



# Consolidated Transportation Program

FY2017 to  
FY2022



## 2017 State Report on Transportation

Larry Hogan  
Governor

Boyd K. Rutherford  
Lt. Governor

Pete K. Rahn  
Secretary



# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

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

**For the hearing impaired, Maryland Relay 711.**

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

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

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## MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation ("MDOT" or "Department") is pleased to present the State's six-year capital investment program for transportation, the Final FY 2017-2022 Consolidated Transportation Program (CTP).

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

## ESTABLISHING PRIORITIES

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

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

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

Chapter 36, the Maryland Open Transportation Investment Decision Act of 2016, was passed by the Maryland General Assembly last session and requires the use of nine specific goals and 23 specific measures to prioritize major transportation projects that increase capacity and exceed \$5 million. While the bill's effective date was July 1, 2016, the Assistant Attorney General for the Maryland Department of Legislative Services informed MDOT that the requirements of Chapter 36 do not need to be implemented until the Draft FY2018-FY2023 CTP.

Beginning with the FY18-FY23 Draft CTP, MDOT will evaluate requests for major transportation projects based on the statutory criteria established by Chapter 36 and report the manner in which each project was assessed. For a list of possibly impacted projects, visit the MDOT project page at: <http://www.mdot.maryland.gov/newMDOT/Planning/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. It will do this by undertaking projects that improve access to jobs as well as improve freight and commodity flows and the movement of goods and services in and through Maryland.

With the completed expansion of the Panama Canal, larger ships are doing business with East Coast ports that have the necessary infrastructure to handle their size, rather than with West Coast ports. In partnership with Ports America, the Department has completed significant improvements to prepare for these larger ships. In July, the first post Panama Canal larger container ship arrived in Maryland carrying about 8,400 20-foot long containers.

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

### **Freight**

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

the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.



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

### **Transit-Oriented Development (TOD)**

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

highway congestion, pollution, and sprawl for the benefit of all Maryland residents.

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

## **Provide a Safe & Secure Transportation Infrastructure**

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

Reducing highway fatalities and serious injuries on all public streets and highways is a priority of the Department. The Statewide annual vehicle miles of travel increased to 57.3 billion in 2015 from 56.2 billion in 2014, a 2.0 % increase. The annual number of traffic fatalities on all of Maryland roads increased to 521 in 2015 from 443 in 2014, a 17.6 % increase over 2014 which had been the lowest level since 1948. 2016 is expected to continue the higher trend. The State Highway Administration continues to identify, and then systematically address safety concerns that arise from congestion and operational issues to improve safety.

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

On June 25, 2015, Governor Larry Hogan announced construction funding for MD 404 from US 50 to the Denton Bypass, which includes widening of MD 404 from a two-lane road to a four-lane divided highway with a median to improve safety for a length of 11.3 miles. Construction should be completed by

Thanksgiving 2017 using one Design-Build contract. This is one example of how we are prioritizing important safety projects around the State.

## **Provide an Efficient, Well Connected Transportation Experience**

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

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

## **Use Resources Wisely**

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

A key focus area is the condition of bridges across Maryland. SHA continues to make significant progress in reducing the number of structurally deficient bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. In CY2016, SHA maintains one of the lowest percentages (less than 3%) of structurally deficient bridges of any State DOT with only 69 out 2564

bridges rated as structurally deficient. In addition, SHA spent more than \$294 million in FY 2016 on resurfacing roads, a 3% increase over FY 2015.



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

### **Deliver Transportation Solutions and Services of Great Value**

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

#### ***Transit***

Providing safe, efficient and reliable transit services with world-class customer service is a priority for MDOT. MDOT is committed to working with all of MTA's customers to improve the region's transit system.

In October 2015, Governor Larry Hogan announced \$135 million in targeted investments to transform and improve transit throughout the Baltimore metropolitan area. The multi-phase plan will create an interconnected transit system, known as BaltimoreLink, and includes redesigning the entire local and express bus systems throughout the Baltimore Region. The goals of

BaltimoreLink are to improve service quality and reliability, maximize access to high-frequency transit, strengthen connections between bus and rail routes, and align the network with existing and emerging job centers. The BaltimoreLink system will deliver a unified transit network and includes renaming existing Maryland Transit Administration (MTA) modes: LocalLink (Local Bus), Light RailLink, Metro SubwayLink and MobilityLink to create an interconnected transit system. Other key elements of the BaltimoreLink system include dedicated bus lanes, transfer facilities and transit signal priority.



A major component of the BaltimoreLink system is CityLink which are 12 new high-frequency, color-coded bus routes that will improve reliability and better connect riders to Amtrak, Commuter Bus lines, Light RailLink, MARC trains, Metro SubwayLink and other services in Baltimore and the surrounding suburbs. In Baltimore City, new CityLink routes will run at 10-15 minute frequencies. The new CityLink buses will be branded and travel on color-coded routes with easy-to-read signage and detailed maps that will make the system easier to use. The CityLink bus routes, Light RailLink and Metro SubwayLink will form an interconnected, one-transfer system.

The BaltimoreLink network will provide more people with access to transit, jobs, and services in the region. An estimated 33,600 additional people will be within ¼ mile of the transit system, while an additional 60,700 people will have access to frequent transit which operates every 15 minutes or less during peak and midday periods. Households will have 20% more jobs accessible within 30 minutes or less and 12% more jobs accessible within 45 minutes. BaltimoreLink links people to the places that matter most, which is why a number of public schools, libraries, pharmacies, and hospitals have been added to the frequent transit network, including 12 additional supermarkets.

To further advance the BaltimoreLink project, the Department was recently awarded a federal discretionary grant for \$10 million through the US Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) grant program, which will further enable the bus improvements in the City of Baltimore by improving approximately five miles of North Avenue.

To learn more about BaltimoreLink, visit the MDOT website: [mdot.maryland.gov](http://mdot.maryland.gov).

The Maryland Purple Line is a 16.2 mile light rail line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County. The Purple Line will have 21 stations and provide a direct connection to the Metrorail Red, Green and Orange lines; at Bethesda, Silver Spring, College Park, and New Carrollton. The Purple Line also will connect to MARC, Amtrak, and local bus services. The Purple Line is expected to open for passenger service in 2022 and is projected to have 74,000 daily riders by 2040. On April 6, 2016 MDOT successfully reached commercial close on a 36-year Public Private Partnership (P3) with the State's concessionaire (Purple Line Transit Partners). The \$5.6 billion contract with PLTP provides for the design, construction, financing, operations and maintenance of the Purple Line.

The P3 alternative delivery approach involves a long-term, performance-based agreement between MDOT/MTA and a private partner, Purple Line Transit Partners. The innovative project delivery approach creates a predictable, transparent, and streamlined approach, incorporating best practices and lessons learned from other states and countries, while addressing the transportation and economic development needs of Marylanders. MDOT will enter into a Full Funding Grant Agreement (FFGA) in FFY 2017 with the Federal Transit Administration; this agreement provides for \$900 million for the construction of the project.

For more information, visit [www.purplelinemd.com](http://www.purplelinemd.com).

## Highway

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

## Be a Good Neighbor

As the owner of statewide transportation facilities, MDOT must work with our neighbors to find solutions that work for our customers and is sensitive to our

neighbors. This includes examining all of the modes of travel including flying, driving, riding transit and even freight coming into the port.

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

MDOT seeks to integrate accommodations for walking and bicycling into all appropriate projects, and has several programs specifically directing additional funding to walking and biking. This CTP includes over \$178 million for bicycle and pedestrian supportive projects. These investments include continued commitment for the Bikeways Program that supports local bicycle transportation projects, providing necessary funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Master Plan.



## Be a Good Steward of our Environment

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

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

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

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



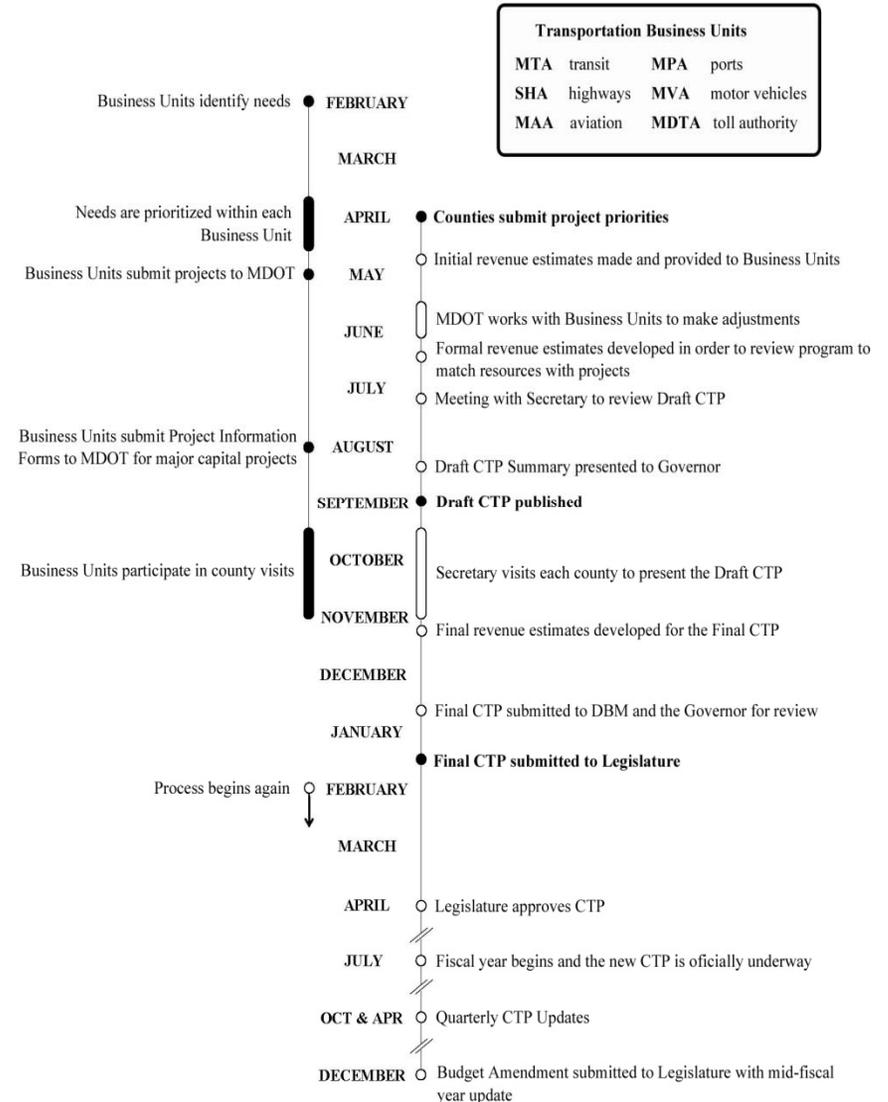
# Process for CTP Development

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

These criteria include:

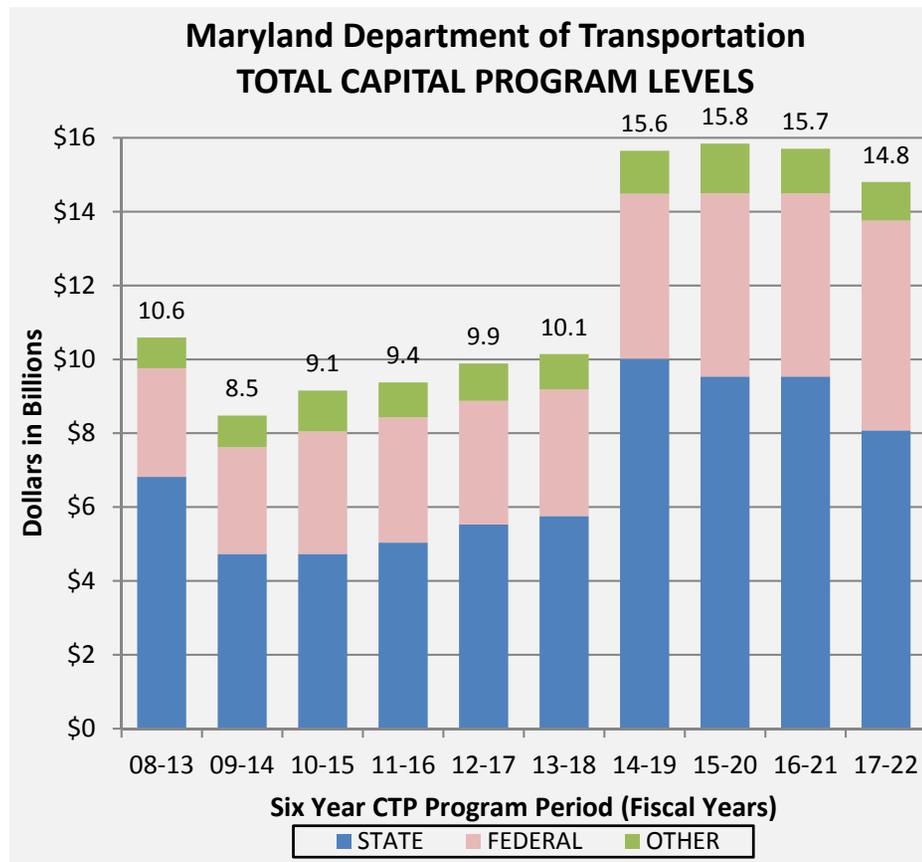
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports the Department's program priorities and MTP goals (safety, system preservation, economic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

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



# FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which is providing funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, transit availability; and maintain the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



## State Revenue Projections

Total projected revenues amount to \$28.6 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Funds to accommodate the Governor's pledge to restore local Highway User Revenues have been reserved, pending legislation.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$6.3 billion over the six-year period. As of July 1, 2016, the motor fuel tax rates were 33.5 cents per gallon gasoline and the 34.25 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 2.7 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increased to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective July 1, 2016 is 8.8 cents per gallon. The rate is estimated to average 9.8 cents per gallon over the program period.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.1 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Vehicle sales have recovered from the recent recession. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.7 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$877 million. Legislation enacted during the 2011 session of the General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share was 16.6 percent for fiscal years 2014-2016, and will be 14.6 percent for each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$5.7 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$582 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.8 billion, with \$1.1 billion from MTA, \$321 million from MPA, and \$1.4 billion from MAA. MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$3.4 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 \$753 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## FEDERAL AID ASSUMPTIONS

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

The bill focuses on establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs. Authorization does not mean appropriation. While Congress authorized a five-year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For FFY 17, this CTP assumes that Congress will appropriate the transportation bill for FFY 2017 through FFY 2020 at the authorized amounts and continue this inflated funding through FFY 2022.

