Phase 4	New two-lane roadway	Alt 40	Bridge over Antietam	\$2.7M
W203.2	Crayton Blvd. - Phase 2	New connector road	Maugans Ave.	Showalter Rd.	\$2.0M
W204.0	E. Oak Ridge Dr. / South Pointe Dr.	Construction of a traffic signal	E. Oak Ridge Dr.	South Pointe Dr.	\$.3M
W205.0	Eastern Blvd. / Antietam Dr.	Intersection improvement	Eastern Blvd.	Antietam Dr.	\$2.5M
W206.3	Eastern Blvd. Extended - Phase 3	Two lane highway w/ center turn lane and signal	Antietam Dr.	MD 60	\$14.0M
W207.0	Halfway Blvd. Phases 2 & 3	750' extension and bridge	Bridge over Antietam	Halfway Blvd.	\$4.0M
W208.1	Longmeadow Rd. - Ph.1	Widen to five lanes	Halifax Dr.	Marsh Pike	\$9.8M
W208.2	Longmeadow Rd. - Ph.2	Widen to five lanes	Marsh Pike	MD 60	\$9.8M
W209.0	Marsh Pike	Widen to four lanes	MD 60	Longmeadow Rd.	\$1.8M
W210.0	Maugans Ave.	Widen to three lanes	I-81	Main St.	\$7.9M
W211.0	Maugans Ave.	New two-lane roadway	Main St.	Garden View Rd.	\$10.7M
W212.0	N. Main St.	Widen road	Geiser Way	Existing Parking	\$1.2M
W213.0	Newgate Blvd.	New two-lane roadway	Halfway Blvd.	US 40	\$2.0M
W214.1	Professional Blvd. Bridge - Phase 1	Bridge and four lane road construction	Professional Ct.	Bridge over Antietam	\$8.6M
W214.2	Professional Blvd. Extended - Phase 2	New four-lane roadway	Bridge over Antietam	Yale Dr.	\$5.5M
W214.3	Professional Blvd. Extended - Phase 3	New four-lane roadway	Yale Dr.	Professional Blvd Ph. 2	\$1.7M
W214.4	Professional Blvd. Extended - Phase 4	New four-lane roadway	Professional Blvd. Ph 3	O'Neals Place	\$1.8M

Table 9-7: Washington County Unconstrained (Vision) Projects (continued)

Proj. ID	Facility	Description	From	To	Cost (2017)
W215.0	Showalter Rd. East	New road construction	US 11	Paradise Church Rd.	\$15.3M
W216.0	Underpass Way / Halfway Blvd.	Roundabout construction	Underpass Way	Halfway Blvd.	\$1.0M
W217.0	Burnside Bridge Rd.	Spot Improvements	Burnside Bridge Rd.	Mills Rd.	\$.5M
W218.0	Western Maryland Parkway Extended	New road construction	Railway Lane	Western MD Parkway	\$8.4M
W301.0	Edgewood Dr.	Widen to four lanes	Haywood Circle	US 40	\$9.6M
W302.0	Haven Rd.	Reconstruction	Pennsylvania Ave.	End	\$6.4M
W303.0	MD 60	Multi-lane reconstruction	Northern Ave.	Marsh Pike	\$40.1M
W304.1	Monroe Blvd. / Warrior Blvd. Extension (North)	New two-lane roadway	MD 68	MD 34	\$6.1M
W304.2	Monroe Blvd. / Warrior Blvd. Extension (South)	New two-lane roadway	MD 34	MD 67	\$5.9M
W305.0	Northwest Connector	New minor collector road	Haven Rd.	Salem Ave.	\$5.2M
W306.0	Paul Smith Blvd.	New two-lane collector	US Alt. 40	US 40	\$7.5M
W307.2	Southern Blvd. - Ph.2	New four-lane collector	Edgewood Drive	Frederick St.	\$13.2M
W308.0	Wesel Blvd.	Widen to four lanes	Burhans Blvd.	Current 4-Lane Segment	\$5.1M

The Berkeley County and Jefferson County projects are expected to cost \$1.2 billion, while the Washington County projects are expected to cost \$5.1 billion. These project costs greatly exceed the anticipated funding under this long-range plan. West Virginia funding is only expected to cover 17% of the project costs, while the Maryland funding is only expected to cover 4% of project costs (**Figure 9-1**). In light of this funding shortage, a prioritization process was used to identify the most beneficial (and cost-effective) projects for the region. This process is discussed in the following section.

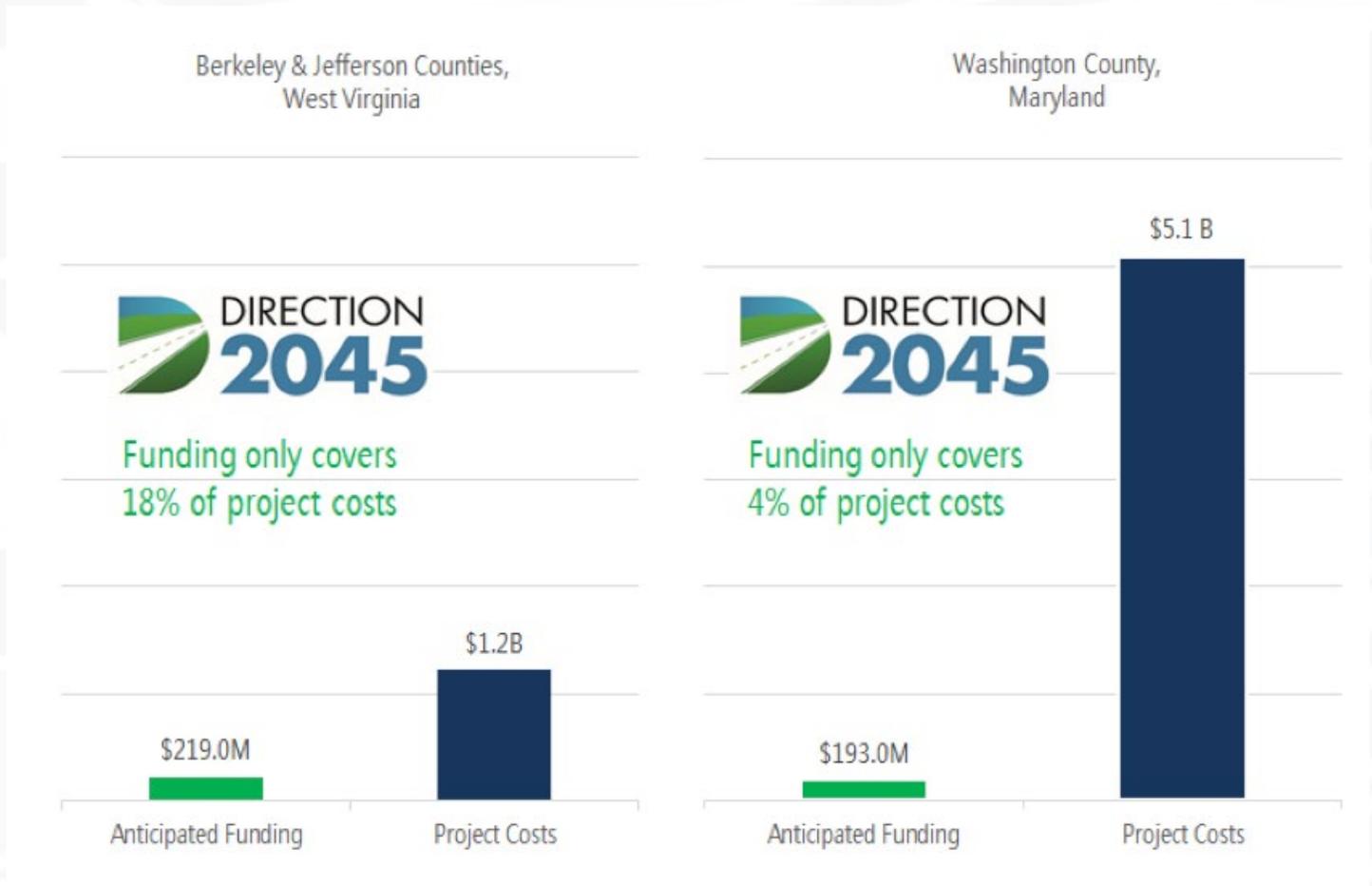


Figure 9-1: Comparing Anticipated Funding to Project Costs (2017 dollars)

PROJECT PRIORITIZATION

Direction 2045 utilizes a multi-dimensional prioritization process for scoring and evaluating potential transportation improvement projects within the region. This evaluation process, summarized below (**Figure 9-2**), relied on jurisdiction and stakeholder input to identify local priorities. These local priorities, many of which are reflected in jurisdiction plans, provided a foundation for prioritizing and identifying projects for the Fiscally Constrained Plan (discussed later). In addition, the prioritization process measured (and scored) projects based on various criteria. This scoring process is discussed below.



Figure 9-2: The Project Evaluation Process

The prioritization process utilizes a data-driven approach and considers quantitative, qualitative, and geographic characteristics (or criteria). The quantitative measures use data from each project to measure performance, such as existing congestion and traffic volume. The qualitative measures reflect public input including that received from the web-based survey. The geographic characteristics help evaluate a project's location in the context of multi-modal infrastructure, environmental features, and anticipated growth trends.

Projects received individual scores for each unique measure (or criteria), with several criteria providing additional weight or influence. The project scores were then aggregated to calculate total scores for each project where a higher total score indicates a higher prioritization ranking. From there, the project scores were divided by the project costs, which yields a "benefit-cost" score. The prioritization categories, criteria, and weights are shown in **Table 9-8**.

Table 9-8: Project Prioritization Categories, Criteria, and Weights

Category	Criteria	Weight (multiplier)
Safety Enhancements	Addresses high-crash location	2
Existing Congestion	Existing congestion based on TomTom data	2
Traffic Volume	Traffic volumes (reflecting the number of vehicles impacted)	1
Transit Service Improvement	Improve transit travel times and/or provides supporting infrastructure	1
Bicycle/Pedestrian	Project includes bicycle/pedestrian accommodations OR aligns with a project from Regional Bike Plan	1
Freight Mobility	Project aligns with a Critical Freight Corridor	2
Growth Management	In vicinity of employment and housing growth (using trip growth surrogate)	2
Resiliency*	Environmental Features (wetlands, Floodplains, Historic, Parks)	1
Pubic Input	Map comments	1
Travel and Tourism*	Improve mobility and accessibility to travel and tourism sites, venues	1

*Reflects a new FHWA planning factor

THE FISCALLY CONSTRAINED PLAN

Fiscal constraint has been a prominent Federal requirement of transportation planning and program development since 1991. Fiscal constraint requires that a MPO demonstrate that they have, or can reasonably expect to receive sufficient funds to implement projects identified in the long-range transportation plan. Due to the gap between future needs and anticipated funding, not all unconstrained (or “vision”) projects can be included in the Fiscally Constrained Plan.

As discussed above, projects were assigned to the Fiscally Constrained Plan for West Virginia and Maryland based on local input and projects Benefit-Cost (BC) scores. The Fiscally Constrained Plan includes different funding streams for West Virginia and Maryland, meaning that Washington County projects did not compete with Berkeley and Jefferson county projects (and vice versa).

The tables and maps below highlight the fiscally constrained projects for Berkeley, Jefferson, and Washington counties. Costs are shown in 2017 dollars and in year-of-expenditure (YOE) dollars to ensure that future project costs do not exceed anticipated future revenue (funding). The projects can also be viewed in this [interactive web-map](#).

Table 9-9: Berkeley County Fiscally Constrained Projects

Phase	Project ID	Facility	Recommendation	2017 Cost	YOE Cost	Local Priority	Initial Prioritiz. Score	Benefit Cost Score
PHASE 1: Post TIP Short Term (2023-2030)	B308.0	Raleigh St. / Race St.	Intersection Improvements	\$4.4M	\$6.6M	HIGH	7.8	19.2
	B304.0	King St.	Intersection improvements	\$4.6M	\$6.9M	HIGH	9.1	2.0
	B106.0	WV 9	Widen to six lanes	\$9.9M	\$14.8M	HIGH	9.2	0.9
	B107.0	WV 45	Widen to six lanes	\$8.4M	\$12.5M	HIGH	12.1	1.4
	B204.0	WV 115 / Charles Town Rd. / Baker Heights Rd.	Intersection Improvements	\$0.7M	\$1.0M	LOW	5.1	7.8
	B307.0	North-South Connector	Construct new roadway	\$2.0M	\$3.0M	MEDIUM	2.4	1.2
	B108.0	WV 45	Intersection Improvements	\$13.6M	\$20.3M	LOW	9.3	0.7
PHASE 2: Post TIP Long Term (2031-2040)	B103.0	US 11	Intersection improvements	\$17.4M	\$42.3M	HIGH	12.1	0.7
	B102.0	US 11	Intersection improvements	\$29.4M	\$71.4M	HIGH	9.4	0.3
	B101.2	I-81 - Phase 2	Widen to six lanes	\$72.0M	\$174.7M	HIGH	7.6	0.1
	B202.0	Giles Mill Rd. Bridge	Widen to 2 Lanes	\$1.3M	\$3.2M	LOW	3.2	2.5
	B301.0	Commercial Road Connector	Construct new roadway	\$2.0M	\$4.9M	MEDIUM	1.6	0.8
Fiscal Constraint	Total Project Cost (YOE \$)				\$427.7M			
	Total Anticipated Revenue or Funding YOE \$)				\$429.8M			
	Remaining Funds (YOE \$), Demonstrating Fiscal Constraint				\$2.1M			

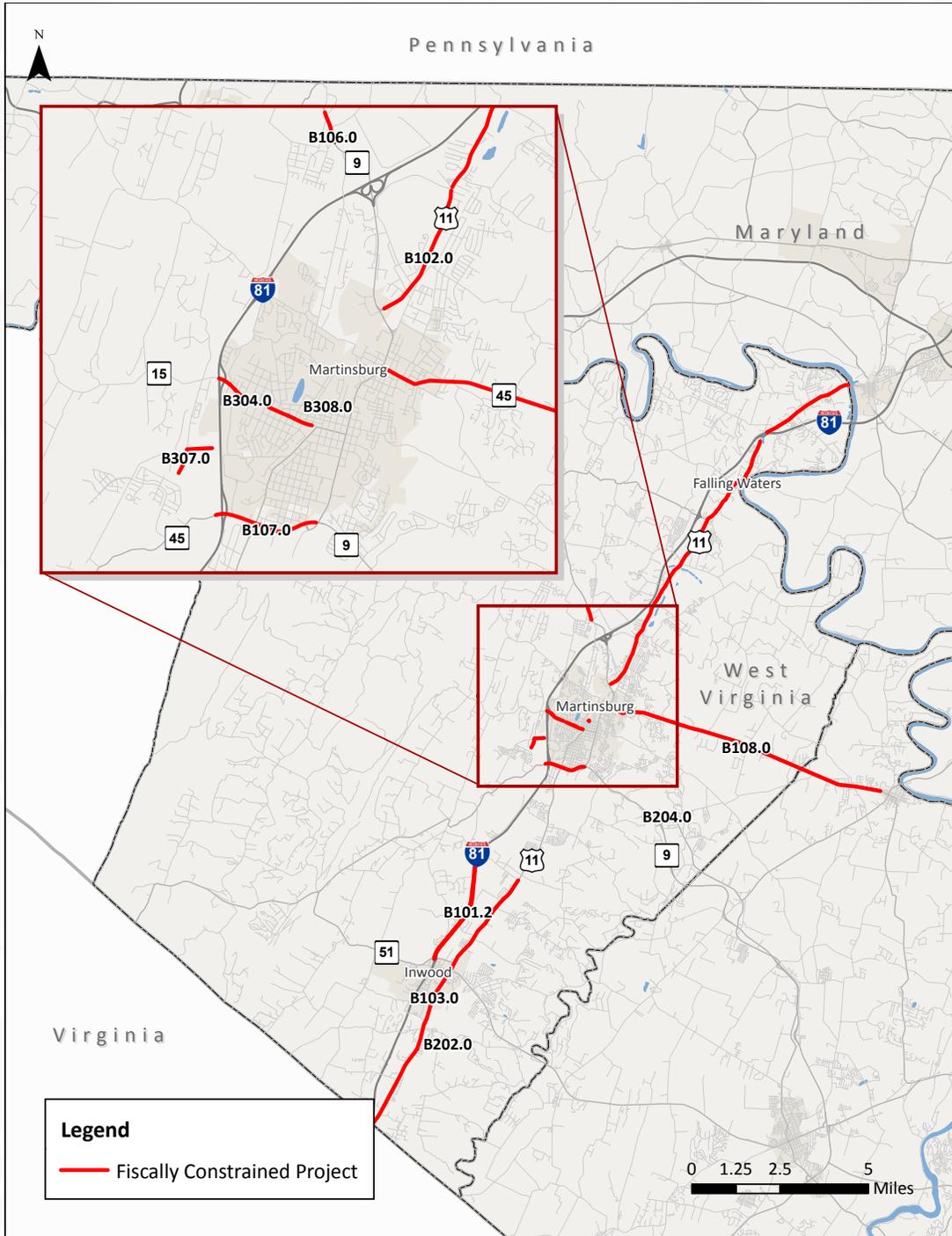


Figure 9-3: Berkeley County Fiscally Constrained Projects

Table 9-10: Jefferson County Fiscally Constrained Projects

Phase	Project ID	Facility	Recommendation	2017 Cost	YOE Cost	Local Priority	Initial Prioritiz. Score	Benefit Cost Score
PHASE 1: Post TIP Short Term (2023-2030)	J105.0	WV 9 / Fairfax Blvd.	Intersection Improvements	\$0.3M	\$0.4M	HIGH	9.2	34.2
	J308.0	Huyett Rd. / Augustine Ave.	Intersection improvements	\$0.4M	\$0.6M	HIGH	5.1	12.7
	J104.1	US 340 / Country Club Rd. - Phase 1	Restriping / Turn Lanes	\$0.8M	\$1.2M	HIGH	8.1	10.0
	J305.0	CR 34 / Washington St.	Intersection improvements	\$1.2M	\$1.8M	HIGH	6.7	5.6
	J312.0	Washington St.	Traffic Safety and Pedestrian Mobility Improvements	\$0.9M	\$1.4M	HIGH	5.1	5.4
	J107.0	WV 115	Access management improvements	\$0.9M	\$1.4M	HIGH	4.4	4.7
	J301.0	5th Ave. / Route 9 / Flowing Springs Rd.	Intersection Improvements	\$3.0M	\$4.4M	HIGH	7.6	2.6
	J310.0	Mildred St. / Old Leetown Pk. / 16th Ave.	Travel lane alignment and turn lane improvements	\$3.3M	\$5.0M	HIGH	8.4	2.5
	J309.0	Mildred St.	Complete Street Corridor	\$3.4M	\$5.0M	HIGH	7.2	2.1
	J101.0	US 340	Extension of turn lanes	\$5.8M	\$8.7M	HIGH	11.7	2.0
	J402.0	New Frontage Road	US 340 frontage road	\$0.4M	\$0.7M	LOW	2.5	5.7
	J208.0	Flowing Springs Rd. / Country Club Rd.	Intersection Improvements	\$2.0M	\$3.0M	LOW	5.7	2.9
	J404.0	New Roadway	New two lane roadway	\$1.9M	\$2.8M	LOW	2.3	1.2
	J405.2	Rockwool Blvd. - Phase 2	New two lane roadway	\$4.7M	\$7.0M	MEDIUM	2.5	0.5

Table 9-10: Jefferson County Fiscally Constrained Projects (continued)

Phase	Project ID	Facility	Recommendation	2017 Cost	YOE Cost	Local Priority	Initial Prioritiz. Score	Benefit Cost Score
PHASE 2: Post TIP Long Term (2031-2040)	J304.0	Beltline Ave.	Streetscape	\$7.5M	\$18.3M	HIGH	1.6	0.2
	J311.0	New Roadway	Improved road connections	0.0M	0.0M	LOW	4	-
	J207.0	Flowing Springs Rd. / WV 230	Intersection Improvements	\$2.9M	\$7.0M	MEDIUM	5.5	1.9
	J403.0	New Frontage Road	US 340 frontage road	\$1.4M	\$3.5M	LOW	2.4	1.7
Fiscal Constraint	Total Project Cost (YOE \$)				\$429.7M			
	Total Anticipated Revenue or Funding YOE \$)				\$429.8M			
	Remaining Funds (YOE \$), Demonstrating Fiscal Constraint				\$.1M			

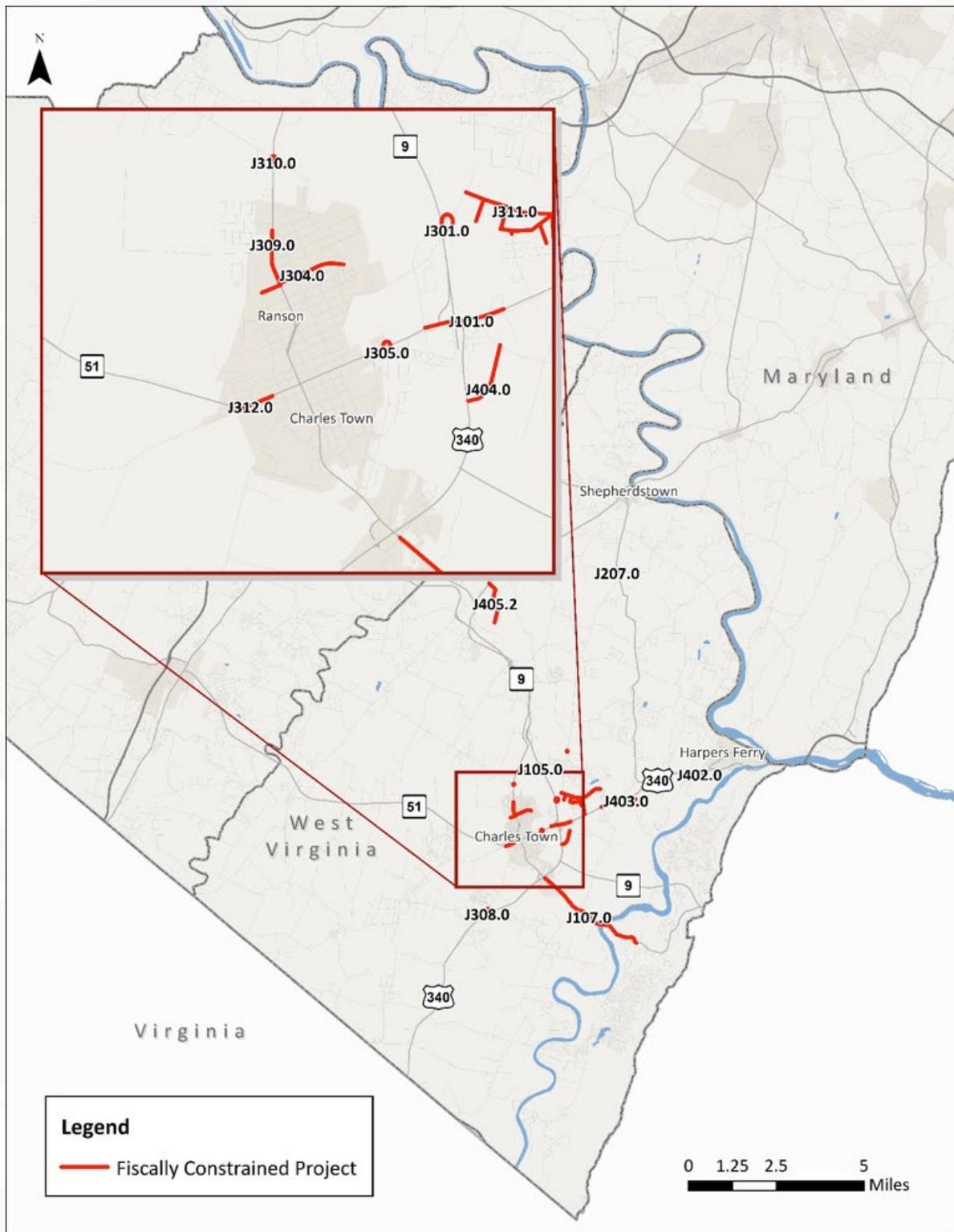


Figure 9-4: Jefferson County Fiscally Constrained Projects

Table 9-11: Washington County Fiscally Constrained Projects

Phase	Project ID	Facility	Recommendation	2017 Cost	YOE Cost	Local Priority	Initial Prioritiz. Score	Benefit Cost Score
PHASE 1: Post TIP Short Term (2023- 2030)	W204.0	E. Oak Ridge Dr. / South Pointe Dr.	Construction of a traffic signal	\$0.3M	\$0.4M	HIGH	4.0	12.0
	W216.0	Underpass Way / Halfway Blvd.	Roundabout construction	\$1.0M	\$1.2M	HIGH	4.9	4.9
	W209.0	Marsh Pike	Widen to four lanes	\$1.8M	\$2.2M	HIGH	5.9	3.2
	W205.0	Eastern Blvd./ Antietam Dr.	Intersection improvement	\$2.5M	\$3.0M	HIGH	6.5	2.6
	W214.4	Professional Blvd. Extended - Phase 4	New four lane road	\$1.8M	\$2.2M	HIGH	3.8	2.1
	W214.3	Professional Blvd. Extended - Phase 3	New four lane road	\$1.7M	\$2.0M	HIGH	2.9	1.7
	W203.2	Crayton Blvd. - Phase 2	New connector road	\$2.0M	\$2.4M	HIGH	2.9	1.5
	W202.3	Colonel Henry K. Douglas Dr. Extended - Phase 3	New two lane road	\$2.4M	\$3.0M	HIGH	2.6	1.1
	W202.2	Colonel Henry K. Douglas Dr. Extended - Phase 2	Bridge	\$2.8M	\$3.4M	HIGH	2.6	0.9
	W207.0	Halfway Blvd. Phases 2 & 3	750' extension and bridge	\$4.0M	\$4.8M	HIGH	3.7	0.9
	W304.1	Monroe Blvd. / Warrior Blvd. Extension Road Extension (North)	New two lane road	\$6.1M	\$7.4M	HIGH	5.3	0.9

Table 9-11: Washington County Fiscally Constrained Projects (continued)

Phase	Project ID	Facility	Recommendation	2017 Cost	YOE Cost	Local Priority	Initial Prioritiz. Score	Benefit Cost Score
PHASE 1: Post TIP Short Term (2023- 2030)	W214.2	Professional Blvd. Extended - Phase 2	New four lane road	\$5.5M	\$6.6M	HIGH	4.3	0.8
	W214.1	Profesional Blvd. Bridge - Phase 1	Bridge and four lane road construction	\$8.6M	\$10.4M	HIGH	3.8	0.4
	W112.0	MD 65 / I-70	Interchange Reconstruction	\$91.5M	\$110.4M	HIGH	6.9	0.1
PHASE 2: Post TIP Long Term (2031- 2045)	W206.3	Eastern Blvd. Extended - Phase 3	Two lane highway w/ center turn lane and signal	\$14.0M	\$21.1M	HIGH	5.3	0.4
	W101.3	I-81 - Phase 3	Widen to six lanes	\$83.5M	\$126.6M	HIGH	7.9	0.1
	W101.2	I-81 - Phase 2	Widen to six lanes	\$83.5M	\$126.6M	HIGH	7.5	0.1
	W217.0	Burnside Bridge Rd.	Spot Improvements	\$5.5M	\$8.8M	MEDIUM	2.9	5.3
	W212.0	N. Main St.	Widen road	\$1.2M	\$1.8M	LOW	5.7	4.7
	W201.0	Bucky Ave.	New two lane road	\$4.4M	\$5.5M	MEDIUM	1.2	3.4
	W213.0	Newgate Blvd.	New two lane road	\$2.0M	\$3.0M	MEDIUM	4.4	2.2
	W308.0	Wesel Blvd.	Widen to four lanes	\$5.1M	\$7.7M	LOW	7.7	1.5
	W202.4	Colonel Henry K. Douglas Dr. Extended - Phase 4	New two lane road	\$2.7M	\$4.1M	MEDIUM	2.6	1.0
	W305.0	Northwest Connector	New minor collector road	\$5.2M	\$7.9M	LOW	4	0.8
	W306.0	Paul Smith Blvd.	New two lane collector	\$7.5M	\$11.3M	LOW	2.8	0.4
W215.0	Showalter Rd.	New road construction	\$15.3M	\$23.1M	MEDIUM	3.1	0.2	
Fiscal Constraint	Total Project Cost (YOE \$)				\$494.2M			
	Total Anticipated Revenue or Funding YOE \$)				\$503.4M			
	Remaining Funds (YOE \$), Demonstrating Fiscal Constraint				\$9.2M			

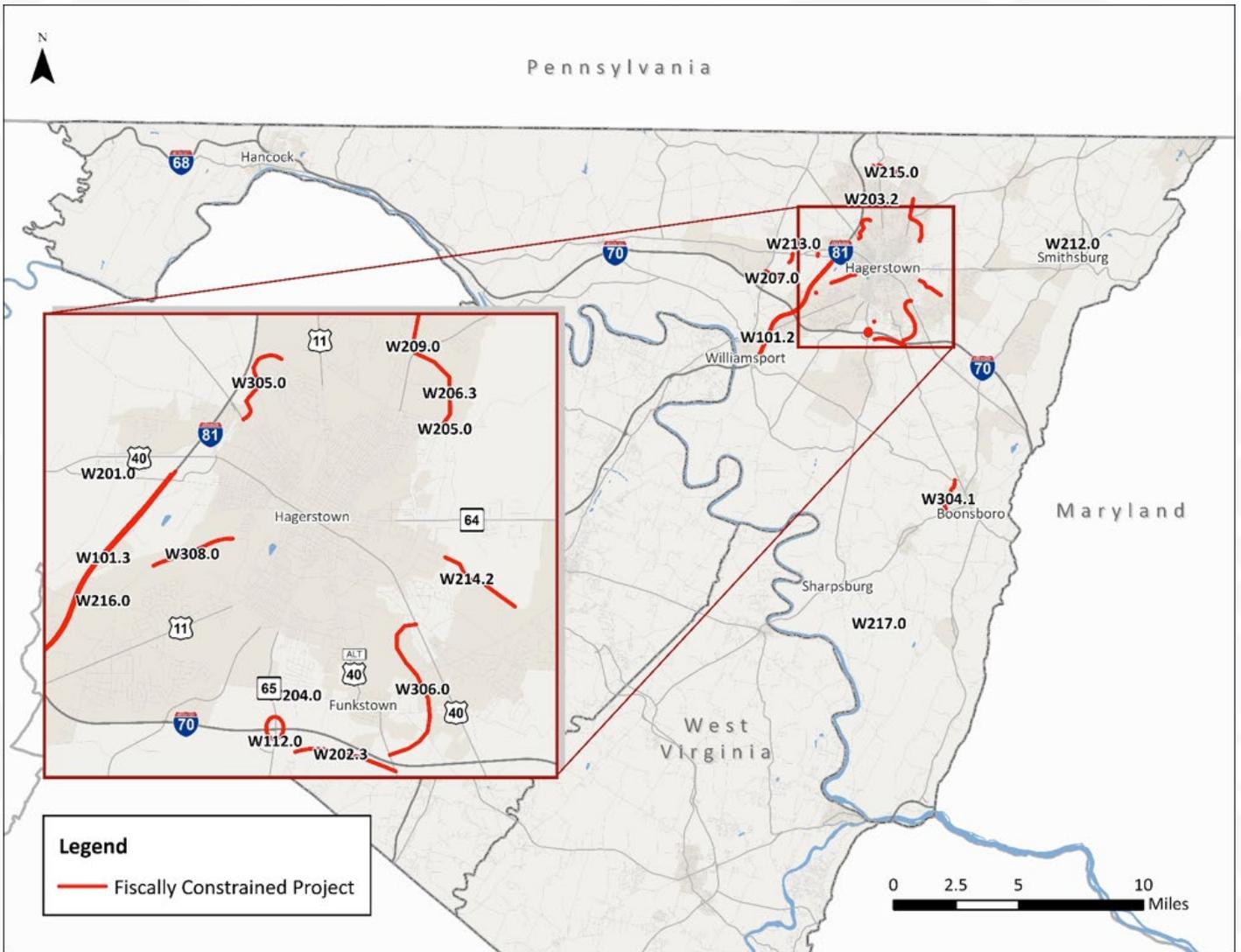


Figure 9-5: Washington County Fiscally Constrained Projects

CHAPTER ENVIRONMENT

This section highlights key natural and environmental resources in the HEPMPO region that can have an impact on the planning, design and operation of the transportation system. It also highlights ongoing efforts to address the new FAST Act requirement for the inclusion of resiliency as a planning factor in the Metropolitan Transportation Planning process.

Early identification of significant environmental features within proposed project corridors can support early screening of alternatives prior to the project reaching a more advanced point in the Preliminary Design and National Environmental Policy Act (NEPA) process where detailed analysis and changes can become more time consuming and costly. Although Direction 2045 highlights some of the key environmental issues in relation to the fiscally-constrained project list, additional Planning and Environmental Linkage (PEL) studies may be required to provide more detailed assessments. A PEL study can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives. The HEPMPO has worked with each state DOT to conduct PEL studies in the region and will continue to emphasize such efforts in the future to further address impacts on our region's natural resources.



ENVIRONMENTAL RESOURCES

PARKS

Publicly-owned parks are a protected resource under Section 4(f) of the U.S. DOT Act of 1966. There are many parks and recreation areas in the HEPMPO region including national, state, and county parks; neighborhood parks; recreational waterways; and historic battlefields. The HEPMPO region contains three prominent national parks: Harpers Ferry, the Chesapeake and Ohio Canal, and the Antietam National Battlefield.



Washington County contains over 33,000 acres of public lands protected for open space or recreational use (*Washington County Land Preservation, Parks, and Recreation Plan*). These public lands include county and municipal parks with facilities for active recreation, such as ball fields and tennis courts, as well as watersheds, forest land and wildlife areas for camping, hiking and hunting. The combined federal, state and local recreation and park acreage comprises over 11.0% of the County's total land area. Berkeley County contains a multitude of park facilities ranging from one-acre parks to the 137-acre Poor House Farm Park, as well as the 23,000-acre Sleepy Creek Wildlife Management Area, which is described in the *Berkeley County Comprehensive Plan* as a passive recreation area. In Jefferson County, the Jefferson County Parks and Recreation Commission (JCPRC) maintains eight park facilities comprising over 250 acres, not including recreational open space.

WATER FEATURES

Water features are vital environmental resources that sustain life in a number of ways. Water features such as lakes, rivers, streams and wetlands provide habitat for fish, plants, and a wide variety of other wildlife. The protection and preservation of water features ensures clean drinking water and irrigation for crops. Additionally, water features such as wetlands serve as natural flood management systems and can help prevent and mitigate natural disasters. Water and water features are protected by numerous laws, including the National Environmental Policy Act (NEPA).

Berkeley, Jefferson, and Washington counties maintain an aesthetically pleasing natural landscape with many water features. In particular, all three Counties lie entirely within the Potomac River Drainage Basin, which ultimately flows into the Chesapeake Bay. Because of the importance of the Chesapeake Bay to the regional economy and as a major source of environmental conservation efforts, this area must operate under stringent state and federal regulations. There are nine major tributaries of the Potomac River in Washington County: Sideling Hill Creek, Tonoloway Creek, Little Tonoloway Creek, Licking Creek, Conococheague Creek, Little Conococheague Creek, Marsh Run, Antietam Creek and Israel Creek.

The Potomac River is the primary drinking source for the county and also accommodates a multitude of commercial and recreational uses. Both Jefferson and Berkeley Counties utilize the resources of the Potomac River in addition to two other major waterways; the Shenandoah River and Opequon Creek. All of the streams and tributaries within Jefferson and Berkeley Counties, regardless of origin, eventually flow into the Potomac River and therefore the Chesapeake Bay. **Figure 10-1** identifies the water resources of the HEPMPO region



Figure 10-1 HEPMPO Region Water Resources

SYSTEM RESILIENCY

The HEPMPO has initiated efforts aimed to better anticipate the consequences and potential impacts of extreme weather events and to identify funding priorities and strategies to improve transportation system resiliency. Extreme weather events present significant and growing risks to the safety, reliability, effectiveness, and sustainability of transportation infrastructure and operations across the United States. Key components of the national transportation system have become increasingly vulnerable to climate impacts including facilities such as port, airports and rail terminals; and, fixed route infrastructure such as roads, bridges, trails, locks, canals, railways (freight and commuter), subways, and pipelines.

Weather events influence the daily and seasonal operation of transportation systems. Many inland states including Maryland and West Virginia have experienced severe precipitation events that have recently damaged roads, bridges, and rail systems. While transportation infrastructure is designed to handle a broad range of impacts based on historic climate, preparing for climate change and extreme weather events is critical to protecting the integrity of the transportation system and financial investments.

The impacts of extreme weather events and a changing climate (such as higher temperatures, sea-level rise, and changes in seasonal precipitation and rain intensity) are affecting the lifecycle of transportation systems and are projected to intensify based on recent climate studies. Inland flooding from unusually heavy downpours can disrupt traffic, damage culverts, and reduce service life. High heat can degrade materials, resulting in shorter replacement cycles and higher maintenance costs.

National studies have identified likely impacts of climate change on the highway system. **Table 10-1** summarizes such impacts by climate variable as documented in *NCHRP Report 750: Climate Change, Extreme Weather Events, and the Highway System*. Understanding historic weather and potential climate impacts on the HEPMPO region's transportation system is an important first step in identifying viable adaptation strategies and prioritizing available funds for infrastructure improvements. Climate adaptation includes actions by individuals or systems to avoid, withstand, or take advantage of current and projected climate changes and impacts. Adaptation decreases a system's vulnerability, reduces risk and/or increases its resilience to impacts.

Table 10-1: Impacts of Climate Change on Highway System

Climate Characteristic	Climatic/Weather Change	Impact to Infrastructure	Impact to Operations/Maintenance
Precipitation	Change in range of maximum and minimum temperatures	Fewer days with snow and ice on roadways;	decrease in frozen precipitation would improve mobility and safety of travel through reduced winter hazards, reduce snow and ice removal costs, decrease need for winter road maintenance, result in less pollution from road salt, and decrease corrosion of infrastructure and vehicles;
		Reduced frost heave and road damage;	longer road construction season in colder locations
		Structures will freeze later and thaw earlier with shorter freeze season lengths	vehicle load restrictions in place on roads to minimize structural damage due to subsidence and the loss of bearing capacity during spring thaw period (restrictions likely to expand in areas with shorter winters but longer thaw seasons)
		Increased freeze-thaw conditions creating frost heaves and potholes on road and bridge surfaces;	Roadways built on permafrost likely to be damaged due to lateral spreading and settlement of road embankments
		Permafrost thawing leads to increased slope instability, landslides and shoreline erosion damaging roads and bridges due to foundation settlement (bridges and large culverts are particularly sensitive to movement caused by thawing permafrost);	Shorter season for ice roads.
		Hotter summers in Alaska lead to increased glacial melting and longer periods of high stream flows, causing both increased sediment in rivers and scouring of bridge supporting piers and abutments.	

Table 10-1: Impacts of Climate Change on Highway System (continued)

Climate Characteristic	Climatic/Weather Change	Impact to Infrastructure	Impact to Operations/Maintenance
Precipitation	Greater changes in precipitation levels	If more precipitation falls as rain rather than snow in winter and spring, there will be an increased risk of landslides, slope failures, and floods from the runoff, causing road washouts and closures as well as the need for road repair and reconstruction;	Regions with more precipitation could see increased weather-related accidents, delays, and traffic disruptions (loss of life and property, increased safety risks, increased risks of hazardous cargo accidents)
		Increasing precipitation could lead to soil moisture levels becoming too high (structural integrity of roads, bridges, and tunnels could be compromised leading to accelerated deterioration);	Closure of roadways and underground tunnels due to flooding and mudslides in areas deforested by wildfires
		Less rain available to dilute surface salt may cause steel reinforcing in concrete structures to corrode;	Increased wildfires during droughts could threaten roads directly, or cause road closures due to fire threat or reduced visibility
		Road embankments at risk of subsidence/heave;	Clay subsurfaces for pavement could expand or contract in prolonged precipitation or drought causing pavement heave or cracking
		Drought-caused shrinkage of subsurface soils	
	Increased intense precipitation, other change in storm intensity (except hurricanes)	Heavy winter rain with accompanying mudslides can damage roads (washouts and undercutting) which could lead to permanent road closures;	The number of road closures due to flooding and washouts will likely rise;
		Heavy precipitation and increased runoff can cause damage to tunnels, culverts, roads in or near flood zones, and coastal highways;	Erosion at road construction project sites as heavy rain events take place more frequently;
		Bridges are more prone to extreme wind events and scouring from higher stream runoff;	Road construction activities could be disrupted;

Table 10-1: Impacts of Climate Change on Highway System (continued)

Climate Characteristic	Climatic/Weather Change	Impact to Infrastructure	Impact to Operations/Maintenance
Precipitation	Increased intense precipitation, other change in storm intensity (except hurricanes)	Bridges, signs, overhead cables, tall structures at risk from increased wind speeds	Increase in weather-related highway accidents, delays, and traffic disruptions;
			Increase in landslides, closures or major disruptions of roads, emergency evacuations and travel delays;
			Increased wind speeds could result in loss of visibility from drifting snow, loss of vehicle stability/maneuverability, lane obstruction (debris), and treatment chemical dispersion;
			Lightning/electrical disturbance could disrupt transportation electronic infrastructure and signaling, pose risk to personnel, and delay maintenance activity
Sea Level Rise	Sea Level Rise	Higher sea levels and storm surges will erode coastal road base and undermine bridge supports	Coastal road flooding and damage resulting from sea-level rise and storm surge; Underground tunnels and other low-lying infrastructure will experience more frequent and severe flooding;
		Temporary and permanent flooding of roads and tunnels due to rising sea levels	
		Encroachment of saltwater leading to accelerated degradation of tunnels (reduced life expectancy, increased maintenance costs and potential for structural failure during extreme events)	
		Loss of coastal wetlands and barrier islands will lead to further coastal erosion due to the loss of natural protection from wave action	

Table 10-1: Impacts of Climate Change on Highway System (continued)

Climate Characteristic	Climatic/Weather Change	Impact to Infrastructure	Impact to Operations/Maintenance
Hurricanes	Increased hurricane intensity	Stronger hurricanes with more precipitation, higher wind speeds, and higher storm surge and waves are projected to increase;	More frequent flooding of coastal roads;
		Increased infrastructure damage and failure (highway and bridge decks being displaced)	More transportation interruptions (storm debris on roads can damage infrastructure and interrupt travel and shipments of goods)
			More coastal evacuations

Source: Table I.1 from NCHRP Report 750: Climate Change, Extreme Weather Events and the Highway System (Transportation Research Board, 2014)

IMPETUS FOR ACTION

Adaptation planning is in its early stages, with much more research and work to be done. Through FHWA pilot studies, select state and regional transportation agencies have become engaged in adaptation planning and initiated efforts to identify vulnerabilities, ascertain risks, and identify specific strategies. Strategies have included infrastructure design standard changes, retrofit of vulnerable facilities, enhancement of drainage systems, and development of additional information for emergency evacuation planning. It is likely that the understanding of climate risks and risk-based adaptation planning will evolve significantly over time.

The Fixing America’s Surface Transportation (FAST) Act is the current transportation funding authorization bill passed by Congress in 2015. It includes the addition of system resiliency as a new planning factor in Section 1201 for Metropolitan Transportation Planning. The FAST Act will require Metropolitan Planning Organizations (MPOs) to address resiliency (e.g. typically through the identification and prioritization of vulnerabilities and strategies). The success of these resiliency efforts will require collaboration and coordination between regional and state agencies.

Figure 10-2 highlights the planned transportation projects that are located within existing FEMA floodplains. Many of these transportation facilities are already designed to address stormwater and flooding management. However, as these transportation projects are improved or reconstructed considerations should be made regarding the resiliency of the projects to more extreme weather events including high precipitation storms. HEPMPO will continue to coordinate and monitor the impacts of flooding with ongoing DOT efforts. For example, MDOT is currently conducting studies to identify potential climate change impacts on inland flooding within the state. They will also be developing tools and methods to better monitor the impacts of flooding on the transportation system.

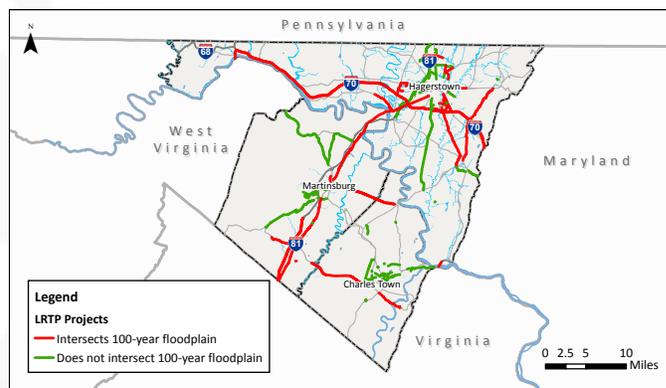


Figure 10-2 HEPMPO L RTP Projects that fall within the Existing FEMA Floodplains



CHAPTER ELEVEN PREPARING FOR THE FUTURE

There have been significant changes in transportation technology and travel behavior since April 2014, the completion date for Direction2040, the region's previous Long Range Transportation Plan. Automakers and technology companies, like Ford, Volvo, Tesla, and Alphabet (Google), are testing Level-4 connected and automated vehicles (driverless cars and trucks), while autonomous, electric shuttles are providing public transportation in communities around the world. Meanwhile, mobility-on-demand services, like Uber and Lyft, are changing travel behavior and offering unprecedented convenience and mobility. This chapter identifies some of the game-changing technological trends, discusses potential opportunities for the HEPMPO region, and concludes with a section on recommended future studies.

EMERGING TECHNOLOGIES

MOBILITY-ON-DEMAND

The growth of on-demand transportation options, like Uber and Lyft, are changing how we get around. Uber expanded service to Hagerstown, Maryland in Fall 2015 and to Charleston and Morgantown, West Virginia in Summer 2016. On-demand transportation can complement existing transit networks by providing a transportation alternative in places without transit service. It is possible that mobility-on-demand alternatives will become increasingly affordable in the future as connected and automated vehicles replace the need for human drivers, thus helping companies reduce costs. There is also speculation that affordable, autonomous, mobility-on-demand services could significantly reduce personal vehicle ownership rates, which, in turn could reduce the total number of vehicles on the road (but not necessarily reduce the miles traveled).

Significantly fewer people could own their own cars in the future, opting for mobility-on-demand services, instead.



CONNECTED AND AUTOMATED VEHICLES

The transportation community generally refers to Connected and Automated Vehicles (CAVs) to represent a broad category of vehicles with advanced information technology functions and systems. As the name implies, CAVs employ a range of connected vehicle (CV) and autonomous vehicle (AV) features, which are discussed below.

There have been rapid advances in Connected Vehicle (CV) technology in the past few years, allowing vehicles to communicate with each other (Vehicle to Vehicle or V2V), with the roadway infrastructure (Vehicle to Infrastructure or V2I) and with the surrounding environment (Vehicle to Everything or V2X). These connected technologies use short-range communications (and possibly “5G in the coming years) to share information about potentially dangerous situations that could lead to crashes. In doing so, they can complement the sensors and cameras on vehicles by “seeing” around corners or “through” other vehicles, helping to detect threats and prevent crashes. **Figure 11-1** helps visualize some examples of V2V capabilities and applications. In December 2016, the U.S. Department of Transportation’s National Highway Traffic Safety Administration has issued a [Notice of Proposed Rulemaking \(NPRM\)](#) to mandate vehicle-to vehicle (V2V) communication technology for new light vehicles in the United States.