Federal aid, representing 19 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2017 - FY 2022 Consolidated Transportation Program (CTP).

## Highways and Transit

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

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$620 million in highway formula funding and \$175 million in transit formula funding in FFY 2017 for MDOT projects. The Purple Line has received strong ratings from the Federal Transit Administration and is moving through the process to be eligible for New Starts funding. The FFY 2017 Appropriations Act supports the Administration's request for \$900 million for Maryland's Purple Line, with \$125 million in FFY2017 in addition to the combined \$200 million in the FFY 2015 and FFY 2016 appropriations.

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 2015 was 94.0 percent. Given that Congress has passed a long term bill with inflation built in, this CTP assumes an OA level of 94.0 percent for FFY 2017 through FFY 2022.

## Washington Metropolitan Area Transit Authority — WMATA

The Washington Metropolitan Area Transit Authority (WMATA) receives a significant allocation of Fixing America's Surface Transportation (FAST) Act federal formula funds for bus and rail preservation activities. In FFY 2017, the Washington, D.C. Metropolitan Region expects to receive approximately \$360 million under the FAST Act. This amount is distributed between WMATA, the Potomac and Rappahannock Transportation Commission (PRTC) and the Maryland Transit Administration (MTA) subject to an agreement that, if consistent with the prior year, would leave WMATA with approximately \$303 million in formula funding. Additionally, FFY 2017 funding of \$148.5 million is provided through the 2008 Passenger Rail Investment and Improvement Act (PRIIA) that authorizes federal funding of up to \$1.5 billion over 10 years. The combined federal funding of more than \$451 million is a critical complement to WMATA's largest single source of funding - the \$1.3 billion in combined operating and capital subsidies provided by the region's state and local jurisdictions each year. Ridership and revenue projections indicate a deficit in the operating budget which has the potential to impact the jurisdictional subsidy allocation. The region's jurisdictions created WMATA through an interstate compact as an agency of the State of Maryland, the District of Columbia and the Commonwealth of Virginia. The jurisdictions demonstrate their commitment by providing more than 40 percent of the funding for WMATA's \$3.1 billion annual budget.

MDOT's first priority for WMATA is to restore the safety and reliability of the existing system by prioritizing safety and state of good repair investments. To this end, this CTP includes a total of \$300 million (\$50 million each year in FFY 2017 through 2022) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing funds to match federal grants provided from FFY 2010 through FFY 2016. In FY 2017 through FY 2022, federal grants are expected to provide \$2.8 billion in funding to WMATA's capital program. This compares with \$3.2 billion in state and local funding in FY 2017 through FY 2022, combining annual pay-as-you-go contributions of \$2.2 billion and \$1 billion in proceeds from debt issuances wherein State and local governments agree to cover debt service payments.

In response to the FTA and National Transportation Safety Board (NTSB) safety recommendations, WMATA General Manager, Paul Wiedefeld announced the creation of the SafeTrack program, an accelerated track maintenance plan for Metrorail. SafeTrack is intended to address the significant backlog of work needed by expanding maintenance time on weekdays, weeknights, and weekends. The WMATA FY 2017-2022 Capital Improvement Program (CIP) was adopted prior to the creation of the

SafeTrack plan which may require an amendment to the CIP by the WMATA Board of Directors later in FY 2017.

MDOT will work with WMATA and regional partners to ensure that safety and state of good repair projects are prioritized and WMATA implements adequate controls and properly manages and accounts for every taxpayer dollar it receives.



## Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MAA estimates annual AIP entitlement funding will range from \$3.5 million to \$4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The FAA Reauthorization Act of 2016 extends FAA authority to September 30, 2017. The MAA received \$19.4 million of federal discretionary funds in FFY 2015, \$30 million in FFY 2014, and \$21 million in FFY 2013. The MAA received \$3.9 million of entitlement and discretionary AIP funding in FFY 2016 toward the Runway Safety Area, Standard and Pavement Improvement program.

## Port of Baltimore

Ushering in a new era in shipping for the Port of Baltimore, on July 19, 2016, officials welcomed to the Seagirt Marine Terminal the first container ship to arrive through the newly expanded Panama Canal. The Panama Canal recently completed a nine-year, \$5 billion project to create a new set of wider and deeper locks to allow larger ships to pass through. The arrival of the first

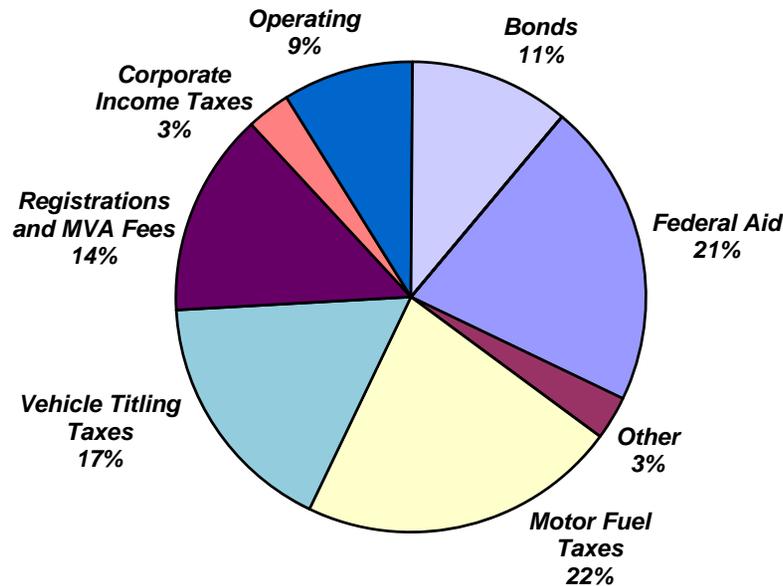
container megaship from Panama would not have been possible without the funding authorized over the last several years and most recently in the Water Resources Reform and Development Act (WRRDA) passed by Congress in May 2014. The bill authorizes U.S. Army Corps of Engineers (COE) projects including the authorization for funding to dredge Maryland's 135 miles of federal navigation channels leading into the Port of Baltimore. This legislation is necessary to support high priority projects such as maintaining deepened navigation channels and harbor maintenance, as well as key dredge placement projects such as Poplar Island and Mid-Chesapeake Bay Island. MDOT continues to work with the Maryland Congressional Delegation to ensure this critical funding is available to maintain access to the thriving Port of Baltimore.



## WHERE THE MONEY COMES FROM...

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

### Where The Money Comes From

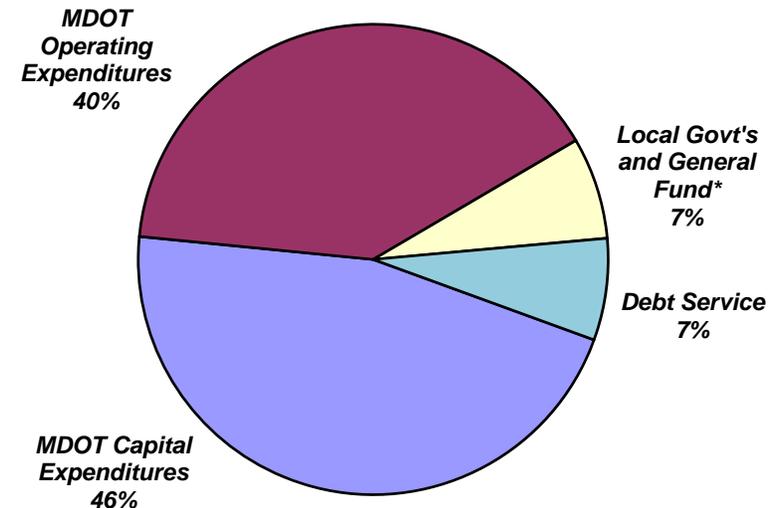


Total projected Trust Fund revenues amount to \$28.6 billion for the six-year period covered by this CTP. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

## WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all State transportation projects. This FY 2017 - 2022 CTP totals about \$14.8 billion, \$13.7 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

### Where The Money Goes



\*Includes local HUR restoration, pending legislation

## Capital Expenditures

FY 2017-2022 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	227.9	85.4	6.7	320.1	2.2
MVA	120.4	1.0	0.0	121.4	0.8
MAA **	335.2	30.9	71.8	437.9	3.0
MPA	865.4	11.1	0.0	876.6	5.9
MTA	1,145.9	2,145.2	372.2	3,663.3	24.7
WMATA	984.5	0.0	599.2	1,583.7	10.7
SHA	4,399.7	3,400.3	0.0	7,800.0	52.7
<b>TOTAL</b>	<b>8,079.3</b>	<b>5,673.6</b>	<b>1,049.9</b>	<b>14,802.8</b>	<b>100.0</b>

Note: Figures may not add perfectly due to rounding.

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

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

TSO – Transportation Secretary’s Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

## EVALUATING OUR PERFORMANCE

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

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

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

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

In addition, federal legislation requires the US DOT, in consultation with states, metropolitan planning organizations (MPOs), and other stakeholders, to establish national performance measures in the areas listed below. USDOT continues to establish measures. Key emphasis areas include:

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

MDOT will work with USDOT, the regional MPOs, and other stakeholders to respond to these new requirements once the final regulations and guidance are issued to demonstrate the effectiveness of MDOT’s programs.

Finally, MDOT is internally assessing its performance in meeting our customers’ needs through our quarterly MDOT Excellerator Performance Management System. The program is a living, evolving performance process that is in a constant state of evaluation, analysis and action. MDOT reports quarterly on performance results and uses the process to drive daily business decisions.

# HOW TO READ THIS DOCUMENT

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

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

## Funding Phases

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

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

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

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

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

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

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

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

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

**MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2016-2021 CTP**

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

In total, \$387.1 million worth of projects have been added to the CTP. Of that amount thirteen projects at a cost of \$340.5 million were added to the Construction Program. Four projects at a cost of \$46.6 million were added to the Development and Evaluation Program (D&E). In addition, one project was moved from the D&E Program to the Construction Program at a cost of \$707.0 million. One project was moved from the Construction Program to the D&E Program at a cost of \$260.8 million. These projects are listed below by category.