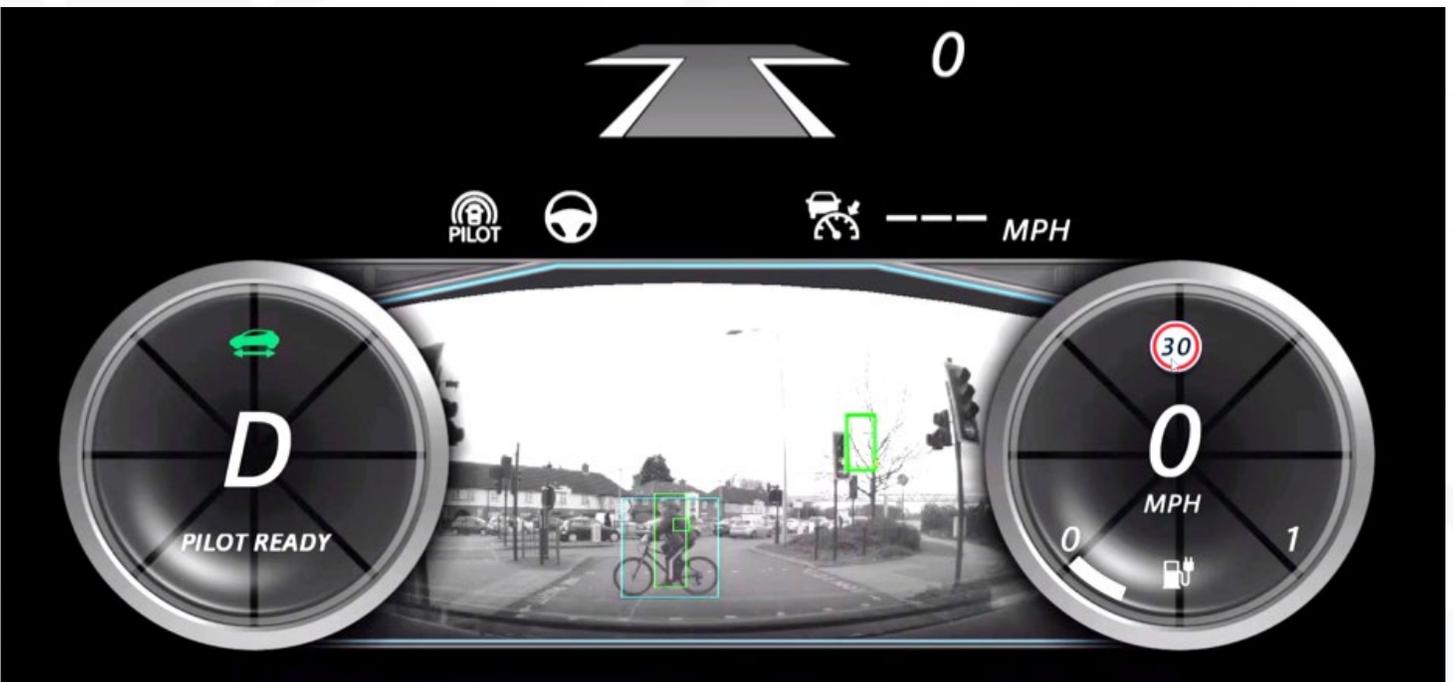


Scenario and warning type	Scenario example
Rear end collision scenarios Forward collision warning Approaching a vehicle that is decelerating or stopped.	
Emergency electronic brake light warning Approaching a vehicle stopped in roadway but not visible due to obstructions.	
Lane change scenarios Blind spot warning Beginning lane departure that could encroach on the travel lane of another vehicle traveling in the same direction; can detect vehicles not yet in blind spot.	
Do not pass warning Encroaching onto the travel lane of another vehicle traveling in opposite direction; can detect moving vehicles not yet in blind spot.	
Intersection scenario Blind intersection warning Encroaching onto the travel lane of another vehicle with whom driver is crossing paths at a blind intersection or an intersection without a traffic signal.	

Vehicle to Vehicle (V2V) technology can help alert motorists of potentially threatening situations. Source: USDOT

Figure 11-1: Examples of Crash Scenarios and V2V Applications

In addition, automakers, technology companies and others are developing driverless vehicles, known as autonomous vehicles (AVs). Today's AVs are equipped with GPS, sensors, scanners, and cameras that "read" the roadways and detect and respond to other motorists, traffic signals, cyclists, and pedestrians. While the timetable for widespread adoption is unknown, AVs will likely play a significant role in passenger travel in 2040, especially in urban areas. Some places, like National Harbor, Maryland; Las Vegas, Nevada; and Lausanne, Switzerland, have already tested small, 15-passenger autonomous shuttles on local streets. The University of Michigan is expected to deploy a fleet of autonomous shuttles in 2018 to help transport students, staff, and visitors around campus. It is possible that future autonomous shuttles could be used to help transport people to/from transit stops, thus expanding "the reach" of traditional transit services and helping address the "first mile last mile problem" (where people cannot safely travel to/from transit). In addition, several companies are testing autonomous truck capabilities throughout the United States.



Today's semi-autonomous vehicles, like the Nissan Leaf (above), use sensors and cameras to detect traffic signals, other vehicles, pedestrians, and cyclists. Source: Fully Charged, YouTube, March 30, 2017

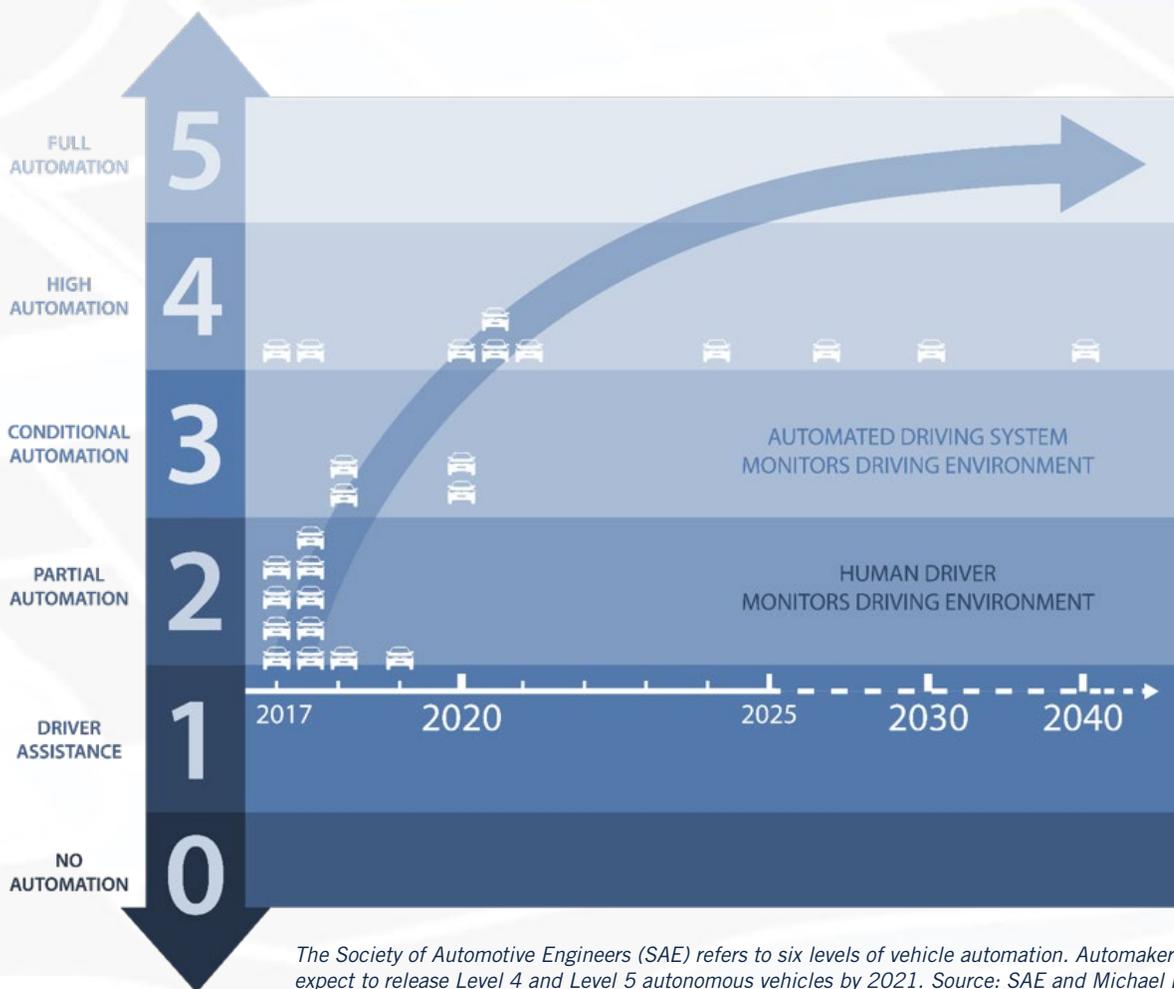


Figure 11-2:
Levels of Vehicle
Automation

The Society of Automotive Engineers (SAE) refers to six levels of vehicle automation. Automakers and tech. companies expect to release Level 4 and Level 5 autonomous vehicles by 2021. Source: SAE and Michael Baker International.

The Society of Automotive Engineers (SAE) refers to six levels of automation, ranging from 0 (no automation) to 5 (full automation), when categorizing vehicle-automation systems and the varying stages of driverless technology (Figure 11-2).

- **Level 0** – the human driver does everything;
- **Level 1** – an automated system on the vehicle can sometimes assist the human driver conduct some parts of the driving task;
- **Level 2** – an automated system on the vehicle can actually conduct some parts of the driving task, while the human continues to monitor the driving environment and performs the rest of the driving task;
- **Level 3** – an automated system can both actually conduct some parts of the driving task and monitor the driving environment in some instances, but the human driver must be ready to take back control when the automated system requests;
- **Level 4** – an automated system can conduct the driving task and monitor the driving environment, and the human need not take back control, but the automated system can operate only in certain environments and under certain conditions; and
- **Level 5** – the automated system can perform all driving tasks, under all conditions that a human driver could perform them.

ELECTRIC VEHICLES

There are currently 16 electric vehicle (EV) charging stations in the region (4 in Berkeley County, 6 in Jefferson County, and 6 in Washington County). [This US Department of Energy map](#) lists all alternative fuel stations across the country. Users can enter a state to see a station count and search for alternative fueling stations near their location or along a driving route, as well as explore the data in an interactive way.

Effective July 1, 2017, the Maryland Energy Administration (MEA) will offer an Electric Vehicle Supply Equipment (EVSE) rebate program to an individual, business, or state or local government entity for the costs of acquiring and installing qualified EVSE. Between July 1, 2017, and June 30, 2020, rebates are up to the following amounts, for 40% of the costs of acquiring and installing qualified EVS.

- Individual – \$700
- Business or State or Local Government – \$4,000
- Retail Service Station Dealer – \$5,000

In addition, MDOT recently submitted a request to FHWA to designate I-81 as a national EV corridor. If approved, I-81 will join a growing national network for alternative fueling and charging infrastructure along national highway system corridors.

In West Virginia, an Alternative Fueling Infrastructure Tax Credit income tax credit is available to eligible taxpayers who construct or purchase and install qualified alternative fueling infrastructure. The tax credit is 20% of the total allowable costs associated with construction or purchase and installation of the equipment, up to \$400,000 per facility. This tax credit expires December 31, 2017 (Reference West Virginia Code 11-6D).



There are currently 16 electric vehicle charging stations in the region.

VIRTUAL WEIGH-IN MOTION

The Maryland Office of Traffic & Safety, Motor Carrier Division (MCD), has developed and deployed a network of electronic commercial motor vehicle (CMV) safety monitoring sites known as Virtual Weigh Stations (VWS). While one of the primary functions of these sites is to monitor vehicle weight activity, they can provide an abundance of other safety data such as speed, size, height, wheel spacing, images of defective equipment and unsafe driving practices. Two stations have been setup along I-81 as part of SHA's Virtual Weight Station Program. One station is on I-81 southbound at MD 58 and the other is on I-81 northbound at the Veterans Memorial Plaque. Planned enhancements through the retrofitting of License Plate Reader (LPR) technology will add more monitoring capability in the areas of credentialing (e.g. IFTA fuel tax, IRP registration, USDOT-CSA federal safety ratings and confirmation of hauling permit compliance). Additional monitoring integration with the NCIC stolen vehicle database is also under consideration.

PREPARING FOR THE FUTURE

It is important to understand how these new and emerging technologies could shape the future of transportation in our country and region. The following section reviews some of the potential advantages and concerns associated with connected and automated vehicles (CAV) and then discusses specific opportunities for the HEPMPO region.

POTENTIAL TRANSPORTATION ADVANTAGES

CAVs could change our travel behavior and improve roadway safety and efficiency. The following offer some brief insights into the potential benefits and opportunities associated with CAV.

Safety	Human error is responsible for approximately 90% of motor vehicle crashes. Motor vehicle safety could dramatically improve as CAVs communicate with each other and their surroundings (transportation and people).
Air Quality	The rise in electric, connected and automated vehicles could lead to a reduction in vehicle emissions, especially if CAV operate more efficiently than today's drivers/vehicles.
Traffic Congestion	CAVs, along with improved communications, could improve travel efficiency, increase traffic flow, and reduce non-recurring congestion caused by travel incidents.
Lower Driving Costs	Vehicle travel could become more affordable as people opt to use mobility-on-demand services over owning/operating their own vehicles.
Increased Transportation Options	CAVs could complement transit service and help connect passengers to/from transit stops. In addition, AVs could reduce the need for street parking, potentially freeing up space for non-motorized uses.
Non-driver Mobility	CAVs and mobility-on-demand services could offer unprecedented mobility for those who don't/can't currently drive, like: youth, aging seniors, people with disabilities, and those who cannot afford to own/operate a motor vehicle.
Convenience	CAVs and mobility-on-demand services could enable us to quickly dial up a driverless ride service and then relax, nap, stream media content, or work while en-route to our destination.
Faster Deliveries	CAVs and drone technology could facilitate the movement of goods and reduce delivery times.

POTENTIAL TRANSPORTATION CONCERNS

CAVs could also be prone to cybersecurity threats and contribute to additional travel and congestion. The following discuss some of the potential drawbacks and concerns with CAVs.

Safety and Security	CAVs could be susceptible to software failure, hacking or cyber-attacks in our increasingly digital world.
Air Quality	CAVs could make traveling easier/more convenient. This benefit, as well as the phenomenon of cars driving without passengers, could mean a greater number of trips, longer trips for daily tasks like commuting, and increased emissions/pollution.
Traffic Congestion	CAVs could lead to an increase in travel for people who cannot currently drive, such as seniors, youth, and people with disabilities. In addition, there could be empty vehicles driving around in between trips/fares.
Higher Driving Costs	Enhanced technology and safety features may increase the costs of vehicle ownership and maintenance, particularly during the transition period to autonomous vehicles.
Fewer Transportation Options	Fleets of autonomous, mobility-on-demand vehicles could dominate the transportation landscape, possibly leading to a reduction in transit service (as we know it today) and a decline in personal vehicle ownership.
Job Impacts	CAVs and mobility-on-demand vehicle fleets could eliminate the need for certain transportation jobs, such as delivery drivers, bus drivers, and taxi drivers.
Sprawling Development	CAVs could allow people to relax or perform other tasks while commuting, possibly negating the concern of working too far from home. This could result in sprawling development patterns as people move farther from their workplaces.
Reliance on Technology	CAVs could lead to a decline in driving skills and more reliance on technology. This could lead to safety issues if technology fails in a vehicle and a driver needs to take control of the vehicle.

OPPORTUNITIES FOR THE REGION

While CAV implementation will likely depend on Federal and State guidance, regions can still prepare for a variety of potential impacts and opportunities. Several potential opportunities for the HEPMPO are briefly discussed below.

- As more people use mobility-on-demand services, there may be less need for street parking and surface parking lots, particularly in cities like Hagerstown, Martinsburg, and Charles Town. This reduction in parking demand could offer tremendous opportunities to repurpose urban space for landscaping purposes and/or active transportation uses.
- Several freight stakeholders suggested that autonomous trucking could impact freight operations within 6-10 years. If so, I-81 and I-70 could benefit from early deployment of connected and automated trucks particularly since interstates will likely be the first locations for “mainstream” CAV deployment. The region should continue to work with the I-81 Corridor Coalition to understand how DOTs, MPOs, and private organizations can work together to understand and prepare for this monumental shift.
- As discussed in the Travel & Tourism section of Direction2045, there could be opportunities for an autonomous shuttle pilot program at Harpers Ferry, Antietam Battlefield, or at large regional shopping and entertainment centers, such as the Valley Mall and Hollywood Casino. The shuttles, like the “Olli” shuttle used at National Harbor in Maryland (right), can introduce residents and visitors to emerging transportation technologies. In addition, they can potentially improve accessibility for those who are unable to drive or walk and help reduce the number of cars searching for parking.
- If travel efficiency and vehicle through-put outpace increased travel demand, we may see people willing to tolerate longer distance commutes, particularly if they can accomplish other things (e.g. work or entertainment) while commuting in a driverless vehicle. As such, it is possible that more D.C.-area employees will opt live in Berkeley, Jefferson, and Washington counties, which will impact land use, population, and traffic patterns in the region. The MPO can work with the local jurisdictions to ensure that future growth and development occur in a sustainable fashion.



THE MPO'S ROLE

As a steward of the regional transportation network, the HEPMPO must constantly evaluate ways in which to improve transportation safety, mobility, and accessibility in Washington, Berkeley, and Jefferson counties. Technology is always changing and the HEPMPO, along with the region's transportation providers, must understand how these emerging technologies can affect the transportation system.

The HEPMPO should inform and educate the region's jurisdictions on emerging trends and changes in State and Federal guidance pertaining to mobility-on-demand services and CAV. The HEPMPO should keep pace with the guidance offered by the Association of Metropolitan Planning Organizations (AMPO) Technical Working Group, whose goal is to identify how best to leverage the benefits of CAV development and deployment. The HEPMPO should also work with the private sector, including automobile manufactures, aftermarket suppliers, and technology companies, to understand how to phase these emerging technologies into our traditional transportation system. In addition, the HEPMPO should work with freight companies to ensure that the transportation network can accommodate any changes in private sector demand, fleet mix, and operations.

As discussed above, there are concerns that these emerging transportation technologies could lead to higher driving costs and fewer transportation options. The HEPMPO should work with its member jurisdictions to ensure that transportation remains affordable for those who need it most, particularly the elderly and those who cannot afford to own or operate a personal vehicle.

The HEPMPO should also consider measuring the potential impacts of CAV in future transportation plans. Scenario Planning is one approach that allows transportation agencies to learn about the tradeoffs they will face in the future, while gaining a deeper understanding about how different future trends may affect transportation needs. The point of Scenario Planning is not necessarily to pick a future that is preferred (*what should happen*), but to explore a range of outcomes (*what could happen*). This allows agencies to be more strategic and nimble in their decisions about transportation investments and it gives them more time to consider and develop policies that will guide their region or state towards better outcomes as the future trends take place. The Federal Highway Administration (FHWA) recommends scenario planning for long-range transportation plans, and it provides examples and best practices on its [website](#).

FUTURE STUDIES

Interagency coordination and HEPMPO's collaborate efforts with planning partner agencies and organizations have strengthened **Direction 2045** and led to the development of ideas for future studies. The recommended planning studies provided in this section reflect HEPMPO's continuing efforts of providing transportation planning support to meet the needs of the region, counties and local jurisdictions. The studies are not necessarily part of the project development process, but rather safety, corridor or regional planning studies intended to more fully assess needs that were identified by stakeholders and/or the transportation deficiency analysis in the development of this plan, and may serve as feasible solutions to address those needs. In addition, they support the planning efforts to pursue solutions and provide a basis for funding opportunities through state and federal grants.

CORRIDOR TRAFFIC SIGNAL IMPROVEMENT STUDY

With limited fiscal funding available for roadway capacity improvements (e.g. new travel lanes), many regions are focusing on lower-cost improvements to address safety and/or traffic congestion on important travel corridors. This study would focus on identifying viable locations for transportation system management (TSM) improvements, intersection and corridor-level signal coordination systems and other signalization alternatives including adaptive traffic control systems (ATCS). ATCS is a traffic management strategy in which traffic signal timing changes, or adapts, based on actual traffic demand. This is accomplished using an adaptive traffic control system consisting of both hardware and software.

REGIONAL FREIGHT STUDY

The roadways within the HEPMPPO region provide an important role in supporting national and regional freight movement. The interstates, especially I-81, are among the highest freight corridors in the nation by truck percentage and are key access points to the local freight industry. However, high truck volumes do have significant impacts on safety and traffic congestion in the region. A regional freight study will focus on the identification of freight trends and issues, high freight growth areas including the airports, federal and state planning initiatives, regional commodity flows, and FAST Act performance measures. The study will also aim to gain further insights and collaboration from national, state and regional freight experts and local freight companies to better understand the needs and strategies that may be needed in the region.

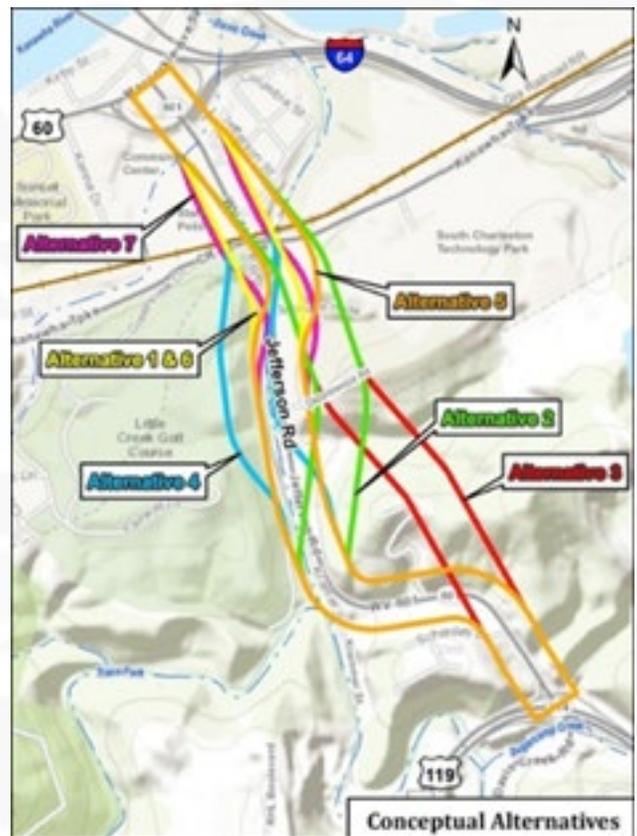
PLANNING ENVIRONMENTAL LINKAGE STUDIES

Planning and Environmental Linkage (PEL) studies identify planning considerations and environmental features in the project study area prior to the project entering the Preliminary Design and National Environmental Policy Act (NEPA) phase of the project development process. Early identification of significant social and environmental features within proposed alternative corridors can assist the project development team in the identification and early screening of alternatives prior to the project reaching a more advanced point in the NEPA process where detailed analysis and changes can become more time consuming and costly. These decisions and analyses can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives.

One corridor identified for a PEL is the Route 9 reconstruction West of I-81 to the Morgan County Line. This study will be coordinated with the West Virginia Department of Transportation Division of Highways (WVDOT). The adoption and use of a PEL study in the NEPA process is subject to determination by the Federal Highway Administration (FHWA). The results of the study will provide guidance on the project needs, feasibility and recommendation for moving the project forward.

ELECTRIC VEHICLE INFRASTRUCTURE PLAN

Electric Vehicles (EV) provide significant environmental benefits by reducing air pollution, greenhouse gases and fuel consumption. As the EVs become more affordable, their growth and popularity in the region and throughout the country has created a need for plug-in EV infrastructure to support this rising demand. A regional infrastructure plan will establish the framework for prioritizing public charging station locations to support concentrations of employment, retail, and recreation. The plan will provide best-suited charging equipment options, incorporate state planning efforts, review and update of local land management code to support or streamline permitting, private partnership opportunities, financial incentives and an implementation plan.



BICYCLE PLANNING

It is recommended that the HEPMPO build on the success of the City of Hagerstown Bicycle Master Plan and Regional Bicycle Plan and develop a bicycle and pedestrian plan for the City of Martinsburg and Charles Town/Ranson. The plan should evaluate existing bicycle and pedestrian infrastructure, engage stakeholders and the public, and formulate recommendations that reflect the varying needs of the communities. For example, safe pedestrian crossings may be the highest priority in Martinsburg, while traffic calming could be a high priority for Ranson. In addition, the HEPMPO should consider a bicycle study to link the C&O Canal Trail to the City of Hagerstown on US11. The plan should include a field element where staff interview local cyclists, pedestrians, and motorists to better understand their collective needs. The HEPMPO should continue to help implement the Regional Bicycle Study recommendations and provide technical assistance, when feasible, to communities applying for funding/grants. The HEPMPO should continue to incorporate travel and tourism in its future bicycle planning efforts.

REGIONAL TRANSIT SERVICE STUDY

A common limitation of transit service for multi-state areas is the inability to provide service across state lines. This study would develop an intercity transit plan to connect Hagerstown, Martinsburg and Charles Town including access to MARC stations. The study would develop service alternatives and coordination strategies that link communities and attractions within the MPO, as well as a link to other areas outside the MPO.

REGIONAL TRAFFIC SAFETY AND IMPROVEMENT STUDY

The regional traffic safety study will build upon the Maryland Strategic Highway Safety Plan and the West Virginia Highway Safety Program. **Direction 2045** provides a preliminary evaluation of crash rates and crash severity and identified several high need corridors and intersections. Further study is needed to evaluate the causes of crashes at these locations and recommend specific safety improvements. This study would require GIS mapping, coordination with local stakeholders, field visits, and a thorough analysis of historical crash data to identify recurring trends and contributing factors. To formulate recommendations, the study will need to evaluate key questions, such as:

- Did the crash involve a roadway departure (the #1 cause for fatalities and serious injuries)?
- Do crashes regularly occur at night (or in darkness)? Does weather play a role?
- What is the speed limit? Is it signed?
- Do crashes occur at sharp bends in the road? Are there blind spots?
- What are the lane widths?
- Are pedestrians or cyclists involved in the crashes?
- Was alcohol or distracted driving a contributing factor?

Recommendations will be developed to help reduce the frequency and severity of crashes and will reflect engineering, enforcement, education, emergency medical services, and equity. The recommendations should be context sensitive based on the surrounding environment and the contributing factors. For example, recommendations for a roadway departure (e.g. high friction surface treatments, edge line rumble strips, guardrails, traffic control devices) may be very different than recommendations for crashes involving a pedestrian in a downtown area. The study will identify the safety needs and focus on corridors like, Washington Street in Charles Town, US 40 Dual Highway and US 11 in Hagerstown that are high crash areas, and will support the highway safety targets that have been developed by the states and adopted by HEPMPO.

PEDESTRIAN ROAD SAFETY AUDITS

This study will utilize the Pedestrian Road Safety Audit (PRSA) methodologies conducted for the US 40 Dual Highway in Hagerstown in 2015. Corridors under consideration for a PRSA include:

- Edwin Miller Blvd in Martinsburg, WV
- Pennsylvania Avenue in Hagerstown, MD

The PRSA goal is to target selected State Highway corridors with a history of a high pedestrian fatalities and severe injuries for analysis and recommended improvement. Once a corridor is selected, a Pedestrian Safety Road Audit (PSRA) team is formed, comprised of federal, state and local transportation professionals and stakeholders, to evaluate existing deficiencies, identify opportunities, and provide recommendations to improve pedestrian conditions. FHWA guidelines state a PSRA is “the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.” The overall objective of the PSRA is to:

- Document baseline conditions
- Promote awareness of pedestrian needs
- Produce concepts that reduce number and severity of pedestrian crashes
- Develop phased recommendations to be implemented as time and resources permit



PILOT PROGRAM EVALUATION OF AUTONOMOUS VEHICLE SHUTTLE / DEMO PROJECT

As recommended in the Travel & Tourism and Technology section, there could be opportunities for an autonomous shuttle pilot program, similar to the one utilized at National Harbor. The pilot could introduce the emerging (and seemingly inevitable) technologies to the public, helping ease the adoption and deployment of connected and automated vehicles (CAV).

Further study is needed to evaluate the feasibility of this initiative at locations, such as: Harpers Ferry, Antietam National Battlefield, and/or the Hollywood Casino. The study would require stakeholder coordination with public and private entities, an evaluation of comparable case studies, development of alternatives, and recommendations for implementation.

ADA TRANSITION PLANS / ADA ASSISTANCE PLANS

In accordance with the Americans with Disabilities Act (ADA), local governments are required to develop a self-evaluation of the program and services provided to the public. The commitment of all municipalities is to ensure appropriate, safe and adequate pedestrian access to public rights of way regardless of ability or disability. The transition or assistance plan will address barriers to accessibility in public maintained rights of way, recommend potential mitigation solutions, estimate funding requirements and provide a framework to implement the mitigation measures.

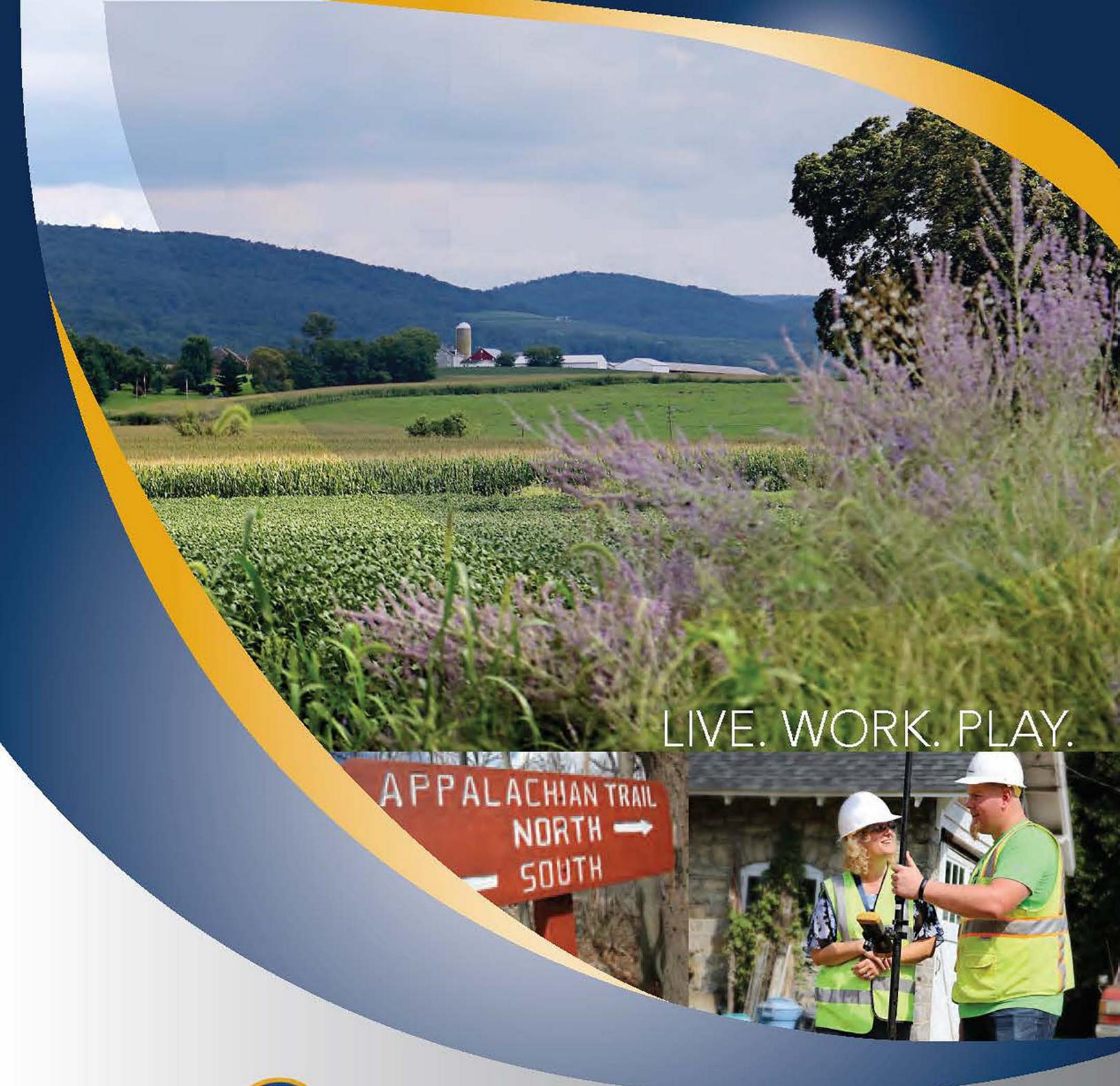
GRANT APPLICATION ASSISTANCE

Opportunities for state or federal grants are frequent as additional funding becomes available and notice of funding opportunities (NFO) are released. HEPMPO has supported the I-81 FASTLANE and INFRA grant applications. The HEPMPO can provide technical and application writing support with one or several municipalities or State DOTs to pursue significant funding, such as a TIGER Grant. The grant application will require extensive outreach, political support, and a technical benefit-cost analysis whereby the anticipated project benefits and costs are monetized and discounted to a net present value.





LONG RANGE TRANSPORTATION PLAN



LIVE. WORK. PLAY.



Washington County
M A R Y L A N D

Fiscal Year 2019 Operating and Capital Budgets

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Introduction



County Commissioners of Washington County



TERRY L. BAKER, a third-term County Commissioner, was first elected in 2006, and serves as President of the Board of County Commissioners. He is a 1973 graduate of Williamsport High School, a 1975 graduate of Hagerstown Community College, and a 1978 graduate of Auburn University, with a Bachelor's degree in Education. Mr. Baker retired in 2015 from the position of Washington County Students Trades Coordinator for the Washington County Technical High School after being an educator for 34 years. Prior to being elected as a County Commissioner, he served from 2002 to 2004 as a member of the Council for the municipality of Clear Spring, Maryland, and as Assistant Mayor for such municipality from 2004 to 2006.



JOHN F. BARR, a third-term County Commissioner, was first elected in 2006. He was raised in Boonsboro, Maryland, and is a Master Electrician in five states. In high school, Mr. Barr worked for his father as a field electrician at M/L Electric, Inc., founded in 1927. In 1979 he formed the management team overseeing the service department. In 1984 Mr. Barr bought the company from his father and changed the name to Ellsworth Electric, Inc. He has built the company from 75 to 150 employees. Mr. Barr is active in various service organizations and community projects. He served a one-year term as President of the Maryland Association of Counties in 2016 and currently serves as Past President.



JEFFREY A. "JEFF" CLINE, a second-term County Commissioner, serves as Vice President of the Board of County Commissioners and is a Williamsport, Maryland, resident. He is a graduate of Williamsport High School and Hagerstown Community College. Mr. Cline has experience as a realtor since 2003. He graduated from the Maryland Association of Realtors' 2008 Leadership Academy and received the Graduate of Realtor Institute (GRI) designation. Mr. Cline is a 2013 graduate of Leadership Washington County and served on the Williamsport Town Council from 2005 to 2009.



LEROY E. MYERS, JR., a first-term County Commissioner, was born in Washington County and has lived in the Clear Spring, Maryland, area his entire life. He is a three-term Maryland State Delegate serving District IC from 2003-2014. He graduated from Clear Spring High School and attended Hagerstown Community College for two years. Mr. Myers is the owner and president of Myers Building Systems, Inc., a general contracting firm.



WAYNE K. KEEFER, a first-term County Commissioner, was appointed to fill a vacancy on the Board of County Commissioners on March 25, 2016 by Maryland Governor Lawrence J. Hogan, Jr. and assumed office on April 5, 2016. He is a lifelong resident of Hancock, Maryland, and a 2004 graduate of Hancock Middle-Senior High School. Mr. Keefer holds an A.S. degree in Management from Hagerstown Community College, a B.S. degree in Business Administration and an M.B.A. from Frostburg State University. He has over a decade of experience as a commercial banker and is currently a small business owner and an adjunct instructor with Frostburg State University and the University System of Maryland at Hagerstown.

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VISION

The vision of Washington County Government is to become the regional leader in providing and coordinating efficient and effective public services in an open and cooperative manner.

MISSION

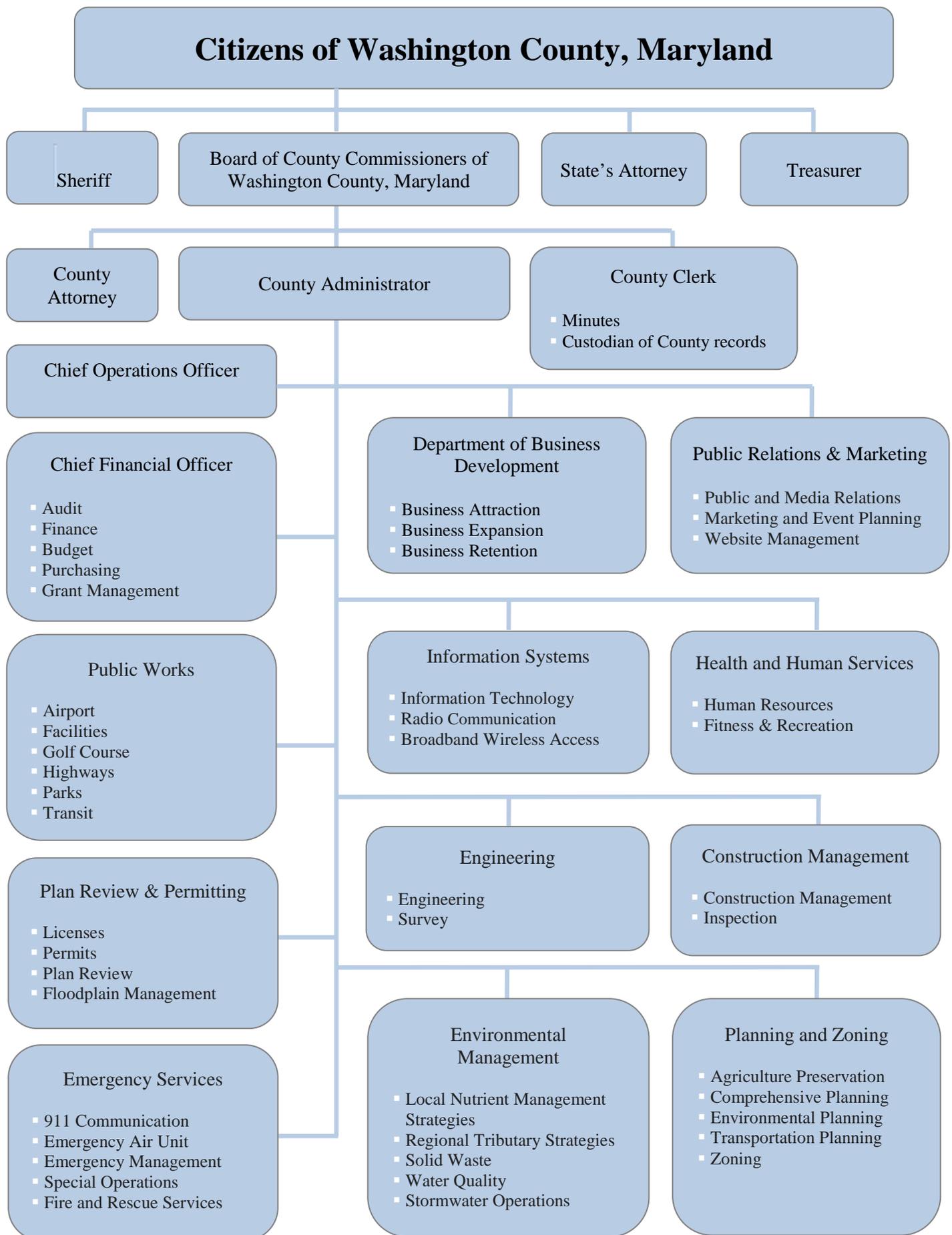
Supporting and strengthening individual and community self-reliance and responsibility;

Promoting education, economic opportunities, public health, safety, and welfare;

Protecting the environment and cultural resources we share and;

Planning for future urbanization and a culturally diverse population.

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Community Profile

Location

Washington County is situated in northwestern Maryland, bordered by Pennsylvania to the north and West Virginia to the south. It is bordered on the east by Frederick County, Maryland and on the west by Allegany County, Maryland. Washington County is approximately 460 square miles in area. The County Seat, Hagerstown, is 70 miles northwest of Washington, D.C. Two major highways, Interstate 81 – running north and south, and Interstate 70 – running east and west, cross within the County's borders.



The major part of Washington County is fertile valley with rolling terrain. The lowland belt known as the Hagerstown Valley, which lies between the Blue Ridge Mountains to the west and the Appalachian ridges to the east, is an extension of the Shenandoah Valley of Virginia.

Washington County is a great place, not only for locating a business, but also for living and raising a family. The rural, friendly, community environment offers a taste of traditional values – and the close proximity to Baltimore and Washington D.C. offers access to a metropolitan culture and lifestyle. It's the best of both worlds.

Culture and Recreation

Founded in 1776, Washington County was the first county in the United States to be named for the then General George Washington. The history of Washington County is exhibited at 4 national parks, 7 state parks, 14 county parks, numerous monuments and more than 35 museums that tell America's story spanning three centuries.

Some of Washington County's major local attractions include:



- ❖ Antietam National Battlefield – the site of one of the most famous Civil War battles.
- ❖ Fort Frederick State Park – a fort built in 1756 for use during the French and Indian War.
- ❖ Appalachian National Scenic Trail – the trail in Maryland follows a 40 mile route along the backbone of South Mountain (a north-side ridge that extends from Pennsylvania to the Potomac River).
- ❖ C&O Canal National Historical Park – for nearly 100 years the canal served as a waterway to transport products and it now provides a place to relax and enjoy nature.

- ❖ Maryland Symphony Orchestra – Western Maryland’s only professional orchestra.
- ❖ Hagerstown Speedway – one of the fastest and safest dirt tracks in the United States.
- ❖ Hagerstown Suns – a minor South Atlantic League Class A baseball team affiliated with the Washington Nationals.
- ❖ Washington County Museum of Fine Arts – with a permanent collection of over 6,000 works of art, as well as changing exhibitions.
- ❖ The Maryland Theatre – built in 1915; home of the Maryland Symphony Orchestra and the Miss Maryland Pageant.

Hagerstown was founded by German immigrant Jonathan Hager who was a volunteer Captain of Scouts during the French and Indian War. Located in the center of the Great Valley in Western Central Maryland, Hagerstown was at the crossroads of the Civil War. The Valley provided a natural corridor for refugee and troop movements between Virginia and Pennsylvania. As a regional crossroads town, just north of the Potomac River, Hagerstown was a favorite staging area for military leaders traversing the region.



The Maryland Theatre

A revitalized Arts & Entertainment District in downtown Hagerstown complements shopping, historical sites and museums in Washington County. Residents and visitors discover a wonderful collection of beautifully renovated retail shops, restaurants, and condominiums all within walking distance of cultural attractions. Hagerstown hosts several annual festivals downtown, most notably the Western Maryland Blues Fest, Augustoberfest, and the Alsatia Mummer’s Day Parade.

Form of Government

The County is a body corporate and politic, which performs all local governmental functions in Washington County except those performed by the nine incorporated municipalities within Washington County. The executive offices of the County are located at 100 West Washington Street, Hagerstown, Maryland 21740. The County’s central telephone number is (240)-313-2210 and its website is www.washco-md.net.

Under the Code of the Public Local Laws of Washington County (2007 Edition), as amended, being Article 22 of the Code of Public Local Laws of Maryland (the "County Code"), both the executive and legislative functions of the County are vested in the elected, five-member Board of County Commissioners of Washington County (the “Board”). The Board may only exercise such powers as are conferred upon it by the General Assembly of Maryland, including authorization to issue debt to finance its capital projects. Commissioners are elected on a countywide basis and serve four-year terms.

Each member of the Board has one vote and a simple majority of the Board is sufficient to take action subject to the authority vested in the Board by the County Code. Emergency action also requires a simple majority vote. The Board elects its own officers. The General Assembly of Maryland must authorize powers not specifically authorized by the County Code.

As authorized by the County Code, the County Commissioners appoint a County Administrator. The County Administrator is selected on the basis of his or her executive and administrative abilities, including his or her knowledge and experience in public administration. He or she is charged with the supervision of the departments and agencies of the County, and is responsible for the day-to-day operations of the County government in conformity with public local laws and other laws applying to the County.

County financial matters are administered in part through the office of the Treasurer of Washington County. The County Code establishes the elective office of County Treasurer. The County Treasurer is constituted the collector of County and State taxes, charges and assessments and is charged with the enforcement of collection of taxes in the manner provided by law.

As authorized by the County Code, the Board appoints the Chief Financial Officer (CFO) on the basis of his or her experience in financial administration. The CFO is charged with assisting the Board in the preparation and administration of County budgets and other accounting and fiscal matters as the Board deems necessary. In addition, the CFO is responsible for the study of the organization, methods and procedures of each office, department, board, commission, institution, and agency of County government.

Services

Transportation

A variety of transportation avenues are available in Washington County. Hagerstown Regional Airport (HGR) is a Part 139 Facility, which provides daily scheduled commercial service to Baltimore-Washington Thurgood Marshall International Airport (BWI) and Pittsburgh International Airport; twice weekly service to Orlando Sanford International; and twice weekly service to St. Pete-Clearwater International Airport. The airfield also offers fixed base operation services to general aviation, corporate and military aircraft. There are 17 businesses offering clients a variety of aviation services for all types of aircraft. Approximately 1,600 people are employed locally as a result of the airport being in Washington County. In addition, Dulles International, Baltimore/Washington Thurgood Marshall International, and Ronald Reagan Washington National airports are located within 70 miles of Hagerstown.

Other transportation outlets include auto rental services, County bus service, commercial bus lines, taxi, freight common carriers, and limousine service. The main lines of CSX and Norfolk Southern provide shipment to anywhere on the Atlantic Seaboard.

Hospital and Medical Care

Meritus Health, located in Hagerstown, Maryland, is the largest healthcare provider in Western Maryland. As a community-focused, not-for profit system, Meritus Health's programs span the continuum of healthcare, ranging from inpatient care to occupational health services to physician practices and outpatient care.

Meritus Medical Center, which opened in 2010, is a state-of-the-art, Joint Commission-accredited hospital with 243 licensed beds in single-patient rooms. Services offered include a special care nursery, a level III trauma program, a primary stroke center, a wound center, and a cardiac diagnostic laboratory. Hospital services that address outpatient needs include the John R. Marsh Cancer Center, Total Rehab Care, Meritus Diabetes Education, Meritus Home Health, Meritus Medical Laboratory and Equipped for Life.

Meritus Medical Group, with close to 100 physicians and advanced practice professionals, is a medical neighborhood of primary and specialty care practices offering comprehensive, coordinated health care services to all ages.

The Washington County Health Department, which provides various health services to the citizens of Washington County, employs a total of 201 full-time and part-time personnel in five divisions.

Other medical care facilities include the Environmental Health Division of the Health Department; the George W. Comstock Center for Public Health Research and Prevention; the Western Maryland Center, a State-owned chronic care facility; and the Brook Lane Psychiatric Center, a privately-owned psychiatric facility.

Safety

The Washington County Sheriff's Office, the Maryland State Police, and municipal police agencies provide police protection in Washington County. The Sheriff's Office has 101 sworn personnel and 97 radio dispatched vehicles. The Sheriff's Office is responsible for the operation of the Detention Center, which has a capacity of 450 inmates. In October 2016, a Day Reporting Center opened that provides treatment services to non-violent offenders with drug and/or alcohol addictions. The State Police has 35 troopers assigned to the local barrack, which is located just south of Hagerstown. The Hagerstown Police Department has a full-time force of 96 officers. The Hancock Police Department employs five full-time officers. In addition, the Smithsburg Police Department employs four officers and the Boonsboro Police Department employs five police officers.

The County's Division of Emergency Services ("DES") oversees Emergency Communication/911, Emergency Management, Fire Department Special Operations, Fire Department Support Services, and the Emergency Medical Services Operations Program. DES is led by a full-time career director and five full-time department heads who oversee the daily operational components of Emergency Services in Washington County. The division has 94 full-time and part-time personnel working directly within the division and approximately 40 volunteers who provide dedicated service to the citizens of Washington County.

Environmental Management

The Division of Environmental Management (“DEM”), which includes the Department of Water Quality, the Environmental Engineering Department, the Solid Waste Department, the Stormwater Management Department and the Watershed Department, was created in fiscal year 2007. The State and Federal environmental initiatives – as they pertain to water, wastewater, stormwater, solid waste and nutrients – are all jointly related. DEM is responsible for integrating the regulations and applying them to the operations of these departments.

The Washington County Solid Waste Department is responsible for a solid waste disposal system that protects the environment and public health.

The County currently provides water and/or wastewater services to nearly all of the immediate densely populated area surrounding the City of Hagerstown (except the Dual Highway corridor), the areas of Highfield, Elk Ridge, Sandy Hook, and the towns of Sharpsburg and Smithsburg.

Department of Business Development

The Washington County Department of Business Development (the “DBD”) is dedicated to expanding economic opportunities for the citizens of Washington County. It works to promote Washington County as a place of business and improve the overall business climate of the community.