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Residential Sound Insulation Program	5.6
Consolidated Rental Car Facility Shuttle Bus Fleet Replacement	16.0
<b>Maryland Transit Administration</b>	
North Avenue Rising	27.3
Montgomery County Bus Rapid Transit	40.5
<b>State Highway Administration</b>	
MD 500, Queens Chapel Road; MD 500, D.C. Line to MD 208 (Prince George's)	23.5
MD 381, Brandywine Road; MD 381, Bridge over Timothy Branch (Prince George's)	3.3
I-95, Capital Beltway; I-95, Bridge over MD 214 (Prince George's)	36.2
<b>Maryland Transportation Authority</b>	
I-95 Kennedy Highway - Repair Substructure and Superstructure	18.4
I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	36.4

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transportation Authority</b>	
I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements	66.2
I-95 Fort McHenry Tunnel - Port Covington I-95 Access	33.4
I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation	15.6
MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges	18.1
	<hr/>
<b>Total</b>	<b>340.5</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>The Secretary's Office</b>		
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	PP	34.8
<b>Maryland Aviation Administration</b>		
Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport	PE	5.0
<b>State Highway Administration</b>		
IS 95, Active Traffic Management; IS 95, MD 32 to MD 100 (Howard)	PE	1.8
<b>Maryland Transportation Authority</b>		
US 50/301 Bay Bridge - Tier 1 NEPA Study	PP	5.0
		<hr/>
	<b>Total</b>	<b>46.6</b>

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

**PROJECT DESCRIPTION**

**ADDITIONAL COST**  
**(\$ MILLIONS)**

**Maryland Transportation Authority**

US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

707.0

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**Total**            **707.0**

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transit Administration</b> Corridor Cities Transitway (CCT)	Deferred to FY 23	260.8
		<hr/>
		<b>Total            260.8</b>

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

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>State Highway Administration</b> BRAC Intersections near Fort Meade; BRAC Intersections Improvements near Fort Meade. (State Wide)	PE	Location specific projects moved to Anne Arundel County.
BRAC Intersections near Bethesda Naval Center; BRAC Intersections Improvements near Bethesda Naval Center. (State Wide)	PE	Location specific projects moved to Montgomery County.
BRAC Intersections near Andrews Air Force Base; BRAC Intersections Improvements near Andrews Airforce Base. (State Wide)	PE	Location specific projects moved to Prince George's County.
BRAC Intersections near Aberdeen Proving Grounds; BRAC Intersections Improvements near Aberdeen Proving Grounds. (State Wide)	PE	Location specific projects moved to Harford County.

**PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM**

The following projects have been removed from the Construction Program:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>Maryland Aviation Administration</b> Homeowner Assistance Program	CO	Replaced by Residential Sound Insulation Program
<b>State Highway Administration</b> MD 32, Patuxent Freeway; MD 32, Bridge on Triadelphia Road over MD 32 (Howard)	Construction	Project incorporated into the MD 32 from north of Linden Church Road to I-70 project.

### **CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2016-2021 CTP, for the following eight major projects:

<u><b>PROJECT DESCRIPTION</b></u>	<u><b>JUSTIFICATION</b></u>	<u><b>FISCAL YEAR</b></u>
<b>State Highway Administration</b>		
MD 36, Mount Savage Road;MD 36, Bridge over Jennings Run (Allegany)	Construction delayed due to changes in the scope of work related to: retaining wall, pedestrian bridge, and environmental permits.	FY 2017 to FY 2018
US 40, Pulaski Highway;US 40, Bridges over Little and Big Gunpowder Falls (Baltimore)	Construction delayed due to the acquisition of necessary environmental permits.	FY 2017 to FY 2018
MD 2/4, Solomons Island Road;MD 2/4, from Fox Run Blvd. to Commerve Lane (Calvert)	Construction delay due to the incorporation of County/Developer design changes.	FY 2017 to FY 2018
MD 86, Lineboro Road;MD 86, Bridge over South Branch of Gunpowder River (Carroll)	Construction delayed due to additional stream stabilization work.	FY 2017 to FY 2018
MD 85, Buckeystown Pike;MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick)	Construction delayed due to utility relocations.	FY 2017 to FY 2018
US 40, Pulaski Highway;US 40, at MD 7/159 (Phase 2) (Harford)	Construction delayed due to the acquisition of necessary environmental permits.	FY 2016 to FY 2017
MD 355, Rockville Pike;MD 355, Woodmont Avenue/Glenbrook Parkway to South Wood Drive/South Drive (Montgomery)	Montgomery County is performing the Advertisement and Construction of this project. Delayed to match Montgomery County's project schedule.	FY 2016 to FY 2017
I-270, Eisenhower Highway;I-270, Interchange at Watkins Mill Road extended (Montgomery)	Construction delayed due to coordination with I-270 Innovative Congestion Management project.	FY 2017 to FY 2018

## **COST & SCOPE CHANGES**

In total, one-hundred and ninety major construction projects experienced significant changes in project cost or scope, for a net decrease of \$701.0 million. One-hundred And Nineteen projects increased in cost by a total of \$780.7 million, while there were no projects that experienced a reduction in scope. The scope of four projects changed, which caused a net increase totalling \$48.2 million, There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

**FY 2016 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS**

The Department completed fifteen major projects in FY 2016, at a total cost of \$430.6 million. These projects are listed below:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Motor Vehicle Administration</b>	
Real ID Act	3.8
<b>Maryland Aviation Administration</b>	
Homeowner Assistance Program	22.9
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall	147.6
Parking Revenue Control System at BWI Marshall Airport	8.8
<b>Maryland Transit Administration</b>	
Paul S. Sarbanes Transit Center	138.7
CAD/AVL Systems	4.1
Central Control Center	15.9
Closed Circuit Television (CCTV) Improvements	28.6
Southern Maryland Commuter Bus Initiative	10.6
<b>State Highway Administration</b>	
MD 25, Falls Road; MD 25, Bridge to Georges Run (Baltimore)	4.9
MD 75, Green Valley Road; MD 75, Replace Bridge over Haines Branch (Frederick)	2.9
US 29, Columbia Pike; US 29, from MD 175 to Seneca Drive Access Road Improvements (Phase 1A) (Howard)	8.2
MD 5, Branch Avenue; MD 5, MD 223 to south of I-95 (Prince George's)	8.2
<b>Maryland Transportation Authority</b>	
US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs	13.2
Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges	12.2
<b>Total</b>	<b>430.6</b>

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
Rehabilitation and resurfacing of seventy-two (72) segments of highway	275.6
Rehabilitation or replacement of nine (9) bridges	26.0
Safety and Geometric Improvements at fourteen (14) locations	38.2
Fifty-nine (59) projects including highway safety, facilities and equipment, environmental preservation, enhancements, crash prevention, guardrail end treatment, ADA, drainage, sidewalks, commuter action improvements, total maximum daily load, urban reconstruction, traffic management, intersection capacity improvements and bicycle retrofits	92.1
Three hundred seventeen (317) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	239.5
<b>Total</b>	<hr/> <b>671.4</b>

## AWARDS

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

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Roof Replacement - East and West Stations	.4
MAA Install New Checked Baggage Inspection System	19.3
MAA Concourse E Extension Site Work	20.3
MPA Deck Upgrades at Dundalk	7.8
MPA Construct New Rail Track and Rail Yard - Masonville	7.4
MTA East Track Interlockings Reconstruction - Portal, Reisterstown Plaza, Rogers Ave. East	8.0
MTA Heavy Rail System - Cable Inspection and Testing	4.3
MTA Renovations to Temporary Facility - Kirk Bus Division Modernization	5.1
SHA I-695 South of US 40 to MD 144	69.0
SHA Bridge No. 10097 on US 15 over MD 26	5.8
SHA MD 32 - MD 108 to Linden Church Road Interchange	18.4
SHA I-270 from I-495 to I-70	117.3
SHA I-95 from Baltimore Washington Parkway to US 1	150.0
SHA MD 404 from US 50 to East of Holly Road	127.3
SHA US 113 from North of MD 365 to Five Mile Branch Road - Phase 4	61.4
MdTA Parking Lot Rehab - Point Breeze Warehouse/Office Complex	.4
<b>Total</b>	<b>622.2</b>

**DEPARTMENT OF TRANSPORTATION  
FY 2018 CAPITAL PROGRAM AND BUDGET  
(\$MILLIONS)**

**MARYLAND AVIATION ADMINISTRATION**

Construction Program		Airport Facilities and Capital Equipment	J06I0003	106.6
Major Projects	73.6	Major IT Projects	J06I0008	0
System Preservation Minor Projects	37.9	Other Funds	Other	17.8
Development and Evaluation Program	6.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>6.5</u>			
<b>MAA TOTAL</b>	<b>124.4</b>			<b>124.4</b>

**MARYLAND PORT ADMINISTRATION**

Construction Program		Port Facilities and Capital Equipment	J03D0002	98.6
Major Projects	57.2	Major IT Development	J03D0008	0
System Preservation Minor Projects	28.1	Other	Other	0
Development and Evaluation Program	8.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.9</u>			
<b>MPA TOTAL</b>	<b>98.6</b>			<b>98.6</b>

**MARYLAND TRANSIT ADMINISTRATION**

Construction Program		Transit Facilities and Capital Equipment	J05H0105	620.8
Major Projects	612.2	Major IT Development	J05H0108	13.5
System Preservation Minor Projects	66.3	Other Funds	Other	62.3
Development and Evaluation Program	5.1			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>13.0</u>			
<b>MTA TOTAL</b>	<b>696.6</b>			<b>696.6</b>

**MOTOR VEHICLE ADMINISTRATION**

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	18.0
Major Projects	4.6	Major IT Development	J04E0008	4.4
System Preservation Minor Projects	16.6			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.2			
<b>MVA TOTAL</b>	<u>22.4</u>			<u>22.4</u>

**STATE HIGHWAY ADMINISTRATION**

Construction Program		State System Construction and Equipment	J02B0101	1,446.7
Major Projects	479.2	County and Municipality Capital Program	J02B0103	77.2
System Preservation Minor Projects	1,023.4	Major IT Development	J02B0108	5.1
<u>Development and Evaluation Program</u>	26.4			
<b>SHA TOTAL</b>	<u>1,529.0</u>			<u>1,529.0</u>

**THE SECRETARY'S OFFICE**

Construction Program		Facilities and Capital Equipment	J01A0103	97.2
Major Projects	278.1	WMATA Capital Grants	J01A0105	155.9
System Preservation Minor Projects	82.8	Major IT Development	J01A0108	6.6
Development and Evaluation Program	0	Other Funds	Other	103.2
<u>Capital Salaries, Wages and Other Support Costs</u>	2.0			
<b>TSO TOTAL</b>	<u>362.9</u>			<u>362.9</u>

**DEPARTMENT TOTAL**

Construction Program		
Major Projects	1,504.9	
System Preservation Minor Projects	1,255.1	
Development and Evaluation Program	46.3	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>27.6</u>	
<b>GRAND TOTAL</b>	<b>2,833.9</b>	<b><u>2,833.9</u></b>

**DEPARTMENT OF TRANSPORTATION**  
**SUMMARY OF FY 2018 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>
<b><u>The Secretary's Office (J01A01)</u></b>						
The Secretary's Office	29.9	-	-	-	-	29.9
Operating Grants-in Aid	12.9	-	-	-	-	12.9
Facilities and Capital Equipment	-	97.2	3.3	-	-	100.5
WMATA Operating Grants	365.3	-	-	-	-	365.3
WMATA Capital Grants	-	155.9	99.9	-	-	255.8
<u>Information Technology Services</u>	45.8	6.6	-	-	-	52.4
<b>Subtotal</b>	453.9	259.7	103.2	-	-	816.8
<b><u>Debt Service Requirements (J01A04)</u></b>						
Debt Service Requirements	-	-	-	-	328.8	328.8
<b><u>State Highway Administration (J02B01)</u></b>						
State System Construction and Equipment	-	1,446.7	-	-	-	1,446.7
State System Maintenance	267.2	-	-	-	-	267.2
County & Municipality Capital Program	-	4.9	-	72.4	-	77.3
Highway Safety Operating Program	11.1	-	-	-	-	11.1
County & Municipality Program	-	-	-	175.5	-	175.5
<u>Major IT Development</u>	-	5.1	-	-	-	5.1
<b>Subtotal</b>	278.3	1,456.7	-	247.9	-	1,982.9

**Maryland Port Administration (J03D00)**

Port Operations	51.6	-	-	-	-	51.6
<u>Port Facilities and Capital Equipment</u>	-	98.6	-	-	-	98.6
<b>Subtotal</b>	51.6	98.6	-	-	-	150.2

**Motor Vehicle Administration (J04E00)**

Motor Vehicle Operations	191.6	-	-	-	-	191.6
Facilities and Capital Equipment	-	18.0	-	-	-	18.0
Motor Vehicle Highway Safety Program	15.3	-	-	-	-	15.3
<u>Major IT Development</u>	-	4.4	-	-	-	4.4
<b>Subtotal</b>	206.9	22.4	-	-	-	229.3

**Maryland Transit Administration (J05H00)**

Transit Administration	87.7	-	-	-	-	87.7
Bus Operations	429.3	-	-	-	-	429.3
Rail Operations (Includes MARC)	222.6	-	-	-	-	222.6
Rail Operations (Includes MARC)	-	620.8	62.3	-	-	683.1
Statewide Programs Operations	88.7	-	-	-	-	88.7
<u>Major IT Development</u>	-	13.5	-	-	-	13.5
<b>Subtotal</b>	828.3	634.3	62.3	-	-	1,524.9

**Maryland Aviation Administration (J06I00)**

Airport Operations	194.5	-	-	-	-	194.5
Facilities and Capital Equipment	-	106.6	17.8	-	-	124.4
<u>Major IT Development</u>	-	-	-	-	-	-
<b>Subtotal</b>	194.5	106.6	17.8	-	-	318.9

**DEPARTMENT TOTAL**

2,013.5	2,578.3	183.3	247.9	328.8	5,351.8
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**DEPARTMENT OF TRANSPORTATION  
OPERATING AND CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT YEAR <u>2017</u>	BUDGET YEAR <u>2018</u>	Planning Years				SIX - YEAR TOTAL
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office <sup>A</sup>	86.1	88.7	91.0	93.0	95.0	97.0	550.8
Motor Vehicle Administration	208.8	206.9	213.0	219.0	224.0	229.0	1,300.7
Maryland Aviation Administration	187.9	194.5	200.0	205.0	210.0	214.0	1,211.4
Maryland Port Administration	51.6	51.6	53.0	54.0	55.0	56.0	321.2
Maryland Transit Administration	787.7	828.4	849.0	870.0	891.0	912.0	5,138.1
WMATA Grants (WMATA)	323.4	365.3	374.0	383.0	392.0	401.0	2,238.7
State Highway Administration	272.0	278.3	285.0	292.0	299.0	305.0	1,731.3
<b>TOTAL OPERATING</b>	1,917.5	2,013.7	2,065.0	2,116.0	2,166.0	2,214.0	12,492.2
Special Funds	1,819.4	1,916.2	1,968.0	2,019.0	2,069.0	2,117.0	11,908.6
Federal Funds	97.2	97.6	97.0	97.0	97.0	97.0	582.8
Reimbursable Funds	0.9	-	-	-	-	-	0.9
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>AD</sup>	139.2	107.1	31.5	18.1	12.7	11.4	320.0
Motor Vehicle Administration	21.8	22.4	27.0	15.8	19.4	15.0	121.4
Maryland Aviation Administration <sup>D</sup>	177.0	124.4	36.4	32.5	32.3	35.3	437.9
Maryland Port Administration	125.7	98.6	167.8	216.0	153.0	115.5	876.6
Maryland Transit Administration <sup>D</sup>	693.9	696.6	804.5	454.3	380.1	633.8	3,663.2
Washington Metropolitan Area Transit <sup>ACD</sup>	225.3	255.8	265.3	273.4	284.1	279.9	1,583.8
State Highway Administration <sup>B</sup>	1,503.2	1,528.9	1,408.1	1,327.5	1,109.3	922.9	7,799.9
<b>TOTAL CAPITAL</b>	2,886.1	2,833.8	2,740.6	2,337.6	1,990.9	2,013.8	14,802.8
Special Funds	1,579.6	1,628.6	1,524.7	1,305.6	1,026.5	1,014.3	8,079.3
Federal Funds	1,103.7	1,021.9	1,037.2	856.4	847.5	806.9	5,673.6
Other Funds <sup>F</sup>	202.8	183.3	178.8	175.6	116.8	192.6	1,049.9

	CURRENT YEAR <u>2017</u>	BUDGET YEAR <u>2018</u>	Planning Years				SIX - YEAR TOTAL
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipal Program	177.4	175.5	178.0	180.0	183.0	185.0	1,078.9
County and Municipal Program - HUR Restoration	-	-	100.0	148.0	198.0	248.0	694.0
County and Municipal Capital	92.3	77.2	-	-	-	-	169.5
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	<b>269.7</b>	<b>252.7</b>	<b>278.0</b>	<b>328.0</b>	<b>381.0</b>	<b>433.0</b>	<b>1,942.4</b>
Special Funds	182.3	180.4	-	-	-	-	362.7
Federal Funds	87.5	72.4	-	-	-	-	159.9
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Debt Service Requirements	309.9	328.8	337.0	356.0	424.0	473.0	2,228.7
Special Funds <sup>E</sup>	309.9	328.8	337.0	356.0	424.0	473.0	2,228.7
<b><u>DEPARTMENT TOTAL</u></b>	<b><u>5,383.2</u></b>	<b><u>5,429.0</u></b>	<b><u>5,420.6</u></b>	<b><u>5,137.6</u></b>	<b><u>4,961.9</u></b>	<b><u>5,133.8</u></b>	<b><u>31,466.1</u></b>
Special Funds	3,891.2	4,054.0	3,829.7	3,680.6	3,519.5	3,604.3	22,579.3
Federal Funds	1,288.4	1,191.9	1,134.2	953.4	944.5	903.9	6,416.3
Reimbursable Funds	0.9	-	-	-	-	-	0.9
Other Funds	202.8	183.3	178.8	175.6	116.8	192.6	1,049.9

<sup>A</sup> - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

<sup>B</sup> - Includes County and Municipality transfer funds from the federal government.

<sup>C</sup> - Capital Program WMATA Grants line includes federal funds received by WMATA directly.

<sup>D</sup> - "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

<sup>E</sup> - Debt Service for County Bonds is not included in FY19-22.

<sup>F</sup> - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

***SUMMARY OF FEDERAL AID OBLIGATIONS***  
***(\$ MILLIONS)***

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2017-FY 2022 CTP/STP:

	Federal Fiscal Year					<b><u>TOTAL</u></b>
	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021 - 22</u></b>	
National Highway Performance Program (NHPP)	322.2	357.3	347.8	341.5	346.6	1,715.4
Surface Transportation Program (STP)	167.2	167.9	201.4	139.8	289.4	965.7
Congestion Mitigation/Air Quality (CMAQ)	60.6	64.1	64.9	59.8	89.6	339.0
Highway Safety Improvement Program (HSIP)	12.5	24.7	26.1	16.4	49.0	128.7
Statewide Planning & Research (SPR)	12.2	8.2	8.2	8.2	16.4	53.2
Transportation Alternative Program (TAP)	12.5	12.4	12.8	12.7	23.6	74.0
Special Federal Appropriations	9.7	17.3	18.4	18.9	17.7	82.0
NHPP Exempt	15.9	9.1	9.3	9.5	19.0	62.8
Urbanized Area Formula, SEC9	96.4	98.4	100.3	102.3	210.8	608.2
New Starts, Fixed Guideway, Modernization & Bus	290.7	196.0	243.4	185.7	367.7	1,283.5
Elderly and Persons with Disabilities	3.4	3.5	3.6	3.6	7.5	21.6
Rural Area Formula	6.4	6.5	6.6	6.8	13.9	40.2
<b>TOTALS</b>	1,009.7	965.4	1,042.8	905.2	1,451.2	5,374.3

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2017 - FY 2022 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2017	2018	2019	2020	2021 - 22	
<b><u>Environmental Projects</u></b>						
National Highway Performance Program	10.4	10.6	6.5	4.3	7.4	39.2
Surface Transportation Program	16.7	12.5	12.8	6.8	11.4	60.2
Transportation Alternative Program	8.1	10.8	13.8	11.3	26.3	70.3
Highway Safety	1.1	0.5	0.6	0.5	0.9	3.6
<b><u>Safety and Spot Improvements</u></b>						
National Highway Performance Program	22.6	13.3	12.2	10.6	28.2	86.9
Surface Transportation Program	63.3	35.0	34.2	28.6	60.7	221.8
Congestion Mitigation/Air Quality	1.8	1.1	0.8	0.6	1.2	5.5
Highway Safety	13.5	7.8	8.1	7.7	16.4	53.5
<b><u>Resurfacing and Rehabilitation</u></b>						
National Highway Performance Program	75.2	46.3	46.5	40.8	70.2	279.0
Surface Transportation Program	97.9	60.3	60.5	53.1	91.4	363.2
Highway Safety	1.7	1.1	1.1	0.9	1.6	6.4
<b><u>Bridge Replacement and Rehabilitation</u></b>						
National Highway Performance Program	96.5	69.9	82.9	72.2	127.9	449.4
Surface Transportation Program	6.2	4.5	5.3	4.6	8.2	28.8
<b><u>Urban Reconstruction/Revitalization</u></b>						
National Highway Performance Program	0.1	0.3	-	-	-	0.4
Surface Transportation Program	28.3	12.9	15.4	8.4	2.1	67.1
<b><u>Congestion Management</u></b>						
National Highway Performance Program	1.8	1.3	2.6	2.0	2.5	10.2
Surface Transportation Program	4.2	2.9	5.9	4.5	5.4	22.9
Congestion Mitigation/Air Quality	3.4	2.9	5.6	4.0	5.4	21.3
<b>TOTALS</b>	<u>452.8</u>	<u>294.0</u>	<u>314.8</u>	<u>260.9</u>	<u>467.2</u>	<u>1,789.7</u>

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

The following listing estimates system preservation program levels for FY 2017 through FY 2022. Anticipated projects for FY 2017 and FY 2018 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR TOTAL</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>TOTAL</u>
<b><u>The Secretary's Office</u></b>							
Information Technology Project	12.8	11.2	3.5	2.6	2.5	2.5	35.1
Minor Projects	11.4	9.4	7.8	6.1	1.6	1.3	37.5
Grants	<u>38.1</u>	<u>62.2</u>	<u>0.4</u>	<u>0.8</u>	<u>1.1</u>	<u>0.3</u>	<u>102.8</u>
TOTAL	62.3	82.8	11.6	9.5	5.2	4.1	175.5
<b><u>Motor Vehicle Administration</u></b>							
Building Improvements	4.6	6.7	5.7	4.0	4.2	4.4	29.5
Information Technology	10.7	9.8	9.8	7.3	10.7	7.5	55.8
Safety	<u>0.1</u>	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.2</u>
TOTAL	15.4	16.6	15.6	11.3	14.9	11.8	85.5
<b><u>Maryland Aviation Administration</u></b>							
Airport Technology	1.6	1.5	1.0	1.0	1.4	1.2	7.7
Airside Development	3.5	3.8	5.3	3.0	4.5	3.8	23.8
Annual	1.5	1.6	0.2	0.3	0.5	0.3	4.2
Baltimore/Washington	5.5	10.8	9.7	12.6	12.5	17.9	69.0
Consol Rental Car Facility	4.6	-	-	-	-	-	4.6
Environmental Compliance	1.2	1.7	-	-	-	-	2.8
Equipment	9.4	2.8	-	0.7	1.2	-	14.1
Information Tech CTIPP	0.4	1.2	0.6	-	-	-	2.2

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)**

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>					
<b><u>Maryland Aviation Administration</u></b>							
International Infrastructure	3.8	3.6	-	-	-	-	7.4
Landside Development	0.9	-	-	-	-	-	0.9
Martin State	0.1	1.3	-	-	-	-	1.4
Regional Aviation	3.0	1.9	1.9	2.4	2.4	2.4	13.8
Security	1.0	0.8	1.1	1.1	-	-	4.0
Terminal Development	<u>21.8</u>	<u>7.2</u>	<u>10.0</u>	<u>4.5</u>	<u>2.8</u>	<u>2.8</u>	<u>49.1</u>
TOTAL	58.3	37.9	29.7	25.5	25.2	28.2	204.9
<b><u>Maryland Port Administration</u></b>							
All Terminals	7.8	7.7	33.4	27.2	26.9	13.4	116.3
Dundalk Marine Terminal	12.8	12.2	4.7	-	-	1.0	30.7
Facilities and Equipment	1.9	0.8	0.9	1.2	1.6	0.9	7.3
Open-Ended Consulting	9.2	6.3	7.8	7.7	6.7	6.1	43.7
Port-Wide	1.0	0.5	2.5	0.5	0.8	-	5.4
World Trade Center	<u>2.3</u>	<u>0.6</u>	<u>3.3</u>	<u>1.4</u>	<u>1.5</u>	<u>2.2</u>	<u>11.3</u>
TOTAL	35.0	28.1	52.5	38.1	37.5	23.6	214.8
<b><u>Maryland Transit Administration</u></b>							
Agency Wide	28.0	25.6	26.1	23.9	21.1	31.7	156.3
Bus	13.5	7.4	6.3	6.9	8.1	20.0	62.1
Freight	7.4	4.3	0.8	0.7	1.5	0.8	15.5
Information Technology	1.8	-	-	-	-	-	1.8
Light Rail	9.9	13.2	5.8	5.1	9.6	21.9	65.5
LOTS	0.6	0.8	0.7	0.5	0.5	0.5	3.6
MARC	6.8	5.0	4.8	8.9	4.1	18.4	48.0
Metro	16.2	8.3	6.3	8.7	7.8	9.4	56.7
Mobility	1.6	1.7	0.7	2.0	1.0	7.9	14.8

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)**

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2019	2020	2021	2022	
	<u>2017</u>	<u>2018</u>					
<b><u>Maryland Transit Administration</u></b>							
New Starts	0.8	-	-	-	-	-	0.8
TOTAL	86.5	66.3	51.3	56.7	53.7	110.6	425.1
<b><u>State Highway Administration</u></b>							
Safety, Congestion Relief, Highway & Bridge	759.2	683.8	612.6	626.1	585.1	593.0	3,859.8
Total Maximum Daily Load	85.0	113.9	111.5	103.5	83.1	74.5	571.5
Noise Barriers	12.1	7.9	2.1	2.0	2.0	1.2	27.3
Enhancements	15.5	15.3	16.1	15.8	14.7	15.1	92.5
Facilities	21.2	21.2	31.6	14.0	17.2	19.0	124.2
Communications	9.9	9.8	6.1	5.2	4.3	4.4	39.7
Equipment	22.5	22.0	22.8	17.0	16.0	16.0	116.3
Environmental Compliance	8.7	7.7	8.2	6.9	6.0	6.2	43.7
Truck Weight	4.0	6.9	5.3	9.5	9.7	3.0	38.4
TOTAL	938.1	888.5	816.3	800.0	738.1	732.4	4,913.4
<b>CTP SYSTEM</b>							
<b>PRESERVATION PROJECTS</b>	<b>1,195.6</b>	<b>1,120.2</b>	<b>977.1</b>	<b>941.2</b>	<b>874.6</b>	<b>910.7</b>	<b>6,019.2</b>