The Washington County Economic Development Commission Board of Directors (the “EDC”) is comprised of 12 unpaid volunteers and six *ex-officio* members. As representatives of the local business community, the EDC is responsible for evaluating, recommending, and implementing policies affecting the County’s ability to attract, nurture, and sustain employment, and to further promote economic growth and change in a managed environment.

The DBD currently has five full-time employees to conduct the day-to-day operations of the office. The staff works to fulfill the strategic priorities recommended by the EDC and as approved by the Board.

Demographic Information

Population

<u>Year</u>	<u>County Total</u>
1980	113,086
1990	121,393
2000	131,923
2010	147,430
2017	150,578
2020 projected	156,800
2025 projected	166,450
2030 projected	175,400

Sources: U.S. Census Bureau 1980, 1990, 2000, 2010, 2017; Projections by the Maryland Department of Planning 2017

County Income

Per Capita Income	\$ 43,470
Median Household Income	\$ 56,316
Average Household Income	\$ 72,310

Sources: U.S. Dept. of Commerce, Bureau of Economic Analysis (2017); U.S. Census Bureau, 2012-2016 American Community Survey

Housing

2017 Median Selling Price

Washington County	\$ 166,985
Maryland	\$ 270,902

Source: Maryland Association of Realtors.

Households

Number of Households	56,094
Number of Family Households	37,610
Number of Non-family Households	18,484

Source: U.S. Census Bureau, 2012-2016 American Community Survey

Population Statistics

Age:	19 & under	24.50%
	20-64 (workforce age)	59.70%
	65 & older	15.80%
	Median Age	40.7
Gender:	Male	50.90%
	Female	49.10%
Race:	White	83.50%
	Black	10.30%
	Other	6.20%

Source: U.S. Census Bureau, 2012-2016 American Community Survey

Education Facilities in Washington County

Higher Education:

Hagerstown Community College
Purdue University Global - Hagerstown
University System of MD at Hagerstown

Primary Education:

26 Elementary Schools
7 Middle Schools
8 Senior High Schools
1 Middle/Senior High School
1 Technical High School
1 Evening High School
1 Outdoor Education
1 Special Education
Pupil/Teacher Ratio: 22:1
Public Enrollment: 22,595
39 Private Schools

Source: Washington County Board of Education

County Water Quality Systems

	<u>Total # of Services</u>
Full Service Water	1,341
Full Service Sewer	7,156
Collection Service Sewer	3,756
Total	12,253

Source: Washington County Department of Budget and Finance

County Building Permits (000s)

	<u>Number</u>	<u>Value</u>
Residential New	198	\$57,704
Other Permits	1,315	\$133,441
Total	1,513	\$191,145

Source: Washington County Department of Permitting

County Employment Statistics

Civilian Labor Force	76,326
Employed	72,752
Unemployed	3,574
Unemployment Rate	4.69%
State Average	4.09%

Source: MD Department of Labor, Licensing & Regulation 2018

Top 15 Employers in Washington County

	<u>Employer</u>	<u>Employment</u>
1	Washington County Public Schools	3,100
2	Meritus Health, Inc.	2,740
3	State of Maryland	2,385
4	Citi	2,300
5	First Data	2,185
6	Washington County Government	1,352
7	Volvo Group	1,300
8	FedEx Ground	900
9	Hagerstown Community College	890
10	Bowman Group, LLP	745
11	Federal Government	567
12	Merkle Response Services, Inc.	545
13	ARC of Washington County	500
14	Direct Mail Processors	500
15	City of Hagerstown	486

Source: Maryland Department of Commerce

County Business Patterns

<u>Industry</u>	<u>Total # Establishments</u>
Services	1,211
Retail Trade	598
Other	444
Construction	332
Finance, Insurance, Real Estate	336
Transportation/Warehousing	146
Wholesale Trade	148
Manufacturing	124
Information	53
Utilities	5
Mining	2
Agricultural	4
Total	3,403

Source: U.S. Census Bureau, 2016 County Business Patterns

**Top 20 Largest Taxpayers in Washington County
as of June 30, 2017
Ranked by Assessed Value**

	<u>Taxpayer</u>	<u>Assessed Value</u>
1	PR Valley Limited Ptsp	\$ 104,087,240
2	Outlet Village of Hagerstown	100,404,570
3	Potomac Edison	87,163,890
4	Liberty Property Limited	71,159,300
5	FedEx Ground Package System Inc.	69,952,130
6	Bowman Group	66,876,743
7	Washington Real Estate	61,565,367
8	Staples of Maryland LLC	50,890,720
9	Western Hagerstown Dist. Center	48,619,100
10	Walmart Stores/Wal-Mart R.E./Sam's R.E./Sam's East	45,092,220
11	254 Hagerstown/Citigroup/Citicorp	40,000,000
12	Mack Trucks Inc.	36,633,880
13	Verizon-Maryland	36,131,200
14	Intelsat Global Service LLC	34,923,520
15	2007 East Greencastle Pike	34,360,000
16	Lowe's Home Centers Inc.	33,078,370
17	CSX Transportation CSX Minerals	30,215,990
18	GP Hagerstown Limited Ptsp	30,035,200
19	Norfolk Southern Combined Rail	29,903,920
20	ARCP MT Hagerstown	29,758,700

Source: Washington County Treasurer's Office

The information set forth above was compiled from tax rolls on which the names and owners are not always recorded in the same way.

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Capital Improvement Plan Development

Capital Improvement Program

Washington County government is responsible for providing infrastructure improvements to its citizens. To provide for these improvements on a continuing basis, the Board of County Commissioners established a Capital Improvement Program that forecasts the future needs and priorities of the community. Through sound planning and programming of capital projects, the County can provide many improvements while utilizing the prescribed amount of funds available for this purpose.

A major purpose of the Capital Improvement Program is to provide a means for coordinating and consolidating all departmental and agency project requests into one document. The projects can then be examined and prioritized based on established criteria that includes County plans and policies.

A Ten-Year Capital Improvement Plan is developed each fiscal year and includes scheduling and financing of future community facilities such as public buildings, roads, bridges, parks, water and sewer projects, and educational facilities. The plan is flexible and covers ten years with the first year being the Capital Improvement Budget. Funds for each project are allocated from Federal, State, and local sources by the County Commissioners.

The Capital Improvement Plan not only accounts for the acquisition, expansion, and rehabilitation of infrastructure and other capital assets, but it also incorporates the following basic underlying principles of the County:

- Capital projects are targeted to support the goals of the Comprehensive Plan and other County functional plans.
- Capital investments are made for economic development.
- Existing assets are preserved and maintained to ensure continued service.
- External funding possibilities are considered when reviewing and prioritizing projects.
- Intergovernmental funding is sought for regional projects.
- Debt is used carefully and managed in accordance with the goals and objectives of County policies.

The Ten-Year Capital Improvement Plan is updated on an annual basis for both project costs and funding sources. Along with the development of the Capital Improvement Plan, an annual debt affordability analysis is performed to evaluate the effect of debt service costs on operating budgets and to utilize long-term financial planning. As part of the annual review process, certain projects are closed out due to completion and others are added as the re-sequencing of project priorities occur.

Capital Improvement Plan Process

Capital Improvement Plan development begins in the winter after the completion of the debt affordability analysis. The Capital Improvement Program provides a comprehensive approach to planning and impacts all facets of County operations. The County Administrator, the Chief Financial Officer, the Planning Director, the Director of Public Works, and the Director of Engineering comprise the Capital Improvement Plan Committee, (“CIP Committee”). From the time the Capital Improvement Plan’s initial annual review begins in October through its adoption in May of each year, there is constant interaction between departments, the CIP Committee, and the elected officials. This effort is characterized by cooperation and reflects a common goal of ensuring that the Capital Improvement Plan meets the objectives of the County and remains affordable and achievable. The CIP Committee reviews the project submissions to ensure:

- The plans are properly coordinated with other projects, entities, etc.;
- Long-term operating impacts are included in estimates (including staffing, utility, maintenance, and debt);
- Timeframes for construction activity and cash flow are realistic;
- The budget and appropriate funding sources are adequate; and
- Projects are prioritized based on County goals, department priorities, and anticipated funding sources.

The Capital Improvement Plan is reviewed in conjunction with the debt affordability analysis and revenue projections, inclusive of rate analysis, in order to determine funding availability. A financial analysis of funding sources and project costs is conducted for all proposed capital improvement projects. It is the CIP Committee's responsibility to review all requests that County departments and agencies submit. All projects are ranked based on established criteria for priority ranking. Considering current and future needs, as developed in the ten-year plan, available funding sources, and the results of the priority ranking process, the CIP Committee determines which capital projects best meet established criteria for the current fiscal year Capital Improvement Budget and the nine-year forecast.

The Board of County Commissioners reviews the Ten-Year Capital Improvement Plan in regular public working sessions and at the public hearing. Following this review and before the end of the fiscal year, the Board formally approves and adopts the Ten-Year Capital Improvement Plan for the established projects.

Components of the Capital Program

Capital Project Definition

Capital Projects are included in the Capital Improvement Plan when the project supports or improves infrastructure needs and/or the productive capacity of the County. Projects should have a useful life greater than five years and an estimated cost of \$10,000 or more, and should also meet one or more of the following criteria:

- Projects having restricted funding sources, including grants, that require them to be included in the Capital Improvement Budget;
- Systematic acquisitions over an extended time period to complete implementation of a major functional or operating system;
- Rehabilitation or replacement projects of governmental or agency facilities;
- Projects that require bond financing because of significant costs associated with acquisition or construction of the project; and
- Planning and feasibility studies that support the acquisition, construction, or improvement of the items listed above. (These are not required to meet the useful life test).

Capital assets include land, improvements to land, easements, buildings, building improvements, vehicles, machinery, large equipment, infrastructure, and all other tangible and intangible assets that are used in operations. Assets not meeting the criteria above are budgeted as capital outlay in the Operating Budget.

Capital Project Priority Ranking System

During the review process the CIP Committee prioritizes projects based on the County's broad goals, department priorities, anticipated funding sources, and the priority-ranking matrix. The priority-ranking matrix is composed of 14 scored and weighted criteria, which is the basis for assigning projects into one of the five priority-ranking categories.

The 14 scored and weighted ranking criteria used by Washington County are:

1. Legal Mandates – This criterion assesses the risk with legal issues required by Federal or State statute, court order, or regulation, or a project that moves the County into further compliance with such mandates.
2. Public Health and Safety – This criterion includes health related impacts such as increases in traffic accidents, injuries, and deaths.
3. Environmental Impact – This criterion evaluates the environmental related impact on items such as water quality, flood control, air quality, contamination, etc.

4. Conformity to County Commissioners Goals and Plans – This allows for the evaluation of the project in relationship to the goals and plans of the Commissioners and/or the Comprehensive Plan or other approved plans by the County.
5. Conformity to Agency, Department and Jurisdictional Plans – This allows for the evaluation of the project in relationship to written plans of County agencies, departments, and jurisdictions.
6. Community Support – This criterion refers to interest group advocacy and/or opposition and conformity to County master and strategic plans.
7. Project Cost – This criterion considers the total cost of constructing or installing the proposed work. The higher the cost the lower the weight. However, the forced score should not be considered adversely with respect to an individual project as it simply identifies the financial issues within the Capital Improvement Plan Budget. A project will rank high if warranted by other evaluation criteria when scored if appropriate.
8. Funding – This criterion evaluates available funding sources to be contributed towards the proposed project, taking into consideration if the project is continuing from the prior year (in which funding would be required), if there is proposed self-supporting funds, or if significant outside funding sources are available.
9. Operating Budget Impact: Cost/Benefit – This criterion reflects other costs relative to the proposed project, including operation and maintenance, start-up costs, and personnel, as well as cost savings and potential revenues generated by the completed project.
10. Preservation of Facility – Measures the possible effect of deferring the project, such as complete replacement of facility or equipment, major repair, normal repair costs if not replaced or added cost for new facility.
11. Project Life – This criterion is used to rank the project based on life expectancy and projected maintenance cost. A higher value is placed on longer-term infrastructure assets.
12. Economic Impact – Measures the impact such as property value, future tax base, added jobs, income to citizens, changes in business income, and stabilization of neighborhoods. Such impacts may apply more to capital projects related to growth and expansion than to infrastructure maintenance, although deteriorating structures can adversely affect business.
13. Recreational, Cultural or Aesthetic Value – A catch-all criteria for other significant quality-of-life related impacts that include community appearance, recreational opportunities, and cultural improvements.
14. Percent of Population Benefiting – Estimates the number of persons likely to be affected by the project and nature of the impact.

After the projects are scored and weighted using the above criteria, the projects are then categorized based on the score into Priority 1 through Priority 5. The priority category definitions are as follows:

- | | |
|------------|---|
| Priority 1 | Projects needed to comply with a court order or legislative mandate, and/or projects that are critical to the health, safety, and general welfare of County citizens. |
| Priority 2 | Projects essential to the general welfare of the community, operating or maintaining of a physical facility, but not critical relative to other projects. |
| Priority 3 | Projects that provide a public operational improvement or are important in relation to County financial capabilities, needs, or other program requirements. |
| Priority 4 | Projects that provide for necessary maintenance or replacement, but where deferral will not result in significantly increased cost to the County. |

- Priority 5 Projects that conflict with the master plan and/or projects for which there are concerns related to serious need, cost, justification, or timing.

After all proposed projects are prioritized using these criteria, the CIP Committee (1) reviews the project ranking report for reasonableness; (2) checks for any projects that appear out of order; (3) determines if there are any linkages between projects; (4) evaluates if there are any advantages to having projects done concurrently; (5) ascertains if there are any projects dependent on one another; and (6) reviews the project's impact on the operating budget. Adjustments to the final ranking may be necessary based on this extensive Capital Improvement Plan prioritization process.

The CIP Committee provides an enterprise-wide view and prioritizes proposed projects while balancing project requests against known County objectives. After their review is complete, the CIP Committee presents the Ten-Year Capital Improvement Plan to the Board of County Commissioners. The County Commissioners review the recommended Ten-Year Capital Improvement Plan during budget workshops and at a public hearing prior to budget adoption.

Program priorities, long-term service needs, and planning – like multidimensional ranking systems – complement rather than replace, the judgment that County officials must exercise in ranking requests for capital projects and acquisitions and developing the Capital Improvement Plan and Capital Budget.

Capital Improvement Plan Funding Sources

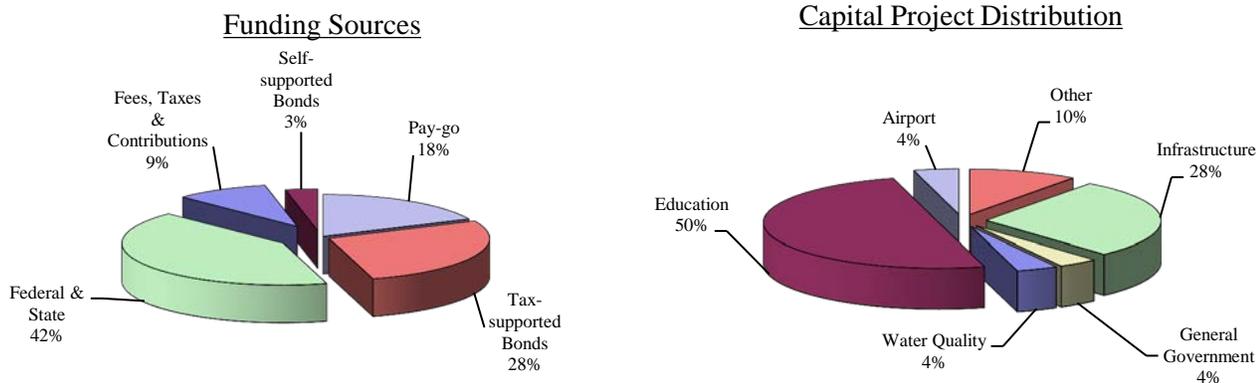
Funding sources in the Capital Improvement Plan are budgeted in each fiscal year in which they will be received. All potential funding sources are considered when developing the Capital Improvement Plan to ensure that projects are funded with appropriate revenue streams. Some projects are funded with project-specific revenues that benefit particular projects and/or users, as is the case with development fees. The other information considered when funding the Capital Improvement Plan are the results of the Debt Affordability Analysis, cash flow requirements of each project, and the financial costs associated with each funding source. Following are descriptions of the funding sources for the Capital Improvement Budget:

- Tax-Supported Bonds are General Obligation Bonds secured by the full faith and credit of the issuer. General Obligation Bonds issued by the County are secured by a pledge of the County's property taxing power, and must be authorized by legislative authority. The amount to be issued in this fiscal year is based on the County's debt affordability guidelines, debt policies, and future project costs.
- Self-Supported Bonds are issued for enterprise funds and the debt service is paid from user fees.
- Pay-Go Funds represent cash contributions from various operating funds for specific capital projects without a dedicated funding source.
- Federal and State Funds are for specific projects and are restrictive in nature. These funds are inconsistent from year-to-year and are not used as a base revenue stream.
- Fees and Taxes is the other major funding source. Excise tax is assessed for residential construction at \$1 per sq foot (SF), and \$.50 SF for additions to residential properties. Excise tax for nonresidential non-retail is assessed at \$1 SF and nonresidential retail at \$1 SF for the first 15,000 SF and \$3 SF thereafter. Budgeted excise tax is based on projected growth and development. Transfer tax is charged on recorded real property transfers in the County at a rate of .5%. Transfer tax revenue is based on projected home sales and recordation activity. In addition, the County has an Adequate Public Facilities Ordinance Fee and is used to generate revenue so that public facilities and services needed to support new development will be available concurrently with the impacts of the new developments.

Fiscal Year 2019 Overview

FY19 Capital Improvement Budget Overview

A graphic illustration of planned capital project distribution and funding sources for fiscal year 2019 is shown below. The fiscal year 2019 Capital Improvement Budget is funded mainly from: tax-supported and self-supported bonds, pay-go funds, Federal and State funds, and developer based fees.



Operating Impact of Capital Improvement Projects

The operating impact of capital projects are reviewed and considered during the Capital Improvement Plan review process. Estimated new revenues and or operational efficiency savings associated with projects are also taken into consideration. The operating costs of the projects are identified and considered during the ranking evaluation. The operating costs of projects to be completed and in-service during the budget year are identified and justified as part of the operating budget process. Additions or eliminations of personnel, significant start-up costs, as well as operation and maintenance costs of the new facilities are included in the operating budget. These conservative operating cost estimates include: personnel, equipment maintenance, building maintenance, and other major costs anticipated at the completion of the project. An important consideration in the County’s Capital Improvement Budget is the fiscal impact on the Operating Budget due to the additional debt service cost. Total debt service cost for fiscal 2019 is approximately \$22.6 million.

The ten-year operating budget impact for major projects approved in the fiscal year 2019 Capital Budget are presented in the project detail schedule located in the next section.

Debt Affordability Analysis

One of the major sources of funding for capital projects is debt. Debt is issued to match the cash flow requirements of the Capital Improvement Plan, while considering the effect of the tax burden on the citizens. Therefore, along with the development of the Capital Improvement Plan, an annual debt affordability analysis is performed to evaluate the effect of debt service costs on operating budgets and to utilize long-term financial planning.

The key factor in the issuance of debt is the understanding that effective debt management is critical to the overall financial management of the County. Therefore, the issuance of debt is done in conformance with the County's Debt Policy, which is an integral component of the County's financial management program. Accordingly, critical to sound financial and debt management is the continuing evaluation of the County's ability to afford and plan for the issuance of debt. In this regard the County has instituted a self-imposed requirement that an annual debt affordability analysis be performed. The analysis provides a method by which the County's debt position can be evaluated, tested for stress and affordability, and compared to other jurisdictions, "Peer Group", that are considered comparable to the County. The analysis provides the County Commissioners and citizens with a way to assess the impact of bond issuance and allows for informed decisions regarding financing proposals and capital spending priorities.

The County undertakes the debt capacity analysis on an annual basis in conjunction with the issuance of bonds and the formulation of the long-range Capital Improvement Plan. This comprehensive and routine analysis of debt capacity provides assurance that the amount of debt issued by the County is affordable. It also ensures that an appropriate balance is maintained between the County's capital needs and its ability to pay for them.

To determine the County's debt affordability, a peer group was established for comparison. The Peer Group consists of counties that share similar characteristics in various areas, including but not limited to, population, region, bond rating, and budget thresholds. Also, our sample of counties was based on size and income indicators, such as per capita income, property values, access to interstate highways, and revenue generation.

The Peer Group contains nine other Maryland counties: Howard, Frederick, Harford, Carroll, Charles, St. Mary's, Cecil, Wicomico, and Calvert.

As with any business, including County government, it is important to develop strategic objectives, including prudent borrowing limits. The debt ratios used by the County are relevant benchmarks used to measure its debt position. Establishing an acceptable range for the debt ratios has allowed the County to continually monitor its debt position and provide a mechanism for calculating debt capacity. The information provided by the ratios assists the County in the capital budgeting decision process, including prioritizing capital spending.

Measures of debt affordability are sensitive as they are impacted by the amount of outstanding debt and changes in both demographic and economic factors. Changes in demographic factors such as population growth and personal income affect debt ratios. Economic cycles can have major impacts, both positive and negative, on targeted ratios and debt capacity. This volatility demonstrates the need for assessing changes in projected debt capacity on an annual basis.

Decisions regarding the use of debt is based on a number of factors including, but not limited to, the long-term needs of the County and the amount of resources available to repay the debt. Flexibility is required to enable the County's management team to respond to unforeseen emergencies or opportunities in the operational budget. In order to provide for that flexibility, the most important ratio - Debt Service as a Percent of Revenue - is included in the analysis. Comparing debt ratios of the Peer Group and national medians is useful in evaluating the County's debt position. Evaluating the change in ranking over time also indicates a strengthening or weakening of the County's debt position relative to the Peer Group and to national averages. Following is a five-year comparison of the County's debt ratios for the tax-supported debt portion.

Ratio and Peer Group Median Comparisons								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service per Capita as a % of Income Per Capita	
	County Amount	Peer Group Median	County Ratio	Peer Group Median	County Ratio	Peer Group Median	County Ratio	Peer Group Median
2014	908	1,536	1.14%	1.68%	6.97%	8.41%	.23%	.33%
2015	917	1,496	1.17%	1.68%	7.04%	8.96%	.24%	.34%
2016	933	1,661	1.16%	1.68%	6.36%	8.06%	.22%	.32%
2017	939	1,573	1.16%	1.56%	6.67%	8.98%	.22%	.33%
2018 estimated	1,047	1,573	1.29%	1.56%	6.68%	8.98%	.23%	.33%
Policy		1,500		1.50%		8.00%		0.50%

When the County compares its debt ratios to its peer group and national medians, it provides a snapshot of our debt position at a single point in time. However, to fully understand the County's debt position, it is important to evaluate ratios over a long period of time so that trends can be ascertained, analyzed, and evaluated.

In completing the debt affordability analysis the estimated debt capacity ceiling is established and policy guidelines are applied to the debt capacity calculations. The ratio of Debt Service as a Percentage of Revenue is considered the most critical criteria in establishing debt capacity, in part, because the County controls both components of the ratio and the impact of the change is most pronounced in the operating budget and potentially the tax burden carried by the citizens.

Projections are based on net tax-supported debt currently outstanding plus average debt that is anticipated to be issued over the next 20 years. The projections are intended only to provide a method for assessing the impact of issuing more debt. The County's debt affordability analysis is designed to: ensure that anticipated future debt is manageable from a fiscal and budgetary perspective; meet peer group ratio targets and avoid negative treatment by the rating agencies in the form of a rating downgrade; and keep borrowing costs to a minimum. The following table illustrates the impact of long-term debt issuance as it relates to various Peer Group targets that the County monitors.

Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service Per Capita as a % of Income Per Capita	
	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median
2019	1,085	1,573	1.32%	1.56%	6.65%	8.98%	.22%	.33%
2020	1,120	1,573	1.34%	1.56%	6.98%	8.98%	.24%	.33%
2021	1,149	1,573	1.35%	1.56%	7.37%	8.98%	.25%	.33%
2022	1,171	1,573	1.35%	1.56%	7.20%	8.98%	.24%	.33%
2023	1,194	1,573	1.35%	1.56%	7.37%	8.98%	.25%	.33%
2024	1,213	1,573	1.34%	1.56%	7.56%	8.98%	.26%	.33%
2025	1,226	1,573	1.33%	1.56%	7.71%	8.98%	.26%	.33%
2026	1,235	1,573	1.32%	1.56%	7.69%	8.98%	.26%	.33%
Policy		1,500		1.50%		8.00%		0.50%

Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service Per Capita as a % of Income Per Capita	
	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median
2027	1,242	1,573	1.30%	1.56%	7.68%	8.98%	.26%	.33%
2028	1,248	1,573	1.28%	1.56%	7.85%	8.98%	.27%	.33%
2029	1,247	1,573	1.26%	1.56%	7.27%	8.98%	.25%	.33%
2030	1,255	1,573	1.25%	1.56%	7.25%	8.98%	.25%	.33%
2031	1,262	1,573	1.23%	1.56%	7.50%	8.98%	.26%	.33%
2032	1,261	1,573	1.21%	1.56%	7.46%	8.98%	.26%	.33%
2033	1,258	1,573	1.18%	1.56%	7.44%	8.98%	.26%	.33%
2034	1,253	1,573	1.16%	1.56%	7.39%	8.98%	.26%	.33%
2035	1,246	1,573	1.13%	1.56%	7.36%	8.98%	.26%	.33%
2036	1,237	1,573	1.10%	1.56%	7.25%	8.98%	.26%	.33%
2037	1,226	1,573	1.07%	1.56%	7.19%	8.98%	.25%	.33%
2038	1,214	1,573	1.04%	1.56%	7.14%	8.98%	.25%	.33%
Policy		1,500		1.50%		8.00%		0.50%

Credit Ratings

Rating agencies are companies that assign credit ratings to institutions, including local governments that issue debt obligations. Credit ratings are the rating agencies' assessment of the County's ability and willingness to repay debt on a timely basis. Debt management is an important factor in evaluating and assigning credit ratings. Credit ratings are an important indicator in the bond market and can influence the County's long-term interest rates that it must pay.

The County's current credit ratings are AA+ by Standard & Poor's, AA+ by Fitch and an Aa1 by Moody's Investors Service. The County's credit ratings reflect strong financial management, continued economic development and diversification, strong financial position, strong financial policies, manageable capital needs, low debt, and strong reserves.

Changes in Economic Assumptions

In addition to analyzing the impact of the capital program on debt ratios and capacity, to remain prudent, the County analyzes the impact of changing economic conditions on the recommended maximum level of annual debt issuance. Three economic scenarios are created:

- 'Base' case reflects future economic conditions based on historical and projected trends.
- 'Best' case reflects the best economic conditions based on historical high trends.
- 'Worst' case reflects the worst economic conditions based on historical low trends.

The assumptions used in determining debt capacity in each scenario are based on historical trends, judgment, and projected economic conditions. Each case assumption is applied to the 20-year projection.

The 'Base' case projects the most affordable program. The 'Best' and 'Worst' case scenarios assume major changes in economic conditions for the 20-year period and could require adjustments to the Capital Improvement Plan and the debt issuance plan. However, planning to issue debt on the 'Best' case scenario every year is not advisable because some bonding capacity should be kept in reserve in anticipation of sudden unexpected economic downturns.

Final Analysis

There are multiple factors that can affect the County's affordability to incur future indebtedness, including the County's economy and the availability of adequate financial resources. For that reason the financial ratios and analysis used, take into account the entire County financial condition, as other factors can effectively deteriorate the County's financial posture and affect its ability to incur debt. In addition, these managerial and unpredictable scenarios are considered and tested as part of the analysis, so that the known effects of 'Worst' and 'Best' case results can be examined. It is important for the County to monitor its financial condition, economic trends, and debt affordability results on a regular basis, in order to continue to evaluate the County's credit position to determine whether annual issuance of debt should be adjusted to reflect a changing financial outlook for the County under altered circumstances.

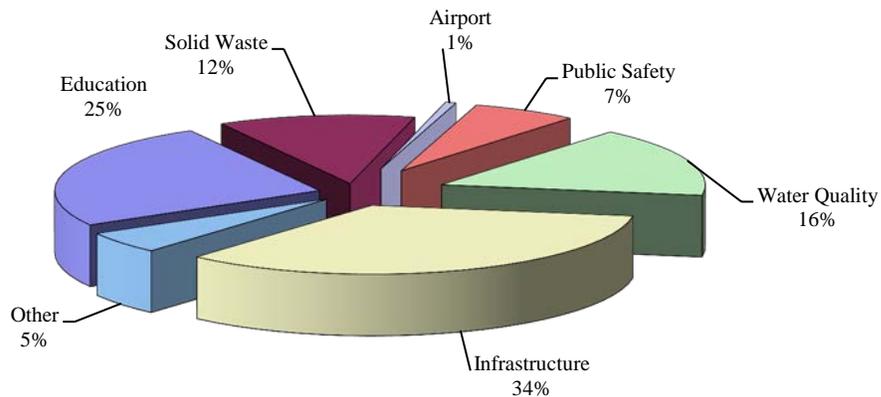
The estimated maximum debt capacity is not intended to be an absolute limit or a recommendation on the amount of debt that can be incurred. It should be used as a guide for better long-term financial planning and improving capital budgeting. Debt capacity estimates can assist long-term capital planning by showing the resources available to fund needed infrastructure, schools and other capital needs. The estimates can then be used to allocate restricted resources to priority projects. The County's annual debt review analyzes the projected debt issuances to assure that long-term financial stability will remain intact.

Outstanding Debt

The impact of the Capital Improvement Budget on the Operating Budget is evaluated during the budget process. The Capital Improvement Budget includes costs for long-term capital projects, which add to the capital asset base of the County. The Operating Budget includes the principal and interest cost associated with those assets and the pay-go financing.

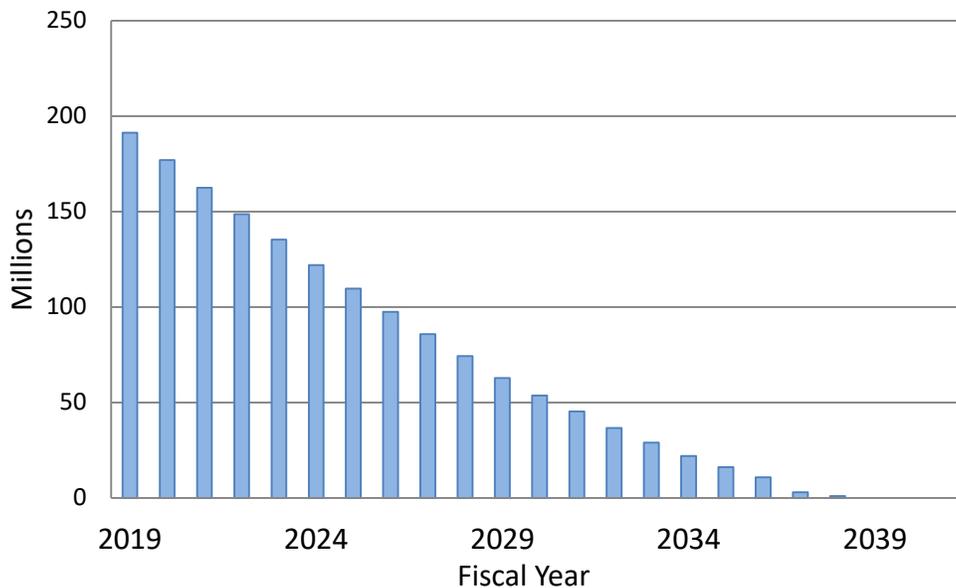
The following graph illustrates the percentage of total debt outstanding at June 30, 2018, by project category:

Percentage of Debt Outstanding by Project Category



The following graph illustrates the current outstanding debt at June 30, 2018.

Outstanding Debt



The table below shows the current outstanding balance at June 30, 2018, and the estimated impact of debt service on the Operating Budget for FY 2019.

Current Debt Balance and FY 2019 Principal and Interest Costs

Description	FY 2018 Balance	FY 2019 Principal	FY 2019 Interest	Total Debt Service
General Fund:				
2009 Public Improvement & Refunding Bonds	\$ 520,956	\$ 520,961	\$ 15,629	\$ 536,590
2010 Ser A Public Improvement Bonds	1,647,654	535,408	41,399	576,807
2010 Ser B Build America Bonds	6,957,113	0	234,939	234,939
2010 Refunding Bonds	4,247,169	1,235,528	121,653	1,357,181
2011 Public Improvement Bonds	8,353,452	475,243	313,493	788,736
2012 Public Improvement Bonds	9,744,829	512,886	285,789	798,675
2012 Refunding Bonds	3,290,490	709,580	138,710	848,290
2013 Public Improvement Bonds	10,140,000	500,000	320,850	820,850
2013 Refunding Bonds	10,203,832	1,182,661	337,226	1,519,887
2014 Public Improvement Bonds	12,545,000	525,000	483,938	1,008,938
2015 Public Improvement Bonds	11,184,994	430,789	404,612	835,401
2015 Refunding Bonds	18,648,592	1,107,532	729,331	1,836,863
2016 Public Improvement Bonds	11,587,109	430,337	389,942	820,279
2016 Refunding Bonds	6,396,940	0	215,829	215,829
2017 Public Improvement Bonds	12,000,000	383,164	433,524	816,688
2018 Public Improvement Bonds	12,000,000	224,333	236,090	460,423
MD Water Quality Solid Waste Refinancing	1,336,629	501,693	13,366	515,059
MD Water Quality Resh Capping Ph 1	2,485,864	265,342	24,858	290,200
Total General Fund Existing Debt	\$ 143,290,623	\$ 9,540,460	\$ 4,741,170	\$ 14,281,630
2019 Planned Debt:				
2019 Public Improvement Bonds	12,000,000			
Total General Fund Debt	\$ 155,290,623	\$ 9,540,460	\$ 4,741,170	\$ 14,281,630
Solid Waste:				
2009 Public Improvement Bonds	75,009	75,010	2,250	77,260
2010 Ser A Public Improvement Bonds	652,205	211,935	16,387	228,322
2010 Ser B Build America Bonds	2,753,894	0	92,999	92,999
2010 Refunding Bonds	1,187,831	384,472	33,797	418,269
2011 Public Improvement Bonds	2,456,548	139,757	92,191	231,948
2012 Refunding Bonds	16,190	5,090	700	5,790
2013 Refunding Bonds	141,168	17,339	4,774	22,113
2015 Refunding Bonds	1,599,878	116,816	62,243	179,059
2016 Public Improvement Bonds	99,456	3,694	3,347	7,041
2016 Refunding Bonds	921,050	0	31,076	31,076
2017 Public Improvement Bonds	1,142,000	36,464	41,257	77,721
2018 Public Improvement Bonds	852,000	30,128	29,820	59,948
MD Water Quality 40 West Cell 3	949,703	138,384	10,447	148,831
MD Water Quality Solid Waste Refinancing	3,672,132	1,378,307	36,721	1,415,028
Total Solid Waste Existing Debt	\$ 16,519,064	\$ 2,537,400	\$ 458,010	\$ 2,995,410

Current Debt Balance and FY 2019 Principal and Interest Costs

Description	FY 2018 Balance	FY 2019 Principal	FY 2019 Interest	Total Debt Service
2019 Planned Debt:				
2019 Public Improvement Bonds	257,000			
Total Solid Waste Debt	\$ 18,438,278	\$ 2,537,400	\$ 458,010	\$ 2,995,410
Airport:				
2012 Refunding Bonds	563,320	90,330	23,440	113,770
Total Airport Existing Debt	\$ 563,320	\$ 90,330	\$ 23,440	\$ 113,770
Water Quality:				
1996 Series A Project & Refunding Bonds	1,166,490	600,344	1,649,655	2,249,999
2009 Public Improvement & Refunding Bonds	174,031	174,035	5,220	179,255
2010 Ser A Public Improvement Bonds	285,141	92,657	7,164	99,821
2010 Ser B Build America Bonds	1,203,993	0	40,658	40,658
2012 Public Improvement Bonds	4,600,171	242,114	134,910	377,024
2015 Public Improvement Bonds	3,225,006	124,211	116,663	240,874
2015 Refunding Bonds	821,530	40,652	32,252	72,904
2016 Public Improvement Bonds	8,238,435	305,969	277,249	583,218
2016 Refunding Bonds	2,137,010	0	72,101	72,101
2017 Public Improvement Bonds	638,000	20,372	23,049	43,421
2018 Public Improvement Bonds	1,633,000	61,316	60,690	122,006
MD Water Quality Series BNR	617,280	202,301	10,494	212,795
MD Water Quality Pretreat. Refinancing 2004	2,211,063	425,000	8,844	433,844
MD Water Quality Halfway I & I	265,827	28,374	2,658	31,032
MD Water Quality Winebrenner	2,325,616	120,118	18,525	138,643
MD Water Quality Conococheague	1,849,660	64,862	8,928	73,790
Total Water Quality Existing Debt	\$ 31,382,253	\$ 2,502,330	\$ 2,469,070	\$ 4,971,400
2019 Planned Debt:				
2019 Public Improvement Bonds	1,150,000			
Total Water Quality Debt	\$ 32,532,253	\$ 2,502,330	\$ 2,469,070	\$ 4,971,400
Total Existing and 2019 Planned Debt	\$ 206,824,474	\$ 14,670,520	\$ 7,691,690	\$ 22,632,210

Bonded Limit Summary as of June 30, 2018

The County may only issue general obligation and revenue bonds under authority conferred by the Maryland General Assembly, excluding those issued for education. No referendum is required. As of June 30, 2018, the unused authorization available for issuance of general obligation bonds was \$11,740,722.

By State law, the total bonded indebtedness of the County for Water, Wastewater, and Pretreatment purposes may not exceed 10% of the assessed value of all property in Washington County subject to unlimited County taxation. See following table.

Schedule of Legal Debt Margins – Department of Water Quality Estimated as of June 30, 2018	
Assessed Value of Property in Washington County	\$ 12,822,841,000
Debt Limit: % of Assessed Value	10%
Water Quality Borrowing Limitation	1,282,284,100
Water Quality Debt	31,382,253
Debt Margin	1,250,901,847
Ratio of Water Quality Debt to Assessed Value	.24%

Statement of Revenues and Expenditures
Summary By Year – Capital Improvement Fund

Description	Fiscal Year		
	2017 Actual	2018 Budget	2019 Budget
Revenue (By Major Type):			
Fees	\$ 2,719,286	\$ 2,700,000	\$ 2,600,000
Grants	17,402,851	11,996,000	18,263,000
Other	43,895	4,558,000	1,503,000
Bonds	14,533,906	14,586,000	13,407,000
Subtotal	34,699,938	33,840,000	35,773,000
Transfers	9,901,000	5,637,000	6,231,000
Capital Reserves	0	984,000	1,704,000
Total Revenue	44,600,938	40,461,000	43,708,000
Expenditures (By Function):			
Education	1,707,014	6,935,000	21,891,000
Public Safety	2,591,770	4,807,000	3,624,000
General Government	3,434,928	2,329,000	1,602,000
Parks and Recreation	81,529	173,000	365,000
Water Quality	18,810,775	2,018,000	1,387,000
Roads/Infrastructure	13,175,791	15,664,000	12,326,000
Solid Waste	550,227	878,000	283,000
Transit System	321,715	3,351,000	375,000
Airport	2,588,909	4,255,000	1,815,000
Golf Course	0	51,000	40,000
Total Expenditures	43,262,658	40,461,000	43,708,000
Net Difference	1,338,280	0	0

Project Detail of Major Projects – Fiscal Year 2019

Project Name	Project Description	Project Budget	Operating Impact
Sharpsburg Elem School Replacement	The project involves construction of 60,054 SF replacement building to support 473 students.	\$10,076,000	\$0
Urban Education Campus-BOE Component	This represents the Board's component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.	6,386,000	0
Pavement Maintenance and Rehab Program	This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.	4,500,000	0
Capital Maintenance - BOE	Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	3,204,000	0
Police & EMS Training Facility	As the need for police, fire, and emergency services continues to grow, the need for a facility for training emergency personnel grows as well. Such a facility would be centralized to the area, easily accessible, and utilized by state, county and local police departments, correctional guards, and security guards. Classroom training for fire and emergency services departments, that predominantly takes place currently in local fire houses, would be held in this facility. With the potential to utilize previously owned County property, the facility would allow for local law enforcement and Fire/EMS programs to migrate from the HCC facilities and have a designated public safety campus. The project would be constructed over several phases ranging from the main building to other necessary training structures.	1,860,000	500,000
Professional Boulevard Bridge Phase I	The project involves the extension of Professional Court over Antietam Creek to a point 200' east of the proposed bridge. This project will connect to the proposed Professional Boulevard Extended Phase II (Project 1071) roadway that connects to Yale Drive Extended (Project 1093). The project length is approximately 1,000 LF (including bridge). The project includes construction of a four lane closed section roadway and the construction of a four lane bridge over Antietam Creek.	1,767,000	1,000
Highway - Equipment Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	1,000,000	0

Project Name	Project Description	Project Budget	Operating Impact
Halfway Boulevard Extended Phase 1	The project involves the construction of a new four lane open section roadway connecting Halfway Boulevard Extended to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.	\$1,000,000	\$2,000
Learning Resource Center Renovations	Much of the library book stack space currently located in this building will be re-purposed to accommodate Middle College students (fulltime dual enrolled high school students who will receive a high school diploma as well as AA degree at the completion of 2 years) so that they have a home base and so that they can be more closely monitored due to their age. As the Middle College continues to expand, this dedicated space is needed to support these younger fulltime day students.	946,000	0
Passenger Terminal Hold Room Expansion	The project involves an Airport Passenger Terminal Hold Room expansion to increase passenger capacity.	882,000	2,000
County Rescue Fleet Replacement	The project will provide the CIP funding necessary for County Government to aid in the procurement of fire and rescue apparatus that is needed in the provision of fire and rescue services. The Division of Emergency Services will manage funds from the program, identifying the vehicles to be purchased from the CIP budget. Vehicles purchased by these CIP funds will remain under the ownership of the County.	800,000	0
Eastern Blvd Widening Phase II	The project serves to rehabilitate and widen Eastern Boulevard from Security Road to Antietam Drive from the existing 2-lane roadway to a 4-lane divided roadway, including drainage improvements and an at grade railroad crossing.	665,000	2,000
Stormwater Retrofits	This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.	654,000	0
Law Enforcement - Vehicle and Equipment Replacement Program	This project is for the replacement of public safety fleet inventory.	600,000	0
Colonel Henry K. Douglas Drive Extended Phase I	The project involves the extension of Colonel Henry K. Douglas Drive from Sharpsburg Pike (Maryland Route 65) to the north side of the Cross Creek development (ADC Map 21, D-12). The roadway is approximately one-quarter mile long and will include construction of a four lane closed section roadway.	550,000	1,000

Project Name	Project Description	Project Budget	Operating Impact
Old Roxbury Road W5372	This project involves the replacement of an existing one lane, two span bridge with a two lane multiple span bridge. The existing bridge has flooding issues and is structurally deficient and functionally obsolete.	\$546,000	\$0
Capacity Management Project	Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County’s gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow’s pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow’s pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line.	520,000	0
Runway 9/27 Rehabilitation	The project consists of the rehabilitation of 7,000’ Runway 9/27.	500,000	0

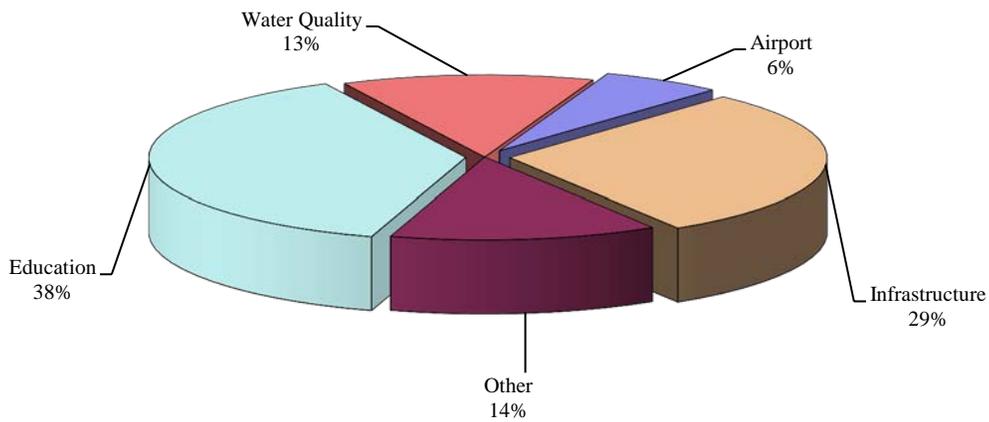
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Ten Year Summary

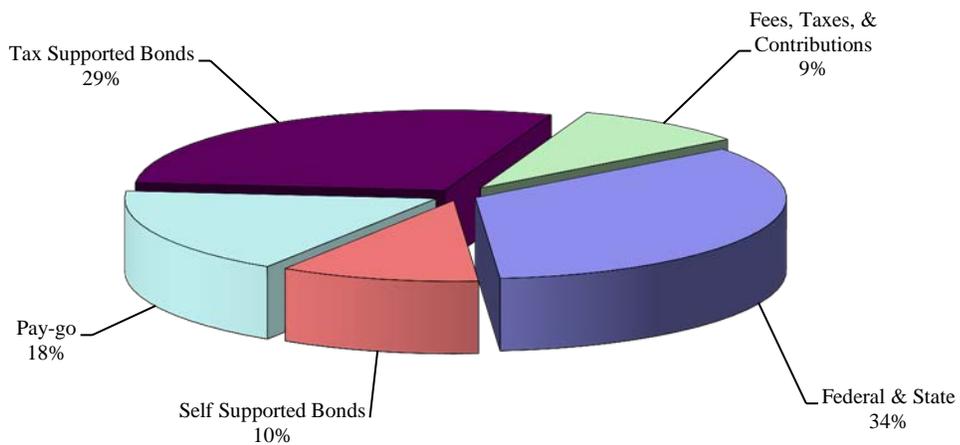
Ten Year Capital Improvement Plan Graphs

The following graphs illustrate the projects by category and the funding sources that are currently scheduled for FY2019 thru FY2028. The 'Other' category includes projects for: Parks & Recreation, Transit, General Government, and Public Safety. The 'Education' category includes projects for the Board of Education, the Hagerstown Community College, and Public Libraries. The total for all projects represented in the chart is \$413,114,000.