## **MAJOR BRIDGE PROJECTS**

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

<u><b>PIF LINE#</b></u>	<u><b>PROGRAM/PROJECT</b></u>	<u><b>DESCRIPTION</b></u>
<u><b>Allegheny County</b></u>		
<u><b>Construction Program</b></u>		
1.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
2.	MD 47, Barrelville Road -- Secondary	MD 47, Bridge over North Branch
<u><b>Baltimore County</b></u>		
<u><b>Construction Program</b></u>		
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridge over Padonia Road
2.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
3.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Milford Mill Road
5.	I-695, Baltimore Beltway -- Interstate	I-695, Replace Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
8.	MD 25, Falls Road -- Secondary	MD 25, Bridge to Georges Run
9.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
11.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
12.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls
<u><b>Calvert County</b></u>		
<u><b>Construction Program</b></u>		
2.	MD 261, Bayside Road -- Secondary	MD 261, Replace Bridge over Fishing Creek
<u><b>Caroline County</b></u>		
<u><b>Construction Program</b></u>		
3.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River

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

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Carroll County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 86, Lineboro Road -- Secondary	MD 86, Bridge over South Branch of Gunpowder River
3.	MD 496, Bachmans Valley Road -- Secondary	MD 496, Bridge over Big Pipe Creek
<b><u>Cecil County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 222, N. Main Street -- Secondary	MD 222, Aiken Avenue
2.	MD 272, Mauldin Ave -- Secondary	MD 272, Replace Bridge over Amtrak
<b><u>Charles County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
<b><u>Frederick County</u></b>		
<b><u>Construction Program</u></b>		
2.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
4.	MD 75, Green Valley Road -- Secondary	MD 75, Replace Bridge over Haines Branch
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Urbana Pike
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX
<b><u>Garrett County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River

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

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Montgomery County</u></b>		
<b><u>Construction Program</u></b>		
8.	MD 193, University Boulevard -- Secondary	MD 193, Replace Bridge over I-495
9.	MD 195, Carroll Avenue -- Secondary	MD 195, Bridge over Sligo Creek and Sligo Creek Parkway
11.	MD 355, Frederick Road -- Secondary	MD 355, Bridge over Little Bennett Creek
<b><u>Prince George's County</u></b>		
<b><u>Construction Program</u></b>		
3.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
4.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
8.	I-95, Capital Beltway -- Primary	I-95, Bridge over MD 214
15.	MD 381, Brandywine Road -- Secondary	MD 381, Bridge over Timothy Branch
<b><u>Somerset County</u></b>		
<b><u>Construction Program</u></b>		
1.	US 13, Ocean Highway -- Primary	US 13, Replace Bridges over the Pocomoke River
<b><u>St. Mary's County</u></b>		
<b><u>Construction Program</u></b>		
3.	MD 5, Point Lookout Road -- Secondary	MD 5, Replace Bridge over Eastern Branch
<b><u>Talbot County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 331, Dover Road -- Secondary	MD 331, Replace Bridge over Choptank River
<b><u>Washington County</u></b>		
<b><u>Construction Program</u></b>		
1.	I-81, Maryland Veterans Memorial Highway -- Interstate	I-81, Replace Bridge over Potomac River

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

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

**Construction Program**

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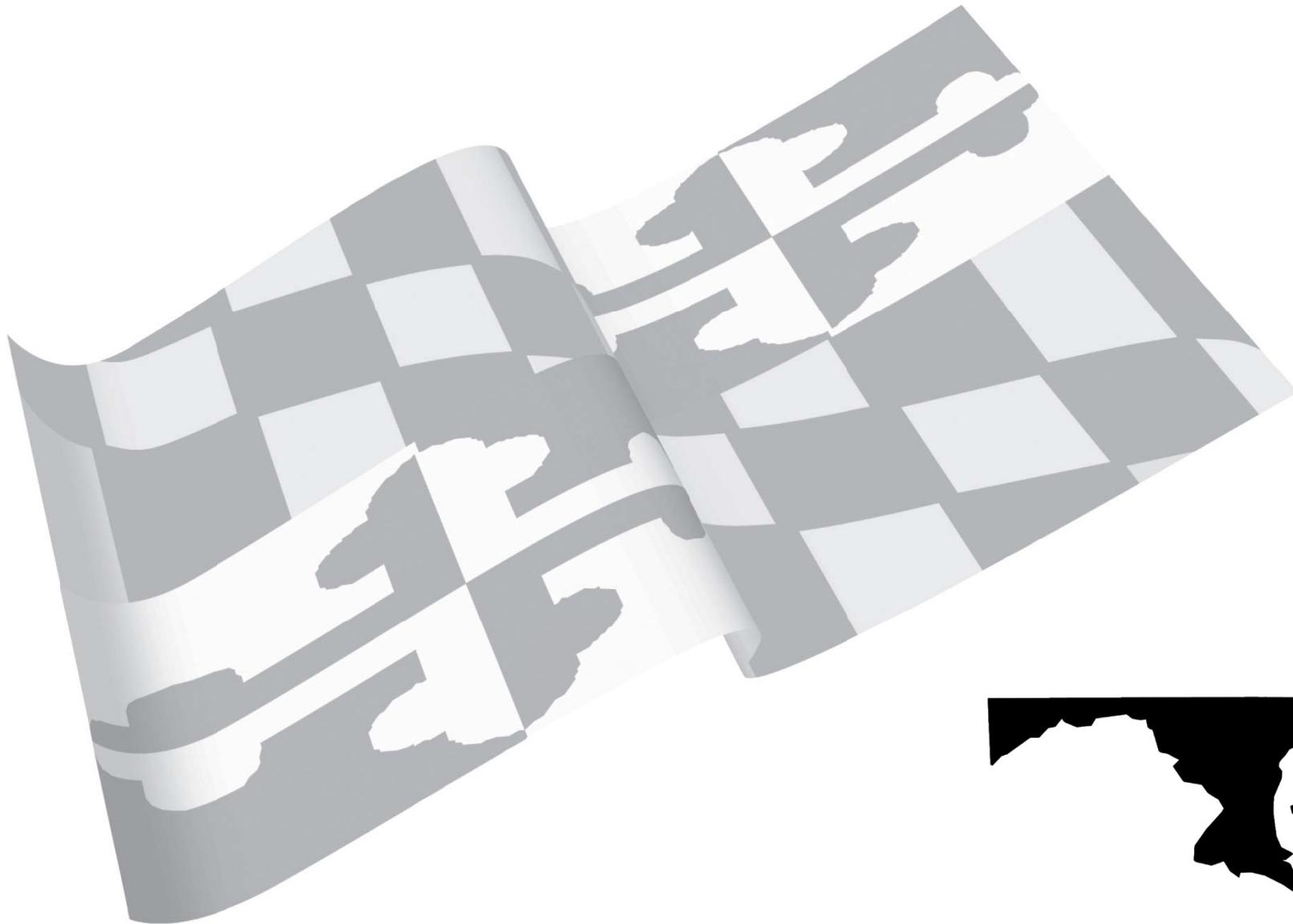
**Worcester County**

**Construction Program**

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

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



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

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

**TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS**

	Projects currently funded for construction as of Dec 2016	FY17-22 Ped/Bike Programed Funding <sup>^</sup>
<b>Retrofit Sidewalk Program</b>	<b>7,080,000</b>	<b>29,400,000</b>
<b>Retrofit Bicycle Program</b>	<b>1,980,000</b>	<b>13,300,000</b>
<b>ADA Program</b>	<b>16,900,000</b>	<b>47,200,000</b>
<b>Urban Reconstruction</b>	<b>4,259,900</b>	<b>7,957,200*</b>
<b>Primary/Secondary Program</b>	<b>9,342,348</b>	<b>9,342,348**</b>
<b>Bikeways Program</b>	--	<b>13,651,000</b>
<b>Bikeshare Program</b>	--	<b>881,000</b>
<b>Transportation Enhancements/Alternatives Program</b>	--	<b>53,350,000***</b>
<b>Recreational Trails</b>	--	<b>5,610,000***</b>
<b>Safe Routes to School Program</b>	--	<b>0^^</b>
<b>Federal Earmark Projects</b>	--	<b>0^^^</b>
<b>Total</b>	<b>39,562,248</b>	<b>180,691,548</b>

<sup>^</sup>Includes planning, design and construction funds

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

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

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

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

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

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF DECEMBER 2016**

The following projects, funded for construction as of December 2016 are typical of projects that will be developed through the bicycle and pedestrian programs.

#### **STATE HIGHWAY ADMINISTRATION**

##### **Retrofit Sidewalk Program** (Fiscal years 17-18)

###### Calvert County

Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd 1,128,000

###### Cecil County

MD 267 - Market St to MD 7C 885,000

MD 272 - Irishtown Road to Church Street 1,070,000

###### Charles County

MD 210 - Ruth B Swann Dr to Wooster Dr 717,000

###### St. Mary's County

MD 245 - MD 5 to Baldrige Street - Phase 1 765,000

###### Statewide

Various locations in District 7 2,515,000

**TOTAL 7,080,000**

##### **Retrofit Bicycle Program** (Fiscal years 17-18)

###### Montgomery County

MD187 - Lincoln Drive to Charles Street 1,980,000

**TOTAL 1,980,000**

##### **ADA Program** (Fiscal years 17-18)

**TOTAL 16,900,000**

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **Urban Reconstruction** (Fiscal years 17-18)

#### Baltimore County

US 40 - Intersection improvements at Mohr's Lane 377,500  
(\$6,623,000 total construction cost, estimated \$377,500 for ped/bike elements)

#### Calvert County

MD 231 - Heritage Blvd to MD765A, MD 765A from Old Fields Lane to Armory Road 213,200  
(\$3,741,000 total construction cost, estimated \$213,200 for ped/bike elements)

#### Frederick County

MD140 - North Avenue to Timbermill Run 149,800  
(\$2,628,000 total construction cost, estimated \$149,800 for ped/bike elements)

MD144FB - through Town of New Market to Bye Alley 439,900  
(\$7,717,000 total construction cost, estimated \$439,900 for ped/bike elements)

MD 180 - MD 383 to Old Holter Road 256,500  
(\$4,500,000 total construction cost, estimated \$256,500 for ped/bike elements)

#### Harford County

MD 755 - Willoughby Beach Road to MARC Station 333,600  
(\$5,853,000 total construction cost, estimated \$333,600 for ped/bike elements)

#### Kent County

MD 291 - School Street to Crane Street 332,400  
(\$5,831,000 total construction cost, estimated \$332,400 for ped/bike elements)

#### Prince George's County

MD 5 - Curtis Lane to south of Suitland Parkway/Naylor Road, 496,300  
Branch Avenue to south of Suitland Parkway  
(\$8,707,000 total construction cost, estimated \$496,300 for ped/bike elements)

MD 201 - Kenilworth Towers to Riverdale Road 548,500  
(\$9,623,000 total construction cost, estimated \$548,500 for ped/bike elements)

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

MD 212A - Pine Street to US 1 (\$7,138,000 total construction cost, estimated \$406,900 for ped/bike elements)	406,900
<u>Washington County</u>	
MD 845 A - South of Keedysville to north of Keedysville (\$6,900,000 total construction cost, estimated \$393,300 for ped/bike elements)	393,300
<u>Worcester County</u>	
MD 528 - from 62nd Street to Convention Center Drive (\$5,474,000 total construction cost, estimated \$312,000 for ped/bike elements)	312,000
<b>TOTAL</b>	<b>4,259,900</b>

**Primary/Secondary Program** (Fiscal years 17-18)

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

<u>Allegany County</u>			
MD 36 - Bridge over Jennings Run	shoulders	0.1 miles	15,000
MD 47 - Bridge over North Branch	shoulders	0.1 miles	15,000
<u>Anne Arundel County</u>			
MD 175 - Disney Road to Reece Road	shoulders	1.1 miles	165,000
	sidewalks	1.1 miles	151,008
MD 175 - Mapes Road to Reece Road	shoulders	0.6 miles	90,000
	sidewalks	0.6 miles	82,368
<u>Baltimore County</u>			
MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
<u>Calvert County</u>			
MD 2/4 - Fox Run Boulevard to Commerce Lane	shoulders	0.8 miles	120,000
	sidewalks	0.8 miles	109,824
MD 261 - Bridge over Fishing Creek	shoulders	0.1 miles	15,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Caroline County

MD 404 - MD 309 to Cemetery Road (Caroline/Queen Anne's County)	shoulders	1.1 miles	163,500
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MD 404 - US 50 to MD 309 (Caroline/Queen Anne's/Talbot County)	shoulders	9.1 miles	1,365,000
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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 Streetscape	wide curb lanes	1.6 miles	240,000
	sidewalks	1.6 miles	219,648

Cecil County

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

MD 222 - Bridge over Rock Run	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728

Charles County

MD 234 - Bridge over Gilbert Swamp Run	shoulders	0.1 miles	15,000
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Frederick County

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

US 40 ALT - Old National Pike	sidewalks	2.1 miles	288,288
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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 - Randolph Rd.	wide curb lanes	1.0 miles	150,000
	sidewalks	1.0 miles	137,280
MD 97 - South of Brookeville to north of Brookeville	shoulders	0.7 miles	105,000
MD 185 - At Jones Bridge Road Phase 3	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 320 - Anacostia Tributary	pedestrian bridge	0.0 miles	1,500,000
MD 355 - Cedar Lane	shoulders	1.0 miles	150,000
MD 355 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640

Prince George's County

I 95/495 - Branch Avenue Metro	sidewalks	0.5 miles	68,640
	wide curb lanes	0.5 miles	75,000
I-95 - Bridge 1615305, 1615306 over MD 214	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 337 - at MD 218 and I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

MD 381 - Bridge over Timothy Branch	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
MD 500 - MD 208 to MD 410	sidewalks	1.2 miles	164,736
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
<u>Queen Anne's County</u>			
MD 404 - west of MD 309 to Cemetery Rd (Phase 1B)	shoulders	1.1 miles	165,000
US 301 - at MD 304	shoulders	0.1 miles	15,000
<u>Somerset County</u>			
US 13 - Bridge over Pocomoke (Somerset/Worcester County)	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
<u>Saint Mary's County</u>			
MD 5 - south of Camp Brown Road to the Roger Station	shoulders	2.2 miles	330,000
MD 5 - at Abell Street/Moakley Street	wide curb lanes	0.2 miles	30,000
MD 5 - Bridge over Eastern Branch	shoulders	0.1 miles	15,000
<u>Wicomico County</u>			
MD 349 - Bridge over Windsor Creek	shoulders	0.1 miles	15,000
	sidewalks	0.1 miles	13,728
<u>Worcester County</u>			
US 113 - Massey Branch to Five Mile Branch (Phase 3)	shoulders	4.6 miles	690,000
US 113 - Public Landing Road to Five Mile Branch	shoulders	4.3 miles	645,000
wide curb lanes	9.1 miles	sub-total	1,365,000
shoulders	28.0 miles	sub-total	4,198,500
pedestrian bridge	1.0 bridge	sub-total	1,500,000
sidewalks	16.6 miles	sub-total	2,278,848
<b>TOTAL</b>			<b>9,342,348</b>

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **ONGOING GRANT AWARDS AND EARMARKS**

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

#### **Bikeshare Program**

Baltimore City Bikeshare	881,000
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#### **Bikeways Program**

Typical projects, awarded FY2017

City of Frederick – Baker Park Shared Use Path	240,723
University of Maryland – Bicycle Infrastructure and Data Collection Improvements	83,400
Anne Arundel Co – B&A Trail Connection to Anne Arundel Community College	200,760
Maryland Transit Administration – Bike Racks on MARC Cars	96,658

<b>TOTAL FY2017 AWARDS*</b>	<b>1,966,743</b>
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#### **Recreational Trails Program**

Typical projects, awarded FY2017

Calvert County - Lower Marlboro Floating Dock	30,000
City of Baltimore - Jones Falls Trail Directional Signs	30,000
City of Frostburg - Frostburg Trailhead Pedestrian/Bicycle Wayfinding Signage	16,800
Cylburn Arboretum Association, Inc. - Trail Improvements at Cylburn Arboretum	32,780
DNR, Forest Service - Trail Maintenance	30,000
Friends of Patapsco Valley State Park, Inc. - Patapsco Valley State Park Seasonal Trail Builders	30,000
Garrett County Community Action Committee, Inc. - 2017 Garrett County Trails Crew	30,000
The Lower Susquehanna Heritage Greenway, Inc. - Susquehanna Hills Trail	20,000

<b>TOTAL FY2017 AWARDS*</b>	<b>1,206,597</b>
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\* Fiscal Year 2017 Project Awards List: [http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Documents/FY17\\_Compiled\\_Programs\\_Awardees\\_List.pdf](http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Documents/FY17_Compiled_Programs_Awardees_List.pdf)

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **Transportation Enhancements/Alternatives Program**

#### Allegany County

Amtrak Station Entryway Improvement 243,000

#### Anne Arundel County

Broadneck Peninsula Trail II 1,809,000

#### Baltimore City

Jones Falls Trail - Phase V 2,050,000

Baltimore Downtown Bicycle Network 1,684,000

Herring Run Greenway 1,980,000

Inner Harbor Crosswalks and Bicycle Way Finding 1,050,000

Potomac Street Cycle Track 418,000

#### Calvert County

Solomons Island Road 904,000

#### Cecil County

Bohemia Trail 1,355,000

#### Charles County

Indian Head Boardwalk 3,314,000

Indian Head Trailhead 360,000

#### Frederick County

Mount St. Mary's University to Emmitsburg Multi-use Trail 129,000

Ballenger Creek Trail Phase IV 360,000

#### Howard County

Patuxent Branch Trail Paving - ADA Improvements 1,092,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Montgomery County

Ethan Allen Gateway Streetscape	1,255,000
Falls Road East Shared Use Path	100,000
Flower Avenue Green Street Project	1,040,000
North Branch Hiker-Biker Trail	2,000,000
Sligo Creek Trail Improvements - Park Valley Rd	548,000

Prince George's County

Bowie Heritage Trail, Phase I	404,000
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Queen Anne's County

Cross County Connector Trail, Grasonville	3,431,000
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St. Mary's County

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

Dutchman's Lane Sidewalk	600,000
Easton Rail Spur Line Project	827,000

Washington County

Marsh Run Multi-Use Trail	200,000
Rehabilitate the Conococheague Creek Aqueduct	A portion is Bicycle and Pedestrian related
Western Maryland Rail-Trail - Phase IV	2,450,000

Wicomico County

Northeast Collector Road Phase 2 Bike Path	225,000
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<b>TOTAL</b>	<b>31,569,000</b>
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**Safe Routes to School**

Typical projects, awarded FY2017

City of Hagerstown - Haven Road and Pennsylvania Avenue Safety Update	440,000
Town of Rock Hall - Judefind Avenue	1,000
Town of Chesapeake Beach - MD Route 261 along the Chesapeake Beach Elementary School Corridor	130,000

<b>TOTAL FY2017 AWARDS*</b>	<b>571,000</b>
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\* Fiscal Year 2017 Project Awards List: [http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Documents/FY17\\_Compiled\\_Programs\\_Awardees\\_List.pdf](http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Documents/FY17_Compiled_Programs_Awardees_List.pdf)

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Federal Earmark Projects**

Allegany County

Allegany Highlands Trail 4,600,000

Anne Arundel County

South Shore Trail 1,600,000

Baltimore City

Gwynns Falls Trail/CSX Bridge 335,000

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

MLK Boulevard & West Baltimore Street 2,000,000

Life Science Park (EBDI) 9,000,000

Midtown Cultural District Streetscape 475,000

Druid Hill Park Improvements 1,600,000

Liberty Heights & Druid Hill Park Improvements 1,520,000

Hagerstown

Eastern Boulevard Widening and Grade Separation 380,000

Montgomery County

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

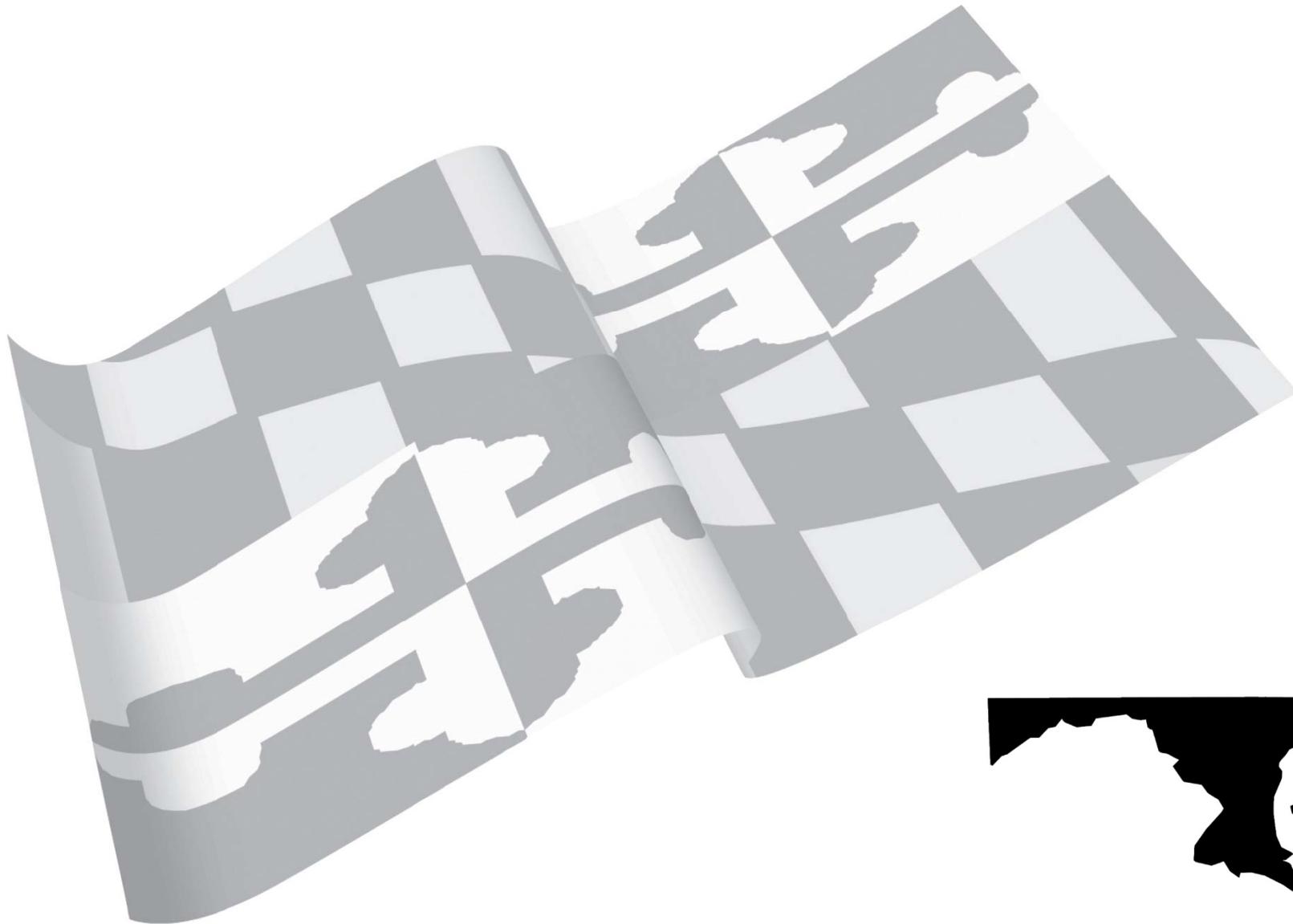
Complete Streets Near Metro Stations 827,200