Project Categories for FY2019 thru FY2028



Funding Sources for FY2019 thru FY2028



Capital Improvement Ten Year Summary
Fiscal Year 2019 – 2028

Project	Total	Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs									
Airport	31,897,059	6,336,059	1,815,000	3,645,000	4,171,000	1,978,000	2,763,000	3,029,000	8,160,000
Bridges	19,821,377	3,187,377	881,000	1,942,000	2,148,000	1,631,000	3,396,000	1,159,000	5,477,000
Drainage	16,488,000	3,479,000	1,096,000	1,020,000	1,471,000	1,385,000	1,193,000	1,418,000	5,426,000
Education	166,463,300	9,903,300	21,891,000	18,632,000	20,463,000	15,374,000	13,047,000	13,071,000	54,082,000
General Government	20,552,707	3,183,707	1,602,000	1,993,000	2,766,000	3,312,000	2,834,000	903,000	3,709,000
Parks & Recreation	2,199,300	306,300	405,000	364,000	40,000	40,000	40,000	40,000	964,000
Public Safety	35,106,183	6,398,183	3,624,000	4,097,000	2,518,000	2,655,000	2,572,000	2,713,000	10,529,000
Railroad Crossings	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
Road Improvement	120,370,950	29,867,950	10,070,000	9,047,000	8,993,000	7,359,000	8,089,000	11,299,000	35,646,000
Solid Waste	12,080,668	115,668	283,000	1,587,000	3,234,000	128,000	2,050,000	499,000	4,184,000
Transit	12,199,317	3,510,317	375,000	1,353,000	450,000	1,027,000	450,000	450,000	4,584,000
Water Quality	47,205,472	6,014,472	1,387,000	9,616,000	10,012,000	2,864,000	3,415,000	2,309,000	11,588,000
TOTAL	485,807,170	72,693,170	43,708,000	53,296,000	56,266,000	38,048,000	39,849,000	36,890,000	145,057,000
Funding Sources									
General Fund	72,382,166	20,798,166	5,041,000	5,350,000	5,611,000	5,447,000	4,800,000	5,285,000	20,059,000
Highway Fund	11,408,000	466,000	866,000	1,108,000	1,518,000	1,350,000	1,350,000	1,350,000	3,400,000
Hotel Rental Fund	110,000	110,000	0	0	0	0	0	0	0
Solid Waste Fund	517,000	113,000	26,000	27,000	27,000	28,000	28,000	29,000	239,000
Utility Admin Fund	1,327,625	280,625	101,000	96,000	97,000	102,000	102,000	103,000	446,000
Water Fund	449,465	68,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
Sewer Fund	3,766,557	2,945,557	61,000	75,000	95,000	80,000	80,000	80,000	350,000
Airport Fund	1,149,000	368,000	86,000	112,000	72,000	73,000	111,000	69,000	258,000
Tax-Supported Bond	135,669,488	15,669,488	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	48,000,000
Self-Supported Bond	45,234,825	2,435,825	1,407,000	10,530,000	12,677,000	2,404,000	2,754,000	2,041,000	10,986,000
Transfer Tax	22,100,000	2,100,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
Excise Tax - Schools	4,235,000	385,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Library	144,929	44,929	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Excise Tax - Non-Residential	973,000	473,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
Capital Reserve - General	5,844,000	700,000	1,704,000	0	0	0	516,000	472,000	2,452,000
Capital Reserve - Utility	120,000	120,000	0	0	0	0	0	0	0
Capital Reserve - Sewer	114,000	114,000	0	0	0	0	0	0	0
Capital Reserve - Water	875,000	50,000	0	200,000	175,000	0	0	0	450,000
Federal Grant	51,354,440	14,392,440	3,248,000	5,391,000	5,669,000	3,269,000	4,681,000	4,024,000	10,680,000
State Grant	109,684,355	5,779,355	15,015,000	15,429,000	13,602,000	8,117,000	9,050,000	8,228,000	34,464,000
Contributions	16,499,000	4,989,000	1,503,000	328,000	2,073,000	2,546,000	1,745,000	576,000	2,739,000
TOTAL	485,807,170	72,693,170	43,708,000	53,296,000	56,266,000	38,048,000	39,849,000	36,890,000	145,057,000

Project Detail of Major Projects – Fiscal Years 2019-2028

Project Name	Project Description	Ten Year Project Budget
Pavement Maintenance and Rehab Program	This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.	\$48,957,000
Western Heights Middle School Modernization	The project includes renovation of 98,100 square feet built in 1983.	39,038,000
Springfield Middle School Modernization	The project consists of a 105,750 sq. ft. renovation needed for aging middle school designed for 860 students.	31,157,000
Sharpsburg Elementary School- Replacement	The project involves construction of 60,054 SF replacement building to support 473 students.	26,141,000
Urban Education Campus- BOE Component	This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.	18,144,000
Capital Maintenance - BOE	Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	16,704,000
Smithsburg WwTP - ENR Upgrades	The project will upgrade the facility to address Maryland Department of the Environment (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area.	10,791,000
HWY Equip and Vehicle Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	10,200,000

Capital Improvement Ten Year Detail
Fiscal Year 2019 - 2028

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future	
Project Costs										
<u>Airport</u>										
Passenger Terminal Hold Room Expansion	2,425,000	814,000	882,000	729,000	0	0	0	0	0	0
Air Traffic Control Tower Replacement	256,000	219,000	0	37,000	0	0	0	0	0	0
T-Hangar 1, 2, & 3 Replacement	405,000	72,000	31,000	32,000	32,000	33,000	28,000	34,000	143,000	0
Airport Roof Replacement Project	372,000	82,000	22,000	43,000	15,000	15,000	45,000	35,000	115,000	0
Airport Security System Enhancements	1,114,000	491,000	130,000	145,000	98,000	100,000	150,000	0	0	0
Capital Equipment - Airport	3,706,059	1,316,059	250,000	0	20,000	180,000	290,000	120,000	1,530,000	0
Land Acquisition-Airport	6,675,000	2,507,000	0	0	0	0	0	1,140,000	3,028,000	0
Runway 9/27 Rehabilitation	6,000,000	0	500,000	2,500,000	3,000,000	0	0	0	0	0
Airport Environmental Assessment	1,835,000	835,000	0	0	0	0	1,000,000	0	0	0
Proposed Taxiway S	1,180,000	0	0	0	0	0	0	0	1,180,000	0
Runway 9 MALSR	244,000	0	0	0	0	0	0	0	244,000	0
Snow Removal Equipment Storage Building Expansion	1,950,000	0	0	0	0	0	250,000	1,700,000	0	0
Taxiway B and H Rehabilitation	2,900,000	0	0	0	250,000	1,650,000	1,000,000	0	0	0
Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	0	1,920,000	0
Taxiway T Construction	915,000	0	0	159,000	756,000	0	0	0	0	0
Airport Total	31,897,059	6,336,059	1,815,000	3,645,000	4,171,000	1,978,000	2,763,000	3,029,000	8,160,000	0
<u>Bridges</u>										
Bridge Inspection and Inventory	727,000	170,000	0	165,000	0	22,000	0	171,000	199,000	0
Old Roxbury Road Bridge W5372	3,144,077	2,068,077	546,000	530,000	0	0	0	0	0	0
Spur Road Culvert 07/16	412,000	287,000	125,000	0	0	0	0	0	0	0
Mousetown Road Culvert 06/02	376,300	251,300	125,000	0	0	0	0	0	0	0
Bridge Scour Repairs	528,000	296,000	0	0	0	0	0	0	232,000	0
Halfway Boulevard Bridges W0912	2,112,000	115,000	0	1,007,000	990,000	0	0	0	0	0
Keefer Road Bridge 15/20	231,000	0	85,000	146,000	0	0	0	0	0	0
Appletown Road Bridge W2184	479,000	0	0	0	0	0	0	0	479,000	0
Ashton Road Culvert 04/06	399,000	0	0	0	0	0	0	0	399,000	0
Back Road Culvert 11/03	295,000	0	0	0	0	32,000	263,000	0	0	0
Bowie Road Culvert	305,000	0	0	0	0	0	0	0	305,000	0
Broadfording Road Culvert 04/03	30,000	0	0	0	0	0	0	0	30,000	0

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Burnside Bridge Road Culvert 01/03	329,000	0	0	0	0	0	114,000	215,000	0
Draper Road Culvert 04/07	36,000	0	0	0	0	0	0	0	36,000
Draper Road Culvert 04/08	36,000	0	0	0	0	0	0	0	36,000
Frog Eye Road Culvert 11/06	652,000	0	0	0	0	266,000	386,000	0	0
Greenspring Furnace Road Culvert 15/15	398,000	0	0	0	87,000	311,000	0	0	0
Gruber Road Bridge 04/10	10,000	0	0	0	0	0	0	0	10,000
Harpers Ferry Road Culvert 11/02	541,000	0	0	0	0	0	33,000	508,000	0
Henline Road Culvert 05/05	465,000	0	0	0	0	0	0	34,000	431,000
Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	0	165,000	148,000
Kretsinger Road Culvert 14/01	316,000	0	0	31,000	285,000	0	0	0	0
Lanes Road Culvert 15/12	317,000	0	0	32,000	285,000	0	0	0	0
Long Hollow Road Culvert 05/07	316,000	0	0	0	0	0	0	66,000	250,000
Mercersburg Road Culvert 04/16	384,000	0	0	0	0	0	0	0	384,000
Mooresville Road Culvert 15/21	355,000	0	0	0	0	0	0	0	355,000
Remsburg Road Culvert	287,000	0	0	0	0	0	0	0	287,000
Rinehart Road Culvert 14/03	332,000	0	0	31,000	301,000	0	0	0	0
Slabtown Road Bridge	3,800,000	0	0	0	200,000	1,000,000	2,600,000	0	0
Stone Masonry Bridge Repairs	270,000	0	0	0	0	0	0	0	270,000
Taylors Landing Road Bridge W7101	1,179,000	0	0	0	0	0	0	0	1,179,000
Willow Road Culvert 05/10	323,000	0	0	0	0	0	0	0	323,000
Yarrowsburg Road Bridge W6191	124,000	0	0	0	0	0	0	0	124,000
Bridges Total	19,821,377	3,187,377	881,000	1,942,000	2,148,000	1,631,000	3,396,000	1,159,000	5,477,000
<u>Drainage</u>									
Stream Restoration at Various Locations	2,142,000	647,000	0	42,000	426,000	0	45,000	456,000	526,000
Stormwater Retrofits	11,530,000	2,404,000	654,000	894,000	586,000	1,084,000	945,000	962,000	4,001,000
Hoffmaster and Harpers Ferry Road Drainage	870,000	428,000	442,000	0	0	0	0	0	0
Broadfording Church Road Culvert	231,000	0	0	0	231,000	0	0	0	0
Chestnut Grove Road Drainage	84,000	0	0	84,000	0	0	0	0	0
Draper Road Drainage Improvements	584,000	0	0	0	0	0	0	0	584,000
Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0	0
Shank Road Drainage	153,000	0	0	0	153,000	0	0	0	0

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	0	315,000
University Road Culvert	203,000	0	0	0	0	0	203,000	0	0
Drainage Total	16,488,000	3,479,000	1,096,000	1,020,000	1,471,000	1,385,000	1,193,000	1,418,000	5,426,000
<u>Board of Education</u>									
Capital Maintenance - BOE	18,204,000	1,500,000	3,204,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Sharpsburg Elementary School Replacement	26,786,000	645,000	10,076,000	10,076,000	5,989,000	0	0	0	0
Springfield Middle School Modernization	31,157,000	0	0	0	0	0	0	0	31,157,000
Urban Education Campus-BOE Component	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0
Western Heights Middle School Modernization	39,038,000	0	0	0	0	9,129,000	9,963,000	10,141,000	9,805,000
Board of Education Total	137,329,000	6,145,000	19,666,000	18,038,000	12,785,000	10,629,000	11,463,000	11,641,000	46,962,000
<u>Hagerstown Community College</u>									
Learning Resource Center Renovations	3,221,000	2,275,000	946,000	0	0	0	0	0	0
Student Center Parking Lot	696,000	35,000	448,000	213,000	0	0	0	0	0
SMART/Alternative Energy House/Training Center	1,681,000	1,300,000	381,000	0	0	0	0	0	0
Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
Campus Road Project	150,000	0	150,000	0	0	0	0	0	0
Center for Business and Entrepreneurial Studies	7,951,000	0	0	361,000	7,590,000	0	0	0	0
Central Receiving Building	4,000,000	0	0	0	0	0	0	0	4,000,000
CVT/Logistics/Drone/Wareho using Instructional Facility Acquisition	2,000,000	0	0	0	0	2,000,000	0	0	0
CVT/Logistics/Drone/Wareho using Instructional Facility Renovation	2,500,000	0	0	0	0	0	0	1,420,000	1,080,000
LRC Exterior Metal Panel System and Roof Replacement	1,693,000	0	0	0	0	119,000	1,574,000	0	0
Robinwood Center Renovation to Facilities Management and Operations Building	280,000	0	280,000	0	0	0	0	0	0
Hagerstown Community College Total	26,172,000	3,610,000	2,205,000	574,000	7,590,000	2,119,000	1,574,000	1,420,000	7,080,000
<u>Public Libraries</u>									
Systemic Projects - Library	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Hancock Public Library Replacement	2,826,000	112,000	10,000	10,000	78,000	2,616,000	0	0	0
Public Libraries Total	2,962,300	148,300	20,000	20,000	88,000	2,626,000	10,000	10,000	40,000

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
<u>General Government</u>									
Cost of Bond Issuance	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000
Contingency - General Fund	1,124,305	224,305	225,000	75,000	75,000	75,000	75,000	75,000	300,000
Systemic Improvements - Building	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000
County Admin Building Exterior	1,014,000	714,000	300,000	0	0	0	0	0	0
Information Systems Replacement Program	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000
Financial System Management & Upgrades	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000
County Wireless Infrastructure	183,856	151,856	10,000	11,000	11,000	0	0	0	0
GIS Planimetric Update	150,000	74,000	76,000	0	0	0	0	0	0
Tree Forestation	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000
General - Equipment and Vehicle Replacement Program	4,459,489	599,489	260,000	400,000	400,000	400,000	400,000	400,000	1,600,000
Multi-Purpose Facility	7,238,000	0	0	1,000,000	1,881,000	2,439,000	1,918,000	0	0
General Government Total	20,302,707	3,183,707	1,602,000	1,993,000	2,766,000	3,312,000	2,834,000	903,000	3,709,000
<u>Parks & Recreation</u>									
BR Capital Equipment Program	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000
Ag Center Drainage Asphalt Improvements	45,000	20,000	25,000	0	0	0	0	0	0
Doubs Woods Building/Restrooms	65,000	40,000	25,000	0	0	0	0	0	0
Tennis Court Resurfacing	94,300	52,300	21,000	21,000	0	0	0	0	0
Ag Center Land Development	156,000	51,000	52,000	53,000	0	0	0	0	0
Park Equipment/Surfacing Replacement, Various Locations	192,000	92,000	0	100,000	0	0	0	0	0
Garis Shop Boat Access Parking Lot	50,000	0	50,000	0	0	0	0	0	0
Parking Lot Repair/Overlay, Various Locations	192,000	0	192,000	0	0	0	0	0	0
Doubs Woods Equipment Storage Building	150,000	0	0	150,000	0	0	0	0	0
North Central County Park	814,000	0	0	0	0	0	0	0	814,000
Parks & Recreation Total	2,199,300	306,300	405,000	364,000	40,000	40,000	40,000	40,000	964,000
<u>Public Safety</u>									
Detention Center - Systemic Projects	3,201,000	601,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000
Police & EMS Training Facility	11,500,000	3,940,000	1,860,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000
Communication Tower(s) Various	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Motorola Portable Radio Replacement Program	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000
Law Enforcement - Vehicle & Equipment Replacement Program	7,741,000	616,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000
Emergency Services Equipment & Vehicle Program	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000
County Rescue Fleet Replacement	8,500,000	0	800,000	800,000	800,000	800,000	800,000	800,000	3,700,000
Public Safety Total	35,106,183	6,398,183	3,624,000	4,097,000	2,518,000	2,655,000	2,572,000	2,713,000	10,529,000
<u>Railroad Crossings</u>									
Railroad Crossing Improvements	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
Railroad Crossings Total	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
<u>Road Improvement</u>									
Transportation ADA	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000
Pavement Maintenance and Rehab Program	57,998,000	9,041,000	4,500,000	4,500,000	4,500,000	4,501,000	5,000,000	5,001,000	20,955,000
Longmeadow Road	1,730,000	0	0	0	0	0	0	0	1,730,000
Eastern Boulevard Extended	7,700,000	0	0	0	0	0	938,000	2,512,000	4,250,000
Eastern Boulevard Widening Phase II	5,482,300	1,836,300	665,000	894,000	1,740,000	347,000	0	0	0
Professional Boulevard Bridge Phase I	8,857,000	7,090,000	1,767,000	0	0	0	0	0	0
Professional Boulevard Extended Phase II	4,880,200	2,614,200	246,000	1,928,000	92,000	0	0	0	0
Valley Mall Area Road Improvements Phase II	992,000	0	0	0	0	825,000	167,000	0	0
Professional Boulevard Extended Phase III	1,103,000	0	0	0	0	203,000	900,000	0	0
Crayton Boulevard Extended	3,165,000	2,965,000	150,000	0	0	50,000	0	0	0
Colonel Henry K. Douglas Drive Extended Phase I	3,770,000	3,220,000	550,000	0	0	0	0	0	0
Showalter Road Extended East	1,242,000	510,000	0	0	0	0	0	0	732,000
Halfway Boulevard Extended Phase I	2,349,000	900,000	1,000,000	449,000	0	0	0	0	0
Bucky Avenue	355,000	0	0	0	0	0	0	0	355,000
Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	0	0	544,000
Colonel Henry Douglas Drive Extended Phase II	140,000	0	0	0	0	0	0	0	140,000
E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	111,000	350,000	0	0	0
Halfway Boulevard Extended Bridge / Phase II	3,200,000	0	0	0	1,300,000	0	0	1,900,000	0
Mt Aetna Road Spot Improvements	2,399,000	0	0	0	0	0	0	0	2,399,000

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Professional Boulevard Extended - Phase IV	800,000	0	0	0	0	0	0	800,000	0
Highway - Vehicle & Equipment Replacement Program	11,246,000	1,046,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Highway Western Section - Fuel Tank Replacement	847,000	294,000	192,000	193,000	168,000	0	0	0	0
Road Improvement Total	120,370,950	29,867,950	10,070,000	9,047,000	8,993,000	7,359,000	8,089,000	11,299,000	35,646,000
<u>Solid Waste</u>									
Contingency - Solid Waste	337,000	87,000	0	0	0	0	30,000	30,000	190,000
40 West Truck Loading Facility	500,000	0	0	500,000	0	0	0	0	0
Close Out Cap - Rubblefill	2,092,000	0	0	0	0	100,000	1,992,000	0	0
Kaetzel Transfer Station Retaining Wall Replacement	257,000	0	257,000	0	0	0	0	0	0
SW Equip/Vehicle Replacement	312,668	28,668	26,000	27,000	27,000	28,000	28,000	29,000	119,000
40 West Landfill - Cell 5 Construction	4,083,000	0	0	0	0	0	0	440,000	3,643,000
40 West Partial Capping	3,051,000	0	0	0	3,051,000	0	0	0	0
City/County Groundwater Investigation	156,000	0	0	0	156,000	0	0	0	0
Resh Road Pavement Rehabilitation	1,060,000	0	0	1,060,000	0	0	0	0	0
Transfer Station Upgrades	232,000	0	0	0	0	0	0	0	232,000
Solid Waste Total	12,080,668	115,668	283,000	1,587,000	3,234,000	128,000	2,050,000	499,000	4,184,000
<u>Transit</u>									
Vehicle Preventive Maintenance	4,128,402	378,402	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Fixed Route Bus Replacement Program	7,558,000	2,994,000	0	978,000	0	652,000	0	0	2,934,000
ADA Bus Replacement	512,915	137,915	0	0	75,000	0	75,000	75,000	150,000
Transit Total	12,199,317	3,510,317	375,000	1,353,000	450,000	1,027,000	450,000	450,000	4,584,000
<u>Water Quality</u>									
Utility Administration									
General Building Improvements	1,215,000	101,000	150,000	0	0	0	0	370,000	594,000
Lab Equipment Replacement	310,000	73,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000
WQ Equip/Vehicle Replacement Program	1,036,625	226,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000
Utility Administration Total	2,561,625	400,625	251,000	96,000	97,000	102,000	102,000	473,000	1,040,000
Wastewater Utility									
Replace Grinder Pumps	742,000	26,000	26,000	40,000	60,000	80,000	80,000	80,000	350,000
Pen Mar/ Highfield/ Cascade Septic Tank Pumping and Replacement	105,000	0	35,000	35,000	35,000	0	0	0	0

Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Pump Station Upgrades - Various Stations	2,967,183	899,183	280,000	0	0	0	153,000	0	1,635,000
Collection System Rehabilitation Project	3,475,087	370,087	0	500,000	0	275,000	560,000	0	1,770,000
Capacity Management Project	9,723,000	1,683,000	520,000	3,180,000	3,240,000	1,100,000	0	0	0
Smithsburg WWTP ENR Upgrade	12,694,387	1,903,387	0	5,391,000	5,400,000	0	0	0	0
Heavy Sewer EQP and VEH Replacement	896,400	347,400	95,000	74,000	39,000	39,000	40,000	41,000	221,000
Potomac Edison Pump Station & Force Main	1,632,000	0	0	0	0	0	1,632,000	0	0
General WwTP Improvements	4,076,000	0	0	0	0	986,000	0	1,160,000	1,930,000
Wastewater Utility Total	36,311,057	5,229,057	956,000	9,220,000	8,774,000	2,480,000	2,465,000	1,281,000	5,906,000
Water Utility									
Water Meter Replacement	499,465	118,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
Mt Aetna Water System Improvements	729,000	0	130,000	0	599,000	0	0	0	0
Sharpsburg Water Treatment Plant	794,000	204,000	0	0	0	0	0	0	590,000
General WTP Improvements	884,325	62,325	0	0	242,000	0	0	0	580,000
Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	0	336,000
Sharpsburg Water Meter Cradle Replacement	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0
WQ Main Replacement	4,090,000	0	0	0	0	0	566,000	522,000	3,002,000
Water Utility Total	8,332,790	384,790	180,000	300,000	1,141,000	282,000	848,000	555,000	4,642,000
Water Quality Total	47,205,472	6,014,472	1,387,000	9,616,000	10,012,000	2,864,000	3,415,000	2,309,000	11,588,000
TOTAL	485,807,170	72,693,170	43,708,000	53,296,000	56,266,000	38,048,000	39,849,000	36,890,000	145,057,000

Project	Total	Prior Appr.	Ten Year Capital Program						
			Budget Year FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Funding Sources									
General Fund	72,382,166	20,789,166	5,041,000	5,350,000	5,611,000	5,447,000	4,800,000	5,285,000	20,059,000
Highway Fund	11,408,000	466,000	866,000	1,108,000	1,518,000	1,350,000	1,350,000	1,350,000	3,400,000
Hotel Rental Fund	110,000	110,000	0	0	0	0	0	0	0
Solid Waste Fund	517,000	113,000	26,000	27,000	27,000	28,000	28,000	29,000	239,000
Utility Admin Fund	1,327,625	280,625	101,000	96,000	97,000	102,000	102,000	103,000	446,000
Water Fund	449,465	68,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
Sewer Fund	3,766,557	2,945,557	61,000	75,000	95,000	80,000	80,000	80,000	350,000
Airport Fund	1,149,000	368,000	86,000	112,000	72,000	73,000	111,000	69,000	258,000
Tax-Supported Bond	135,669,488	15,669,488	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	48,000,000
Self-Supported Bond	45,234,825	2,435,825	1,407,000	10,530,000	12,677,000	2,404,000	2,754,000	2,041,000	10,986,000
Transfer Tax	22,100,000	2,100,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
Excise Tax - Schools	4,235,000	385,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Library	144,929	44,929	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Excise Tax - Non-Residential	973,000	473,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
Capital Reserve - General	5,844,000	700,000	1,704,000	0	0	0	516,000	472,000	2,452,000
Capital Reserve - Utility	120,000	120,000	0	0	0	0	0	0	0
Capital Reserve - Sewer	114,000	114,000	0	0	0	0	0	0	0
Capital Reserve - Water	875,000	50,000	0	200,000	175,000	0	0	0	450,000
Federal Grant	51,354,440	14,392,440	3,248,000	5,391,000	5,669,000	3,269,000	4,681,000	4,024,000	10,680,000
State Grant	109,684,355	5,779,355	15,015,000	15,429,000	13,602,000	8,117,000	9,050,000	8,228,000	34,464,000
Contributions	16,499,000	4,989,000	1,503,000	328,000	2,073,000	2,546,000	1,745,000	576,000	2,739,000
TOTAL	485,807,170	72,693,170	43,708,000	53,296,000	56,266,000	38,048,000	39,849,000	36,890,000	145,057,000

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Airport

Airport
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		
Project Costs											
<u>Airport</u>											
46	Passenger Terminal Hold Room Expansion	2,425,000	814,000	882,000	729,000	0	0	0	0	0	
47	Air Traffic Control Tower Replacement	256,000	219,000	0	37,000	0	0	0	0	0	
48	T-Hangar 1, 2, & 3 Replacement	405,000	72,000	31,000	32,000	32,000	33,000	28,000	34,000	143,000	
49	Airport Roof Replacement Project	372,000	82,000	22,000	43,000	15,000	15,000	45,000	35,000	115,000	
50	Airport Security System Enhancements	1,114,000	491,000	130,000	145,000	98,000	100,000	150,000	0	0	
51	Capital Equipment - Airport	3,706,059	1,316,059	250,000	0	20,000	180,000	290,000	120,000	1,530,000	
52	Land Acquisition-Airport	6,675,000	2,507,000	0	0	0	0	0	1,140,000	3,028,000	
53	Runway 9/27 Rehabilitation	6,000,000	0	500,000	2,500,000	3,000,000	0	0	0	0	
54	Airport Environmental Assessment	1,835,000	835,000	0	0	0	0	1,000,000	0	0	
55	Proposed Taxiway S	1,180,000	0	0	0	0	0	0	0	1,180,000	
56	Runway 9 MALSR	244,000	0	0	0	0	0	0	0	244,000	
57	Snow Removal Equipment Storage Building Expansion	1,950,000	0	0	0	0	0	250,000	1,700,000	0	
58	Taxiway B and H Rehabilitation	2,900,000	0	0	0	250,000	1,650,000	1,000,000	0	0	
59	Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	0	1,920,000	
60	Taxiway T Construction	915,000	0	0	159,000	756,000	0	0	0	0	
Airport Total		31,897,059	6,336,059	1,815,000	3,645,000	4,171,000	1,978,000	2,763,000	3,029,000	8,160,000	
Funding Sources											
	General Fund	1,156,151	540,151	69,000	0	5,000	9,000	65,000	148,000	320,000	
	Airport Fund	1,149,000	368,000	86,000	112,000	72,000	73,000	111,000	69,000	258,000	
	Tax-Supported Bond	646,000	0	0	203,000	201,000	83,000	63,000	0	96,000	
	Federal Grant	26,594,408	4,829,408	1,494,000	3,056,000	3,605,000	1,647,000	2,286,000	2,664,000	7,013,000	
	State Grant	2,351,500	598,500	166,000	274,000	288,000	166,000	238,000	148,000	473,000	
		31,897,059	6,336,059	1,815,000	3,645,000	4,171,000	1,978,000	2,763,000	3,029,000	8,160,000	

Project Title Passenger Terminal Hold Room Expansion
Project ID BLD082
Full-time Employees 0
Operating Costs \$2,000



Project Description The project involves an Airport Passenger Terminal Hold Room expansion to increase passenger capacity.

Project Assumptions Pending grant funding:
 90% FAA share
 5% MAA share
 5% Local share

It is anticipated that the airport would receive entitlement grants and well as discretionary grants from FAA to fund this project.

Project Justification The current security hold room is configured to accommodate up to 100 passengers. We currently host service from Allegiant using MD-83 aircraft configured to accommodate 166 passengers. In the near future, they anticipate flights utilizing an Airbus 320 configured with 177 seats. It is our desire to add on to the existing hold room and increase the capacity to plan for current and future needs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,223,000	612,000	882,000	729,000	0	0	0	0	0
Engineering and Design	202,000	202,000	0	0	0	0	0	0	0
Total Cost	2,425,000	814,000	882,000	729,000	0	0	0	0	0
Funding Sources:									
General Fund	117,000	40,000	44,000	33,000	0	0	0	0	0
Federal Grant	2,190,000	733,000	794,000	663,000	0	0	0	0	0
State Grant	118,000	41,000	44,000	33,000	0	0	0	0	0
Total Funding	2,425,000	814,000	882,000	729,000	0	0	0	0	0

Project Title **Air Traffic Control Tower Replacement**

Project ID BLD085

Full-time Employees 0

Operating Costs \$0



Project Description The project consists of the replacement of the existing air traffic control tower.

Project Assumptions Local funds will be built up to replace the air traffic control tower in 2020.

Project Justification The existing air traffic control tower was constructed at HGR in 1974. At that time, it was a used tower that was disassembled and delivered to HGR. The tower proves to be inadequate to serve the present and future needs of HGR and needs to be replaced.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	256,000	219,000	0	37,000	0	0	0	0	0
Total Cost	256,000	219,000	0	37,000	0	0	0	0	0
Funding Sources:									
General Fund	256,000	219,000	0	37,000	0	0	0	0	0
Total Funding	256,000	219,000	0	37,000	0	0	0	0	0

Project Title	T-Hangar 1, 2 and 3 Replacement
Project ID	BLD087
Full-time Employees	0
Operating Costs	\$0

Project Description This project includes the demolition of existing T-hangars and the construction of new replacement T-hangars 1, 2 and 3. The total building size is 38,400 SF.

Project Assumptions The project assumes a pre-engineered metal building. It is not anticipated that Federal Aviation Administration funding will be available for this project. Local and airport funds will be contributed each year to build up funds until the total requirement is achieved.

Project Justification Existing buildings were built between 1963 and 1965 and have exceeded their useful life expectancy. Buildings have stone floors, and wood structural members. Doors are nonelectric manual open which is problematic and creates a continual maintenance problem.

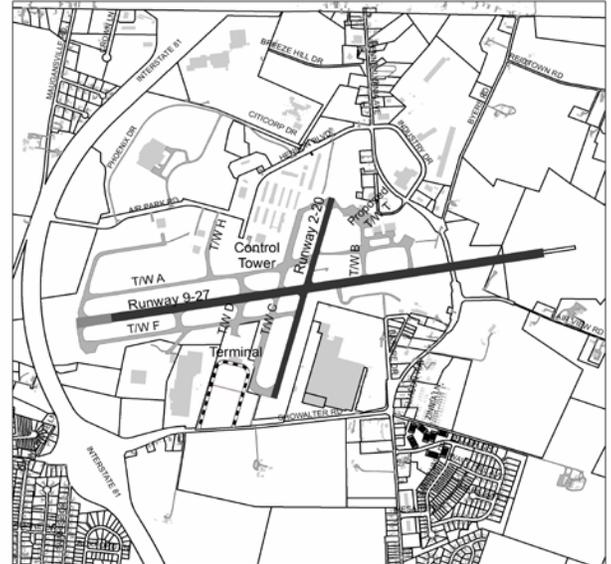
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	323,000	72,000	31,000	32,000	0	0	11,000	34,000	143,000
Engineering and Design	82,000	0	0	0	32,000	33,000	17,000	0	0
Total Cost	405,000	72,000	31,000	32,000	32,000	33,000	28,000	34,000	143,000
Funding Sources:									
Airport Fund	405,000	72,000	31,000	32,000	32,000	33,000	28,000	34,000	143,000
Total Funding	405,000	72,000	31,000	32,000	32,000	33,000	28,000	34,000	143,000

Project Title **Airport Roof Replacement Project**

Project ID BLD088

Full-time Employees 0

Operating Costs \$0



Project Description Project will replace or refurbish various roof systems at the airport.

Project Assumptions FY2019 Hangar 18 Roof coating system. Funding will be provided through Airport Operations Budget.

Project Justification An ongoing roof replacement/rehabilitation plan is necessary for all airport facilities. Airport will contribute funds on an annual basis to provide for this replacement plan.

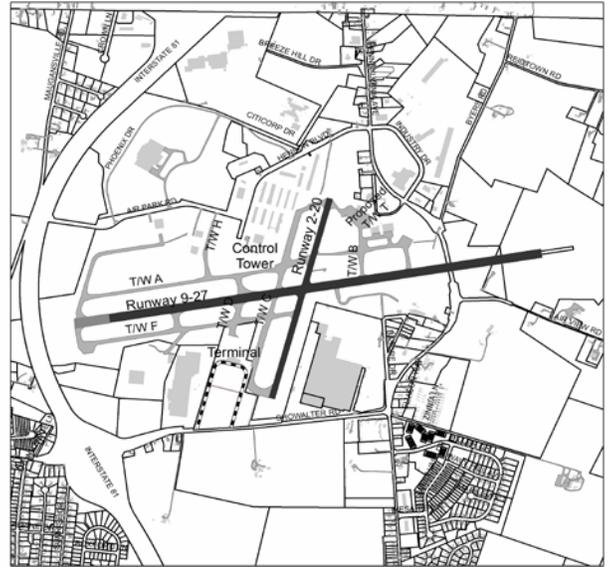
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	377,000	82,000	55,000	15,000	15,000	15,000	45,000	35,000	115,000
Total Cost	377,000	82,000	55,000	15,000	15,000	15,000	45,000	35,000	115,000
<u>Funding Sources:</u>									
Airport Fund	377,000	82,000	55,000	15,000	15,000	15,000	45,000	35,000	115,000
Total Funding	377,000	82,000	55,000	15,000	15,000	15,000	45,000	35,000	115,000

Project Title **Airport Security System Enhancements**

Project ID COM026

Full-time Employees 0

Operating Costs \$0



Project Description The airport has developed a phased security system upgrade and replacement program for the airport security and Virtual Perimeter Monitoring System.

Project Assumptions Maryland Aviation Administration Funding is anticipated in FY2019:
75% MAA share
25% Local share

Project Justification Technology, hardware and software is ever-changing and in order to keep up with the changes, constant upgrades and replacements will need to be made.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	788,000	165,000	130,000	145,000	98,000	100,000	150,000	0	0
Engineering and Design	41,000	41,000	0	0	0	0	0	0	0
Equipment/Furniture	285,000	285,000	0	0	0	0	0	0	0
Total Cost	1,114,000	491,000	130,000	145,000	98,000	100,000	150,000	0	0
Funding Sources:									
Airport Fund	302,000	144,000	33,000	37,000	25,000	25,000	38,000	0	0
State Grant	812,000	347,000	97,000	108,000	73,000	75,000	112,000	0	0
Total Funding	1,114,000	491,000	130,000	145,000	98,000	100,000	150,000	0	0

Project Title	Capital Equipment - Airport
Project ID	EQP031
Full-time Employees	0
Operating Costs	\$0

Project Description FY2019 Planned expenses are for the replacement of airline ground support equipment. Future acquisitions are based on the Airport Equipment Replacement Program.

Project Assumptions Funding for FY2019 is anticipated at 100% through the Volkswagen Environmental Mitigation Trust Program. If funding is not provided through this program, the ground support equipment will not be acquired.

Future equipment will be acquired pending FAA grant funding as follows:

90% FAA share

5% MAA share

5% Local share

Maryland Aviation Administration (MAA) Special Project grant funding:

75% MAA share

25% Local share

Project Justification The Airport maintains an inventory of specialized heavy equipment and vehicles, including lawn maintenance equipment. Each year, the equipment is identified if replacement is necessary based on age and life expectancy. The goal of the replacement program is to balance replacement costs versus maintenance costs. In line with objectives of a well-managed organization, the Airport strives to establish an equipment replacement program that will set the equipment replacement cycle in line with best practices, minimizing maintenance costs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	3,706,059	1,316,059	250,000	0	20,000	180,000	290,000	120,000	1,530,000
Total Cost	3,706,059	1,316,059	250,000	0	20,000	180,000	290,000	120,000	1,530,000
Funding Sources:									
General Fund	271,151	137,151	0	0	5,000	9,000	15,000	6,000	99,000
Federal Grant	3,172,408	1,113,408	250,000	0	0	162,000	261,000	108,000	1,278,000
State Grant	262,500	65,500	0	0	15,000	9,000	14,000	6,000	153,000
Total Funding	3,706,059	1,316,059	250,000	0	20,000	180,000	290,000	120,000	1,530,000

Project Title Land Acquisition - Airport
Project ID LAN018
Full-time Employees 0
Operating Costs \$0



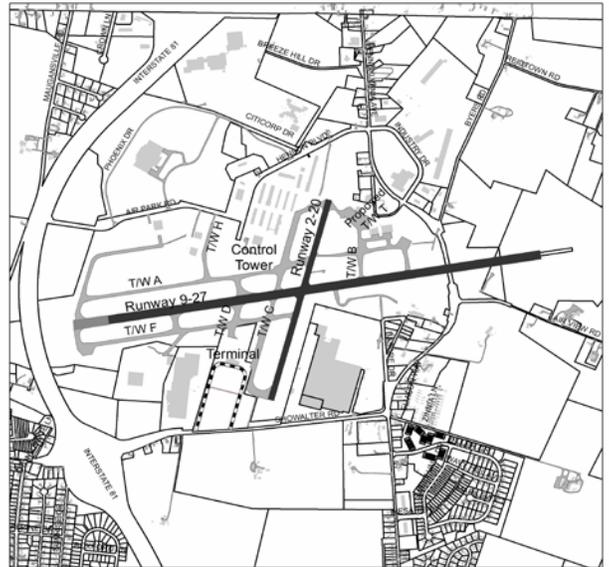
Project Description This project is for land acquisition to promote future economic development of the Airport.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

Project Justification The new Airport Layout Plan will identify land recommended to be acquired to enhance future development of the Airport.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Land Acquisition	6,675,000	2,507,000	0	0	0	0	0	1,140,000	3,028,000
Total Cost	6,675,000	2,507,000	0	0	0	0	0	1,140,000	3,028,000
Funding Sources:									
General Fund	332,000	125,000	0	0	0	0	0	57,000	150,000
Federal Grant	6,007,000	2,256,000	0	0	0	0	0	1,026,000	2,725,000
State Grant	336,000	126,000	0	0	0	0	0	57,000	153,000
Total Funding	6,675,000	2,507,000	0	0	0	0	0	1,140,000	3,028,000

Project Title Runway 9/27 Rehabilitation
Project ID RUN018
Full-time Employees 0
Operating Costs \$0



Project Description The project consists of the rehabilitation of 7,000' Runway 9/27.

Project Assumptions Pending grant funding:
 90% FAA share
 5% MAA share
 5% Local share

It is anticipated that the airport would receive entitlement grants and well as discretionary grants from FAA to fund this project.

Project Justification The existing runway is in need of sub-surface repairs, milling, overlay, painting and new energy efficient lighting.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,434,000	0	0	2,434,000	0	0	0	0	0
Engineering and Design	500,000	0	500,000	0	0	0	0	0	0
Total Cost	2,934,000	0	500,000	2,434,000	0	0	0	0	0
Funding Sources:									
General Fund	147,000	0	25,000	122,000	0	0	0	0	0
Federal Grant	2,640,000	0	450,000	2,190,000	0	0	0	0	0
State Grant	147,000	0	25,000	122,000	0	0	0	0	0
Total Funding	2,934,000	0	500,000	2,434,000	0	0	0	0	0

Project Title **Airport Environmental Assessment**

Project ID STY022

Full-time Employees 0

Operating Costs \$0



Project Description An Environmental Assessment (EA) will be performed on land that is planned to be acquired for the airport.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

Project Justification An EA needs to be completed on lands that are planned for future acquisition.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Planning	1,835,000	835,000	0	0	1,000,000	0	0	0	0
Total Cost	1,835,000	835,000	0	0	1,000,000	0	0	0	0
Funding Sources:									
General Fund	19,000	19,000	0	0	0	0	0	0	0
Airport Fund	120,000	70,000	0	0	50,000	0	0	0	0
Federal Grant	1,627,000	727,000	0	0	900,000	0	0	0	0
State Grant	69,000	19,000	0	0	50,000	0	0	0	0
Total Funding	1,835,000	835,000	0	0	1,000,000	0	0	0	0

Project Title **Proposed Taxiway S**

Full-time Employees 0

Operating Costs \$0



Project Description The project consists of the design and construction of a new taxiway to connect Runway 27 run-up area to lands North of the Airport.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

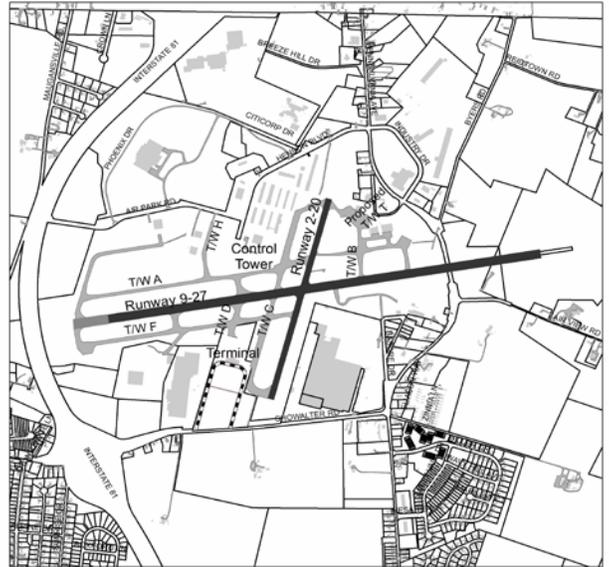
Project Justification Land is identified for future development of the Airport. A connector taxiway is required to provide access to that land.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	1,180,000	0	0	0	0	0	0	0	1,180,000
Total Cost	1,180,000	0	0	0	0	0	0	0	1,180,000
Funding Sources:									
General Fund	59,000	0	0	0	0	0	0	0	59,000
Federal Grant	1,062,000	0	0	0	0	0	0	0	1,062,000
State Grant	59,000	0	0	0	0	0	0	0	59,000
Total Funding	1,180,000	0	0	0	0	0	0	0	1,180,000

Project Title Runway 9 MALSR

Full-time Employees 0

Operating Costs \$0



Project Description This project will design, construct, and commission a medium-intensity approach lighting system with a runway alignment indicator (MALSR) for Runway 9.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

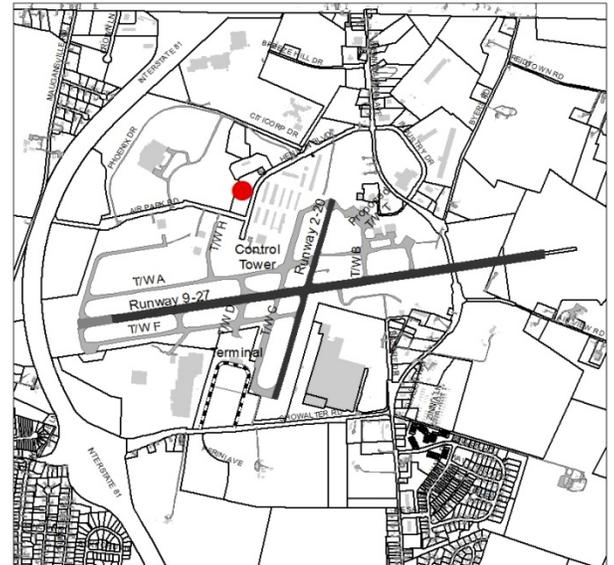
Project Justification The installation of a MALSR system for runway 9 provides for safety during flight (landing); lowers approach minimums, and increases the potential to increase flights during inclement weather.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	244,000	0	0	0	0	0	0	0	244,000
Total Cost	244,000	0	0	0	0	0	0	0	244,000
Funding Sources:									
General Fund	12,000	0	0	0	0	0	0	0	12,000
Federal Grant	220,000	0	0	0	0	0	0	0	220,000
State Grant	12,000	0	0	0	0	0	0	0	12,000
Total Funding	244,000	0	0	0	0	0	0	0	244,000

Project Title **Snow Removal Equipment Storage Building Expansion**

Full-time Employees 0

Operating Costs \$1,500



Project Description A 60' x 110' expansion is planned for the existing vehicle storage facility.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

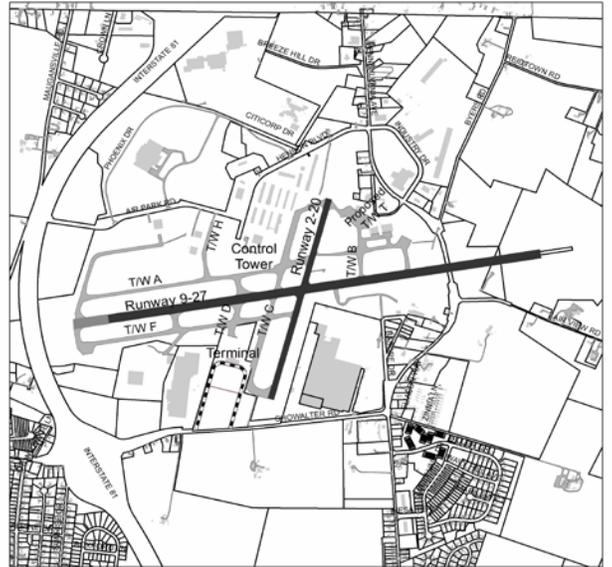
Project Justification The existing facility is filled to capacity. Future FAA approved Snow Removal Equipment plans allow for the addition of snow removal vehicles. The addition to the facility is required to accommodate the additional vehicles.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,700,000	0	0	0	0	0	0	1,700,000	0
Engineering and Design	250,000	0	0	0	0	0	250,000	0	0
Total Cost	1,950,000	0	0	0	0	0	250,000	1,700,000	0
Funding Sources:									
General Fund	98,000	0	0	0	0	0	13,000	85,000	0
Federal Grant	1,755,000	0	0	0	0	0	225,000	1,530,000	0
State Grant	97,000	0	0	0	0	0	12,000	85,000	0
Total Funding	1,950,000	0	0	0	0	0	250,000	1,700,000	0

Project Title Taxiway B and H Rehabilitation

Full-time Employees 0

Operating Costs \$0



Project Description Taxiway B and H will be in need of total rehabilitation.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

It is anticipated that the airport would receive entitlement as well as discretionary grants from FAA to fund this project.

Project Justification The project will involve sub-surface repairs, milling, overlay, painting and new LED lighting installation.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,650,000	0	0	0	0	1,650,000	0	0	0
Engineering and Design	250,000	0	0	0	250,000	0	0	0	0
Total Cost	1,900,000	0	0	0	250,000	1,650,000	0	0	0
Funding Sources:									
General Fund	96,000	0	0	0	13,000	83,000	0	0	0
Federal Grant	1,710,000	0	0	0	225,000	1,485,000	0	0	0
State Grant	94,000	0	0	0	12,000	82,000	0	0	0
Total Funding	1,900,000	0	0	0	250,000	1,650,000	0	0	0

Project Title **Taxiway G Rehabilitation**

Full-time Employees 0

Operating Costs \$0



Project Description Project involves the full-length rehabilitation of Taxiway G including replacement of existing light fixture with LED technology.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

Project Justification The last rehabilitation of the taxiway was completed in 2008. This will make the existing surface approximately 20 years old in 2027 and it will have met the end of its useful life and will be ready for rehabilitation.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,440,000	0	0	0	0	0	0	0	1,440,000
Engineering and Design	480,000	0	0	0	0	0	0	0	480,000
Total Cost	1,920,000	0	0	0	0	0	0	0	1,920,000
Funding Sources:									
Tax-Supported Bond	96,000	0	0	0	0	0	0	0	96,000
Federal Grant	1,728,000	0	0	0	0	0	0	0	1,728,000
State Grant	96,000	0	0	0	0	0	0	0	96,000
Total Funding	1,920,000	0	0	0	0	0	0	0	1,920,000

Project Title Taxiway T Construction

Full-time Employees 0

Operating Costs \$0



Project Description The project consists of the construction of a new taxiway to access aviation facilities off of Pennsylvania Avenue.

Project Assumptions Pending grant funding approval:
 90% FAA share
 5% MAA share
 5% Local share

Project Justification As the area north of Nick's Airport Inn develops, there will need to be a taxiway to access the rear of these facilities.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	756,000	0	0	0	756,000	0	0	0	0
Engineering and Design	159,000	0	0	159,000	0	0	0	0	0
Total Cost	915,000	0	0	159,000	756,000	0	0	0	0

Funding Sources:

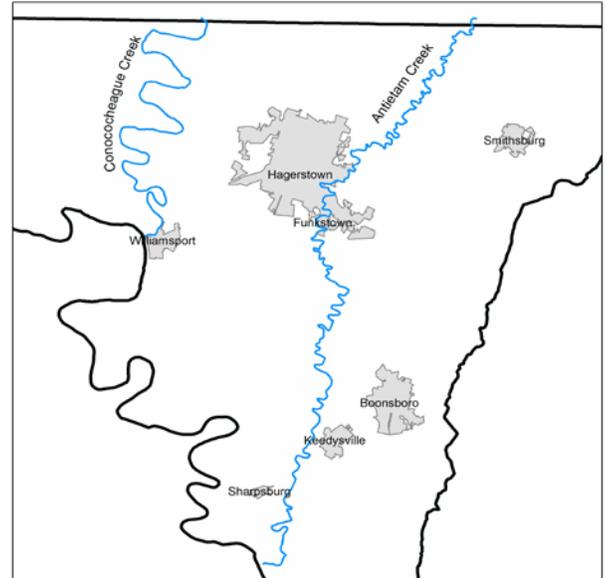
Tax-Supported Bond	46,000	0	0	8,000	38,000	0	0	0	0
Federal Grant	823,000	0	0	143,000	680,000	0	0	0	0
State Grant	46,000	0	0	8,000	38,000	0	0	0	0
Total Funding	915,000	0	0	159,000	756,000	0	0	0	0

Drainage

*Drainage
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		
Project Costs											
<u>Drainage</u>											
96	Stream Restoration at Various Locations	2,142,000	647,000	0	42,000	426,000	0	45,000	456,000	526,000	
97	Stormwater Retrofits	11,530,000	2,404,000	654,000	894,000	586,000	1,084,000	945,000	962,000	4,001,000	
98	Hoffmaster and Harpers Ferry Road Drainage	870,000	428,000	442,000	0	0	0	0	0	0	
99	Broadfording Church Road Culvert	231,000	0	0	0	231,000	0	0	0	0	
100	Chestnut Grove Road Drainage	84,000	0	0	84,000	0	0	0	0	0	
101	Draper Road Drainage Improvements	584,000	0	0	0	0	0	0	0	584,000	
102	Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0	0	
103	Shank Road Drainage	153,000	0	0	0	153,000	0	0	0	0	
104	Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	0	315,000	
105	University Road Culvert	203,000	0	0	0	0	0	203,000	0	0	
Drainage Total		16,488,000	3,479,000	1,096,000	1,020,000	1,471,000	1,385,000	1,193,000	1,418,000	5,426,000	
Funding Sources											
	General Fund	4,195,000	2,530,000	0	42,000	426,000	0	45,000	456,000	696,000	
	Tax-Supported Bond	12,293,000	949,000	1,096,000	978,000	1,045,000	1,385,000	1,148,000	962,000	4,730,000	
		16,488,000	3,479,000	1,096,000	1,020,000	1,471,000	1,385,000	1,193,000	1,418,000	5,426,000	

Project Title Stream Restoration at Various Locations
Project ID DNG030
Full-time Employees 0
Operating Costs \$0



Project Description This project will restore stream banks at various locations on Antietam Creek and Conococheague Creek to improve water quality.

Project Assumptions It is anticipated that the Smithsburg Wastewater Treatment Plant Stream restoration project will be completed with local funding from FY18. Stream restoration projects for FY21, FY24, and FY27 are yet to be determined.

Project Justification Maryland has imposed total maximum daily load requirements (TMDL) on Antietam Creek and Conococheague Creek. This requirement will restrict land development over time unless dealt with by mitigation measures. Stream restoration will improve water quality and allow for future development.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,009,000	647,000	0	0	426,000	0	0	456,000	480,000
Engineering and Design	133,000	0	0	42,000	0	0	45,000	0	46,000
Total Cost	2,142,000	647,000	0	42,000	426,000	0	45,000	456,000	526,000
Funding Sources:									
General Fund	2,142,000	647,000	0	42,000	426,000	0	45,000	456,000	526,000
Total Funding	2,142,000	647,000	0	42,000	426,000	0	45,000	456,000	526,000

Project Title	Stormwater Retrofits
Project ID	DNG039
Full-time Employees	0
Operating Costs	\$0

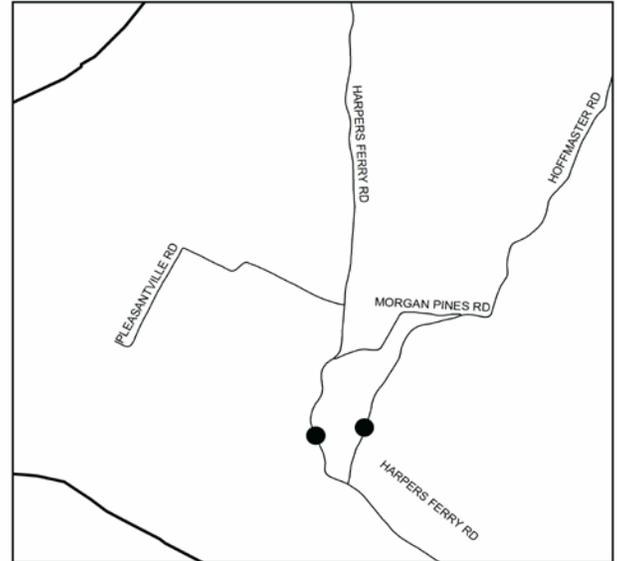
Project Description This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.

Project Assumptions The project will provide treatment for 20% of the impervious surfaces within the regulated NPDES area estimated to be 2,900 acres, treating 580 acres per year. County is working with Army Corps of Engineers (ACOE) to inventory county stormwater infrastructure.

Project Justification The project is requested due to a regulatory requirement imposed by the EPA and MDE.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	10,890,000	2,260,000	608,000	848,000	538,000	1,036,000	896,000	912,000	3,792,000
Engineering and Design	344,000	74,000	25,000	25,000	26,000	26,000	27,000	27,000	114,000
Land Acquisition	296,000	70,000	21,000	21,000	22,000	22,000	22,000	23,000	95,000
Total Cost	11,530,000	2,404,000	654,000	894,000	586,000	1,084,000	945,000	962,000	4,001,000
Funding Sources:									
General Fund	1,883,000	1,883,000	0	0	0	0	0	0	0
Tax-Supported Bond	9,647,000	521,000	654,000	894,000	586,000	1,084,000	945,000	962,000	4,001,000
Total Funding	11,530,000	2,404,000	654,000	894,000	586,000	1,084,000	945,000	962,000	4,001,000

Project Title Hoffmaster and Harpers Ferry Road Drainage
Project ID DNG077
Full-time Employees 0
Operating Costs \$0



Project Description This project is located in the 700 block of Hoffmaster Road (ADC Map 36, F-9) and the 700 Block of Harpers Ferry Road (ADC Map 36, E-9). The project includes drainage improvements to stabilize the stream bank and roadway embankment.

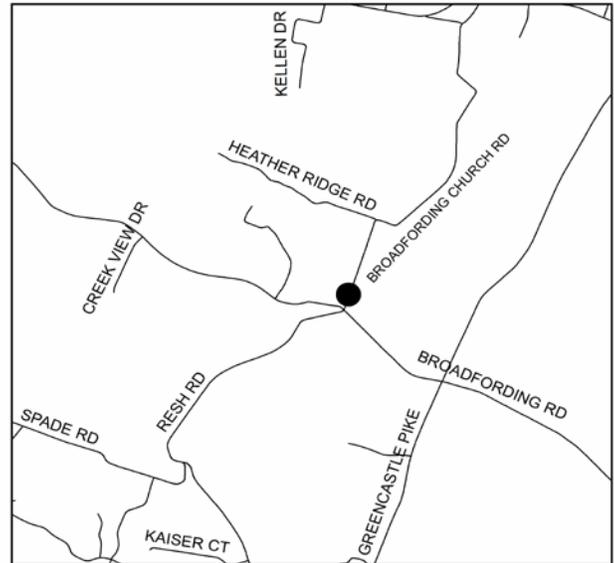
Project Justification The existing roadside retaining wall has collapsed in numerous locations. Conditions are causing a safety hazard for the motoring public. A collapsed retaining wall is blocking an adjacent stream which causes localized flooding during storm events.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	779,000	337,000	442,000	0	0	0	0	0	0
Inspection	61,000	61,000	0	0	0	0	0	0	0
Land Acquisition	10,000	10,000	0	0	0	0	0	0	0
Utilities	20,000	20,000	0	0	0	0	0	0	0
Total Cost	870,000	428,000	442,000	0	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	870,000	428,000	442,000	0	0	0	0	0	0
Total Funding	870,000	428,000	442,000	0	0	0	0	0	0

Project Title **Broadfording Church Road Culvert**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 13500 block of Broadfording Church Road (ADC Map 9, Grid C-10). The project will replace a stone/concrete drainage structure and endwalls with a concrete pipe with concrete headwalls. The traffic barrier will be upgraded to improve safety.

Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	192,000	0	0	0	192,000	0	0	0	0
Inspection	31,000	0	0	0	31,000	0	0	0	0
Land Acquisition	5,000	0	0	0	5,000	0	0	0	0
Utilities	3,000	0	0	0	3,000	0	0	0	0
Total Cost	231,000	0	0	0	231,000	0	0	0	0

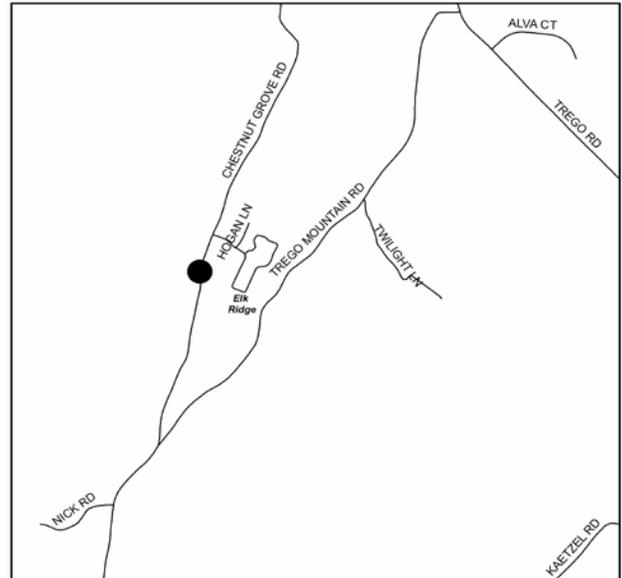
Funding Sources:

Tax-Supported Bond	231,000	0	0	0	231,000	0	0	0	0
Total Funding	231,000	0	0	0	231,000	0	0	0	0

Project Title **Chestnut Grove Road Drainage**

Full-time Employees 0

Operating Costs \$0



Project Description The project is located on Chestnut Grove Road (ADC Map CIP Transit Fund, H-6). The work includes construction of new culverts, water quality improvements, and minor road paving.

Project Justification The project is needed to correct road and property flooding problems.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	74,000	0	0	74,000	0	0	0	0	0
Inspection	5,000	0	0	5,000	0	0	0	0	0
Land Acquisition	5,000	0	0	5,000	0	0	0	0	0
Total Cost	84,000	0	0	84,000	0	0	0	0	0

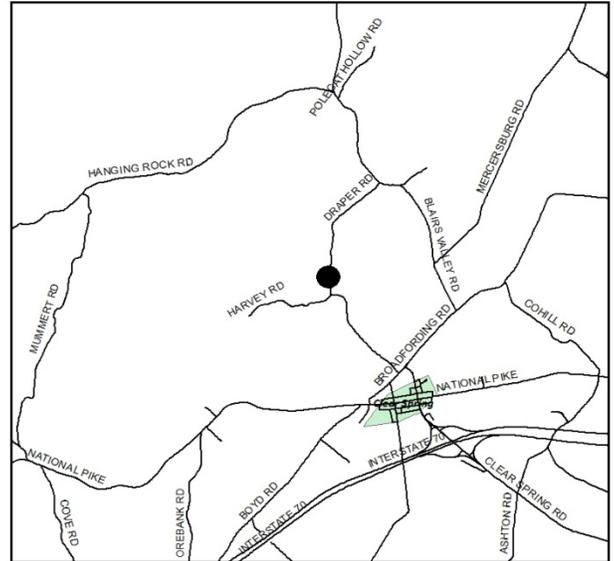
Funding Sources:

Tax-Supported Bond	84,000	0	0	84,000	0	0	0	0	0
Total Funding	84,000	0	0	84,000	0	0	0	0	0

Project Title **Draper Road Drainage**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 13000 block of Draper Road (ADC Map 7, B-11). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

Project Justification This project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	500,000	0	0	0	0	0	0	0	500,000
Inspection	44,000	0	0	0	0	0	0	0	44,000
Land Acquisition	20,000	0	0	0	0	0	0	0	20,000
Utilities	20,000	0	0	0	0	0	0	0	20,000
Total Cost	584,000	0	0	0	0	0	0	0	584,000

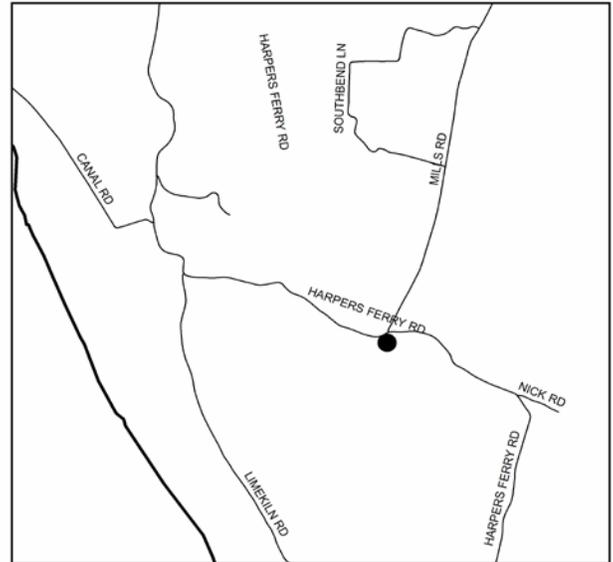
Funding Sources:

General Fund	170,000	0	0	0	0	0	0	0	170,000
Tax-Supported Bond	414,000	0	0	0	0	0	0	0	414,000
Total Funding	584,000	0	0	0	0	0	0	0	584,000

Project Title **Harpers Ferry Road Drainage, 3600 Block**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 3600 block of Harpers Ferry Road at the intersection with Mills Road (ADC Map CIP Transit Fund, C-7). The project will replace the existing corrugated metal pipes with larger concrete pipes to reduce flooding impacts in this area.

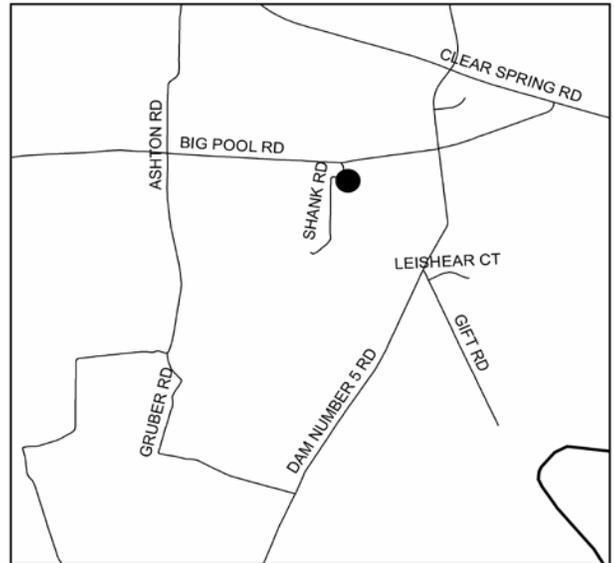
Project Justification The project is needed to provide cost effective road maintenance in this area. The frequency of flooding impacts the delivery of public safety services in that area of the county.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	276,000	0	0	0	75,000	201,000	0	0	0
Inspection	38,000	0	0	0	0	38,000	0	0	0
Land Acquisition	10,000	0	0	0	0	10,000	0	0	0
Utilities	52,000	0	0	0	0	52,000	0	0	0
Total Cost	376,000	0	0	0	75,000	301,000	0	0	0
Funding Sources:									
Tax-Supported Bond	376,000	0	0	0	75,000	301,000	0	0	0
Total Funding	376,000	0	0	0	75,000	301,000	0	0	0

Project Title Shank Road Drainage

Full-time Employees 0

Operating Costs \$0



Project Description The project is located near Big Pool Road in Clear Spring (ADC Map 18, G-7). The project will stabilize the stream bank and roadway embankment.

Project Justification The existing retaining wall is collapsing into the adjacent stream. Failure of the wall will cause properties to become inaccessible for emergency services and will cause more costly damage.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	130,000	0	0	0	130,000	0	0	0	0
Inspection	21,000	0	0	0	21,000	0	0	0	0
Land Acquisition	2,000	0	0	0	2,000	0	0	0	0
Total Cost	153,000	0	0	0	153,000	0	0	0	0

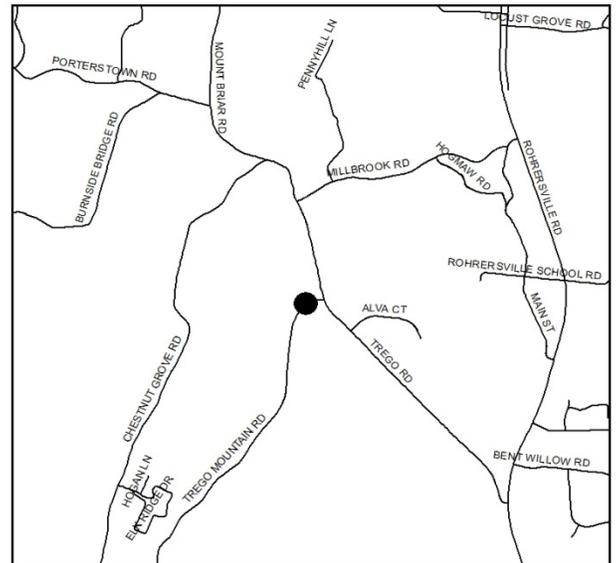
Funding Sources:

Tax-Supported Bond	153,000	0	0	0	153,000	0	0	0	0
Total Funding	153,000	0	0	0	153,000	0	0	0	0

Project Title Trego Mountain Road Drainage

Full-time Employees 0

Operating Costs \$0



Project Description This project is located on the 4200 block of Trego Mountain Road (ADC Map 34, K-4). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

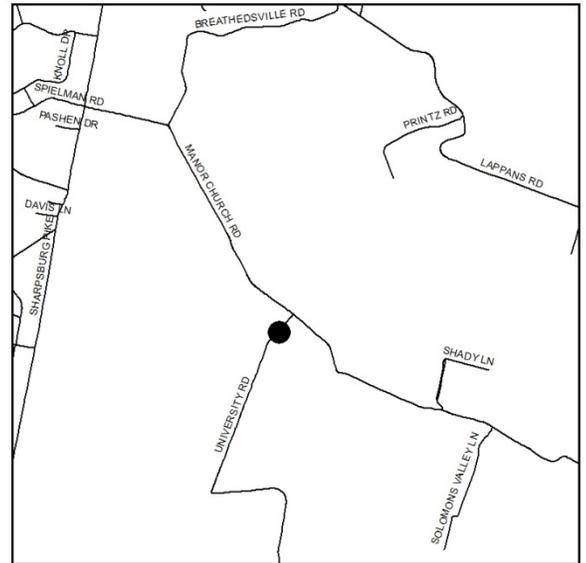
Project Justification The project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	252,000	0	0	0	0	0	0	0	252,000
Inspection	33,000	0	0	0	0	0	0	0	33,000
Land Acquisition	10,000	0	0	0	0	0	0	0	10,000
Utilities	20,000	0	0	0	0	0	0	0	20,000
Total Cost	315,000	0	0	0	0	0	0	0	315,000
Funding Sources:									
Tax-Supported Bond	315,000	0	0	0	0	0	0	0	315,000
Total Funding	315,000	0	0	0	0	0	0	0	315,000

Project Title University Road Culvert

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 7600 block of University Road (ADC Map 26, D-13). The project will replace a metal drainage structure with a concrete box culvert with headwalls. Traffic barrier will be installed to improve safety.

Project Justification The project is needed to replace a structure that is near the end of its useful life.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	177,000	0	0	0	0	0	177,000	0	0
Inspection	21,000	0	0	0	0	0	21,000	0	0
Land Acquisition	5,000	0	0	0	0	0	5,000	0	0
Total Cost	203,000	0	0	0	0	0	203,000	0	0

Funding Sources:

Tax-Supported Bond	203,000	0	0	0	0	0	203,000	0	0
Total Funding	203,000	0	0	0	0	0	203,000	0	0

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Education

Education
Capital Improvement Ten Year Summary
Fiscal Year 2019 – 2028

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
Education										
Board of Education										
110	Capital Maintenance - BOE	18,204,000	1,500,000	3,204,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
111	Sharpsburg Elementary School Replacement	26,786,000	645,000	10,076,000	10,076,000	5,989,000	0	0	0	0
112	Springfield Middle School Modernization	31,157,000	0	0	0	0	0	0	0	31,157,000
113	Urban Education Campus-BOE Component	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0
114	Western Heights Middle School Modernization	39,038,000	0	0	0	0	9,129,000	9,963,000	10,141,000	9,805,000
	Board of Education Total	137,329,000	6,145,000	19,666,000	18,038,000	12,785,000	10,629,000	11,463,000	11,641,000	46,962,000
Hagerstown Community College										
116	Learning Resource Center Renovations	3,221,000	2,275,000	946,000	0	0	0	0	0	0
117	Student Center Parking Lot	696,000	35,000	448,000	213,000	0	0	0	0	0
118	SMART/Alternative Energy House/Training Center	1,681,000	1,300,000	381,000	0	0	0	0	0	0
119	Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
120	Campus Road Project	150,000	0	150,000	0	0	0	0	0	0
121	Center for Business and Entrepreneurial Studies	7,951,000	0	0	361,000	7,590,000	0	0	0	0
122	Central Receiving Building	4,000,000	0	0	0	0	0	0	0	4,000,000
123	CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition	2,000,000	0	0	0	0	2,000,000	0	0	0
124	CVT/Logistics/Drone/Warehousing Instructional Facility Renovation	2,500,000	0	0	0	0	0	0	1,420,000	1,080,000
125	LRC Exterior Metal Panel System and Roof Replacement	1,693,000	0	0	0	0	119,000	1,574,000	0	0
126	Robinwood Center Renovation to Facilities Management and Operations Building	280,000	0	280,000	0	0	0	0	0	0
	Hagerstown Community College	26,172,000	3,610,000	2,205,000	574,000	7,590,000	2,119,000	1,574,000	1,420,000	7,080,000
Public Libraries										
128	Systemic Projects - Library	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000
129	Hancock Public Library Replacement	2,826,000	112,000	10,000	10,000	78,000	2,616,000	0	0	0
	Public Libraries Total	2,962,300	148,300	20,000	20,000	88,000	2,626,000	10,000	10,000	40,000
	Education Total	166,463,300	9,903,300	21,891,000	18,632,000	20,463,000	15,374,000	13,047,000	13,071,000	54,082,000
Funding Sources										
	General Fund	6,093,371	2,042,371	318,000	445,000	513,000	445,000	435,000	435,000	1,460,000
	Tax-Supported Bond	39,542,000	0	3,996,000	3,493,000	4,589,000	4,561,000	3,734,000	3,681,000	15,488,000
	Excise Tax - Schools	4,235,000	385,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
	Excise Tax - Library	144,929	44,929	10,000	10,000	10,000	10,000	10,000	10,000	40,000
	Capital Reserve - General	1,204,000	0	1,204,000	0	0	0	0	0	0
	Federal Grant	646,000	646,000	0	0	0	0	0	0	0
	State Grant	99,986,000	2,336,000	14,475,000	14,271,000	12,893,000	7,427,000	7,785,000	7,984,000	32,815,000
	Contributions	14,612,000	4,449,000	1,503,000	28,000	2,073,000	2,546,000	698,000	576,000	2,739,000
		166,463,300	9,903,300	21,891,000	18,632,000	20,463,000	15,374,000	13,047,000	13,071,000	54,082,000

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*Board of Education
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Budget Year		Ten Year Capital Program					
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
<u>Board of Education</u>										
110	Capital Maintenance - BOE	18,204,000	1,500,000	3,204,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
111	Sharpsburg Elementary School Replacement	26,786,000	645,000	10,076,000	10,076,000	5,989,000	0	0	0	0
112	Springfield Middle School Modernization	31,157,000	0	0	0	0	0	0	0	31,157,000
113	Urban Education Campus-BOE Component	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0
114	Western Heights Middle School Modernization	39,038,000	0	0	0	0	9,129,000	9,963,000	10,141,000	9,805,000
Board of Education Total		137,329,000	6,145,000	19,666,000	18,038,000	12,785,000	10,629,000	11,463,000	11,641,000	46,962,000
Funding Sources										
	General Fund	5,135,000	1,500,000	0	435,000	435,000	435,000	435,000	435,000	1,460,000
	Tax-Supported Bond	32,515,000	0	3,615,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	13,000,000
	Excise Tax - Schools	4,235,000	385,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
	Capital Reserve - General	1,204,000	0	1,204,000	0	0	0	0	0	0
	State Grant	84,590,000	260,000	13,389,000	14,038,000	8,785,000	6,065,000	6,765,000	7,065,000	28,223,000
	Contributions	9,650,000	4,000,000	1,073,000	0	0	564,000	698,000	576,000	2,739,000
		137,329,000	6,145,000	19,666,000	18,038,000	12,785,000	10,629,000	11,463,000	11,641,000	46,962,000

Project Title	Capital Maintenance - BOE
Project ID	SCH006
Full-time Employees	0
Operating Costs	\$0

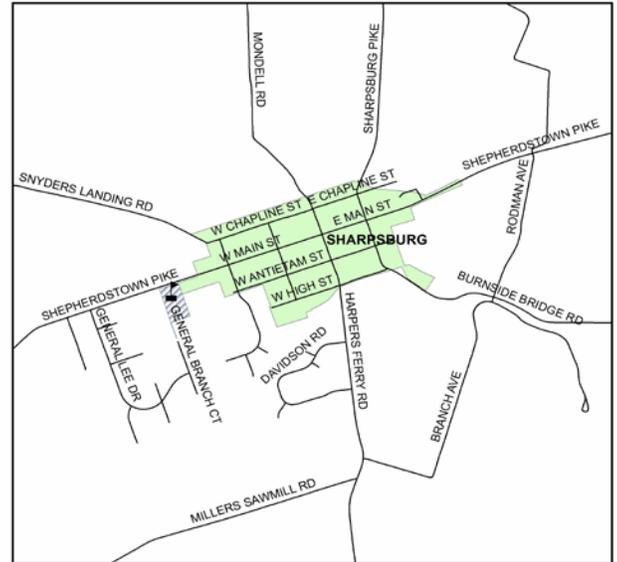
Project Description Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.

Project Assumptions FY2019 - \$435,000 in local funds will be used for roof replacement. \$1.2 million in local funds will be used for security enhancements. The local funds support the 29% local match requirement. State funding is estimated at 71%, yet pending State approval.

Project Justification The projects consist of large dollar, long-lived systemic projects that qualify for State funding outside the operating budget.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	16,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Equipment/Furniture	1,704,000	0	1,704,000	0	0	0	0	0	0
Total Cost	18,204,000	1,500,000	3,204,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Funding Sources:									
General Fund	5,135,000	1,500,000	0	435,000	435,000	435,000	435,000	435,000	1,460,000
Tax-Supported Bond	715,000	0	435,000	0	0	0	0	0	280,000
Capital Reserve - General	1,204,000	0	1,204,000	0	0	0	0	0	0
State Grant	11,150,000	0	1,565,000	1,065,000	1,065,000	1,065,000	1,065,000	1,065,000	4,260,000
Total Funding	18,204,000	1,500,000	3,204,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000

Project Title **Sharpsburg Elementary School- Replacement**
Project ID SCH033
Full-time Employees 0
Operating Costs \$0



Project Description The project involves construction of 60,054 SF replacement building to support 473 students.

Project Assumptions State share is 71% of eligible construction costs

Project Justification Replacement is needed due to the age of the school and growth in the southern part of the county.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Architect Fees	2,045,000	645,000	1,250,000	100,000	50,000	0	0	0	0
Construction	23,581,000	0	8,826,000	9,426,000	5,329,000	0	0	0	0
Equipment/Furniture	1,160,000	0	0	550,000	610,000	0	0	0	0
Total Cost	26,786,000	645,000	10,076,000	10,076,000	5,989,000	0	0	0	0

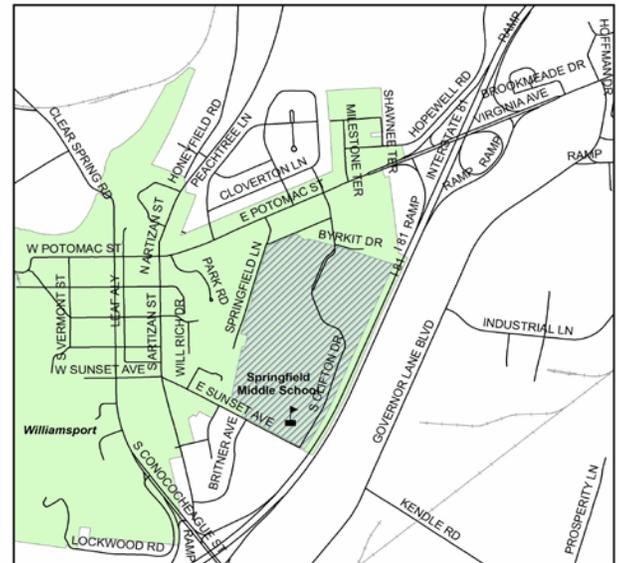
Funding Sources:

Tax-Supported Bond	9,540,000	0	3,180,000	3,180,000	3,180,000	0	0	0	0
Excise Tax - Schools	1,540,000	385,000	385,000	385,000	385,000	0	0	0	0
State Grant	15,706,000	260,000	6,511,000	6,511,000	2,424,000	0	0	0	0
Total Funding	26,786,000	645,000	10,076,000	10,076,000	5,989,000	0	0	0	0

Project Title Springfield Middle School Modernization

Full-time Employees 0

Operating Costs \$0



Project Description The project consists of a 105,750 sq. ft. renovation needed for aging middle school designed for 860 students.

Project Assumptions Total Cost allocation: State 38% County 62%

Project Justification There have been no significant improvements to this school since being built in the 1970's. The project should reduce operating costs through efficient HVAC and lighting systems.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Architect Fees	3,161,000	0	0	0	0	0	0	0	3,161,000
Construction	25,933,000	0	0	0	0	0	0	0	25,933,000
Equipment/Furniture	2,063,000	0	0	0	0	0	0	0	2,063,000
Total Cost	31,157,000	0	0	0	0	0	0	0	31,157,000
Funding Sources:									
Tax-Supported Bond	9,540,000	0	0	0	0	0	0	0	9,540,000
Excise Tax - Schools	1,155,000	0	0	0	0	0	0	0	1,155,000
State Grant	18,068,000	0	0	0	0	0	0	0	18,068,000
Contributions	2,394,000	0	0	0	0	0	0	0	2,394,000
Total Funding	31,157,000	0	0	0	0	0	0	0	31,157,000

Project Title **Urban Education Campus-BOE Component**

Full-time Employees 0

Operating Costs \$0

Project Description This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.

Project Assumptions State funding is a combination of IAC funds, Governor's grants and strategic demolition funds.

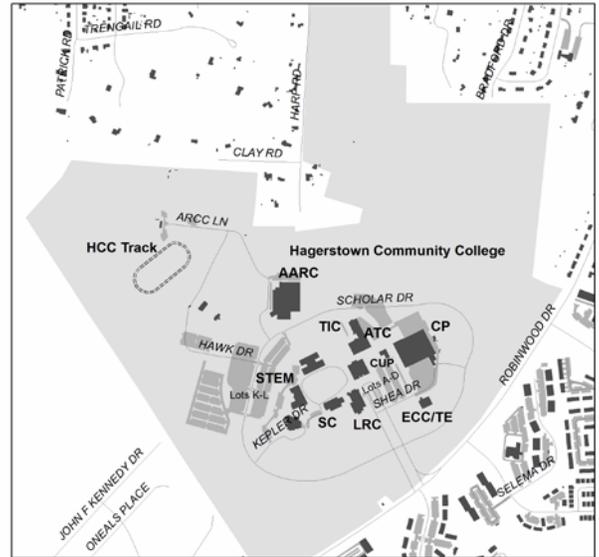
Project Justification Commissioners response to need identified by Board and other organizations.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0
Total Cost	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0
<u>Funding Sources:</u>									
State Grant	17,071,000	0	5,313,000	6,462,000	5,296,000	0	0	0	0
Contributions	5,073,000	4,000,000	1,073,000	0	0	0	0	0	0
Total Funding	22,144,000	4,000,000	6,386,000	6,462,000	5,296,000	0	0	0	0

*Hagerstown Community College
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Budget Year		Ten Year Capital Program					
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
<u>Hagerstown Community College</u>										
116	Learning Resource Center Renovations	3,221,000	2,275,000	946,000	0	0	0	0	0	0
117	Student Center Parking Lot	696,000	35,000	448,000	213,000	0	0	0	0	0
118	SMART/Alternative Energy House/Training Center	1,681,000	1,300,000	381,000	0	0	0	0	0	0
119	Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
120	Campus Road Project	150,000	0	150,000	0	0	0	0	0	0
121	Center for Business and Entrepreneurial Studies	7,951,000	0	0	361,000	7,590,000	0	0	0	0
122	Central Receiving Building	4,000,000	0	0	0	0	0	0	0	4,000,000
123	CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition	2,000,000	0	0	0	0	2,000,000	0	0	0
124	CVT/Logistics/Drone/Warehousing Instructional Facility Renovation	2,500,000	0	0	0	0	0	0	1,420,000	1,080,000
125	LRC Exterior Metal Panel System and Roof Replacement	1,693,000	0	0	0	0	119,000	1,574,000	0	0
126	Robinwood Center Renovation to Facilities Management and Operations Building	280,000	0	280,000	0	0	0	0	0	0
Hagerstown Community College Total		26,172,000	3,610,000	2,205,000	574,000	7,590,000	2,119,000	1,574,000	1,420,000	7,080,000
Funding Sources										
	General Fund	747,000	439,000	308,000	0	0	0	0	0	0
	Tax-Supported Bond	6,246,000	0	381,000	313,000	1,409,000	600,000	554,000	501,000	2,488,000
	Federal Grant	646,000	646,000	0	0	0	0	0	0	0
	State Grant	14,111,000	2,076,000	1,086,000	233,000	4,108,000	77,000	1,020,000	919,000	4,592,000
	Contributions	4,422,000	449,000	430,000	28,000	2,073,000	1,442,000	0	0	0
		26,172,000	3,610,000	2,205,000	574,000	7,590,000	2,119,000	1,574,000	1,420,000	7,080,000

Project Title Learning Resource Center Renovation
Project ID COL023
Full-time Employees 0
Operating Costs \$0



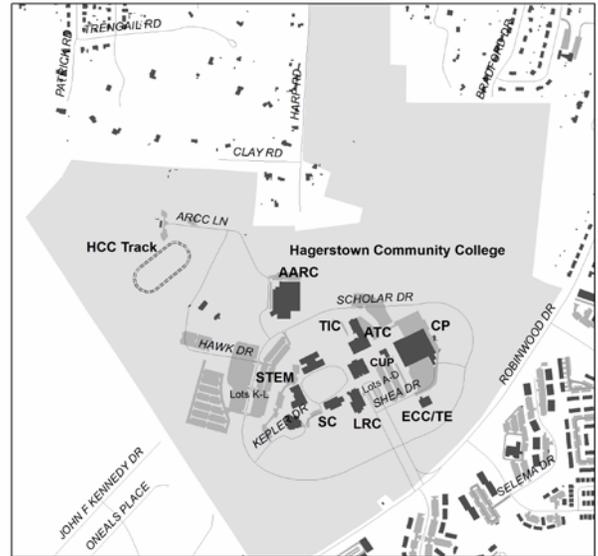
Project Description Much of the library book stack space currently located in this building will be re-purposed to accommodate Middle College students (fulltime dual enrolled high school students who will receive a high school diploma as well as AA degree at the completion of 2 years) so that they have a home base and so that they can be more closely monitored due to their age. As the Middle College continues to expand, this dedicated space is needed to support these younger fulltime day students.

Project Assumptions State share approximately 64.5% ARC Grant \$496,000

Project Justification The College needs to be able to support the increasing number of younger students attending the Middle College (dual enrolled with State student support going to WCPS).

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Architect Fees	95,000	95,000	0	0	0	0	0	0	0
Construction	2,180,000	2,180,000	0	0	0	0	0	0	0
Equipment/Furniture	946,000	0	946,000	0	0	0	0	0	0
Total Cost	3,221,000	2,275,000	946,000	0	0	0	0	0	0
Funding Sources:									
General Fund	308,000	404,000	308,000	0	0	0	0	0	0
Federal Grant	496,000	496,000	0	0	0	0	0	0	0
State Grant	1,918,000	1,280,000	638,000	0	0	0	0	0	0
Contributions	95,000	95,000	0	0	0	0	0	0	0
Total Funding	3,221,000	2,275,000	946,000	0	0	0	0	0	0

Project Title Student Center Parking Lot
Project ID COL024
Full-time Employees 0
Operating Costs \$178,000



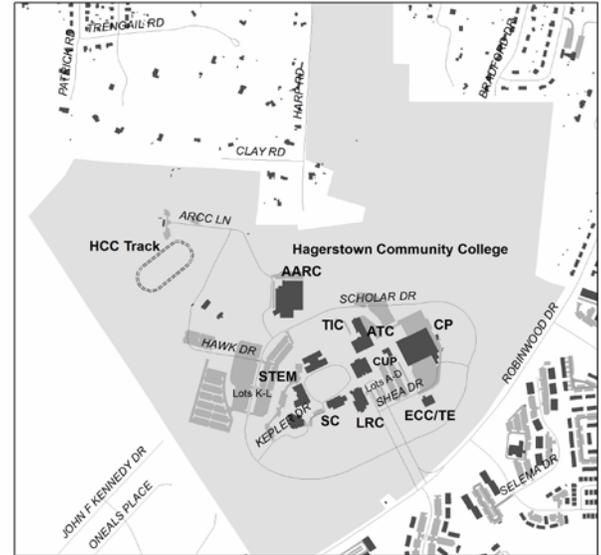
Project Description This design-build project will add a new parking lot of approximately 100 parking spaces to the south side of the expanded Student Center. It will be a mixed use lot for students and staff, and add at least four handicap spaces and several short term spaces.

Project Assumptions State share is approximately 64.4%

Project Justification If this project is not funded, parking will remain limited, which is a concern for those needing handicapped accessibility to the Student Center. Currently limited spaces for visitors are located in front of the Administration and Student Affairs Building. While there are some handicapped parking spaces near the Student Center, they serve the three buildings that comprise the Arts and Sciences Complex. This parking lot is vital to accessing the Student Center as well as the Learning Resource Center.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	639,000	0	426,000	213,000	0	0	0	0	0
Engineering and Design	57,000	35,000	22,000	0	0	0	0	0	0
Total Cost	696,000	35,000	448,000	213,000	0	0	0	0	0
Funding Sources:									
General Fund	35,000	35,000	0	0	0	0	0	0	0
Tax-Supported Bond	213,000	0	0	213,000	0	0	0	0	0
State Grant	448,000	0	448,000	0	0	0	0	0	0
Total Funding	696,000	35,000	448,000	213,000	0	0	0	0	0

Project Title SMART/Alternative Energy House/Training Center
Project ID COL025
Full-time Employees 1
Operating Costs \$89,000



Project Description Classes related to the building trades, particularly as these trades intersect with technology, will be taught in the Center, as well as HVAC and plumbing classes. At the same time, courses leading to energy technology careers will also still be taught in the Center.

Project Assumptions State share approximately 52% Previously awarded ARC grant to support \$150,000 for equipment.

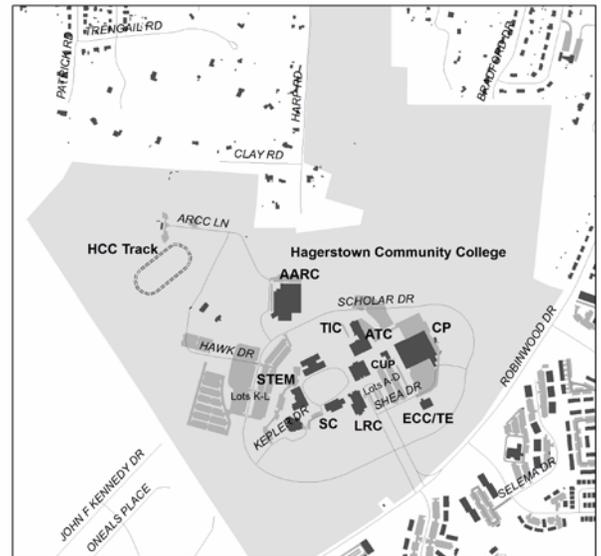
Project Justification HCC currently has a STEM building to train AET technicians, but no location in which to train these technicians to work with residential applications. The Smart House/Energy Efficiency Training Center will provide the latter. Regional employers will also benefit from this project because it will provide a place in which they can train prospective or current employees.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,439,000	1,058,000	381,000	0	0	0	0	0	0
Engineering and Design	92,000	92,000	0	0	0	0	0	0	0
Equipment/Furniture	150,000	150,000	0	0	0	0	0	0	0
Total Cost	1,681,000	1,300,000	381,000	0	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	381,000	0	381,000	0	0	0	0	0	0
Federal Grant	150,000	150,000	0	0	0	0	0	0	0
State Grant	796,000	796,000	0	0	0	0	0	0	0
Contributions	354,000	354,000	0	0	0	0	0	0	0
Total Funding	1,681,000	1,300,000	381,000	0	0	0	0	0	0

Project Title Campus Road and Parking Lot Overlays

Full-time Employees 0

Operating Costs \$0



Project Description The roads and parking lots around campus are showing signs of deterioration due to high traffic, construction and snow removal. The project will consist of resurfacing of the roads around campus and parking lots. The roads included in this project are Loop Road, Hawk Drive, Quad and Kepler drive some of these roads will require a fill rebuild. Parking Lots in this project that need resurfaced are A, B, C, D, L and K.

Project Assumptions State share approximately 64.5%.

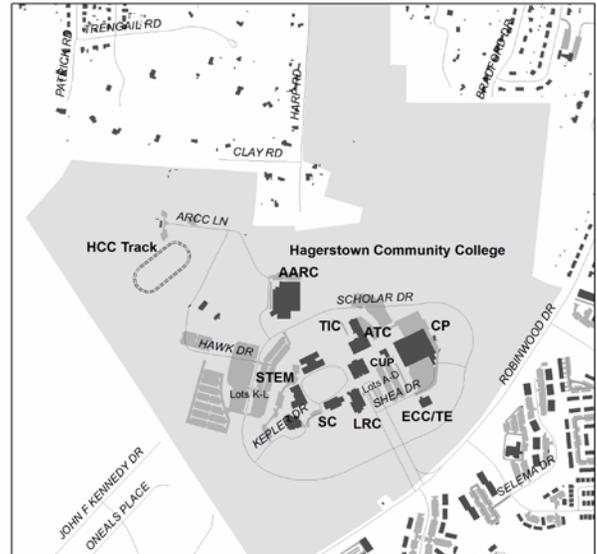
Project Justification This project is vital to the upkeep of the roads on campus as they continue to age and deteriorate. Repairing roadways and parking lots is costly and time consuming. If the project is not funded, the College may need to limit traffic on the east side of campus because the poor condition of the asphalt may jeopardize the tires, wheel alignments and undercarriages of vehicles. A new entrance is planned on the east side of campus that will add an influx of cars onto these parking lots and roads, thereby causing additional wear and damage. Student, employee and community dissatisfaction will occur as the poor condition of roads may cause vehicle damage.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,000,000	0	0	0	0	0	0	0	2,000,000
Total Cost	2,000,000	0	0	0	0	0	0	0	2,000,000
Funding Sources:									
Tax-Supported Bond	700,000	0	0	0	0	0	0	0	700,000
State Grant	1,300,000	0	0	0	0	0	0	0	1,300,000
Total Funding	2,000,000	0	0	0	0	0	0	0	2,000,000

Project Title **Campus Road Project**

Full-time Employees 0

Operating Costs \$0



Project Description Project consists of numerous paving and patching of campus road(s)

Project Assumptions Projects assumes HCC will provide 100% of the necessary funding for the project

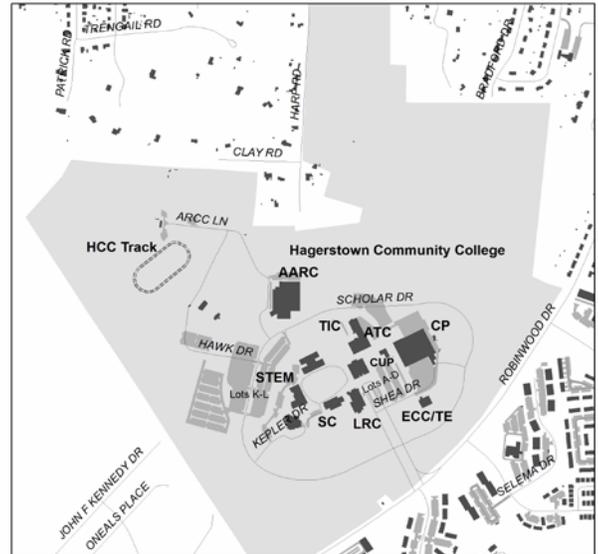
Project Justification This project is needed to ensure campus roads are maintained properly and to reduce any potential liability

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	150,000	0	150,000	0	0	0	0	0	0
Total Cost	150,000	0	150,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Contributions	150,000	0	150,000	0	0	0	0	0	0
Total Funding	150,000	0	150,000	0	0	0	0	0	0

Project Title Center for Business and Entrepreneurial Studies

Full-time Employees 0

Operating Costs \$0



Project Description The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market has changed, so has the demand for this type of space. The project will make these areas suitable for other purposes, including the creation of a business incubator. The renovation will create a lobby area, modern lab areas, classrooms and shared spaces for business incubation areas.

Project Assumptions Project assumes state funding at 56% of total project costs. County funding at 20% and HCC assumes 24% of total project cost.

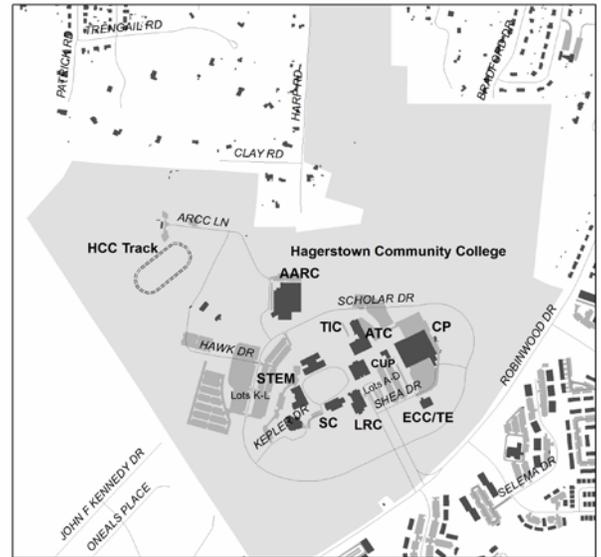
Project Justification This project is important to the community and businesses of Hagerstown in order to provide opportunities for local start up companies in the areas of bio-technology and cyber security.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Architect Fees	361,000	0	0	361,000	0	0	0	0	0
Construction	6,490,000	0	0	0	6,490,000	0	0	0	0
Hardware/Software	262,000	0	0	0	262,000	0	0	0	0
Equipment/Furniture	500,000	0	0	0	500,000	0	0	0	0
Other	338,000	0	0	0	338,000	0	0	0	0
Total Cost	7,951,000	0	0	361,000	7,590,000	0	0	0	0
Funding Sources:									
Tax-Supported Bond	1,509,000	0	0	100,000	1,409,000	0	0	0	0
State Grant	4,341,000	0	0	233,000	4,108,000	0	0	0	0
Contributions	2,101,000	0	0	28,000	2,073,000	0	0	0	0
Total Funding	7,951,000	0	0	361,000	7,590,000	0	0	0	0

Project Title Central Receiving Building

Full-time Employees 0

Operating Costs \$12,000



Project Description A one-story prefabricated metal building that will house central receiving, mailroom, Business Services and Digital Printing. The building will be located near the back of campus where deliveries can be easily made.

Project Assumptions State contribution in the amount of \$2,591,000, or 65%. County contribution in the amount of \$1,409,000, or 35%.

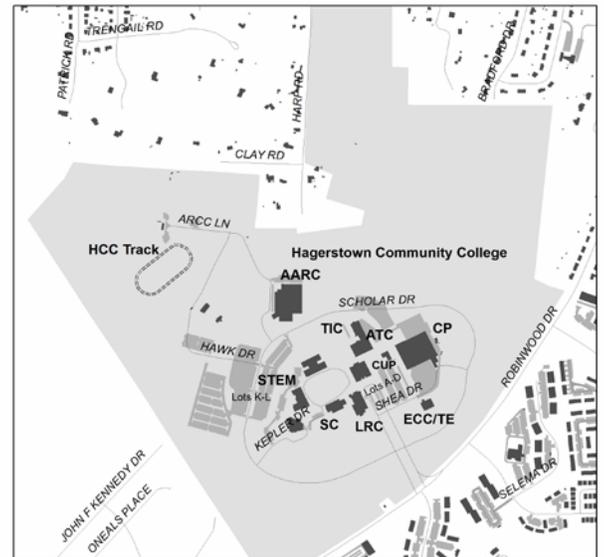
Project Justification Currently the college does not have a central receiving building. This building is designed to be cost effective and needed in order to receive bulk supplies and large scale equipment for various college programs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,700,000	0	0	0	0	0	0	0	3,700,000
Engineering and Design	200,000	0	0	0	0	0	0	0	200,000
Equipment/Furniture	100,000	0	0	0	0	0	0	0	100,000
Total Cost	4,000,000	0	0	0	0	0	0	0	4,000,000
Funding Sources:									
Tax-Supported Bond	1,409,000	0	0	0	0	0	0	0	1,409,000
State Grant	2,591,000	0	0	0	0	0	0	0	2,591,000
Total Funding	4,000,000	0	0	0	0	0	0	0	4,000,000

Project Title CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition

Full-time Employees 0

Operating Costs \$0



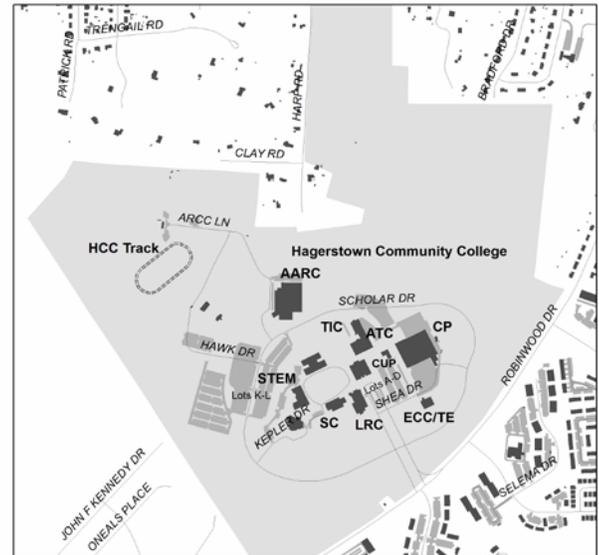
Project Description The project calls for the purchase of 5 - 10 acres of land with an existing building of approximately 5,000 sq ft. that can be used for the Commercial Vehicle Training, Logistics, forklift training and the drone program. The ideal project should be near the interstate. The building will need to have space for of two classrooms, three offices and along with a dock area and a forklift training area. A parking lot and driving surfaces will be needed to handle the large trucks.