Long Branch Village Center Access Improvements 750,000

Coppin State University ADA Improvements 2,640,000

**TOTAL FY2017 ALLOCATIONS 33,727,200**





**REGIONAL AVIATION GRANTS**



**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2017**

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

**MARYLAND AVIATION ADMINISTRATION**

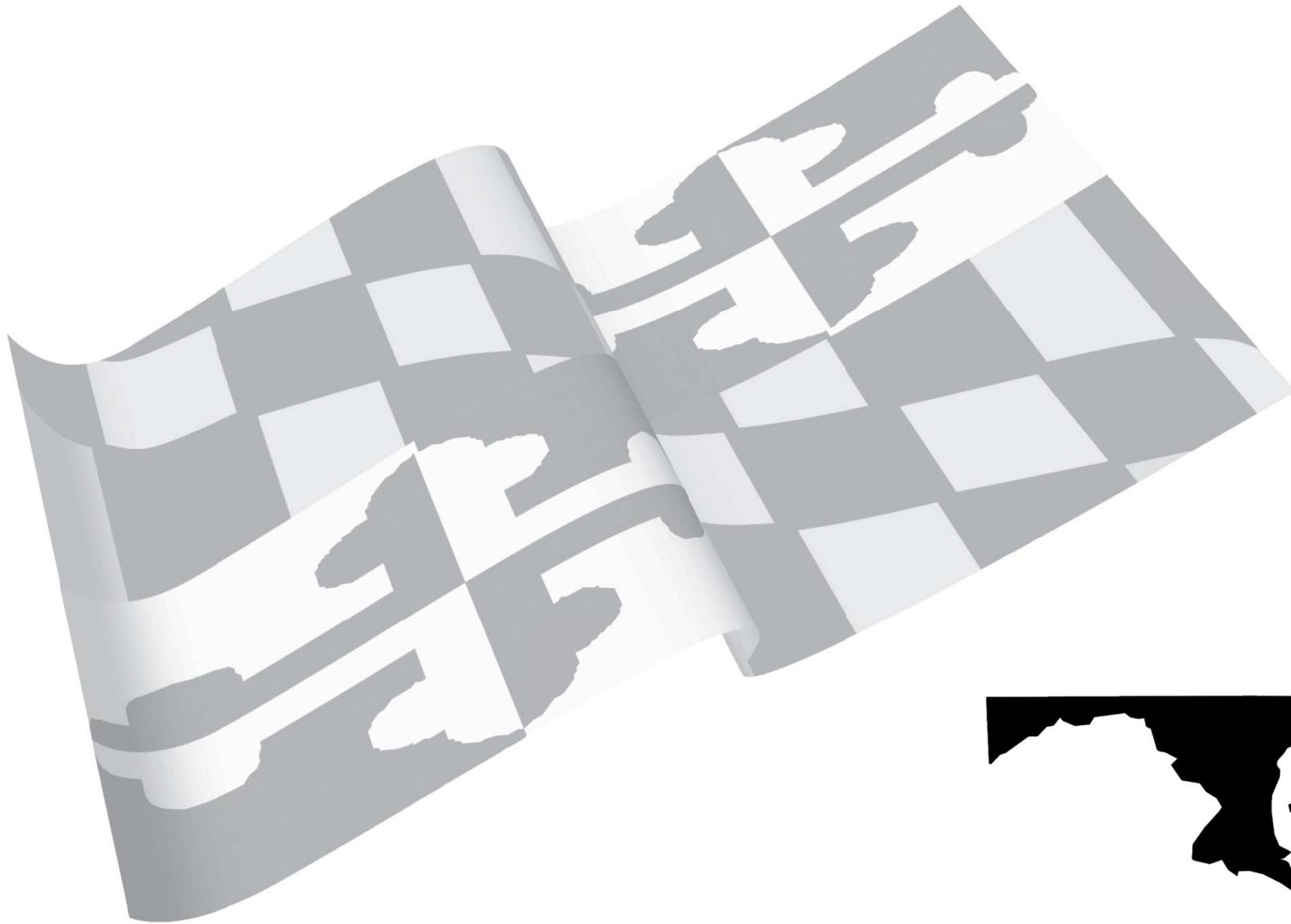
<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b><u>Total</u></b>
		<b><u>Federal</u></b>	<b><u>State</u></b>	<b><u>Local/Owner</u></b>	
Allegany County	Greater Cumberland Regional	628	260	110	998
Anne Arundel County	Tipton Airport	1,237	408	182	1,827
Charles County	Maryland Airport	34	2	2	38
Dorchester County	Cambridge-Dorchester Regional	0	305	59	364
Frederick County	Frederick Municipal Airport	4,070	726	1,162	5,958
Harford County	Harford County Airport	0	109	12	121
Montgomery County	Montgomery County Airpark	5,478	567	392	6,437
Prince George's County	College Park Airport	0	289	96	385
Queen Anne's County	Bay Bridge Airport	195	11	11	217
Somerset County	Crisfield-Somerset County	165	9	9	183
St. Mary's County	St. Mary's County Regional Airport	1,729	96	96	1,921

**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2017**

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

**MARYLAND AVIATION ADMINISTRATION**

<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b><u>Total</u></b>
		<b><u>Federal</u></b>	<b><u>State</u></b>	<b><u>Local/Owner</u></b>	
Talbot County	Easton Airport	176	242	87	505
Washington County	Hagerstown Regional Airport	3,161	196	121	3,478
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	637	299	123	1,059
Worcester County	Ocean City Municipal Airport	90	<u>208</u>	55	353
	Total		\$3,727		



**MULTIMODAL FREIGHT PROJECTS**



## **MARYLAND DEPARTMENT OF TRANSPORTATION**

### **MULTIMODAL FREIGHT PROJECTS**

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

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

#### **How is Maryland accommodating goods movement today?**

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

## **How is Maryland accommodating goods movement for the future?**

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

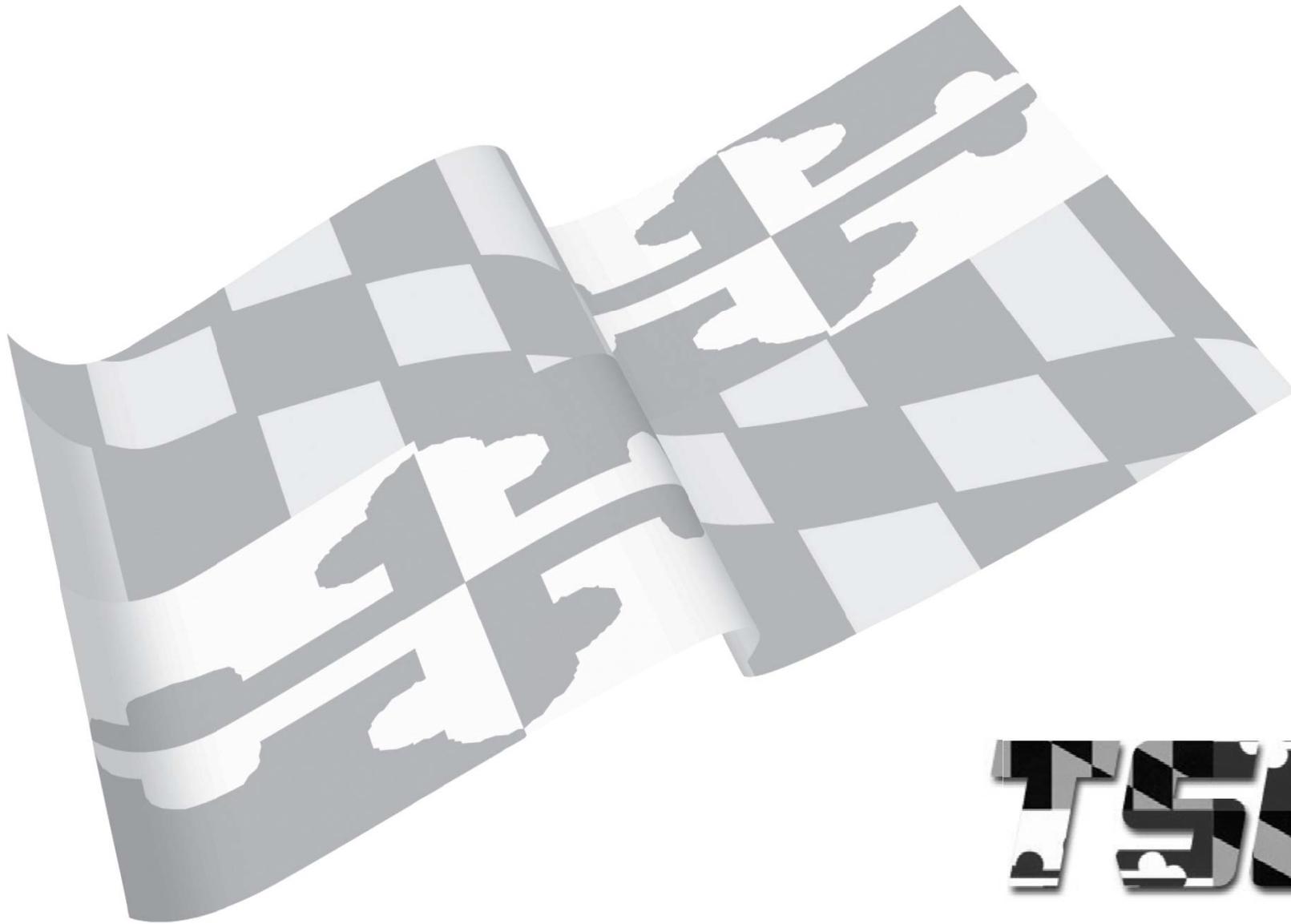
The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in the Consolidated Transportation Program, for approximately \$3.1 billion. The list also identifies costs for Port projects by marine terminal and costs for highway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

<b>PROJECT</b>	<b>ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)</b>
<b><u>THE SECRETARY'S OFFICE</u></b>	
High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel	41,872
High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge	12,562
State-Owned Freight Rail	25,514
Intermodal Rail Incentive Program	10,466
Baltimore Rail Study	737
Canton Railroad Grant	3,729
<b><u>MOTOR VEHICLE ADMINISTRATION</u></b>	
Performance Registration Information Systems Management (PRISM)	993
<b><u>MARYLAND PORT ADMINISTRATION</u></b>	
Hart-Miller Island Related Projects	30,330
Dredge Material Placement and Monitoring	382,551
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	46,164
Terminal Security Program	1,392
Pearce Creek Waterline Project	13,444
Chrome Ore Processing Residue Remediation	64,321
Marine Terminal Property Acquisition	1,435
Port of Baltimore Export Expansion Project	23,143
Dredge Material Management Program	62,559
<b>TERMINAL-WIDE SYSTEM PRESERVATION</b>	<b>214,709</b>

<b><u>MARYLAND TRANSPORTATION AUTHORITY</u></b>	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	36,492
US 301 Replace Harry W. Nice Memorial Bridge	549,363
Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK	6,473
Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	2,484
Deck Rehabilitation – Francis Scott Key Bridge (PE)	534
Deck Rehabilitation – I-95 Bridge over Little Northeast Creek (PE)	569
Deck Rehabilitation – Various bridges on I-95 in Cecil County (PE)	492
Replace I-95 bridge over CSXT (PE)	200
Port Covington Access to I-95	33,400
<b><u>STATE HIGHWAY ADMINISTRATION</u></b>	
<b>STATEWIDE</b>	17,800
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	38,400
<b>ALLEGANY</b>	3,579
US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	
<b>ANNE ARUNDEL</b>	33,832
MD 295, study to widen to 6 lanes and interchange improvements (capacity)	
US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge	
MD 175, Annapolis Road (capacity improvements)	
<b>BALTIMORE COUNTY</b>	150,779
I-83 interstate construction projects	
I-83 safety improvements, resurfacing, bridge replacement	
I-695 interstate construction projects (system preservation)	
I-695 upgrades to 8 lanes	
I-695 traffic management strategies	
I-695 bridge replacement, widening, safety improvements	
<b>CALVERT</b>	33,225
MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	

<b>CAROLINE</b> MD 404 upgrade to 4 lane divided highway (capacity improvements) MD 331 replace bridge over Choptank River (bridge replacement)	158,494
<b>CHARLES</b> US 301 Project Planning Study (capacity improvements study) project on hold	0
<b>FREDERICK</b> US 15 / US 40 improvement study (operational and safety improvements) MD 180 Jefferson Pike	35,233
<b>GARRETT</b> US 219 North I-68 to Pennsylvania State Line (capacity improvements)	89,551
<b>HARFORD</b> MD 22, intersection improvements (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	42,174
<b>HOWARD</b> US 29 improvements (operational, safety and capacity improvements) MD 32 improvements study (safety and capacity improvements)	163,266
<b>MONTGOMERY</b> I-95 / I-495 managed lanes study (capacity improvements) I-270 multimodal corridor study (capacity improvements) MD 355 grade separated crossing over CSX Multiple projects for bridge replacement and safety, capacity, and operational improvements	247,374
<b>PRINCE GEORGES</b> I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge MD 4, Suitland Parkway Interchange (capacity improvement) MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements) US 50 traffic capacity study	511,889
<b>QUEEN ANNE'S</b> US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	158,570

<b>TALBOT</b> MD 404 upgrade to 4 lane divided highway (capacity, safety and operational study) MD 331 replace bridge over Choptank River (bridge replacements)	153,227
<b>WASHINGTON</b> I-70 interchange improvements study (bridge replacement and capacity improvements) I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (bridge replacement and capacity improvements) I-81, widen and rehabilitate bridge over Potomac River	109,804
<b>WORCESTER</b> US 113, capacity improvements	110,374



**TSP**



**THE SECRETARY'S OFFICE**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	20.5	22.3	17.8	6.4	5.3	5.1	77.4
System Preservation Minor Projects	62.3	82.8	11.6	9.5	5.2	4.1	175.5
<b><u>Development &amp; Evaluation Program</u></b>	<u>54.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>54.4</u>
<b>SUBTOTAL</b>	137.2	105.1	29.4	16.0	10.5	9.2	307.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>2.0</u>	<u>2.1</u>	<u>2.1</u>	<u>2.1</u>	<u>2.2</u>	<u>2.2</u>	<u>12.8</u>
<b>TOTAL</b>	139.2	107.1	31.5	18.1	12.7	11.4	320.1
<b>Special Funds</b>	70.5	89.9	25.3	18.1	12.7	11.4	227.9
<b>Federal Funds</b>	66.4	13.9	5.1	-	-	-	85.4
<b>Other Funds</b>	2.2	3.3	1.1	-	-	-	6.7