Project Assumptions Project assumes 35% funding from County and 65% funding from HCC.

Project Justification This project will support programs that are critical to the local economy by providing trained and certified students ready for the transportation and warehousing industry.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Land Acquisition	2,000,000	0	0	0	0	2,000,000	0	0	0
Total Cost	2,000,000	0	0	0	0	2,000,000	0	0	0
Funding Sources:									
Tax-Supported Bond	600,000	0	0	0	0	600,000	0	0	0
Contributions	1,400,000	0	0	0	0	1,400,000	0	0	0
Total Funding	2,000,000	0	0	0	0	2,000,000	0	0	0

Project Title	CVT/Logistics/Drone/Warehouse Instruction Facility Renovation
Full-time Employees	0
Operating Costs	\$25,000



Project Description This building has yet to be identified; therefore the extent of renovations are not yet completely known. However, once this building is acquired the facility will provide grounds for the commercial vehicle transportation program, logistics/forklift training and a drone staging area. The CVT Specialist Certificate program is a 16-credit cohort skills-oriented program for those individuals seeking a career in professional truck driving and consists of classroom, skills, and field instruction based on industry-recognized standards. This program is the largest retraining program for unemployed persons in Washington County. The curriculum consists of classroom, skills, and field instruction and is based on industry recognized skill standards. By providing such training, the facility will support economic development in the service region for not only the transportation industry, but for warehousing and distribution centers along the I-81 and 70 corridors.

Project Assumptions Approximately 64.5% State Support

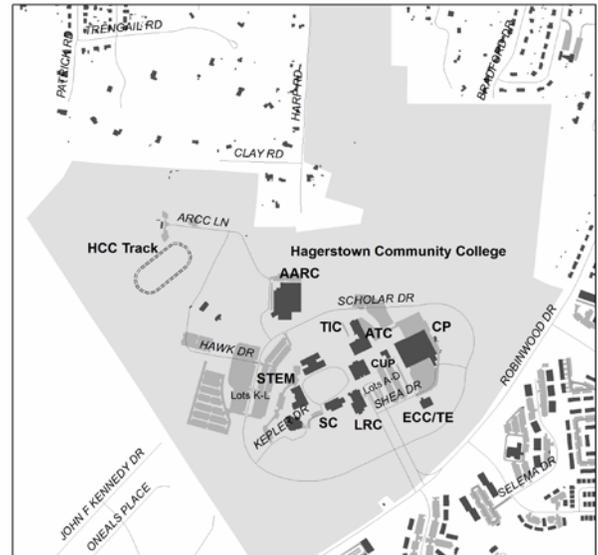
Project Justification The trucking industry is a vital component to economic growth locally, statewide, and nationally, with trucks hauling 70 percent of all freight tonnage. The College's CVT program supports one of the local Economic Development Commission's workforce development priorities, which states, "The trucking industry continues to exhibit a high demand for CDL-A drivers, a national trend as well as the largest demand occupation locally." The trucking industry locally and nationally is not attracting drivers at the rate to keep up with demand and growth. According to the American Trucking Associations (ATA), the industry is about 30,000 short of qualified drivers. Over the next ten years, that number is set to rise to 200,000 in an industry that averages 115-120 percent annual turnover rate. Along with nursing and health sciences programs, the CVT program has the highest completion and placement rates at HCC. It is critical that the College have adequate facilities to train students. The College will continue to lease facilities. The current facility is located in the far north end of Hagerstown less than a mile from the Pennsylvania line. Travel times from the main campus can take up to 20-25 minutes depending on time of day and traffic, and there is no public transportation available to/from the site.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,850,000	0	0	0	0	0	0	1,270,000	580,000
Engineering and Design	150,000	0	0	0	0	0	0	150,000	0
Equipment/Furniture	500,000	0	0	0	0	0	0	0	500,000
Total Cost	2,500,000	0	0	0	0	0	0	1,420,000	1,080,000
Funding Sources:									
Tax-Supported Bond	880,000	0	0	0	0	0	0	501,000	379,000
State Grant	1,620,000	0	0	0	0	0	0	919,000	701,000
Total Funding	2,500,000	0	0	0	0	0	0	1,420,000	1,080,000

Project Title LRC Exterior Metal Panel System and Roof Replacement

Full-time Employees 0

Operating Costs \$0



Project Description This project calls for the replacement of the original 22,222 SF roof, which is built-up asphalt. There are also several smaller standing seam metal roof sections. The exterior metal panel system is a first generation system that uses a gasket and clip system to attach them to the building structure. These early generation systems have poor insulating properties and have been plagued by water infiltration issues. Many of the roof flashing details integrate with the metal panel system requiring both systems be replaced in conjunction with each other. The main roof sections will be replaced with an Energy Star rated modified bitumen system. The metal roofing sections will be replaced with new standing seam roof systems. Both roof systems will include new flashing details to prevent water infiltration. The metal panel system will be replaced with a new metal panel system that has been engineered to improve the insulating properties and performance.

Project Assumptions State contribution needed in the amount of \$1,096,764, or 65%. County contribution in the amount of \$595,773, or 35%.

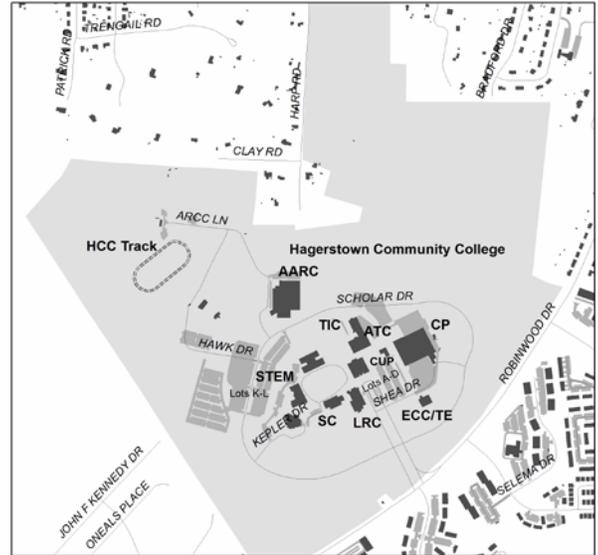
Project Justification This project is needed to avoid costly repairs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,574,000	0	0	0	0	0	1,574,000	0	0
Engineering and Design	119,000	0	0	0	0	119,000	0	0	0
Total Cost	1,693,000	0	0	0	0	119,000	1,574,000	0	0
Funding Sources:									
Tax-Supported Bond	554,000	0	0	0	0	0	554,000	0	0
State Grant	1,097,000	0	0	0	0	77,000	1,020,000	0	0
Contributions	42,000	0	0	0	0	42,000	0	0	0
Total Funding	1,693,000	0	0	0	0	119,000	1,574,000	0	0

Project Title **Robinwood Center Renovation to Facilities Management and Operations Building**

Full-time Employees 2

Operating Costs \$10,000



Project Description Project will provide the space needed for the Facilities Management and Operations Department.

Project Assumptions Project assumes that HCC will provide 100% of the necessary funding.

Project Justification Currently the FMOB does not have its own building space.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	270,000	0	270,000	0	0	0	0	0	0
Engineering and Design	10,000	0	10,000	0	0	0	0	0	0
Total Cost	280,000	0	280,000	0	0	0	0	0	0
Funding Sources:									
Contributions	280,000	0	280,000	0	0	0	0	0	0
Total Funding	280,000	0	280,000	0	0	0	0	0	0

*Public Libraries
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
<u>Public Libraries</u>										
128	Systemic Projects - Library	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000
129	Hancock Public Library Replacement	2,826,000	112,000	10,000	10,000	78,000	2,616,000	0	0	0
Public Libraries Total		2,962,300	148,300	20,000	20,000	88,000	2,626,000	10,000	10,000	40,000
Funding Sources										
	General Fund	211,371	103,371	10,000	10,000	78,000	10,000	0	0	0
	Tax-Supported Bond	781,000	0	0	0	0	781,000	0	0	0
	Excise Tax - Library	144,929	44,929	10,000	10,000	10,000	10,000	10,000	10,000	40,000
	State Grant	1,285,000	0	0	0	0	1,285,000	0	0	0
	Contributions	540,000	0	0	0	0	540,000	0	0	0
		2,962,300	148,300	20,000	20,000	88,000	2,626,000	10,000	10,000	40,000

Project Title Systemic Projects - Library
Project ID BLD075
Full-time Employees 0
Operating Costs \$0

Project Description Future systemic projects could include chillers, boilers, rooftop HVAC units, cooling towers, roof replacements.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Total Cost	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Funding Sources:									
General Fund	75,271	35,271	10,000	10,000	10,000	10,000	0	0	0
Excise Tax - Library	61,029	1,029	0	0	0	0	10,000	10,000	40,000
Total Funding	136,300	36,300	10,000	10,000	10,000	10,000	10,000	10,000	40,000

Project Title Hancock Public Library Replacement
Project ID BLD077
Full-time Employees 2
Operating Costs \$56,000



Project Description This project includes the construction of a new public library in the town of Hancock. The project will include enhancements to the proposed site including parking and a stormwater management facility.

Project Assumptions Library will be built with County funding not to exceed \$1 million. This represents the amount due to the Board of Trustees of the Washington County Library. The Library is forward funding the project costs with County reimbursement occurring in 2022. The estimated population served by the proposed facility is 4,358.

Project Justification The existing structure is structurally and functionally deficient. The existing building experiences thermal and moisture protection problems. The building has no fire suppression system and has areas that are not in compliance with ADA requirements.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,616,000	0	0	0	0	2,616,000	0	0	0
Engineering and Design	210,000	112,000	10,000	10,000	78,000	0	0	0	0
Total Cost	2,826,000	112,000	10,000	10,000	78,000	2,616,000	0	0	0
Funding Sources:									
General Fund	136,100	68,100	0	0	68,000	0	0	0	0
Tax-Supported Bond	781,000	0	0	0	0	781,000	0	0	0
Excise Tax - Library	83,900	43,900	10,000	10,000	10,000	10,000	0	0	0
State Grant	1,285,000	0	0	0	0	1,285,000	0	0	0
Contributions	540,000	0	0	0	0	540,000	0	0	0
Total Funding	2,826,000	112,000	10,000	10,000	78,000	2,616,000	0	0	0

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General Government

*General Government
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024		
Project Costs											
General Government											
132	Cost of Bond Issuance	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000	
133	Contingency - General Fund	1,124,305	224,305	225,000	75,000	75,000	75,000	75,000	75,000	300,000	
134	Systemic Improvements - Building	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000	
135	County Admin Building Exterior	1,014,000	714,000	300,000	0	0	0	0	0	0	
136	Information Systems Replacment Program	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000	
137	Financial System Management & Upgrades	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000	
138	County Wireless Infrastructure	183,856	151,856	10,000	11,000	11,000	0	0	0	0	
139	GIS Planimetric Update	150,000	74,000	76,000	0	0	0	0	0	0	
140	Tree Forestation	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000	
141	General - Equipment and Vehicle Replacement Program	4,459,489	599,489	260,000	400,000	400,000	400,000	400,000	400,000	1,600,000	
142	Multi-Purpose Facility	7,238,000	0	0	1,000,000	1,881,000	2,439,000	1,918,000	0	0	
	General Government Total	20,302,707	3,183,707	1,602,000	1,993,000	2,766,000	3,312,000	2,834,000	903,000	3,709,000	
Funding Sources											
	General Fund	14,381,707	2,739,707	1,064,000	1,022,000	1,983,000	1,621,000	1,340,000	903,000	3,709,000	
	Tax-Supported Bond	4,296,000	357,000	0	721,000	533,000	1,441,000	1,244,000	0	0	
	Capital Reserve - General	550,000	50,000	500,000	0	0	0	0	0	0	
	Federal Grant	75,000	37,000	38,000	0	0	0	0	0	0	
	State Grant	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0	
		20,302,707	3,183,707	1,602,000	1,993,000	2,766,000	3,312,000	2,834,000	903,000	3,709,000	

Project Title	Bond Issuance Costs
Project ID	ADM001
Full-time Employees	0
Operating Costs	\$0

Project Description This project is for costs associated with the sale of bonds. The costs include fees for printing, financial advisor, bond counsel, discounts, and rating agency fees.

Project Justification Bond issuance is required to finance the capital improvement plan.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Bond issuance	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000
Total Cost	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000
<u>Funding Sources:</u>									
General Fund	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000
Total Funding	1,143,600	136,600	98,000	99,000	98,000	98,000	99,000	98,000	417,000

Project Title **Contingency - General Fund**

Project ID ADM002

Full-time Employees 0

Operating Costs \$0

Project Description This project serves as a reserve to provide for emergency or unanticipated expenditures for all categories.

Project Justification Due to the inherent uncertainty in estimating capital project costs, it is the written policy of the County to maintain project contingency. It is also good management practice to increase the Contingency due to the increase of Capital Program requests and rising number of individual projects, as one project overrun or unanticipated project could use all available funds. In the event that the capital contingency accounts have excess funds, the annual appropriation for that purpose may be modified to reflect the source of funds as determined through the budget process.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Contingency	974,305	224,305	75,000	75,000	75,000	75,000	75,000	75,000	300,000
Total Cost	974,305	224,305	75,000	75,000	75,000	75,000	75,000	75,000	300,000
Funding Sources:									
General Fund	974,305	224,305	75,000	75,000	75,000	75,000	75,000	75,000	300,000
Total Funding	974,305	224,305	75,000	75,000	75,000	75,000	75,000	75,000	300,000

Project Title **Systemic Improvements-Buildings**

Project ID BLD078

Full-time Employees 0

Operating Costs \$0

Project Description This project includes a variety of upgrades and/or replacements including, but not limited to, air conditioning, weatherproofing, roofing and other building improvements.

Project Assumptions Pending general fund monies availability.

Project Justification Renovations are required to maintain the functionality of the buildings.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000
Total Cost	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000

Funding Sources:

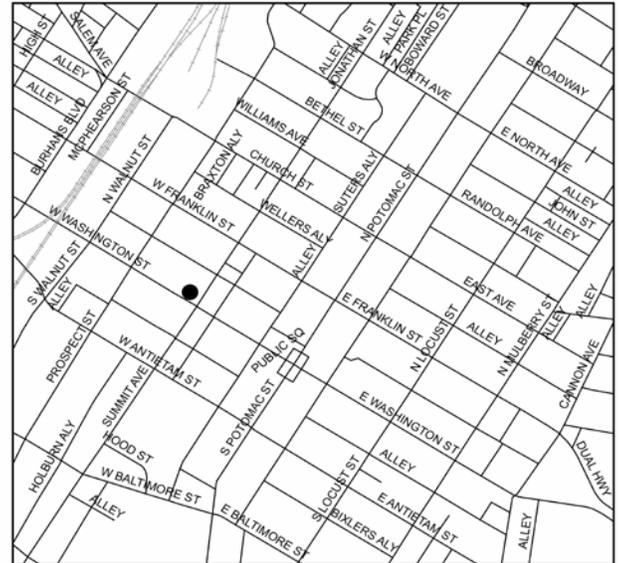
General Fund	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000
Total Funding	2,390,828	379,828	238,000	196,000	197,000	197,000	196,000	196,000	791,000

Project Title County Administration Building Exterior Enhancements and Site Improvements

Project ID BLD091

Full-time Employees 0

Operating Costs \$0



Project Description The project is for exterior enhancements to the County Administration Building and property at 100 West Washington Street. The project includes cleaning, sealing, painting, and repairs to the building, entrances, and elevators as well as site improvements to the property including providing additional parking facilities.

Project Justification Exterior enhancements and site improvements are required to maintain the functionality of the building and property.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024
Project Costs:								
Construction	963,000	663,000	300,000	0	0	0	0	0
Engineering and Design	51,000	51,000	0	0	0	0	0	0
Total Cost	1,014,000	714,000	300,000	0	0	0	0	0
Funding Sources:								
General Fund	357,000	357,000	0	0	0	0	0	0
Tax-Supported Bond	357,000	357,000	0	0	0	0	0	0
Capital Reserve - General	300,000	0	300,000	0	0	0	0	0
Total Funding	1,014,000	714,000	300,000	0	0	0	0	0

Project Title	Information Systems Replacement Program
Project ID	COM011
Full-time Employees	0
Operating Costs	\$0

Project Description The Information System Replacement Program focuses on the investment in infrastructure hardware and software that provide the foundation on which the business and enterprise systems reside. The Information Technology area currently maintains more than 40 business applications and additionally includes the County's telecommunications (telephone) system.

Project Assumptions The systems and software serve the departments and typically reach the end of their useful life-expectancy between 3 and 8 years, at which point the systems become increasingly costly to maintain and difficult to exchange information with other systems. Priorities for determining which applications to replace first are driven by age, criticality of the system to operations, and availability of ongoing support from the applications vendor.

Project Justification The goal of the Information Systems Replacement Program is to keep the County's existing business systems refreshed or replaced on a reasonably expected system life-cycle so the systems remain useful, operable, and responsive to business needs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Hardware/Software	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000
Total Cost	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000
Funding Sources:									
General Fund	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000
Total Funding	1,211,285	155,285	166,000	180,000	50,000	70,000	90,000	100,000	400,000

Project Title **Financial System Management & Upgrades**

Project ID COM019

Full-time Employees 0

Operating Costs \$20,000

Project Description Integrated financial system (general ledger, human resources, payroll, financial, purchasing, utility, and budget) is used for county-wide operations to process all financials, human resource, payroll, and purchasing functions for the County.

Project Justification Provides for more efficient use of time and money as systems, employees, and financial management expand to meet demands in the future.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Hardware/Software	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000
Total Cost	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000
<u>Funding Sources:</u>									
General Fund	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000
Total Funding	1,213,796	698,796	208,000	32,000	32,000	33,000	34,000	34,000	142,000

Project Title	Broadband Wireless Network Infrastructure
Project ID	COM021
Full-time Employees	0
Operating Costs	\$0

Project Description The Washington County Broadband Wireless Network Infrastructure System provides fixed broadband (high speed) primary and redundant connectivity for County facilities (i.e. WTP; WwTP, and Pump Station) to network services and a resilient and redundant pathway for the County's fiber network infrastructure. Additionally, this system is available to County divisions and departments and the Washington County Public Network (WCPN) partners that include agencies such as the Washington County Public Schools, Washington County Free Library, 911 Emergency Services, Sheriff's Department, City of Hagerstown Police Department and other City departments and agencies.

Project Assumptions Wireless communication technology typically reach the end of their useful life-expectancy between 5 and 8 years, at which point the systems become increasingly costly to maintain and difficult to find acceptable replacement technology that meet or exceed bandwidth needs.

Project Justification The goal of the Washington County Broadband Wireless Network Infrastructure System is to provide for the efficient and cost effective communication between the sixty (60) plus County Environmental Management facilities and to provide for a resilient and redundant pathway for the County's fiber network infrastructure.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Hardware/Software	183,856	151,856	10,000	11,000	11,000	0	0	0	0
Total Cost	183,856	151,856	10,000	11,000	11,000	0	0	0	0
Funding Sources:									
General Fund	183,856	151,856	10,000	11,000	11,000	0	0	0	0
Total Funding	183,856	151,856	10,000	11,000	11,000	0	0	0	0

Project Title	GIS Planimetric Data Update
Project ID	COM028
Full-time Employees	0
Operating Costs	\$0

Project Description Washington County's existing topographic data set acquired in 2005 needs updated. The State of Maryland will be flying new aerial photos in the spring of 2017 and an opportunity exists to purchase additional data products from the vendor via a competitively bid Maryland State contract. The topographic data set would include building footprints, edge of roads, paved and unpaved lanes and parking areas, sidewalks, etc.

Project Assumptions Pending grant approval, application is being made through the Appalachian Regional Commission for a 50% matching grant. The City of Hagerstown would also benefit from the updated topographic data and may also make a contribution to the project.

Project Justification A significant amount of development has occurred over the past twelve (12) years since the current topography data was acquired. An update of this data would benefit many County departments, such as, the Division of Environmental Management to calculate areas of impervious surfaces to meet state and federal regulations; the Division of Emergency Services in order to meet the requirements of the Next Generation 911 mandate; the Division of Engineering and Construction for use in preliminary engineering, plan review, and permitting.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Other	150,000	74,000	76,000	0	0	0	0	0	0
Total Cost	150,000	74,000	76,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	75,000	37,000	38,000	0	0	0	0	0	0
Federal Grant	75,000	37,000	38,000	0	0	0	0	0	0
Total Funding	150,000	74,000	76,000	0	0	0	0	0	0

Project Title **Tree Forestation**

Project ID LDI043

Full-time Employees 0

Operating Costs \$0

Project Description This project will plant trees to construct forested areas to meet the Total Maximum Daily Load (TMDL) / Watershed Implementation Plan (WIP) requirements.

Project Assumptions The project will be coordinated with the Soil Conservation District. Land is to be provided at no cost.

Project Justification This project is requested to meet the regulatory requirements imposed by the EPA and MDE relating to the TMDL and NPDES permit.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000
Total Cost	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000
Funding Sources:									
General Fund	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000
Total Funding	173,548	49,548	21,000	0	22,000	0	22,000	0	59,000

Project Title	General - Equipment and Vehicle Replacement Program
Project ID	VEH008
Full-time Employees	0
Operating Costs	\$0

Project Description This project will serve to replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well-managed organization, the County wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

Project Assumptions Sheriff - Patrol - 11310 - Ford Interceptor Utility - \$46,307
 Central Booking - 11315 - Crossmatch Fingerprint Machine - \$26,196
 EMS Operations - 11520 - Monitor/Defib - \$17,500; 3 Portable Ventilators - \$17,000 ea.
 Construction - 11630 - Mid Size SUV - \$24,500
 Parks & Facilities - 11900 - Pickup Truck - \$39,000; Trailer - \$28,000; Tractor w/ Loader & Snowblower - \$25,000

Project Justification The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide County-wide services within Washington County. The County's equipment and vehicle inventory consists of approximately 2,300 items.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	4,459,489	599,489	260,000	400,000	400,000	400,000	400,000	400,000	1,600,000
Total Cost	4,459,489	599,489	260,000	400,000	400,000	400,000	400,000	400,000	1,600,000
Funding Sources:									
General Fund	4,209,489	549,489	60,000	400,000	400,000	400,000	400,000	400,000	1,600,000
Capital Reserve - General	250,000	50,000	200,000	0	0	0	0	0	0
Total Funding	4,459,489	599,489	260,000	400,000	400,000	400,000	400,000	400,000	1,600,000

Project Title **Multi-Purpose Facility**

Full-time Employees 2

Operating Costs \$500,000

Project Description The project involves construction of a new multi-purpose county facility that will accommodate recreation, athletics, training, and large in-door events available to the community.

Project Assumptions The planning phase will determine the scope, cost, and site location. The County is evaluating opportunities for self sustaining operations as well as investigating collaborative efforts with potential partners, agencies, and organizations. The use and function of the facility will be evaluated during the design phase. POS funding will be used on this project.

Project Justification This project will integrate a variety of users and accommodate many county, community, and recreational activities.

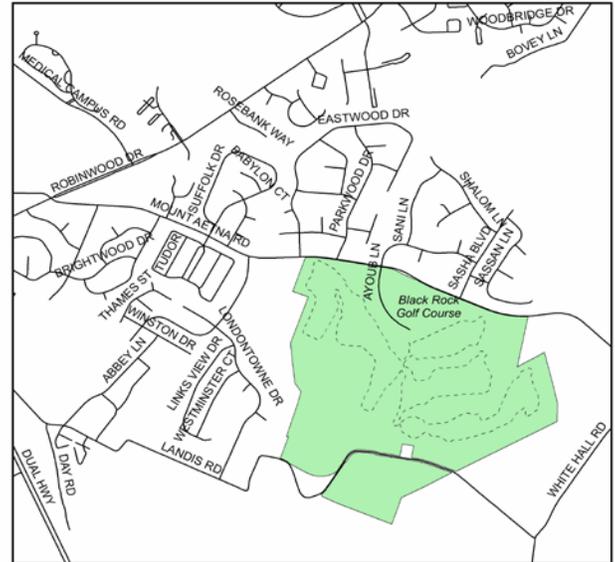
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	7,238,000	0	0	1,000,000	1,881,000	2,439,000	1,918,000	0	0
Total Cost	7,238,000	0	0	1,000,000	1,881,000	2,439,000	1,918,000	0	0
Funding Sources:									
General Fund	2,299,000	0	0	29,000	1,098,000	748,000	424,000	0	0
Tax-Supported Bond	3,939,000	0	0	721,000	533,000	1,441,000	1,244,000	0	0
State Grant	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0
Total Funding	7,238,000	0	0	1,000,000	1,881,000	2,439,000	1,918,000	0	0

Parks & Recreation

Parks & Recreation
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028

Page	Project	Total	Budget Year		Ten Year Capital Program					Future
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
Project Costs										
<u>Parks & Recreation</u>										
144	BR Capital Equipment Program	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000
145	Ag Center Drainage Asphalt Improvements	45,000	20,000	25,000	0	0	0	0	0	0
146	Doubs Woods Building/Restrooms	65,000	40,000	25,000	0	0	0	0	0	0
147	Tennis Court Resurfacing	94,300	52,300	21,000	21,000	0	0	0	0	0
148	Ag Center Land Development	156,000	51,000	52,000	53,000	0	0	0	0	0
149	Park Equipment/Surfacing Replacement, Various Locations	192,000	92,000	0	100,000	0	0	0	0	0
150	Garis Shop Boat Access Parking Lot	50,000	0	50,000	0	0	0	0	0	0
151	Parking Lot Repair/Overlay, Various Locations	192,000	0	192,000	0	0	0	0	0	0
152	Doubs Woods Equipment Storage Building	150,000	0	0	150,000	0	0	0	0	0
153	North Central County Park	814,000	0	0	0	0	0	0	0	814,000
Parks & Recreation Total		2,199,300	306,300	405,000	364,000	40,000	40,000	40,000	40,000	964,000
Funding Sources										
	General Fund	665,280	92,280	94,000	76,000	40,000	40,000	40,000	40,000	243,000
	Tax-Supported Bond	736,000	0	0	15,000	0	0	0	0	721,000
	State Grant	758,020	174,020	311,000	273,000	0	0	0	0	0
	Contributions	40,000	40,000	0	0	0	0	0	0	0
		2,199,300	306,300	405,000	364,000	40,000	40,000	40,000	40,000	964,000

Project Title BR Capital Equipment Replacement Program
Project ID EQP053
Full-time Employees 0
Operating Costs \$0

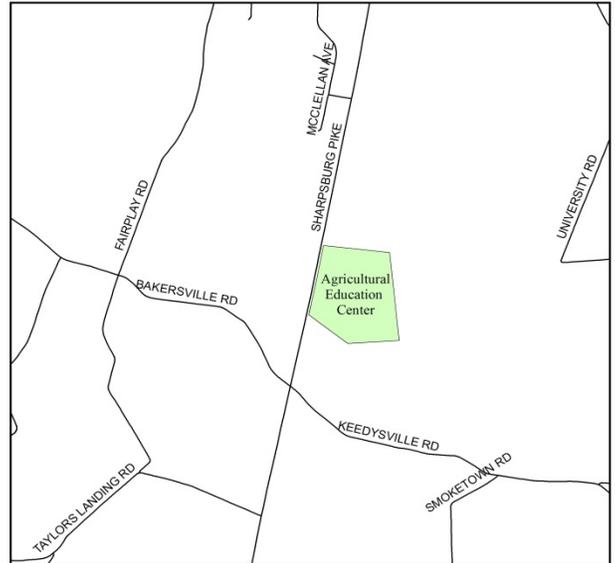


Project Description The program allows for the purchase of replacement equipment used for services directly related to Black Rock Golf Course.

Project Justification The goal of the replacement program is to balance replacement costs versus maintenance costs. In line with the objectives of a well-managed organization, Black Rock Golf Course strives to establish an equipment replacement program that will set the equipment replacement cycle in line with best practices, minimizing maintenance costs.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000
Total Cost	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000
Funding Sources:									
General Fund	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000
Total Funding	441,000	51,000	40,000	40,000	40,000	40,000	40,000	40,000	150,000

Project Title **Ag Center Drainage, Asphalt Improvements**
Project ID ASP002
Full-time Employees 0
Operating Costs \$0



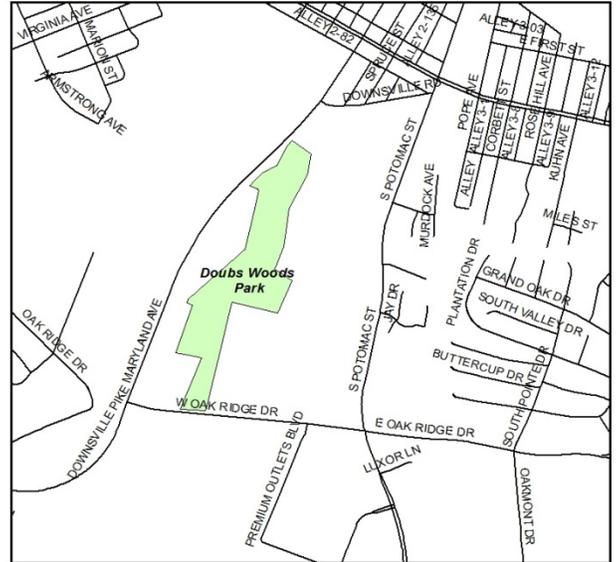
Project Description The project requires excavating 6000 square feet of asphalt, installation of 300 feet CMP drain, and installation of new asphalt

Project Assumptions Pending POS approval.

Project Justification The existing asphalt is sunken, creating ponding of water and ice, in freezing conditions. The sunken area is in a high pedestrian traffic area creating a public safety hazard.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	45,000	20,000	25,000	0	0	0	0	0	0
Total Cost	45,000	20,000	25,000	0	0	0	0	0	0
Funding Sources:									
General Fund	4,000	2,000	2,000	0	0	0	0	0	0
State Grant	41,000	18,000	23,000	0	0	0	0	0	0
Total Funding	45,000	20,000	25,000	0	0	0	0	0	0

Project Title **Doub's Woods Park - Building/Restrooms**
Project ID BLD036
Full-time Employees 0
Operating Costs \$0



Project Description Extend water and sewer lines, install restrooms with shower facilities in the Maintenance Building and install restrooms in the Woodshop.

Project Justification Existing maintenance buildings are without restrooms. Facilities are necessary for safety, health and hygiene of County work force. Pending grant funding approval.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	65,000	40,000	25,000	0	0	0	0	0	0
Total Cost	65,000	40,000	25,000	0	0	0	0	0	0

Funding Sources:

General Fund	2,000	0	2,000	0	0	0	0	0	0
State Grant	23,000	0	23,000	0	0	0	0	0	0
Contributions	40,000	40,000	0	0	0	0	0	0	0
Total Funding	65,000	40,000	25,000	0	0	0	0	0	0

Project Title **Tennis Courts, Resurfacing**

Project ID LDI046

Full-time Employees 0

Operating Costs \$0

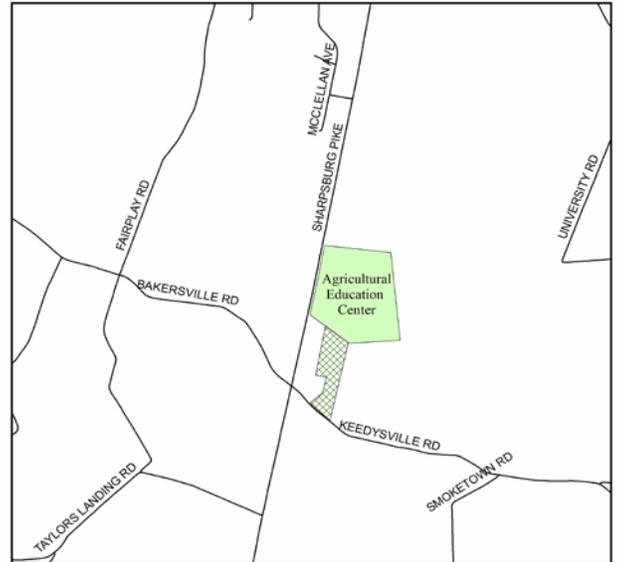
Project Description The project consists of cleaning, crack sealing, repainting and striping of multiple courts over several years.

Project Assumptions General fund monies needed to perform remaining tennis court work due to changes at DNR operations. This project is no longer POS eligible.

Project Justification The tennis courts were rebuilt approximately 8 to 9 years ago and in need of resurfacing which should be done every 5 to 8 years to keep the elements from getting into the sub base and creating more damage. This will be an ongoing project.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	94,300	52,300	21,000	21,000	0	0	0	0	0
Total Cost	94,300	52,300	21,000	21,000	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	67,280	25,280	21,000	21,000	0	0	0	0	0
State Grant	27,020	27,020	0	0	0	0	0	0	0
Total Funding	94,300	52,300	21,000	21,000	0	0	0	0	0

Project Title Ag Center Land Acquisition Development
Project ID LDI057
Full-time Employees 0
Operating Costs \$0



Project Description The project will develop the site to accommodate construction of the Equestrian Center. The project will include design plans, storm water improvements, and installation of water, sewer and electric.
Project Assumptions Pending POS approval.
Project Justification The property was acquired to relocate the Equestrian Center.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Other	156,000	51,000	52,000	53,000	0	0	0	0	0
Total Cost	156,000	51,000	52,000	53,000	0	0	0	0	0

Funding Sources:

General Fund	15,000	5,000	5,000	5,000	0	0	0	0	0
State Grant	141,000	46,000	47,000	48,000	0	0	0	0	0
Total Funding	156,000	51,000	52,000	53,000	0	0	0	0	0

Project Title Park Equipment/Surfacing Replacement - Various Locations
Project ID REC037
Full-time Employees 0
Operating Costs \$0

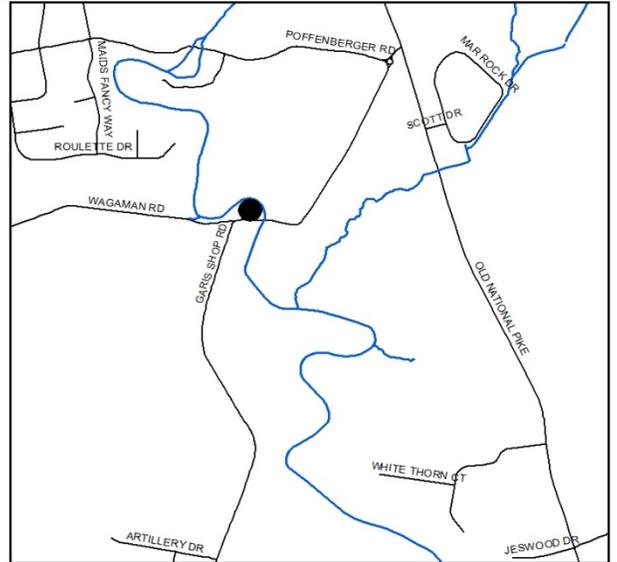
Project Description The project will replace the existing Playground equipment at designated locations.

Project Assumptions Pending POS approval.

Project Justification The existing Playground structure is 20 plus years old and is showing signs of degradation due to weather and usage.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	192,000	92,000	0	100,000	0	0	0	0	0
Total Cost	192,000	92,000	0	100,000	0	0	0	0	0
Funding Sources:									
General Fund	19,000	9,000	0	10,000	0	0	0	0	0
State Grant	173,000	83,000	0	90,000	0	0	0	0	0
Total Funding	192,000	92,000	0	100,000	0	0	0	0	0

Project Title **Garis Shop Boat Access Parking Lot**
Project ID REC041
Full-time Employees 0
Operating Costs \$0



Project Description Construct parking area and boat access to Antietam Creek.

Project Assumptions Pending POS approval.

Project Justification Project needed to enhance Antietam Water Trail.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	50,000	0	50,000	0	0	0	0	0	0
Total Cost	50,000	0	50,000	0	0	0	0	0	0
Funding Sources:									
General Fund	5,000	0	5,000	0	0	0	0	0	0
State Grant	45,000	0	45,000	0	0	0	0	0	0
Total Funding	50,000	0	50,000	0	0	0	0	0	0

Project Title **Repair/Overlay Parking Lots - Various Locations**

Project ID REC042

Full-time Employees 0

Operating Costs \$0

Project Description Chestnut Grove Park, Doub's Woods, Washington County Ag Center, Clear Spring Park, Pen Mark Park, and Marty Snook Pool - Parking Lot Repair/Overlay

Project Assumptions Pending POS approval.

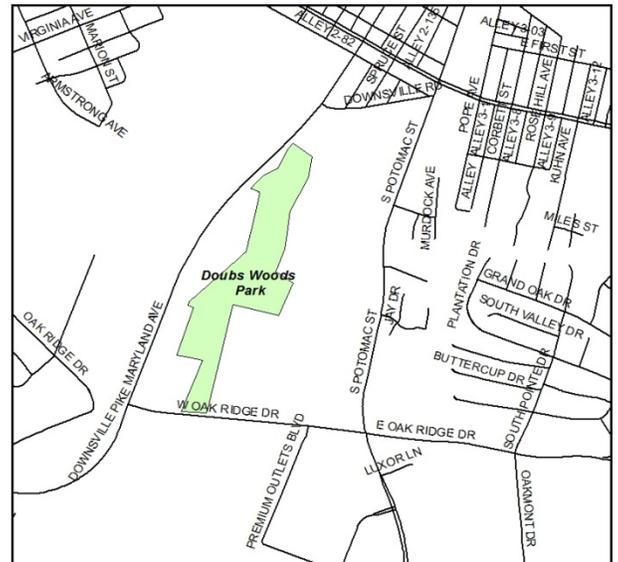
Project Justification The existing locations are 20 plus years old and in poor condition.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	192,000	0	192,000	0	0	0	0	0	0
Total Cost	192,000	0	192,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	19,000	0	19,000	0	0	0	0	0	0
State Grant	173,000	0	173,000	0	0	0	0	0	0
Total Funding	192,000	0	192,000	0	0	0	0	0	0

Project Title **Doub's Woods Equipment Storage Building**

Full-time Employees 0

Operating Costs \$0



Project Description Construction of 40 x 80 building for department equipment storage.

Project Assumptions Pending POS approval.

Project Justification Building needed to store department equipment/vehicles presently stored outside.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	150,000	0	0	150,000	0	0	0	0	0
Total Cost	150,000	0	0	150,000	0	0	0	0	0

Funding Sources:

Tax-Supported Bond	15,000	0	0	15,000	0	0	0	0	0
State Grant	135,000	0	0	135,000	0	0	0	0	0
Total Funding	150,000	0	0	150,000	0	0	0	0	0

Project Title North Central County Park

Full-time Employees 2

Operating Costs \$81,000



Project Description This project involves a multi-phased development of a regional park along the north side of Eastern Boulevard Extended. Phase 1 work will include construction of an entrance road, parking lot, grading for soccer/ball fields, and an 8' wide paved pedestrian/bike path with street/park lighting. Future phases include pavilion buildings, restrooms, playground equipment and other park and recreation amenities.

Project Assumptions This project assumes that Eastern Blvd Extended (Project 21) is completed.

Project Justification This project provides additional recreational opportunities in the north end of the County. The land is currently under lease for a 99 year period.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	753,000	0	0	0	0	0	0	0	753,000
Inspection	61,000	0	0	0	0	0	0	0	61,000
Total Cost	814,000	0	0	0	0	0	0	0	814,000
Funding Sources:									
General Fund	93,000	0	0	0	0	0	0	0	93,000
Tax-Supported Bond	721,000	0	0	0	0	0	0	0	721,000
Total Funding	814,000	0	0	0	0	0	0	0	814,000

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Public Safety

Public Safety
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028

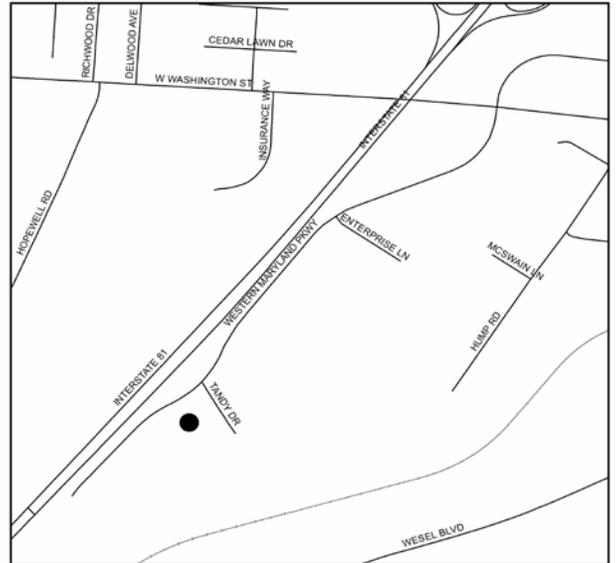
Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
Public Safety										
156	Detention Center - Systemic Projects	3,201,000	601,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000
157	Police & EMS Training Facility	11,500,000	3,940,000	1,860,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000
158	Communication Tower(s) Various	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000
159	Motorola Portable Radio Replacement Program	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000
160	Law Enforcement - Vehicle & Equipment Replacement Program	7,741,000	616,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000
161	Emergency Services Equipment & Vehicle Program	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000
162	County Rescue Fleet Replacement	8,500,000	0	800,000	800,000	800,000	800,000	800,000	800,000	3,700,000
Public Safety Total		35,106,183	6,398,183	3,624,000	4,097,000	2,518,000	2,655,000	2,572,000	2,713,000	10,529,000
Funding Sources										
	General Fund	29,418,183	2,889,183	2,824,000	3,297,000	2,518,000	2,655,000	2,572,000	2,713,000	9,950,000
	Tax-Supported Bond	5,763,000	3,584,000	800,000	800,000	0	0	0	0	579,000
	Transfer Tax	100,000	100,000	0	0	0	0	0	0	0
	Excise Tax - Other	29,000	29,000	0	0	0	0	0	0	0
		35,310,183	6,602,183	3,624,000	4,097,000	2,518,000	2,655,000	2,572,000	2,713,000	10,529,000

Project Title **Detention Center - Systemic Projects**

Project ID BLD089

Full-time Employees 0

Operating Costs \$0



Project Description This project allows for major repairs and/or building improvements as needed for the Detention Center.

Project Justification The Detention Center is an aging facility that is starting to need major repairs to maintain functionality and compliance.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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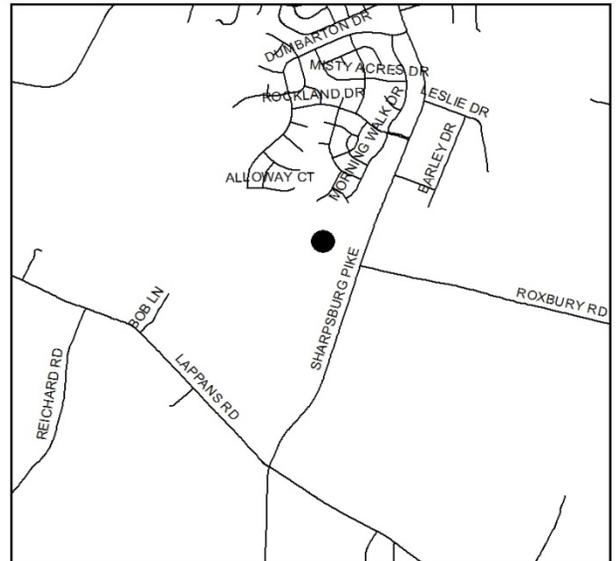
Project Costs:

Other	3,201,000	601,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000
Total Cost	3,201,000	601,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000

Funding Sources:

General Fund	2,757,000	157,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000
Tax-Supported Bond	344,000	344,000	0	0	0	0	0	0	0
Transfer Tax	100,000	100,000	0	0	0	0	0	0	0
Total Funding	3,201,000	601,000	260,000	260,000	260,000	260,000	260,000	260,000	1,040,000

Project Title	Police, Fire and Emergency Services Training Facility
Project ID	BLD093
Full-time Employees	3
Operating Costs	\$500,000



Project Description As the need for police, fire, and emergency services continues to grow, the need for a facility for training emergency personnel grows as well. Such a facility would be centralized to the area, easily accessible, and utilized by state, county and local police departments, correctional guards, and security guards. Classroom training for fire and emergency services departments, that predominantly takes place currently in local fire houses, would be held in this facility. With the potential to utilize previously owned County property, the facility would allow for local law enforcement and Fire/EMS programs to migrate from the HCC facilities and have a designated public safety campus. The project would be constructed over several phases ranging from the main building to other necessary training structures.

Project Assumptions Assumes the use of speed camera revenue to pay for construction costs for years 2019-2026.

Project Justification This facility will provide a needed local service to the large number of police, fire, correctional, and other emergency services personnel serving in and around Washington County, as well as provide training to people planning to enter those fields. As the area continues to grow, this will help meet the increasing demand for trained EMS personnel.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	9,828,000	3,328,000	800,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000
Engineering and Design	612,000	612,000	0	0	0	0	0	0	0
Equipment/Furniture	1,060,000	0	1,060,000	0	0	0	0	0	0
Total Cost	11,500,000	3,940,000	1,860,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000
Funding Sources:									
General Fund	8,260,000	700,000	1,860,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000
Tax-Supported Bond	3,240,000	3,240,000	0	0	0	0	0	0	0
Total Funding	11,500,000	3,940,000	1,860,000	2,100,000	600,000	600,000	600,000	600,000	1,200,000

Project Title	Communication Tower(s) - Various Locations
Project ID	COM027
Full-time Employees	0
Operating Costs	\$0

Project Description The project includes the construction of new and replacement of old public safety communication towers at various sites, and miscellaneous add on equipment.

Project Assumptions Towers will hold public safety communications equipment and County wireless broad band equipment.

Project Justification Existing towers were constructed in the 1970's and are structurally and functionally inadequate.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000
Total Cost	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000
<u>Funding Sources:</u>									
General Fund	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000
Total Funding	876,000	306,000	0	106,000	0	110,000	0	114,000	240,000

Project Title	Motorola Portable Radio Replacement Program
Project ID	EQP060
Full-time Employees	0
Operating Costs	\$0

Project Description The Motorola Portable Radio Replacement Program focuses on the investment in Motorola portable radios used exclusively by Washington County government's public safety first responders (Sheriff's Office & Emergency Services personnel) to provide personal communication infrastructure in conjunction with the County's Motorola UHF Public Safety trunked radio system.

Project Assumptions The Motorola portable radios provide the County's first responders with reliable communications to the County's 911 Dispatch Center and with other public safety talk groups and have a useful life-expectancy between 12 and 13 years, at which point these radios become increasingly costly to maintain and to remain interoperable with the County's Motorola UHF Public Safety trunked radio system which is refreshed every three to five years. Ninety percent of the current portable radio inventory was purchased during the initial phase of the implementation project in 2007.

Project Justification The goal of the Motorola Portable Radio Replacement Program is to keep the County's Motorola UHF Public Safety trunked safety radio system useful, operable and responsive to the County's public safety needs and interoperable with Maryland's new 700 MHz state-wide public safety communications network.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000
Total Cost	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000
Funding Sources:									
General Fund	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000
Total Funding	1,231,000	103,000	104,000	106,000	108,000	110,000	112,000	114,000	474,000

Project Title **Law Enforcement - Vehicle and Equipment Replacement Program**

Project ID VEH006

Full-time Employees 0

Operating Costs \$0

Project Description This project is for the replacement of public safety fleet inventory.

Project Justification The Sheriff's operations has approximately 136 vehicles maintained by its fleet maintenance department. A vehicle replacement program has been implemented and designed to reduce maintenance and operational downtime due to vehicle age, mileage, and repair cost versus book value.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	7,741,000	616,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000
Total Cost	7,741,000	616,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000
Funding Sources:									
General Fund	7,712,000	587,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000
Excise Tax - Other	29,000	29,000	0	0	0	0	0	0	0
Total Funding	7,741,000	616,000	600,000	625,000	650,000	675,000	700,000	725,000	3,150,000

Project Title **Emergency Services Equipment & Vehicle Program**

Project ID VEH009

Full-time Employees 0

Operating Costs \$0

Project Description The project is a 10-year capital equipment and vehicle replacement program for the County's Division of Emergency Services. DES needs to have a sustainable plan to replace critical vehicles utilized for emergency response.

Project Assumptions

Project Justification Emergency services capital equipment and vehicle program is designed to graduate funding over a period of time, reduce maintenance cost and operational downtime due to age, mileage, and repair costs versus book values.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000
Total Cost	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000
Funding Sources:									
General Fund	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000
Total Funding	2,057,183	832,183	0	100,000	100,000	100,000	100,000	100,000	725,000

Project Title	County Rescue Fleet Replacement
Project ID	VEH013
Full-time Employees	0
Operating Costs	\$0

Project Description	The project will provide the CIP funding necessary for County Government to aid in the procurement of fire and rescue apparatus that is needed in the provision of fire and rescue services. The Division of Emergency Services will manage funds from the program, identifying the vehicles to be purchased from the CIP budget. Vehicles purchased by these CIP funds will remain under the ownership of the County.
Project Assumptions	Currently, there are no State or Federal grant programs available to support this project, however the Division of Emergency Services will continue to seek grant or funding opportunities that support the intent of this project. The Division of Emergency Services will also work to identify the total number of assets needed to include the most appropriate placement of those assets throughout the County. It is expected that the adoption and funding of a County Reserve Fleet Program will also produce an identified ability to reduce the total number of CIP assets that each volunteer company will require.
Project Justification	As the cost for larger fire and rescue apparatus continues to escalate and the existing vehicle fleet continues to age, the ability of the volunteer corporations to replace or purchase these larger fire and rescue apparatus is no longer sustainable. The goal of this CIP is to begin to plan and undertake the financial burden which in turn will aid in promoting the volunteer services and their ability to serve their community.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Vehicles	8,500,000	0	800,000	800,000	800,000	800,000	800,000	800,000	3,700,000
Total Cost	8,500,000	0	800,000	800,000	800,000	800,000	800,000	800,000	3,700,000
<u>Funding Sources:</u>									
General Fund	6,321,000	0	0	0	800,000	800,000	800,000	800,000	3,121,000
Tax-Supported Bond	2,179,000	0	800,000	800,000	0	0	0	0	579,000
Total Funding	8,500,000	0	800,000	800,000	800,000	800,000	800,000	800,000	3,700,000

Railroad Crossings

*Railroad Crossings
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					Future
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
Project Costs										
<u>Railroad Crossings</u>										
164	Railroad Crossing Improvements	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
	Railroad Crossings Total	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
Funding Sources										
	General Fund	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
		1,672,837	390,837	279,000	0	0	295,000	0	0	708,000

Project Title **Railroad Crossing Improvements**

Project ID RRX003

Full-time Employees 0

Operating Costs \$0

Project Description The project will provide crossing improvements based on a priority ranking of all crossings in the County. Improvements will include flattening the approach roadway grades and improving the alignment, installing signs and pavement markings, improving sight distance by removing trees/brush/rock outcroppings, and utility relocations.

Project Assumptions The railroad study utilizes methodologies set forth in the Railroad Highway Grade Crossing Handbook published by the Federal Railroad Administration (FRA). In addition to analyzing each intersection for potential collision and sight distance hazards, other factors such as accident records, development potential in the area surrounding the crossing, number of school buses, and the overall condition of the crossing and the surrounding pavement will be taken into account in assessing the need for improvements to the crossing. The first phase of the work will involve installing passive warning devices (signs and pavement markings) to be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) and FRA. The second phase of work will involve providing road improvements. Some crossings may require installation of active warning devices (flashing lights, automatic gates, etc.). These improvements will be coordinated with the railroad companies.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,538,837	256,837	279,000	0	0	295,000	0	0	708,000
Land Acquisition	112,000	112,000	0	0	0	0	0	0	0
Utilities	22,000	22,000	0	0	0	0	0	0	0
Total Cost	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
Funding Sources:									
General Fund	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000
Total Funding	1,672,837	390,837	279,000	0	0	295,000	0	0	708,000

Road Improvements

*Road Improvement
Capital Improvement Ten Year Summary
Fiscal Year 2019 – 2028*

Page	Project	Total	Budget Year		Ten Year Capital Program					
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
Road Improvement										
166	Transportation ADA	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000
167	Pavement Maintenance and Rehab Program	57,998,000	9,041,000	4,500,000	4,500,000	4,500,000	4,501,000	5,000,000	5,001,000	20,955,000
168	Longmeadow Road	1,730,000	0	0	0	0	0	0	0	1,730,000
169	Eastern Boulevard Extended	7,700,000	0	0	0	0	938,000	2,512,000	4,250,000	0
170	Eastern Boulevard Widening Phase II	5,482,300	1,836,300	665,000	894,000	1,740,000	347,000	0	0	0
171	Professional Boulevard Bridge Phase	8,857,000	7,090,000	1,767,000	0	0	0	0	0	0
172	Professional Boulevard Extended Phase II	4,880,200	2,614,200	246,000	1,928,000	92,000	0	0	0	0
173	Valley Mall Area Road Improvements Phase II	992,000	0	0	0	825,000	167,000	0	0	0
174	Professional Boulevard Extended Phase III	1,103,000	0	0	0	203,000	900,000	0	0	0
175	Crayton Boulevard Extended	3,165,000	2,965,000	150,000	0	0	50,000	0	0	0
176	Colonel Henry K. Douglas Drive Extended Phase I	3,770,000	3,220,000	550,000	0	0	0	0	0	0
177	Showalter Road Extended East	1,242,000	510,000	0	0	0	0	0	0	732,000
178	Halfway Boulevard Extended Phase I	2,349,000	900,000	1,000,000	449,000	0	0	0	0	0
179	Bucky Avenue	355,000	0	0	0	0	0	0	0	355,000
180	Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	0	0	544,000
181	Colonel Henry Douglas Drive Extended Phase II	140,000	0	0	0	0	0	0	0	140,000
182	E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	111,000	350,000	0	0	0
183	Halfway Boulevard Extended Bridge / Phase II	3,200,000	0	0	0	1,300,000	0	0	1,900,000	0
184	Mt Aetna Road Spot Improvements	2,399,000	0	0	0	0	0	0	0	2,399,000
185	Professional Boulevard Extended - Phase IV	800,000	0	0	0	0	0	0	800,000	0
186	Highway - Vehicle & Equipment Replacement Program	11,246,000	1,046,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
187	Highway Western Section - Fuel Tank Replacement	847,000	294,000	192,000	193,000	168,000	0	0	0	0
Road Improvement Total		120,370,950	29,867,950	10,070,000	9,047,000	8,993,000	7,359,000	8,089,000	11,299,000	35,646,000
Funding Sources										
	General Fund	10,404,462	7,734,462	326,000	168,000	82,000	83,000	84,000	86,000	1,841,000
	Highway Fund	11,408,000	466,000	866,000	1,108,000	1,518,000	1,350,000	1,350,000	1,350,000	3,400,000
	Hotel Rental Fund	110,000	110,000	0	0	0	0	0	0	0
	Tax Supported Bond	61,729,488	10,188,488	5,673,000	5,266,000	4,188,000	3,721,000	4,450,000	6,658,000	21,585,000
	Transfer Tax	22,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
	Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000
	Excise Tax - Other	290,000	0	29,000	29,000	29,000	29,000	29,000	29,000	116,000
	Excise Tax - Non-Residential	973,000	473,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
	Capital Reserve - General	650,000	650,000	0	0	0	0	0	0	0
	Federal Grant	8,155,680	5,155,680	1,000,000	0	1,000,000	0	0	1,000,000	0
	State Grant	2,320,000	2,320,000	0	0	0	0	0	0	0
	Contributions	800,000	500,000	0	300,000	0	0	0	0	0
		120,370,950	29,867,950	10,070,000	9,047,000	8,993,000	7,359,000	8,089,000	11,299,000	35,646,000

Project Title	Transportation ADA
Project ID	LDI037
Full-time Employees	0
Operating Costs	\$0

Project Description This project will provide upgrades to existing street crossings and facilities to comply with Americans with Disabilities (ADA) requirements. This includes providing pavement markings, signs, sidewalks, ramps, and accessible pedestrian signals as necessary to bring the existing conditions into compliance.

Project Assumptions The project consists of a multi-year plan to achieve full compliance. The project received an APFO contribution for improvements in Maugansville.

Project Justification State and local governments must maintain accessible features in operable working condition to comply with Title II of ADA. At a minimum, government entities need to comply with certain administrative requirements, conduct a self-evaluation, involve the public, develop/implement a transition plan, and provide accessibility during construction. FHWA is now requiring sub-recipient entities to have and implement a transition plan to bring the transportation system into full compliance.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000
Total Cost	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000
Funding Sources:									
General Fund	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000
Total Funding	1,110,450	351,450	0	83,000	82,000	83,000	84,000	86,000	341,000

Project Title	Pavement Maintenance and Rehab Program
Project ID	RDI024
Full-time Employees	0
Operating Costs	\$0

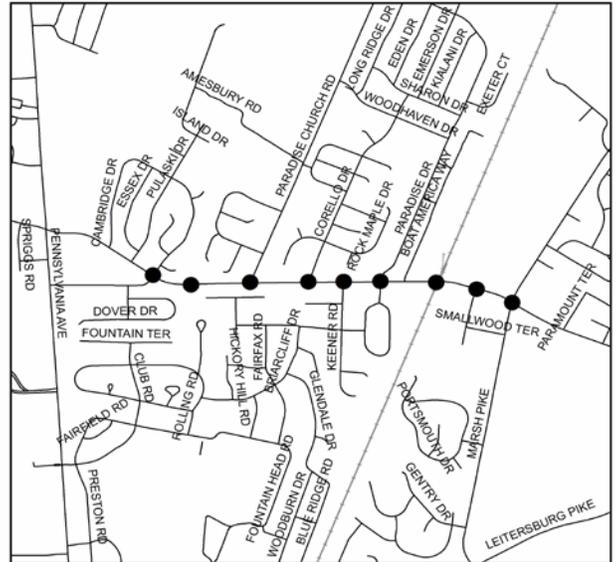
Project Description This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.

Project Assumptions Financial and engineering analysis has determined that at least an \$8M per year investment is necessary to keep up with pavement deterioration.

Project Justification The project is needed to launch an aggressive overall highway pavement rehabilitation program to address major pavement deficiencies throughout our existing highway system. This program will result in longer service life of our pavements and improved service using the most cost effective treatment at the appropriate time.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	57,471,000	8,941,000	4,500,000	4,500,000	4,500,000	4,500,000	5,000,000	5,000,000	20,530,000
Inspection	527,000	100,000	0	0	0	1,000	0	1,000	425,000
Total Cost	57,998,000	9,041,000	4,500,000	4,500,000	4,500,000	4,501,000	5,000,000	5,001,000	20,955,000
Funding Sources:									
General Fund	4,961,000	4,961,000	0	0	0	0	0	0	0
Highway Fund	2,100,000	0	0	0	350,000	350,000	350,000	350,000	700,000
Tax-Supported Bond	26,711,000	1,904,000	2,295,000	2,295,000	1,945,000	1,946,000	2,445,000	2,446,000	11,435,000
Transfer Tax	22,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
Excise Tax - Roads	1,386,000	126,000	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	290,000	0	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
Total Funding	57,998,000	9,041,000	4,500,000	4,500,000	4,500,000	4,501,000	5,000,000	5,001,000	20,955,000

Project Title Longmeadow Road
Project ID RDI037
Operating Costs \$4,000



Project Description The project will provide capacity and safety enhancement to Longmeadow Road between Halifax Drive and Marsh Pike. The project includes widening Longmeadow Road to a three lane roadway and the construction of a traffic signal at the intersection with Paradise Church Road and/or Halifax Drive if warranted. The roadway will be a combination of open and closed section roadway with one lane in each direction and a continuous center left turn lane.

Project Assumptions County funding is shown, however, private developer contributions will be sought for the signals if a private developer project is initiated in the area.

Project Justification Current traffic volume on Longmeadow Road exceeds 12,000 vehicles per day, and is anticipated to continue to climb based on development. The roadway and intersections operate at unacceptable levels of service.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	480,000	0	0	0	0	0	0	0	480,000
Planning	50,000	0	0	0	0	0	0	0	50,000
Land Acquisition	1,200,000	0	0	0	0	0	0	0	1,200,000
Total Cost	1,730,000	0	0	0	0	0	0	0	1,730,000
Funding Sources:									
Tax-Supported Bond	1,730,000	0	0	0	0	0	0	0	1,730,000
Total Funding	1,730,000	0	0	0	0	0	0	0	1,730,000

Project Title Eastern Boulevard Extended
Project ID RDI039
Operating Costs \$4,000



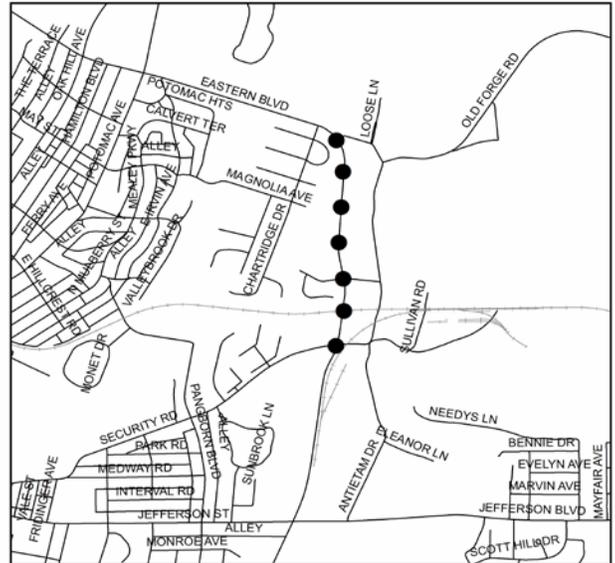
Project Description The project involves the construction of a new roadway connecting Eastern Boulevard at Antietam Drive and Leatersburg Pike at Marsh Pike. The road is approximately 6,000' in length and will connect with the new intersection at Antietam Drive and involve intersection improvements at MD 60/Marsh Pike that will include construction of a traffic signal or roundabout. The project also includes construction of a major drainage culvert.

Project Assumptions The majority of the right-of-way is donated. The project assumes remaining lands necessary for completion can be obtained within budgeted values. The project involves construction of a three lane roadway (one lane in each direction with a continuous center left turn lane). SHA may require significant road widening along MD 60.

Project Justification The project will relieve Eastern Blvd at Leatersburg Pike intersection congestion. The project provides significant enhancement to the transportation network increasing capacity, improving safety and providing access to developable land including a parcel planned for a future County park.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	7,100,000	0	0	0	0	0	588,000	2,512,000	4,000,000
Engineering and Design	50,000	0	0	0	0	0	50,000	0	0
Inspection	250,000	0	0	0	0	0	0	0	250,000
Land Acquisition	150,000	0	0	0	0	0	150,000	0	0
Utilities	150,000	0	0	0	0	0	150,000	0	0
Total Cost	7,700,000	0	0	0	0	0	938,000	2,512,000	4,250,000
Funding Sources:									
Tax-Supported Bond	7,700,000	0	0	0	0	0	938,000	2,512,000	4,250,000
Total Funding	7,700,000	0	0	0	0	0	938,000	2,512,000	4,250,000

Project Title Eastern Boulevard Widening Phase II
Project ID RDI044
Operating Costs \$2,000



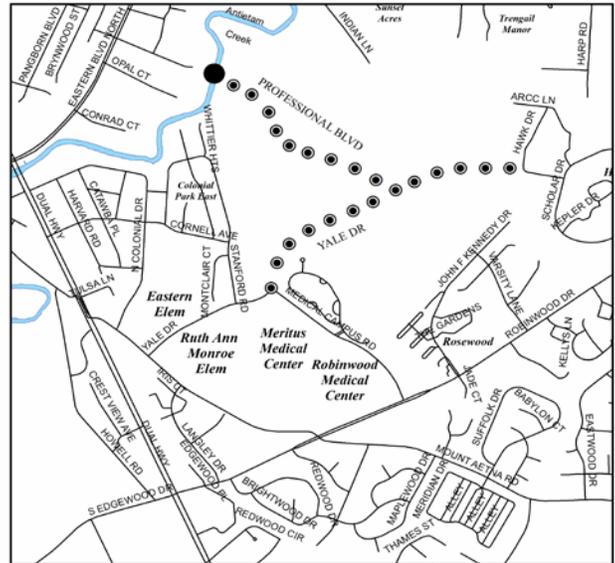
Project Description The project serves to rehabilitate and widen Eastern Boulevard from Security Road to Antietam Drive from the existing 2-lane roadway to a 4-lane divided roadway, including drainage improvements and an at grade railroad crossing.

Project Assumptions This project assumes design and construction of an at grade railroad crossing.

Project Justification Existing traffic volumes on Eastern Boulevard exceed capacity and land development activity is anticipated in the area. Regional growth in the greater Hagerstown area will cause traffic volumes to increase.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	4,381,000	1,000,000	665,000	629,000	1,740,000	347,000	0	0	0
Engineering and Design	500,000	500,000	0	0	0	0	0	0	0
Inspection	265,000	0	0	265,000	0	0	0	0	0
Land Acquisition	336,300	336,300	0	0	0	0	0	0	0
Total Cost	5,482,300	1,836,300	665,000	894,000	1,740,000	347,000	0	0	0
Funding Sources:									
General Fund	195,000	195,000	0	0	0	0	0	0	0
Tax-Supported Bond	4,787,300	1,141,300	665,000	894,000	1,740,000	347,000	0	0	0
Excise Tax - Roads	144,320	144,320	0	0	0	0	0	0	0
Federal Grant	355,680	355,680	0	0	0	0	0	0	0
Total Funding	5,482,300	1,836,300	665,000	894,000	1,740,000	347,000	0	0	0

Project Title Professional Boulevard Bridge - Phase I
Project ID RDI055
Full-time Employees 0
Operating Costs \$1,000



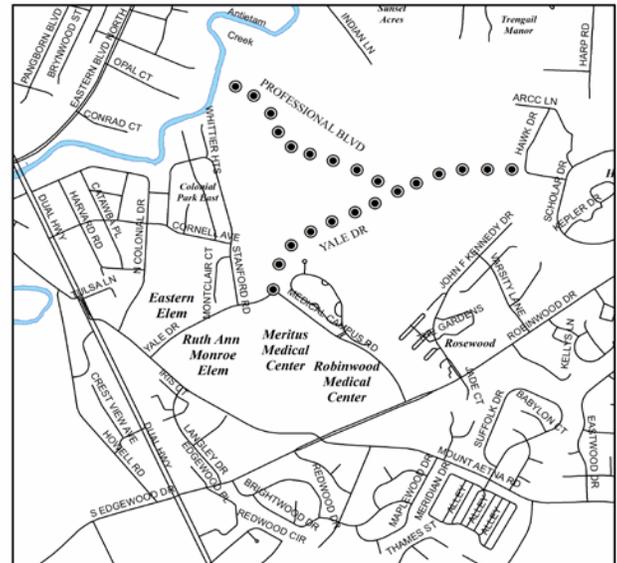
Project Description The project involves the extension of Professional Court over Antietam Creek to a point 200' east of the proposed bridge. This project will connect to the proposed Professional Boulevard Extended Phase II (RDI056) roadway that connects to Yale Drive Extended (RDI053). The project length is approximately 1,000 LF (including bridge). The project includes construction of a four lane closed section roadway and the construction of a four lane bridge over Antietam Creek.

Project Assumptions A state grant was received from the Secretary of the Maryland Department of Transportation for design of the bridge (\$1,120,000). No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic opportunity for the City/County.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	6,484,000	4,956,000	1,528,000	0	0	0	0	0	0
Engineering and Design	1,522,000	1,522,000	0	0	0	0	0	0	0
Inspection	239,000	0	239,000	0	0	0	0	0	0
Land Acquisition	612,000	612,000	0	0	0	0	0	0	0
Total Cost	8,857,000	7,090,000	1,767,000	0	0	0	0	0	0
Funding Sources:									
General Fund	1,878,012	1,878,012	0	0	0	0	0	0	0
Tax-Supported Bond	5,435,988	3,668,988	1,767,000	0	0	0	0	0	0
Excise Tax - Non-Residential	423,000	423,000	0	0	0	0	0	0	0
State Grant	1,120,000	1,120,000	0	0	0	0	0	0	0
Total Funding	8,857,000	7,090,000	1,767,000	0	0	0	0	0	0

Project Title Professional Boulevard Extended - Phase II
Project ID RDI056
Full-time Employees 0
Operating Costs \$3,000



Project Description The project involves the extension of Professional Court from a point 200 feet east of the proposed Antietam Creek Bridge (RDI055) to Yale Drive Extended (RDI053). The roadway length is approximately 2,700 feet. The project includes construction of a four lane closed section divided roadway that will connect into the roundabout intersection at Yale Drive.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment). The County is currently seeking a state/federal grant to assist in covering construction costs. Includes ARC grant of \$1M for a portion of Phase II, referred to as Phase II-A. Also includes \$1.2M in State Aid for Phase II.

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

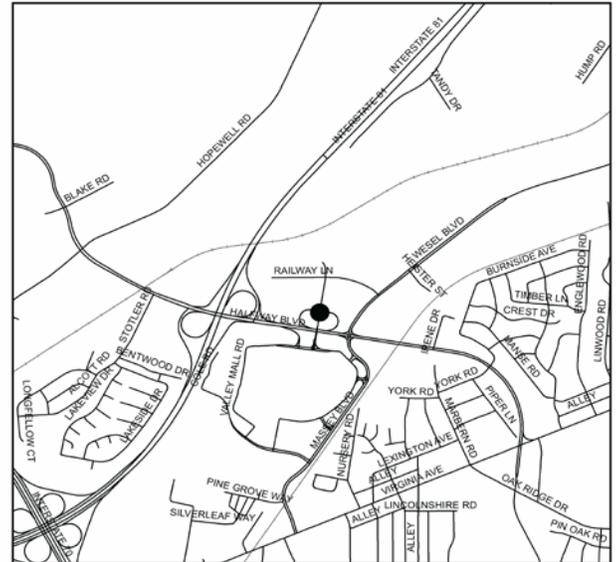
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	4,201,000	2,200,000	246,000	1,663,000	92,000	0	0	0	0
Engineering and Design	312,200	312,200	0	0	0	0	0	0	0
Inspection	265,000	0	0	265,000	0	0	0	0	0
Land Acquisition	102,000	102,000	0	0	0	0	0	0	0
Total Cost	4,880,200	2,614,200	246,000	1,928,000	92,000	0	0	0	0
Funding Sources:									
General Fund	125,000	125,000	0	0	0	0	0	0	0
Tax-Supported Bond	2,555,200	289,200	246,000	1,928,000	92,000	0	0	0	0
Federal Grant	1,000,000	1,000,000	0	0	0	0	0	0	0
State Grant	1,200,000	1,200,000	0	0	0	0	0	0	0
Total Funding	4,880,200	2,614,200	246,000	1,928,000	92,000	0	0	0	0

Project Title Valley Mall Area Road Improvements
Phase II

Project ID RDI062

Full-time Employees 0

Operating Costs \$0

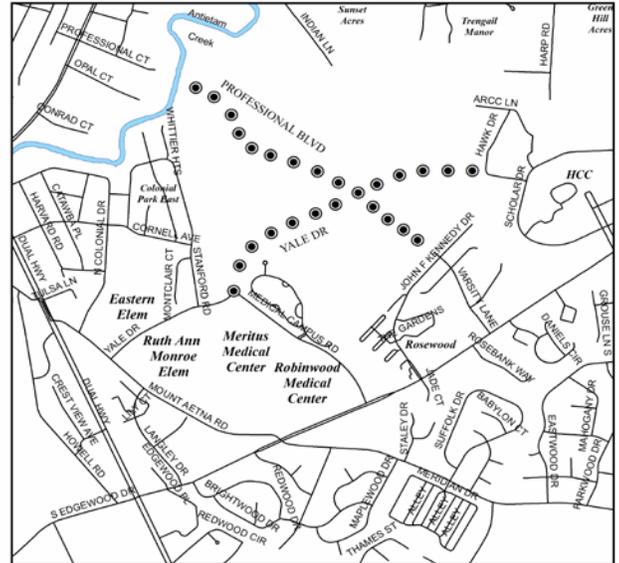


Project Description This project includes intersection reconstruction on Underpass Way at the on/off ramps to/from Halfway Blvd. The project will convert a stop controlled intersection to a roundabout intersection.

Project Justification The intersection operates at an unacceptable level of service. Poor level of service is preventing further economic development in the area.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	992,000	0	0	0	0	825,000	167,000	0	0
Total Cost	992,000	0	0	0	0	825,000	167,000	0	0
Funding Sources:									
Tax-Supported Bond	992,000	0	0	0	0	825,000	167,000	0	0
Total Funding	992,000	0	0	0	0	825,000	167,000	0	0

Project Title Professional Boulevard Extended - Phase III
Project ID RDI064
Full-time Employees 0
Operating Costs \$1,000



Project Description The project involves the construction of a segment of Professional Boulevard south from the second Yale Drive roundabout continuing southeast towards Phase IV and Robinwood Drive. The roadway length is approximately 900 feet. The project includes construction of a four lane closed section roadway.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

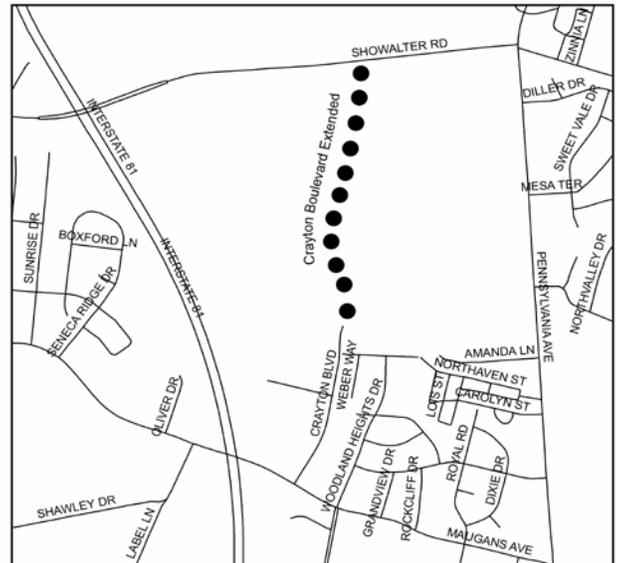
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,003,000	0	0	0	0	103,000	900,000	0	0
Inspection	100,000	0	0	0	0	100,000	0	0	0
Total Cost	1,103,000	0	0	0	0	203,000	900,000	0	0
Funding Sources:									
Tax-Supported Bond	1,103,000	0	0	0	0	203,000	900,000	0	0
Total Funding	1,103,000	0	0	0	0	203,000	900,000	0	0

Project Title **Crayton Boulevard Extended**

Project ID RDI065

Full-time Employees 0

Operating Costs \$1,000



Project Description The project involves the construction of Crayton Boulevard between Maugans Avenue and Showalter Road. The project includes construction of a three lane closed section roadway (one lane in each direction with a continuous center left turn lane) and construction of new curb along existing Crayton Boulevard. The project length is approximately 2,000 LF.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment). An ARC grant in the amount of \$1,000,000 is being secured for this project. This project assumes \$500,000 in private developer contributions. Future plans include a connection to Showalter Road.

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project has been identified as an economic development opportunity for the County.

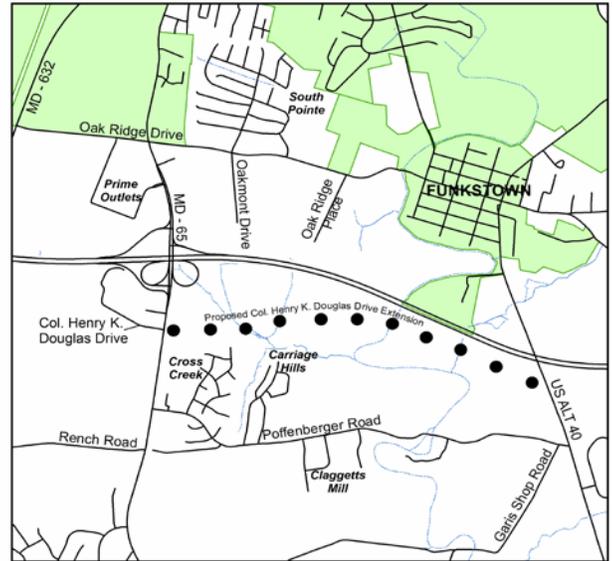
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,911,000	2,761,000	150,000	0	0	0	0	0	0
Engineering and Design	101,000	51,000	0	0	0	50,000	0	0	0
Inspection	153,000	153,000	0	0	0	0	0	0	0
Total Cost	3,165,000	2,965,000	150,000	0	0	50,000	0	0	0
Funding Sources:									
Hotel Rental Fund	110,000	110,000	0	0	0	0	0	0	0
Tax-Supported Bond	1,555,000	1,355,000	150,000	0	0	50,000	0	0	0
Federal Grant	1,000,000	1,000,000	0	0	0	0	0	0	0
Contributions	500,000	500,000	0	0	0	0	0	0	0
Total Funding	3,165,000	2,965,000	150,000	0	0	50,000	0	0	0

Project Title Colonel Henry K. Douglas Drive Extended Phase I

Project ID RDI067

Full-time Employees 0

Operating Costs \$1,000



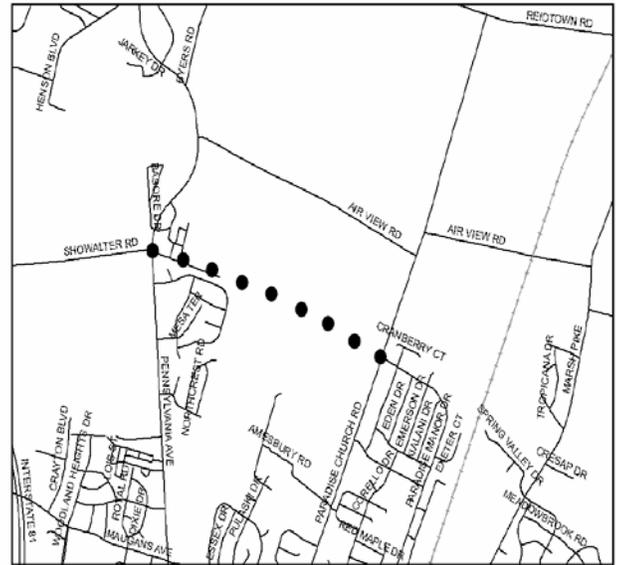
Project Description The project involves the extension of Colonel Henry K. Douglas Drive from Sharpsburg Pike (Maryland Route 65) to the north side of the Cross Creek development (ADC Map 21, D-12). The roadway is approximately one-quarter mile long and will include construction of a four lane closed section roadway.

Project Assumptions ARC grants in the amount of \$2,000,000 have been secured for this project. No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,566,000	3,016,000	550,000	0	0	0	0	0	0
Inspection	204,000	204,000	0	0	0	0	0	0	0
Total Cost	3,770,000	3,220,000	550,000	0	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	1,770,000	1,220,000	550,000	0	0	0	0	0	0
Federal Grant	2,000,000	2,000,000	0	0	0	0	0	0	0
Total Funding	3,770,000	3,220,000	550,000	0	0	0	0	0	0

Project Title Showalter Road Extended East
Project ID RDI068
Full-time Employees 0
Operating Costs \$4,000



Project Description The project involves the extension of Showalter Road from US 11 to Paradise Church Road. The proposed road length is approximately 5,800 LF. Intersection improvements are included at each end of the project.

Project Assumptions The project involves construction of a two lane roadway. No new water and/or sewer network is included in this cost estimate.

Project Justification The project is needed to accommodate increased traffic volumes from ongoing development in this area.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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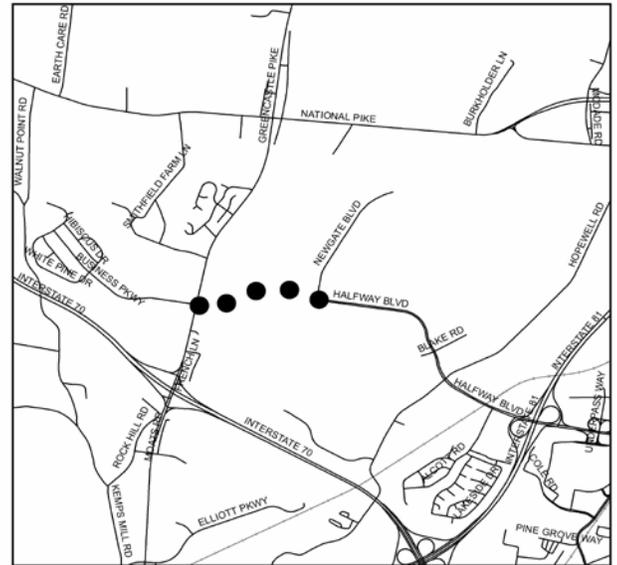
Project Costs:

Engineering and Design	224,000	102,000	0	0	0	0	0	0	122,000
Land Acquisition	1,018,000	408,000	0	0	0	0	0	0	610,000
Total Cost	1,242,000	510,000	0	0	0	0	0	0	732,000

Funding Sources:

Tax-Supported Bond	1,242,000	510,000	0	0	0	0	0	0	732,000
Total Funding	1,242,000	510,000	0	0	0	0	0	0	732,000

Project Title **Halfway Boulevard Extended Phase I**
Project ID RDI069
Full-time Employees 0
Operating Costs \$2,000



Project Description The project involves the construction of a new four lane open section roadway connecting Halfway Boulevard Extended to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.

Project Assumptions An ARC grant in the amount of \$1,000,000 is being secured for this project. This project is receiving developer contributions for improvements.

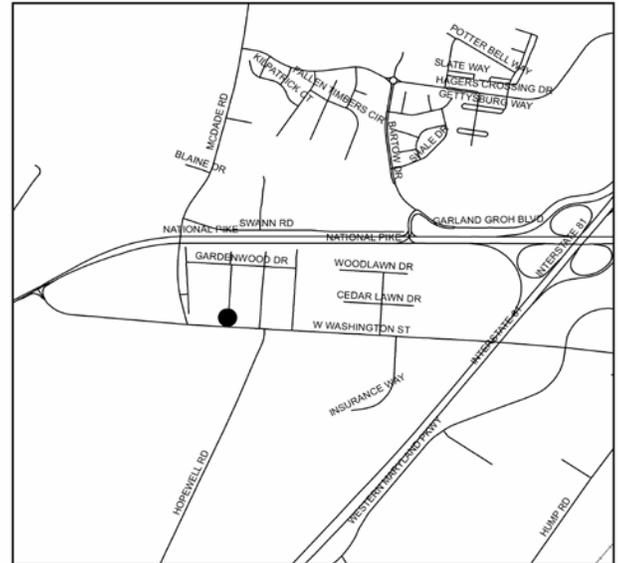
Project Justification The project is needed to provide additional road capacity and alternate routes resulting from continued and forecasted development in this area. The project provides an alternate access route to MD Route 63 and Interstate 70 for heavy truck traffic from industrial park on Halfway Boulevard Extended.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,100,000	800,000	1,000,000	300,000	0	0	0	0	0
Engineering and Design	100,000	100,000	0	0	0	0	0	0	0
Inspection	149,000	0	0	149,000	0	0	0	0	0
Total Cost	2,349,000	900,000	1,000,000	449,000	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	249,000	100,000	0	149,000	0	0	0	0	0
Federal Grant	1,800,000	800,000	1,000,000	0	0	0	0	0	0
Contributions	300,000	0	0	300,000	0	0	0	0	0
Total Funding	2,349,000	900,000	1,000,000	449,000	0	0	0	0	0

Project Title **Bucky Avenue**

Full-time Employees 0

Operating Costs \$0



Project Description The project involves the extension of Bucky Avenue to Maryland Route 144 (ADC Map 20, G-4). Additionally, drainage and intersection improvements will be made as part of this project.

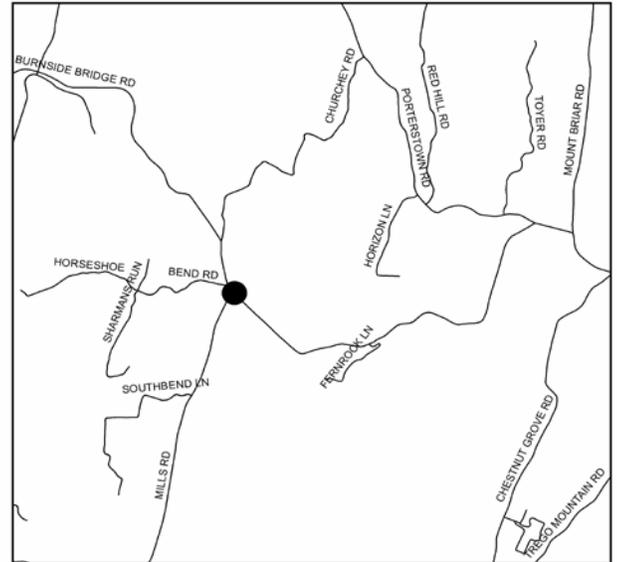
Project Justification This work will improve traffic safety in this area.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	236,000	0	0	0	0	0	0	0	236,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	24,000	0	0	0	0	0	0	0	24,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	355,000	0	0	0	0	0	0	0	355,000
Funding Sources:									
Tax-Supported Bond	355,000	0	0	0	0	0	0	0	355,000
Total Funding	355,000	0	0	0	0	0	0	0	355,000

Project Title Burnside Bridge Road Spot Improvements

Full-time Employees 0

Operating Costs \$0



Project Description This project will provide for spot road improvements to Burnside Bridge Road at the intersection with Mills Road. The project includes correcting vertical curves and horizontal curves (blind hills).

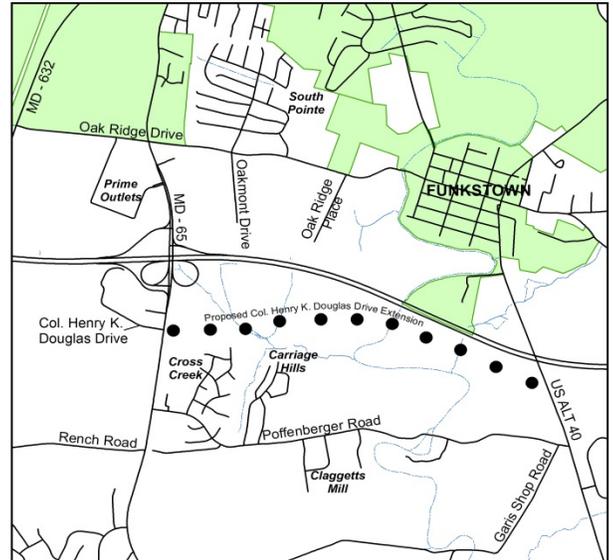
Project Justification Burnside Bridge Road at Mills Road intersection has been identified as inadequate as defined in the Road Adequacy Policy.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	295,000	0	0	0	0	0	0	0	295,000
Engineering and Design	89,000	0	0	0	0	0	0	0	89,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	30,000	0	0	0	0	0	0	0	30,000
Utilities	59,000	0	0	0	0	0	0	0	59,000
Total Cost	544,000	0	0	0	0	0	0	0	544,000
Funding Sources:									
Tax-Supported Bond	544,000	0	0	0	0	0	0	0	544,000
Total Funding	544,000	0	0	0	0	0	0	0	544,000

Project Title Colonel Henry Douglas Drive Extended Phase II

Full-time Employees 0

Operating Costs \$3,000



Project Description The project involves the extension of Colonel Henry K Douglas Drive from the new bridge over the Antietam Creek to Alternate 40 (ADC Map 21, F-13). The roadway is approximately 3/4 mile long and will include construction of a two lane closed section roadway.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

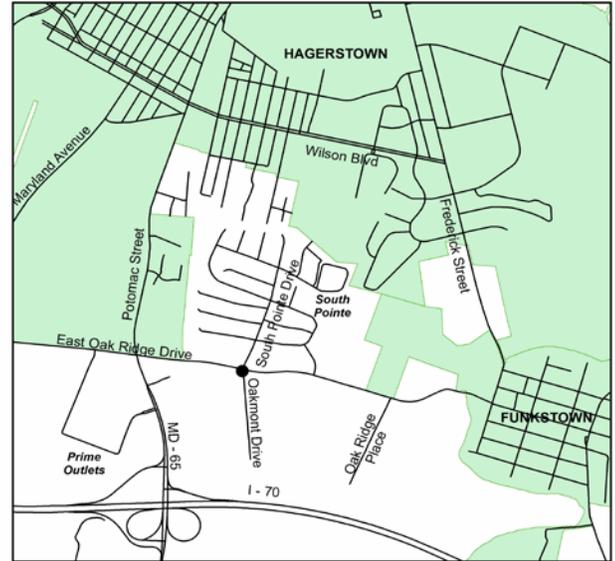
Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic opportunity for the County.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	140,000	0	0	0	0	0	0	0	140,000
Total Cost	140,000	0	0	0	0	0	0	0	140,000
Funding Sources:									
Tax-Supported Bond	140,000	0	0	0	0	0	0	0	140,000
Total Funding	140,000	0	0	0	0	0	0	0	140,000

Project Title E. Oak Ridge Drive/South Pointe Signal

Full-time Employees 0

Operating Costs \$1,000



Project Description This project will construct a traffic signal at the intersection of E. Oak Ridge Drive and South Pointe Drive/Oakmont Drive.

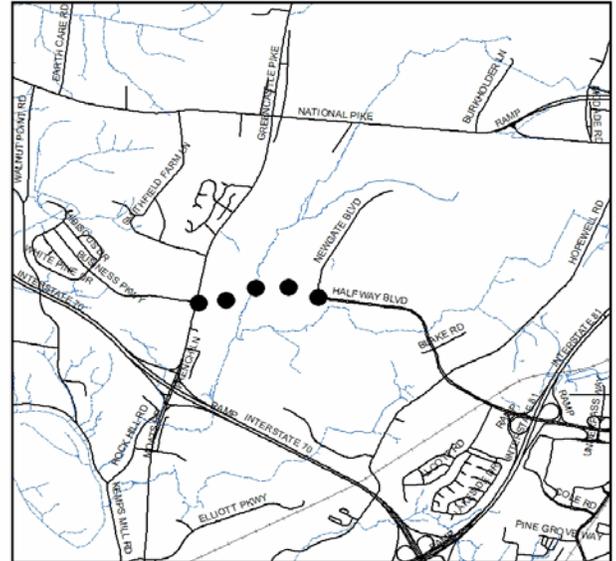
Project Justification Traffic volume increases in this area are making turning movements at this location more difficult and potentially unsafe. Once volumes warrant the signal, safety and traffic flow will be improved.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	300,000	0	0	0	0	300,000	0	0	0
Engineering and Design	37,000	0	0	0	37,000	0	0	0	0
Inspection	50,000	0	0	0	0	50,000	0	0	0
Land Acquisition	21,000	0	0	0	21,000	0	0	0	0
Utilities	53,000	0	0	0	53,000	0	0	0	0
Total Cost	461,000	0	0	0	111,000	350,000	0	0	0
Funding Sources:									
Tax-Supported Bond	461,000	0	0	0	111,000	350,000	0	0	0
Total Funding	461,000	0	0	0	111,000	350,000	0	0	0

Project Title **Halfway Boulevard Extended Bridge / Phase II**

Full-time Employees 0

Operating Costs \$0



Project Description The project involves the construction of a new bridge and a portion of the four lane roadway connecting Halfway Boulevard Extended to MD Route 63.

Project Assumptions The project is currently planned for two phases (Phase II and Bridge/Phase III). This project assumes developer contribution for a portion of the bridge/road cost.

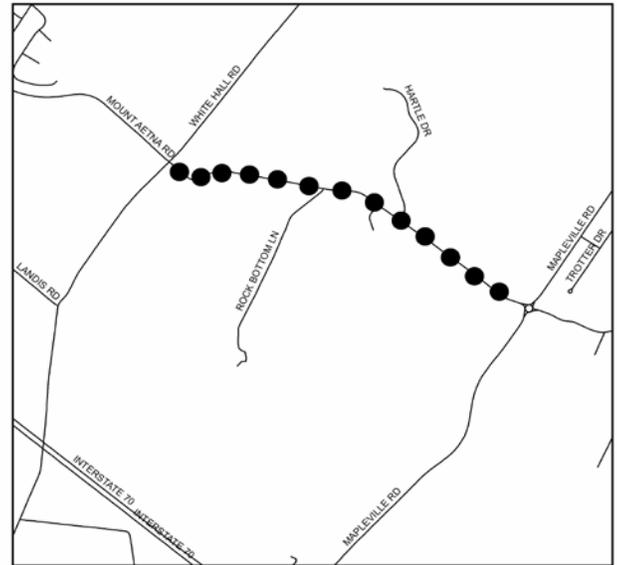
Project Justification The project is needed to provide additional road capacity and alternate routes resulting from continued and forecasted development in this area. The project provides an alternate access route to MD Route 63 and Interstate 70 for heavy truck traffic from industrial park on Halfway Boulevard Extended.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,000,000	0	0	0	1,200,000	0	0	1,800,000	0
Inspection	200,000	0	0	0	100,000	0	0	100,000	0
Total Cost	3,200,000	0	0	0	1,300,000	0	0	1,900,000	0
Funding Sources:									
Tax-Supported Bond	1,200,000	0	0	0	300,000	0	0	900,000	0
Federal Grant	2,000,000	0	0	0	1,000,000	0	0	1,000,000	0
Total Funding	3,200,000	0	0	0	1,300,000	0	0	1,900,000	0

Project Title Mt Aetna Road Spot Improvements

Full-time Employees 0

Operating Costs \$3,000



Project Description The project includes providing spot improvements to Mt Aetna Road to improve sight distance, and vertical/horizontal curves.

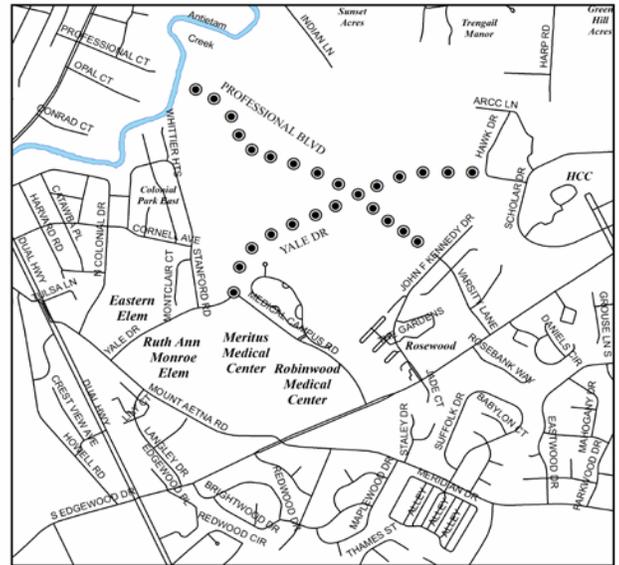
Project Justification Mt Aetna Road has several locations that have been identified as inadequate as defined in the "Road Adequacy Policy". Development in the vicinity has caused an increase in traffic.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,269,000	0	0	0	0	0	0	0	2,269,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	59,000	0	0	0	0	0	0	0	59,000
Total Cost	2,399,000	0	0	0	0	0	0	0	2,399,000
Funding Sources:									
Tax-Supported Bond	2,399,000	0	0	0	0	0	0	0	2,399,000
Total Funding	2,399,000	0	0	0	0	0	0	0	2,399,000

Project Title Professional Boulevard Extended - Phase IV

Full-time Employees 0

Operating Costs \$1,000



Project Description The project involves the construction of a segment of Professional Boulevard south of Yale Drive continuing from Phase III southeast towards Robinwood Drive. The roadway length is approximately 900 feet. The project includes construction of a four lane closed section roadway.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	750,000	0	0	0	0	0	0	750,000	0
Inspection	50,000	0	0	0	0	0	0	50,000	0
Total Cost	800,000	0	0	0	0	0	0	800,000	0
Funding Sources:									
Tax-Supported Bond	800,000	0	0	0	0	0	0	800,000	0
Total Funding	800,000	0	0	0	0	0	0	800,000	0

Project Title Highway - Equipment and Vehicle Replacement Program
Project ID EQP042
Full-time Employees 0
Operating Costs \$0

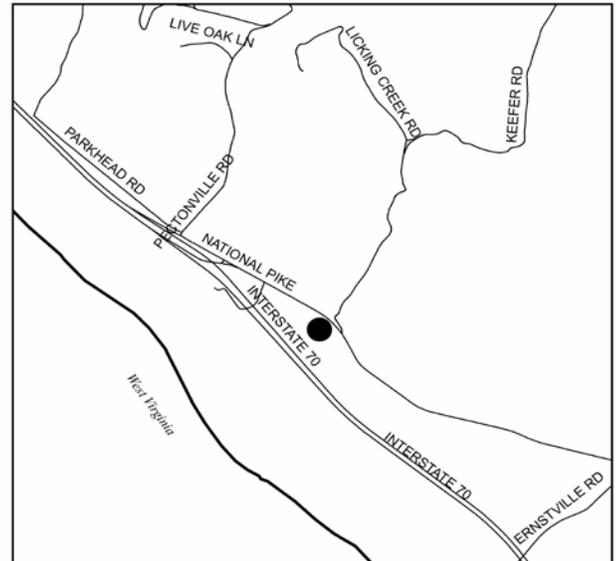
Project Description This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.

Project Assumptions Recommendation for replacement is based on a review of policy, equipment condition, and consideration of funding levels that exist.

Project Justification The County maintains an inventory of specialized and heavy equipment for maintenance and construction activities. Each year, the Public Works Department analyzes the condition of this equipment to identify candidates for replacement. This analysis is conducted in conjunction with the user departments and focuses on factors such as age, mileage and/or hours, and life-to-date repair history.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	11,246,000	1,046,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Total Cost	11,246,000	1,046,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000
Funding Sources:									
General Fund	1,937,000	26,000	326,000	85,000	0	0	0	0	1,500,000
Highway Fund	8,659,000	370,000	674,000	915,000	1,000,000	1,000,000	1,000,000	1,000,000	2,700,000
Capital Reserve - General	650,000	650,000	0	0	0	0	0	0	0
Total Funding	11,246,000	1,046,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	4,200,000

Project Title Highway Western Section - Fuel Tank Replacement
Project ID EQP056
Full-time Employees 0
Operating Costs \$0



Project Description The project will replace the existing diesel fuel center and add a gasoline fuel center at the western highway maintenance facility. The existing underground diesel storage tanks are old style steel tanks under impressed current cathodic protection. The addition of new gasoline tanks will provide 24 hour 7 days a week access for all county vehicles including Sheriff's Office and Board of Education vehicles operating in the western part of the County. The project includes modernizing the existing pump, addition of new pump, adding controlled access and integrated software systems to match existing fuel center systems used elsewhere in County government to provide connectivity to the central section highway shop software tracking system for billing and data collection. The project also includes a motorized entrance gate.

Project Assumptions Tanks are 20+ years old and present an increased liability of an environmental release. This project will reduce operating expenses associated with fuel usage and vehicle maintenance.

Project Justification This project will dramatically reduce the environmental threat of a leaking underground tank and pipes. This project will allow vehicles and employees operating in the western portion of the County, including law enforcement officers to remain in the area of service. By constructing this facility, these employees will not be taken out of their coverage area to refuel their vehicle.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	776,000	223,000	192,000	193,000	168,000	0	0	0	0
Engineering and Design	20,000	20,000	0	0	0	0	0	0	0
Inspection	51,000	51,000	0	0	0	0	0	0	0
Total Cost	847,000	294,000	192,000	193,000	168,000	0	0	0	0
Funding Sources:									
General Fund	198,000	198,000	0	0	0	0	0	0	0
Highway Fund	649,000	96,000	192,000	193,000	168,000	0	0	0	0
Total Funding	847,000	294,000	192,000	193,000	168,000	0	0	0	0

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Solid Waste

*Solid Waste
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Budget		Ten Year Capital Program					
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
<u>Solid Waste</u>										
190	Contingency - Solid Waste	337,000	87,000	0	0	0	0	30,000	30,000	190,000
191	40 West Truck Loading Facility	500,000	0	0	500,000	0	0	0	0	0
192	Close Out Cap - Rubblefill	2,092,000	0	0	0	0	100,000	1,992,000	0	0
193	Kaetzel Transfer Station Retaining Wall Replacement	257,000	0	257,000	0	0	0	0	0	0
194	SW Equip/Vehicle Replacement	312,668	28,668	26,000	27,000	27,000	28,000	28,000	29,000	119,000
195	40 West Landfill - Cell 5 Construction	4,083,000	0	0	0	0	0	0	440,000	3,643,000
196	40 West Partial Capping	3,051,000	0	0	0	3,051,000	0	0	0	0
197	City/County Groundwater Investigation	156,000	0	0	0	156,000	0	0	0	0
198	Resh Road Pavement Rehabilitation	1,060,000	0	0	1,060,000	0	0	0	0	0
199	Transfer Station Upgrades	232,000	0	0	0	0	0	0	0	232,000
Solid Waste Total		12,080,668	115,668	283,000	1,587,000	3,234,000	128,000	2,050,000	499,000	4,184,000
Funding Sources										
	General Fund	2,668	2,668	0	0	0	0	0	0	0
	Solid Waste Fund	517,000	113,000	26,000	27,000	27,000	28,000	28,000	29,000	239,000
	Self-Supported Bond	11,561,000	0	257,000	1,560,000	3,207,000	100,000	2,022,000	470,000	3,945,000
		12,080,668	115,668	283,000	1,587,000	3,234,000	128,000	2,050,000	499,000	4,184,000

Project Title	Contingency - Solid Waste
Project ID	ADM009
Full-time Employees	0
Operating Costs	\$0

Project Description The purpose of this project is to maintain a budgetary reserve to provide for emergency or unanticipated expenditures.

Project Justification Due to the inherent uncertainty in estimating capital project costs, it is the policy of the County to maintain project contingency. In the event that the capital contingency accounts have excess funds, the annual appropriation for that purpose may be modified to reflect the source of funds as determined through the budget process.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Contingency	337,000	87,000	0	0	0	0	30,000	30,000	190,000
Total Cost	337,000	87,000	0	0	0	0	30,000	30,000	190,000
<u>Funding Sources:</u>									
Solid Waste Fund	207,000	87,000	0	0	0	0	0	0	120,000
Self-Supported Bond	130,000	0	0	0	0	0	30,000	30,000	70,000
Total Funding	337,000	87,000	0	0	0	0	30,000	30,000	190,000

Project Title 40 West Truck Loading Facility Rehab & Upgrades
Project ID BLD072
Full-time Employees 0
Operating Costs \$0

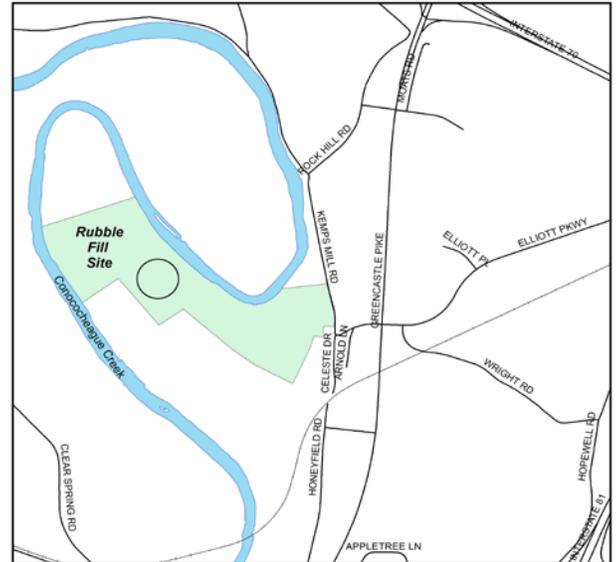


Project Description Rehabilitation and upgrades to the existing leachate pump station at 40 West Landfill to address concerns with aging infrastructure.

Project Justification The infrastructure was constructed in 2000; the rehabilitation and upgrades will be per manufacturer's recommendations.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	400,000	0	0	400,000	0	0	0	0	0
Engineering and Design	50,000	0	0	50,000	0	0	0	0	0
Inspection	50,000	0	0	50,000	0	0	0	0	0
Total Cost	500,000	0	0	500,000	0	0	0	0	0
Funding Sources:									
Self-Supported Bond	500,000	0	0	500,000	0	0	0	0	0
Total Funding	500,000	0	0	500,000	0	0	0	0	0

Project Title Close Out Cap - Rubble Fill
Project ID CAP003
Full-time Employees 0
Operating Costs \$0



Project Description The purpose of the project is to design and construct a close out cap for the Rubble landfill.

Project Assumptions At this point in time it is not known if a gas collection system will be required. If so, it will be a minimal passive system and should be considered included in the budget provided herein. Discussions with MDE staff indicate the facility permit can be routinely renewed, but the site kept inactive, as long as the facility is properly maintained. MDE stated they will not require capping to be installed prior to 2019 if no maintenance or compliance issues arise.

Project Justification The work is required to comply with State regulations and the facility permit. Federal regulations do not apply to rubble fill sites.

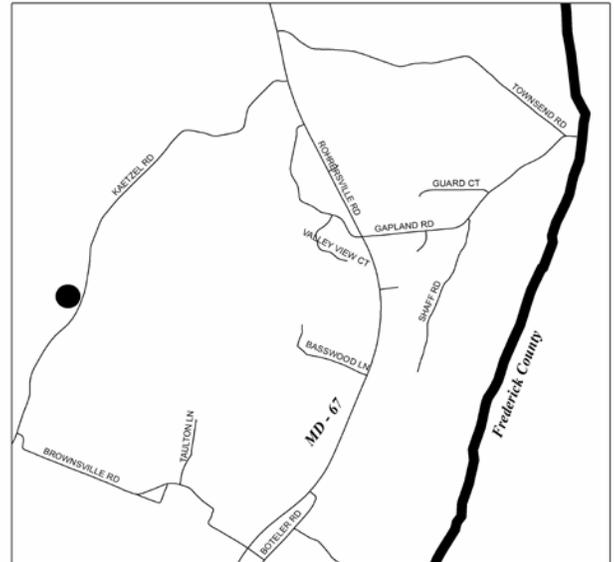
	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,730,000	0	0	0	0	0	1,730,000	0	0
Engineering and Design	191,000	0	0	0	0	100,000	91,000	0	0
Inspection	171,000	0	0	0	0	0	171,000	0	0
Total Cost	2,092,000	0	0	0	0	100,000	1,992,000	0	0
Funding Sources:									
Self-Supported Bond	2,092,000	0	0	0	0	100,000	1,992,000	0	0
Total Funding	2,092,000	0	0	0	0	100,000	1,992,000	0	0

Project Title Kaetzel Transfer Station Retaining Wall Replacement

Project ID LDI060

Full-time Employees 0

Operating Costs \$0



Project Description The project will replace the retaining wall at the Kaetzel Road Transfer Station.

Project Justification The retaining wall at the citizen drop off area at the Kaetzel Transfer Station is showing signs of wear and instability and is in need of replacement.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	207,000	0	207,000	0	0	0	0	0	0
Inspection	50,000	0	50,000	0	0	0	0	0	0
Total Cost	257,000	0	257,000	0	0	0	0	0	0

Funding Sources:

Self-Supported Bond	257,000	0	257,000	0	0	0	0	0	0
Total Funding	257,000	0	257,000	0	0	0	0	0	0

Project Title SW Equip/Vehicle Replacement Program
Project ID VEH011
Full-time Employees 0
Operating Costs \$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well managed organization, Solid Waste wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

Project Justification The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	312,668	28,668	26,000	27,000	27,000	28,000	28,000	29,000	119,000
Total Cost	312,668	28,668	26,000	27,000	27,000	28,000	28,000	29,000	119,000
Funding Sources:									
General Fund	2,668	2,668	0	0	0	0	0	0	0
Solid Waste Fund	310,000	26,000	26,000	27,000	27,000	28,000	28,000	29,000	119,000
Total Funding	312,668	28,668	26,000	27,000	27,000	28,000	28,000	29,000	119,000

Project Title **40 West Landfill - Cell 5 Construction**

Full-time Employees 0

Operating Costs \$200,000



Project Description Design, construction and inspection of a landfill cell at the 40 West Landfill.

Project Assumptions This project will be needed if no recycling facility has been built at 40 West or no other method of dealing with solid waste has been adopted.

Project Justification Cell 5 is the next cell in the progression of the future build out of the 40 West Landfill. This cell will be needed to continue regular operations.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,474,000	0	0	0	0	0	0	0	3,474,000
Engineering and Design	440,000	0	0	0	0	0	0	440,000	0
Inspection	169,000	0	0	0	0	0	0	0	169,000
Total Cost	4,083,000	0	0	0	0	0	0	440,000	3,643,000
Funding Sources:									
Self-Supported Bond	4,083,000	0	0	0	0	0	0	440,000	3,643,000
Total Funding	4,083,000	0	0	0	0	0	0	440,000	3,643,000

Project Title **40 West Partial Capping**

Full-time Employees 0

Operating Costs \$0



Project Description The project provides for partial capping of the 40 West Landfill to reduce leachate generation.

Project Justification Original project was divided into three projects over three years. Reducing the project from three projects to one reduces the overall cost of the construction, design and inspection. The capping material was changed to a rain cover which also reduced cost. This change was made since the Material Recovery Facility will be mining the trash from the existing cells. Only a temporary cap is needed.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	2,700,000	0	0	0	2,700,000	0	0	0	0
Engineering and Design	189,000	0	0	0	189,000	0	0	0	0
Inspection	162,000	0	0	0	162,000	0	0	0	0
Total Cost	3,051,000	0	0	0	3,051,000	0	0	0	0
Funding Sources:									
Self-Supported Bond	3,051,000	0	0	0	3,051,000	0	0	0	0
Total Funding	3,051,000	0	0	0	3,051,000	0	0	0	0

Project Title City/County Landfill Ground Water Investigation

Full-time Employees 0

Operating Costs \$0



Project Description Investigation to determine if the groundwater influences the leachate production at the unlined landfill.

Project Justification Groundwater mapping indicates the flow of groundwater through the site may be influencing the production of leachate at the landfill.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Engineering and Design	156,000	0	0	0	156,000	0	0	0	0
Total Cost	156,000	0	0	0	156,000	0	0	0	0
Funding Sources:									
Self-Supported Bond	156,000	0	0	0	156,000	0	0	0	0
Total Funding	156,000	0	0	0	156,000	0	0	0	0

Project Title **Resh Road Pavement Rehabilitation**

Full-time Employees 0

Operating Costs \$0



Project Description This project is for the rehabilitation of the Resh Road Landfill access road.

Project Justification A portion of the existing access road was constructed on areas where trash was buried. Since closing the landfill, the access road has continued to subside and is in need of major rehabilitation. The access road must remain open and passible for the leachate trucks to have access to the tanks for leachate removal.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	901,000	0	0	901,000	0	0	0	0	0
Engineering and Design	106,000	0	0	106,000	0	0	0	0	0
Inspection	53,000	0	0	53,000	0	0	0	0	0
Total Cost	1,060,000	0	0	1,060,000	0	0	0	0	0
Funding Sources:									
Self-Supported Bond	1,060,000	0	0	1,060,000	0	0	0	0	0
Total Funding	1,060,000	0	0	1,060,000	0	0	0	0	0

Project Title **Transfer Station Upgrades**

Full-time Employees 0

Operating Costs \$0

Project Description The project will upgrade the attendant office facilities at each transfer station.

Project Justification The existing buildings (sheds) at the four transfer stations are approximately 15-20 years old. It is anticipated the buildings will need replaced within the next ten years. Along with the replacement, electrical upgrades will be needed.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	203,000	0	0	0	0	0	0	0	203,000
Engineering and Design	29,000	0	0	0	0	0	0	0	29,000
Total Cost	232,000	0	0	0	0	0	0	0	232,000
Funding Sources:									
Self-Supported Bond	232,000	0	0	0	0	0	0	0	232,000
Total Funding	232,000	0	0	0	0	0	0	0	232,000

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Transit

*Transit
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	Future
Project Costs										
<u>Transit</u>										
202	Vehicle Preventive Maintenance	4,128,402	378,402	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
203	Fixed Route Bus Replacement	7,558,000	2,994,000	0	978,000	0	652,000	0	0	2,934,000
204	ADA Bus Replacement	512,915	137,915	0	0	75,000	0	75,000	75,000	150,000
Transit Total		12,199,317	3,510,317	375,000	1,353,000	450,000	1,027,000	450,000	450,000	4,584,000
Funding Sources										
	General Fund	1,209,130	347,130	37,000	135,000	44,000	102,000	44,000	44,000	456,000
	Federal Grant	9,763,352	2,812,352	300,000	1,082,000	360,000	822,000	360,000	360,000	3,667,000
	State Grant	1,226,835	350,835	38,000	136,000	46,000	103,000	46,000	46,000	461,000
		12,199,317	3,510,317	375,000	1,353,000	450,000	1,027,000	450,000	450,000	4,584,000

Project Title **Vehicle Preventive Maintenance**

Project ID EQP021

Full-time Employees 0

Operating Costs \$0

Project Description This project will provide for preventative maintenance and repairs of transit vehicles and facilities.

Project Assumptions The project assumes funding 80% Federal, 10% State, 10% Local and is contingent on grant funding. Federal Transit Administration (FTA) determinations now allow for expenses such as tools, equipment, repair materials, and preventative care for the fleet of transit vehicles and transit facilities to be capitalized.

Project Justification Maintaining federally funded assets is a priority to the Federal Transit Administration (FTA), Maryland Transit Administration (MTA) and Washington County Transit (WCT).

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	4,128,402	378,402	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Total Cost	4,128,402	378,402	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Funding Sources:									
General Fund	402,040	37,040	37,000	37,000	36,000	37,000	36,000	36,000	146,000
Federal Grant	3,303,322	303,322	300,000	300,000	300,000	300,000	300,000	300,000	1,200,000
State Grant	423,040	38,040	38,000	38,000	39,000	38,000	39,000	39,000	154,000
Total Funding	4,128,402	378,402	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000

Project Title	Fixed Route Bus Replacement Program
Project ID	VEH003
Full-time Employees	0
Operating Costs	\$0

Project Description FY 20 - Replace three (3) fixed-route transit buses, Units 710 -712 which will become 724- 726 FY 22 - Replace two (2) fixed-route transit buses, Units 713 - 714 which will become 727 - 728 FY 28 - Replace nine (9) fixed-route transit buses, Units 715- 723 which will become 729 - 737.

Project Assumptions All out-year procurements will be based on available grant funds from MTA and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. The project funding assumes 80% Federal, 10% State, 10% Local.

Project Justification Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of the useful life criteria. Out years are projected based on the current useful life schedule.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	7,558,000	2,994,000	0	978,000	0	652,000	0	0	2,934,000
Total Cost	7,558,000	2,994,000	0	978,000	0	652,000	0	0	2,934,000
Funding Sources:									
General Fund	757,000	300,000	0	98,000	0	65,000	0	0	294,000
Federal Grant	6,046,000	2,395,000	0	782,000	0	522,000	0	0	2,347,000
State Grant	755,000	299,000	0	98,000	0	65,000	0	0	293,000
Total Funding	7,558,000	2,994,000	0	978,000	0	652,000	0	0	2,934,000

Project Title **ADA Bus Replacement**

Project ID VEH005

Full-time Employees 0

Operating Costs \$0

Project Description FY 21 - Replace one (1) ADA Program bus (Unit 505) becomes 508
 FY 23 - Replace one (1) ADA Program bus (Unit 506) becomes 509
 FY 24 - Replace one (1) ADA Program bus (Unit 507) becomes 510
 FY 26 - Replace one (1) ADA Program bus (Unit 508) becomes 511
 FY 28 - Replace one (1) ADA Program bus (Unit 509) becomes 512
 FY 29 - Replace one (1) ADA Program bus (Unit 510) becomes 513

Project Assumptions All out-year procurements will be based on available grant funds from MTA and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. The project funding assumes 80% Federal, 10% State, 10% Local.

Project Justification Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of the useful life criteria. Out years are projected based on the current useful life schedule.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Vehicles	512,915	137,915	0	0	75,000	0	75,000	75,000	150,000
Total Cost	512,915	137,915	0	0	75,000	0	75,000	75,000	150,000
Funding Sources:									
General Fund	50,090	10,090	0	0	8,000	0	8,000	8,000	16,000
Federal Grant	414,030	114,030	0	0	60,000	0	60,000	60,000	120,000
State Grant	48,795	13,795	0	0	7,000	0	7,000	7,000	14,000
Total Funding	512,915	137,915	0	0	75,000	0	75,000	75,000	150,000

Water Quality

*Water Quality
Capital Improvement Ten Year Summary
Fiscal Year 2019 - 2028*

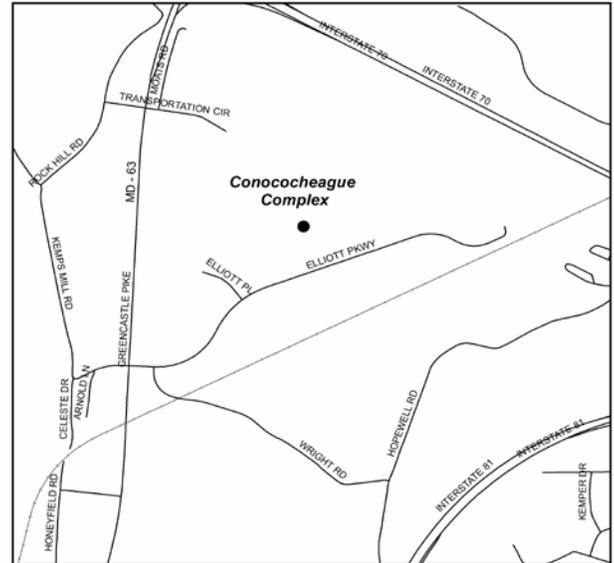
Page	Project	Total	Budget		Ten Year Capital Program					Future
			Prior Appr.	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
Project Costs										
<u>Water Quality</u>										
206	General Building Improvements	1,215,000	101,000	150,000	0	0	0	0	370,000	594,000
207	Lab Equipment Replacement	310,000	73,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000
208	WQ Equip/Vehicle Replacement Program	1,036,625	226,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000
209	Replace Grinder Pumps	742,000	26,000	26,000	40,000	60,000	80,000	80,000	80,000	350,000
210	Pen Mar/ Highfield/ Cascade Septic Tank Pumping and Replacement	105,000	0	35,000	35,000	35,000	0	0	0	0
211	Pump Station Upgrades - Various Stations	2,967,183	899,183	280,000	0	0	0	153,000	0	1,635,000
212	Collection System Rehabilitation Project	3,475,087	370,087	0	500,000	0	275,000	560,000	0	1,770,000
213	Capacity Management Project	9,723,000	1,683,000	520,000	3,180,000	3,240,000	1,100,000	0	0	0
214	Smithsburg WWTP ENR Upgrade	12,694,387	1,903,387	0	5,391,000	5,400,000	0	0	0	0
215	Heavy Sewer EQP and VEH Replacement	896,400	347,400	95,000	74,000	39,000	39,000	40,000	41,000	221,000
216	Potomac Edison Pump Station & Force Main	1,632,000	0	0	0	0	0	1,632,000	0	0
217	General WwTP Improvements	4,076,000	0	0	0	0	986,000	0	1,160,000	1,930,000
218	Water Meter Replacement	499,465	118,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
219	Mt Aetna Water System Improvements	729,000	0	130,000	0	599,000	0	0	0	0
220	Sharpsburg Water Treatment Plant	794,000	204,000	0	0	0	0	0	0	590,000
221	General WTP Improvements	884,325	62,325	0	0	242,000	0	0	0	580,000
222	Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	0	336,000
223	Sharpsburg Water Meter Cradle Replacement	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0
224	WQ Main Replacement	4,090,000	0	0	0	0	0	566,000	522,000	3,002,000
	Water Quality Total	47,205,472	6,014,472	1,387,000	9,616,000	10,012,000	2,864,000	3,415,000	2,309,000	11,588,000
Funding Sources										
	General Fund	350,000	0	0	0	0	175,000	175,000	0	0
	Utility Admin Fund	1,327,625	280,625	101,000	96,000	97,000	102,000	102,000	103,000	446,000
	Water Fund	449,465	68,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
	Sewer Fund	3,766,557	2,945,557	61,000	75,000	95,000	80,000	80,000	80,000	350,000
	Self-Supported Bond	33,673,825	2,435,825	1,150,000	8,970,000	9,470,000	2,304,000	732,000	1,571,000	7,041,000
	Capital Reserve - General	3,440,000	0	0	0	0	0	516,000	472,000	2,452,000
	Capital Reserve - Utility	120,000	120,000	0	0	0	0	0	0	0
	Capital Reserve - Sewer	114,000	114,000	0	0	0	0	0	0	0
	Capital Reserve - Water	875,000	50,000	0	200,000	175,000	0	0	0	450,000
	State Grant	2,042,000	0	25,000	225,000	125,000	171,000	731,000	50,000	715,000
	Contributions	1,047,000	0	0	0	0	0	1,047,000	0	0
		47,205,472	6,014,472	1,387,000	9,616,000	10,012,000	2,864,000	3,415,000	2,309,000	11,588,000

Project Title **General Building Improvements**

Project ID BLD073

Full-time Employees 0

Operating Costs \$0



Project Description The project will provide for general building improvements to the administration office building and maintenance buildings and associated paving on the Conococheague Complex.

Project Justification The buildings are in need of improvements due to normal aging and recommendations by the manufacturer of the building.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	1,215,000	101,000	150,000	0	0	0	0	370,000	594,000
Total Cost	1,215,000	101,000	150,000	0	0	0	0	370,000	594,000

Funding Sources:

Utility Admin Fund	101,000	101,000	0	0	0	0	0	0	0
Self-Supported Bond	1,114,000	0	150,000	0	0	0	0	370,000	594,000
Total Funding	1,215,000	101,000	150,000	0	0	0	0	370,000	594,000

Project Title	Lab Equipment Replacement
Project ID	EQP063
Full-time Employees	0
Operating Costs	\$0

Project Description The project will replace / upgrade existing lab testing equipment.

Project Justification The existing lab equipment has reached it's useful life and needs to be replaced / upgraded.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Equipment/Furniture	310,000	73,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000
Total Cost	310,000	73,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000
<u>Funding Sources:</u>									
Utility Admin Fund	284,000	47,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000
Capital Reserve - Utility	26,000	26,000	0	0	0	0	0	0	0
Total Funding	310,000	73,000	31,000	21,000	22,000	22,000	22,000	23,000	96,000

Project Title	WQ Equip/Vehicle Replacement Program
Project ID	VEH007
Full-time Employees	0
Operating Costs	\$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well managed organization, Water Quality wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

Project Justification The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services within the Water Quality service areas.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	26,000	26,000	0	0	0	0	0	0	0
Vehicles	1,010,625	200,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000
Total Cost	1,036,625	226,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000
Funding Sources:									
Utility Admin Fund	942,625	132,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000
Capital Reserve - Utility	94,000	94,000	0	0	0	0	0	0	0
Total Funding	1,036,625	226,625	70,000	75,000	75,000	80,000	80,000	80,000	350,000

Project Title	Replace Grinder Pumps
Project ID	EQP055
Full-time Employees	0
Operating Costs	\$0

Project Description The project will provide the replacement of core units of aging infrastructure and will extend the life of the system.

Project Justification Some of the existing grinder pumps have reached their life expectancy and need to be replaced.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Equipment/Furniture	742,000	26,000	26,000	40,000	60,000	80,000	80,000	80,000	350,000
Total Cost	742,000	26,000	26,000	40,000	60,000	80,000	80,000	80,000	350,000

Funding Sources:

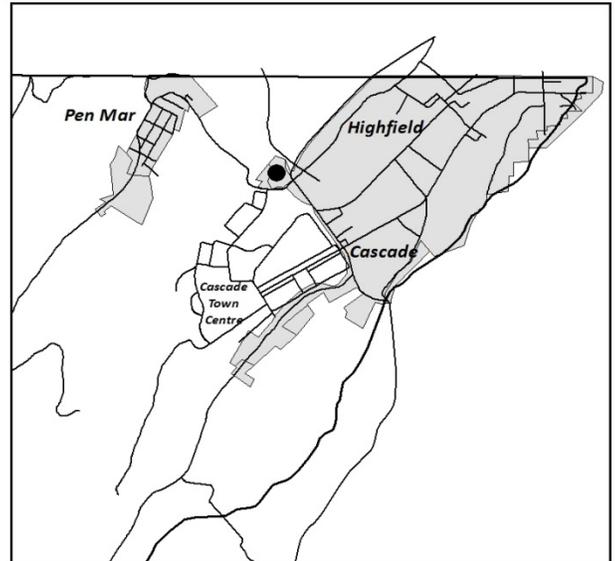
Sewer Fund	716,000	0	26,000	40,000	60,000	80,000	80,000	80,000	350,000
Capital Reserve - Sewer	26,000	26,000	0	0	0	0	0	0	0
Total Funding	742,000	26,000	26,000	40,000	60,000	80,000	80,000	80,000	350,000

Project Title Pen Mar / Highfield / Cascade Septic tank Pumping and Replacement

Project ID EQP065

Full-time Employees 0

Operating Costs \$0



Project Description Pump the solids out of the existing septic tanks and replace damaged tanks.

Project Assumptions Advertise this as project to have a private septic hauler perform the work.

Project Justification The Pen Mar / Highfield / Cascade sewer collection system was constructed as a hybrid collection system. The property owners had existing on-lot septic systems, thus they were permitted to keep their septic tanks. The sewage from the homes flows into the existing septic tank where the solids are collected. The effluent from the septic tank then flows into a new pump tank that will discharge into a small diameter gravity system. The solids will accumulate in the septic tank until they are required to be pumped out. When the County installed the sewer system, we assumed the responsibility of pumping out the septic tanks. It has been 10 years since the tanks were last pumped out.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	105,000	0	35,000	35,000	35,000	0	0	0	0
Total Cost	105,000	0	35,000	35,000	35,000	0	0	0	0
Funding Sources:									
Sewer Fund	105,000	0	35,000	35,000	35,000	0	0	0	0
Total Funding	105,000	0	35,000	35,000	35,000	0	0	0	0

Project Title **Pump Station Upgrades - Various Stations**

Project ID LIN034

Full-time Employees 0

Operating Costs \$0

Project Description The project includes electrical and equipment upgrades.

Project Justification Upgrades are required to address aging equipment issues.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	2,967,183	899,183	280,000	0	0	0	153,000	0	1,635,000
Total Cost	2,967,183	899,183	280,000	0	0	0	153,000	0	1,635,000
<u>Funding Sources:</u>									
Sewer Fund	4,683	4,683	0	0	0	0	0	0	0
Self-Supported Bond	2,962,500	894,500	280,000	0	0	0	153,000	0	1,635,000
Total Funding	2,967,183	899,183	280,000	0	0	0	153,000	0	1,635,000

Project Title **Collection System Rehabilitation Project**

Project ID LIN040

Full-time Employees 0

Operating Costs \$0

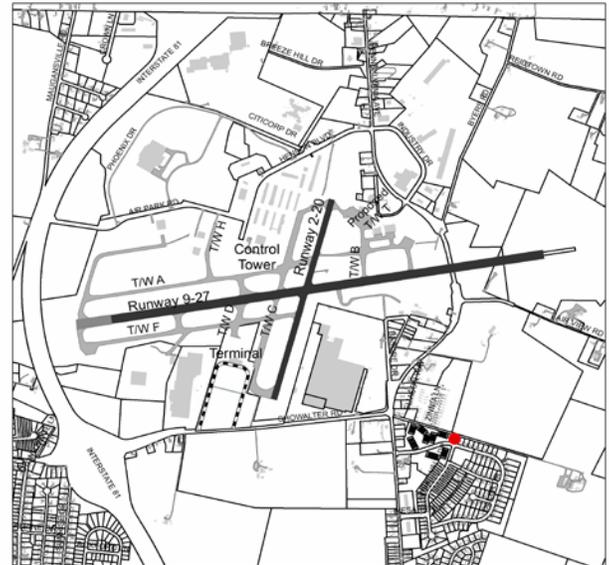
Project Description This project will rehabilitate existing sewer lines.

Project Assumptions Grant estimated based on last I&I project. Grant funds estimated at 35%.

Project Justification The Collection Systems in the County are aging and showing normal deterioration which requires repairs, slip lining or replacement to reduce the amount of Inflow and Infiltration (I&I) entering the system and to reduce the potential of line breaks and sewer overflows. I&I impacts the budget by increasing the amount of water requiring treatment without increasing the revenue to pay for this expense. Sewer line breaks and sewer overflows cause environmental issues.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,475,087	370,087	0	500,000	0	275,000	560,000	0	1,770,000
Total Cost	3,475,087	370,087	0	500,000	0	275,000	560,000	0	1,770,000
Funding Sources:									
Sewer Fund	13,087	13,087	0	0	0	0	0	0	0
Self-Supported Bond	2,380,000	357,000	0	325,000	0	179,000	364,000	0	1,155,000
State Grant	1,082,000	0	0	175,000	0	96,000	196,000	0	615,000
Total Funding	3,475,087	370,087	0	500,000	0	275,000	560,000	0	1,770,000

Project Title Capacity Management Project
Project ID LIN042
Full-time Employees 0
Operating Costs \$0



Project Description Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County’s gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow’s pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow’s pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line.

Project Justification Currently the Maugansville Collection area is approaching its design capacity. This project will redirect flow from this area to another drainage area providing capacity relief and facilitating economic growth in the drainage area.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	8,693,000	1,173,000	0	3,180,000	3,240,000	1,100,000	0	0	0
Engineering and Design	306,000	306,000	0	0	0	0	0	0	0
Land Acquisition	724,000	204,000	520,000	0	0	0	0	0	0
Total Cost	9,723,000	1,683,000	520,000	3,180,000	3,240,000	1,100,000	0	0	0
Funding Sources:									
Sewer Fund	1,173,000	1,173,000	0	0	0	0	0	0	0
Self-Supported Bond	8,550,000	510,000	520,000	3,180,000	3,240,000	1,100,000	0	0	0
Total Funding	9,723,000	1,683,000	520,000	3,180,000	3,240,000	1,100,000	0	0	0

Project Title **Smithsburg WwTP - ENR Upgrades**

Project ID TRP021

Full-time Employees 0

Operating Costs \$10,000



Project Description The project will upgrade the facility to address Maryland Department of the Environment (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area.

Project Assumptions Pending grant funding approval.

Project Justification The upgrade is required to meet MDE's ENR strategy and to prepare for anticipated development in the area.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	11,850,917	1,059,917	0	5,391,000	5,400,000	0	0	0	0
Engineering and Design	843,470	843,470	0	0	0	0	0	0	0
Total Cost	12,694,387	1,903,387	0	5,391,000	5,400,000	0	0	0	0
Funding Sources:									
Sewer Fund	1,495,387	1,495,387	0	0	0	0	0	0	0
Self-Supported Bond	11,199,000	408,000	0	5,391,000	5,400,000	0	0	0	0
Total Funding	12,694,387	1,903,387	0	5,391,000	5,400,000	0	0	0	0

Project Title	Heavy Sewer EQP and VEH Replacement
Project ID	VEH010
Full-time Employees	0
Operating Costs	\$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well-managed organization, Water Quality strives to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

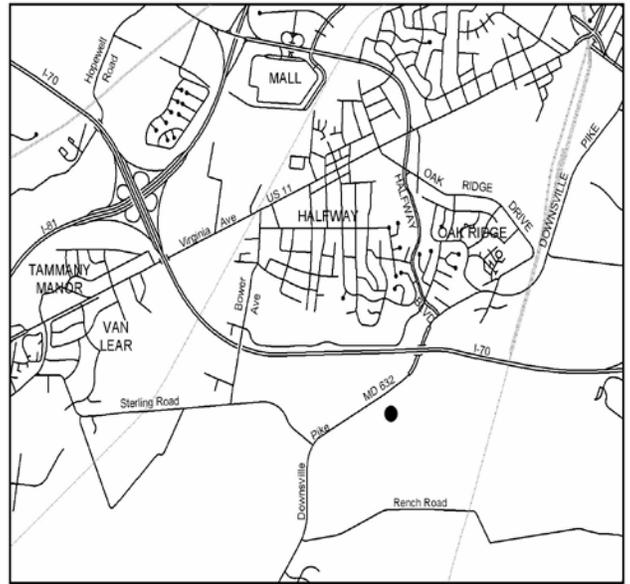
Project Justification The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services within the Water Quality service areas.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Equipment/Furniture	46,000	3,000	3,000	4,000	4,000	4,000	4,000	5,000	19,000
Other	85,000	85,000	0	0	0	0	0	0	0
Vehicles	765,400	259,400	92,000	70,000	35,000	35,000	36,000	36,000	202,000
Total Cost	896,400	347,400	95,000	74,000	39,000	39,000	40,000	41,000	221,000
Funding Sources:									
Sewer Fund	259,400	259,400	0	0	0	0	0	0	0
Self-Supported Bond	549,000	0	95,000	74,000	39,000	39,000	40,000	41,000	221,000
Capital Reserve - Sewer	88,000	88,000	0	0	0	0	0	0	0
Total Funding	896,400	347,400	95,000	74,000	39,000	39,000	40,000	41,000	221,000

Project Title Potomac Edison Pump Station & Force Main

Full-time Employees 0

Operating Costs \$0



Project Description The project will provide for the relocation of the existing force main and the Potomac Edison pump station.

Project Assumptions Pending grant funding approval and developer contributions.

Project Justification Relocation of the Potomac Edison pump station and force main is required to facilitate service of the properties in the revised Urban Growth Area Boundary.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	1,632,000	0	0	0	0	0	1,632,000	0	0
Total Cost	1,632,000	0	0	0	0	0	1,632,000	0	0

Funding Sources:

Self-Supported Bond	175,000	0	0	0	0	0	175,000	0	0
State Grant	410,000	0	0	0	0	0	410,000	0	0
Contributions	1,047,000	0	0	0	0	0	1,047,000	0	0
Total Funding	1,632,000	0	0	0	0	0	1,632,000	0	0

Project Title **General WwTP Improvement**

Full-time Employees 0

Operating Costs \$0

Project Description The project involves general upgrades including electrical systems and equipment as required to address aging infrastructure and regulatory requirements.

Project Justification Upgrades are required to address aging infrastructure and equipment. Some of these upgrades may not have been accomplished under previous projects due to grant funding restrictions.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	3,576,000	0	0	0	0	786,000	0	860,000	1,930,000
Engineering and Design	500,000	0	0	0	0	200,000	0	300,000	0
Total Cost	4,076,000	0	0	0	0	986,000	0	1,160,000	1,930,000
Funding Sources:									
Self-Supported Bond	4,076,000	0	0	0	0	986,000	0	1,160,000	1,930,000
Total Funding	4,076,000	0	0	0	0	986,000	0	1,160,000	1,930,000

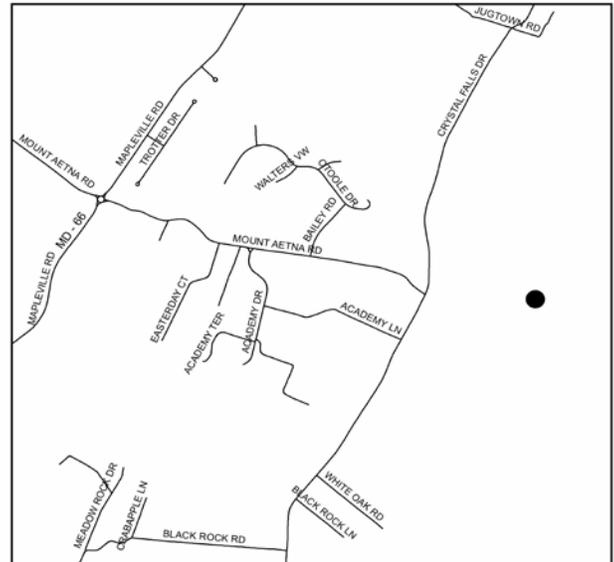
Project Title	WQ Water Meter Replacement
Project ID	LIN004
Full-time Employees	0
Operating Costs	\$0

Project Description The project will replace aging water meters in various water distribution systems.

Project Justification Replacement is needed due to the age and deterioration of the water meters.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	499,465	118,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
Total Cost	499,465	118,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
<u>Funding Sources:</u>									
Water Fund	449,465	68,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000
Capital Reserve - Water	50,000	50,000	0	0	0	0	0	0	0
Total Funding	499,465	118,465	50,000	50,000	50,000	32,000	32,000	33,000	134,000

Project Title Mt Aetna Water System Improvements
Project ID LIN043
Full-time Employees 0
Operating Costs \$0



Project Description The project includes general plant and system improvements.
Project Assumptions Will seek grant funding from MDE
Project Justification The project includes the replacement and upgrade of aging infrastructure and manufacturer recommendations.

Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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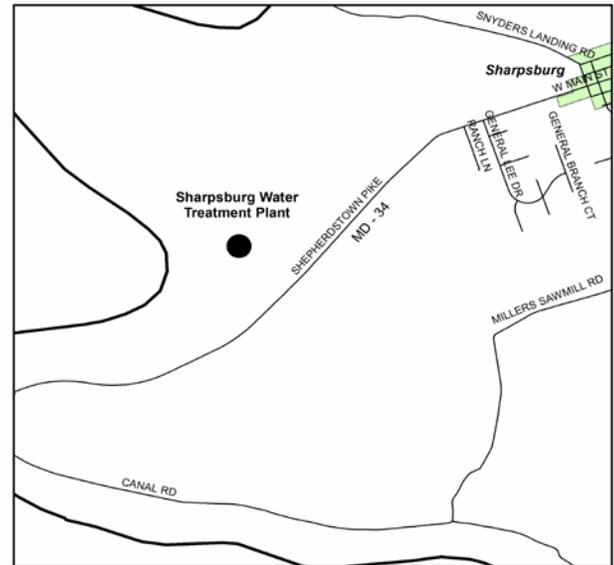
Project Costs:

Construction	729,000	0	130,000	0	599,000	0	0	0
Total Cost	729,000	0	130,000	0	599,000	0	0	0

Funding Sources:

Self-Supported Bond	654,000	0	105,000	0	549,000	0	0	0
State Grant	75,000	0	25,000	0	50,000	0	0	0
Total Funding	729,000	0	130,000	0	599,000	0	0	0

Project Title	Sharpsburg Water Treatment Plant
Project ID	TRP023
Full-time Employees	0
Operating Costs	\$0



Project Description The project includes Sharpsburg Water Treatment Plant upgrades required by Federal and State regulations.

Project Justification Regulations continue to become more restrictive, thus requiring the plant to be upgraded to insure compliance with Drinking Water Regulations.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	794,000	204,000	0	0	0	0	0	0	590,000
Total Cost	794,000	204,000	0	0	0	0	0	0	590,000
Funding Sources:									
Self-Supported Bond	794,000	204,000	0	0	0	0	0	0	590,000
Total Funding	794,000	204,000	0	0	0	0	0	0	590,000

Project Title	General WTP Improvements
Project ID	TRP025
Full-time Employees	0
Operating Costs	\$0

Project Description The project involves general upgrades to water treatment plants including electrical systems and equipment.

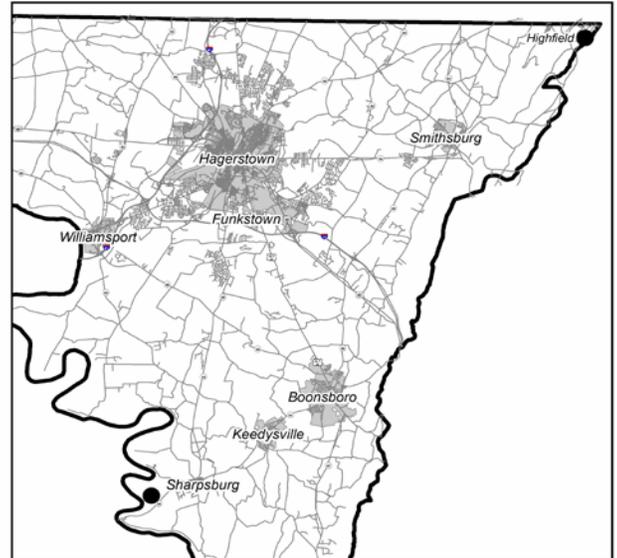
Project Justification Upgrades are required to address aging equipment, maintain a high level of water quality, and address Federal and State regulations.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
<u>Project Costs:</u>									
Construction	884,325	62,325	0	0	242,000	0	0	0	580,000
Total Cost	884,325	62,325	0	0	242,000	0	0	0	580,000
<u>Funding Sources:</u>									
Self-Supported Bond	884,325	62,325	0	0	242,000	0	0	0	580,000
Total Funding	884,325	62,325	0	0	242,000	0	0	0	580,000

Project Title **Highfield/Sharpsburg Water Storage Tank**

Full-time Employees 0

Operating Costs \$0

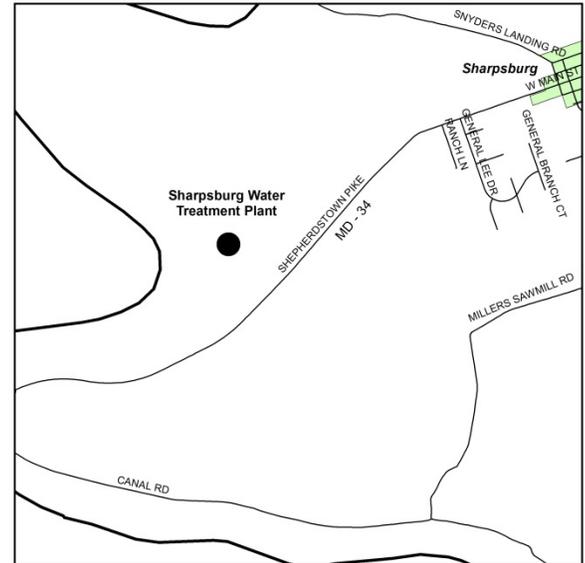


Project Description The project includes rehabilitation of the existing water storage tanks.

Project Justification Rehabilitation of the tank structures is required as they age to extend their life expectancy and for the continuation of operation.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	336,000	0	0	0	0	0	0	0	336,000
Total Cost	336,000	0	0	0	0	0	0	0	336,000
Funding Sources:									
Self-Supported Bond	336,000	0	0	0	0	0	0	0	336,000
Total Funding	336,000	0	0	0	0	0	0	0	336,000

Project Title	Sharpsburg Water Meter Cradle Replacement
Full-time Employees	0
Operating Costs	\$0



Project Description Replace the existing water meter cradles that contain lead.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
Project Costs:									
Construction	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0
Total Cost	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0
Funding Sources:									
General Fund	350,000	0	0	0	0	175,000	175,000	0	0
Capital Reserve - Water	375,000	0	0	200,000	175,000	0	0	0	0
State Grant	275,000	0	0	50,000	75,000	75,000	75,000	0	0
Total Funding	1,000,000	0	0	250,000	250,000	250,000	250,000	0	0

Project Title **WQ Main Replacement**

Full-time Employees 0

Operating Costs \$0

Project Description The project will replace aging water mains in various water distribution systems.

Project Assumptions Pending grant funding approval.

Project Justification Replacement is needed due to the age and deterioration of the water mains.

	Total	Prior Appr.	2019	2020	2021	2022	2023	2024	Future
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Project Costs:

Construction	4,090,000	0	0	0	0	0	566,000	522,000	3,002,000
Total Cost	4,090,000	0	0	0	0	0	566,000	522,000	3,002,000

Funding Sources:

Capital Reserve - General	3,440,000	0	0	0	0	0	516,000	472,000	2,452,000
Capital Reserve - Water	450,000	0	0	0	0	0	0	0	450,000
State Grant	200,000	0	0	0	0	0	50,000	50,000	100,000
Total Funding	4,090,000	0	0	0	0	0	566,000	522,000	3,002,000