**PROJECT:** Transportation Enhancement Program

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

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

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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,720	820	650	650	650	650	650	650	3,900	0	
Right-of-way	2,100	300	300	300	300	300	300	300	1,800	0	
Construction	100,980	14,180	14,550	14,350	15,150	14,850	13,750	14,150	86,800	0	
Total	107,800	15,300	15,500	15,300	16,100	15,800	14,700	15,100	92,500	0	
Federal-Aid	87,600	13,600	12,500	12,400	12,800	12,700	11,800	11,800	74,000	0	

STIP REFERENCE #State6



**PROJECT:** Transportation Emission Reduction Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Underway.

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

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	78,256	53,326	3,896	3,960	4,222	4,128	4,222	4,502	24,930	0
Total	78,256	53,326	3,896	3,960	4,222	4,128	4,222	4,502	24,930	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Bikeways Network Program

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

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

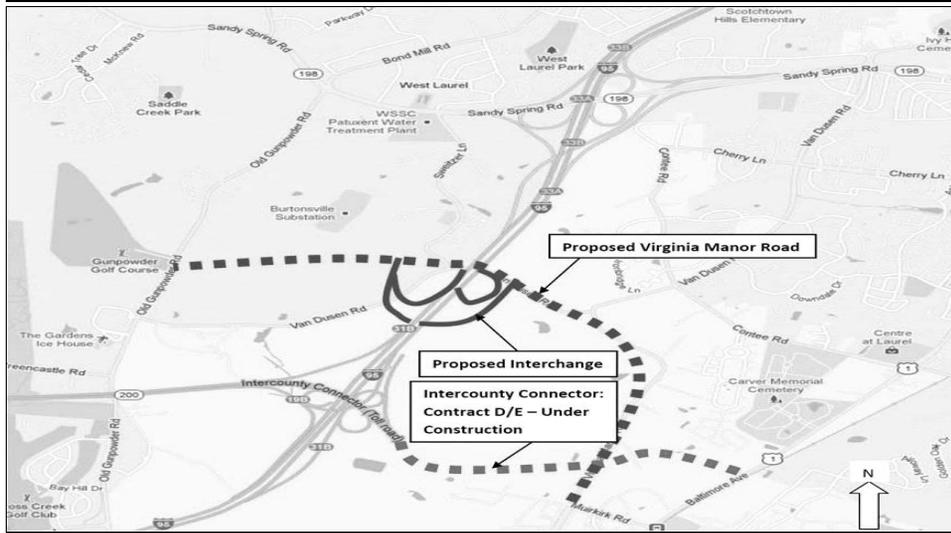
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

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

**STATUS:** A total of 129 bikeways projects have been awarded to date. Approximately 57 bikeways projects are complete. Additional projects will be solicited through annual grant cycles.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Add \$2.3M in funding for FY18 Grant Cycle.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					....2019....	....2020....	....2021....	....2022....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,895	7,244	3,111	3,300	3,300	2,300	1,040	600	13,651	0
Total	20,895	7,244	3,111	3,300	3,300	2,300	1,040	600	13,651	0
Federal-Aid	1,295	1,179	116	0	0	0	0	0	116	0



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** MD 200, InterCounty Connector (MdTA - 24)

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

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

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

**STATUS:** Construction of Virginia Manor Road (Konterra Drive) is open to traffic with ongoing improvements on the local road network. The \$11.1M in remaining grant funding is available for other projects to be determined in the Konterra Development Area.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The amount of \$7M - local matching share of the \$30M grant - has been put into the Balance-to-Complete until further projects have been identified.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	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	15,942	200	0	3,858	0	0	0	4,058	7,000	
<b>Total</b>	<b>30,000</b>	<b>18,942</b>	<b>200</b>	<b>0</b>	<b>3,858</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,058</b>	<b>7,000</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** State-Owned Freight Rail Program

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

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

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

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

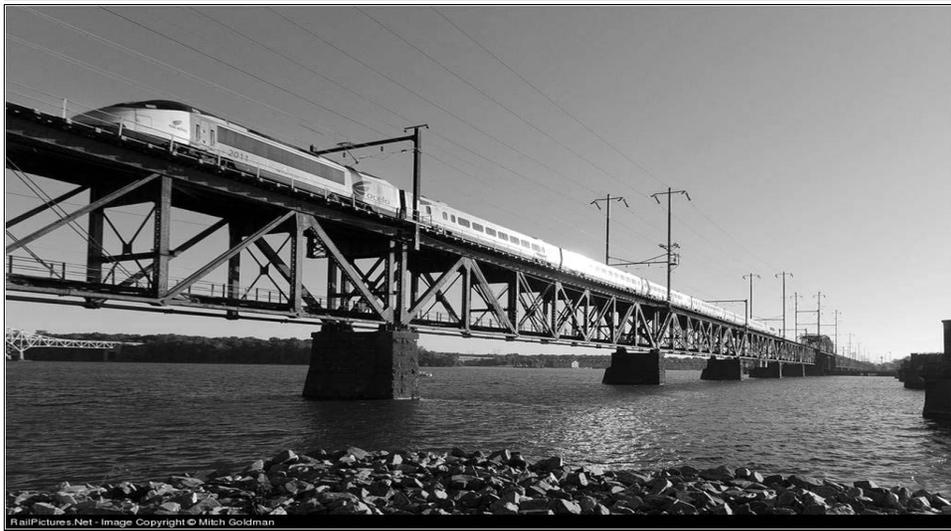
**ASSOCIATED IMPROVEMENTS:**

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	18	18	0	0	0	0	0	0	0	0
Engineering	17,751	9,147	4,496	927	791	840	886	664	8,604	0
Right-of-way	63	3	60	0	0	0	0	0	60	0
Construction	43,970	27,120	4,018	4,978	2,159	1,509	2,366	1,820	16,850	0
Total	61,802	36,288	8,574	5,905	2,950	2,349	3,252	2,484	25,514	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

MTA Project #'s: 0212, 0213 & 0590



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** MARC Growth and Investment (MTA-37)

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	9,438	12,562	0	0	0	0	0	12,562	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	22,000	9,438	12,562	0	0	0	0	0	12,562	0
Federal-Aid	22,000	9,438	12,562	0	0	0	0	0	12,562	0



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** MARC Growth and Investment (MTA-37)

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

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

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	60,000	18,128	41,872	0	0	0	0	0	41,872	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	60,000	18,128	41,872	0	0	0	0	0	41,872	0	0
Federal-Aid	60,000	18,128	41,872	0	0	0	0	0	41,872	0	0



**PROJECT:** Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Planning activities are underway.

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016			2017	2018	....2019....	....2020....		
Planning	34,749	0	13,283	15,050	6,416	0	0	0	34,749	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
<b>Total</b>	<b>34,749</b>	<b>0</b>	<b>13,283</b>	<b>15,050</b>	<b>6,416</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,749</b>	<b>0</b>
Federal-Aid	27,800	0	10,627	12,040	5,133	0	0	0	27,800	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 9**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Information Technology Project</u></b>			
1	CAD/RMS - DVED & ASED (0176)	1,100	Complete
2	Data Loss Prevention (0212)	1,553	Complete
3	Employee Scheduling System - Time Capture Enhancement (0186)	322	Complete
4	Executive Correspondence System (0190)	270	Complete
5	Mainframe Upgrade 2 (0144)	7,486	Complete
<b><u>The Secretary's Office</u></b>			
6	MBE 2009 Disparity Study (0146)	3,013	Complete
7	P3 Stipend Payments (1214)	7,500	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

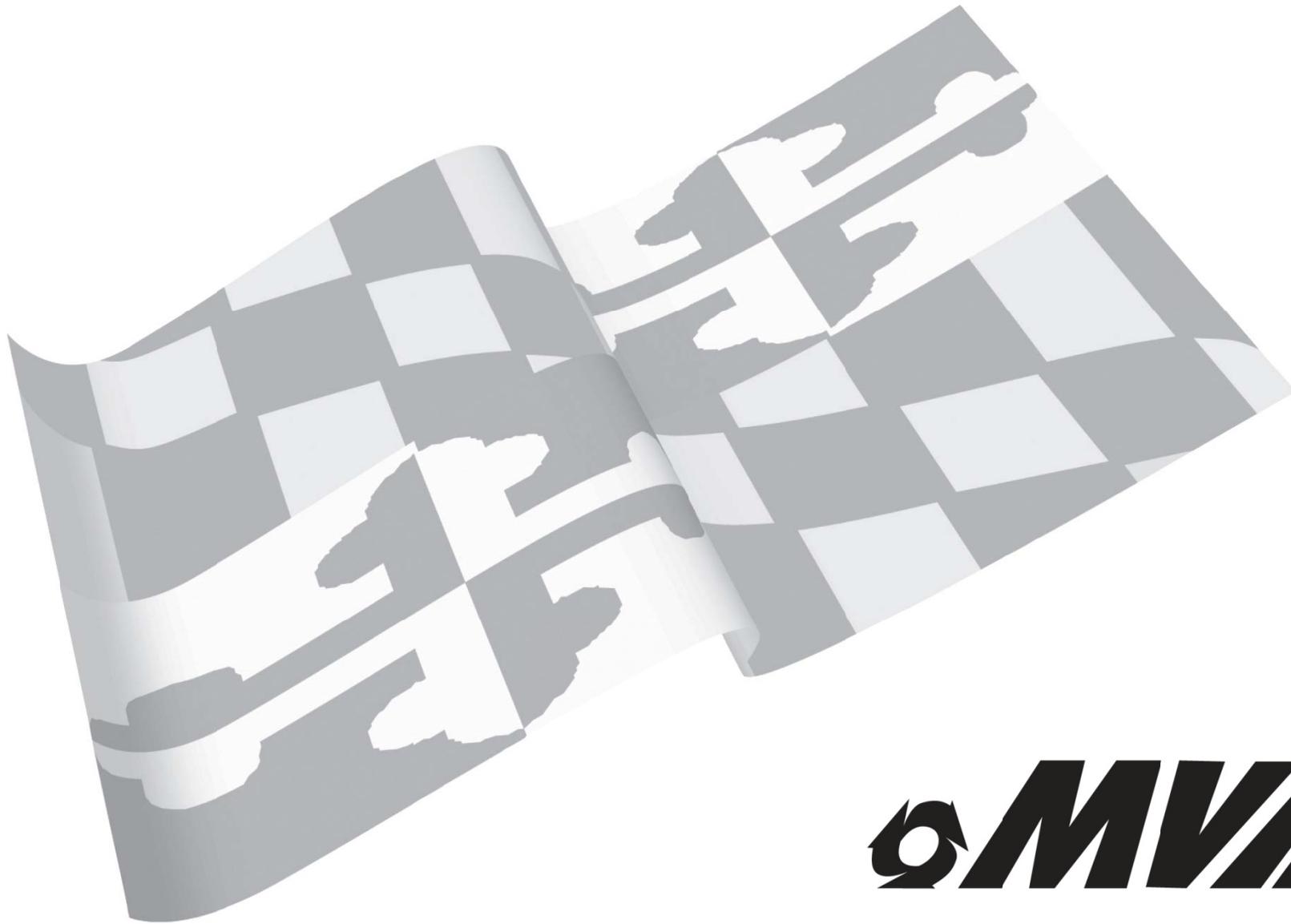
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Grants</u></b>			
8	Airport Citizens Committee (0078)	624	Ongoing
9	Buisness & Capital Support at BWI Marshall Airport (0130)	11,800	Ongoing
10	MD Department of Planning Grant (0154)	284	Ongoing
11	Canton Railroad Grant (0173)	2,729	Underway
12	Grant to City of Cambridge (0195)	200	Underway
13	Grants to State Jurisdictions (0215)	78,016	Underway
14	I-95/Forestville Road Improvement Grant (0167)	2,000	Underway
15	Maryland Bike Share Program (0172)	881	Underway
16	Piscataway Drive Grant (0205)	2,200	Underway
17	Rosedale Grade Crossing Improvement Grant (0219)	777	Underway
18	Washington County Grant (0194)	732	Underway
<b><u>Information Technology Project</u></b>			
19	Capital Program Management System Maintenance II (0087)	400	Ongoing
20	Data Center Shared Services (0101)	542	Ongoing
21	Fiber Optic Installations (0203)	425	Ongoing
22	Network Hardware/Software Replacement Costs (0020)	3,360	Ongoing
23	TSO OA Enhancements OBJ 11 (0100)	144	Ongoing
24	TSO OA Replacements OBJ 10 (0099)	345	Ongoing
25	Capital Management and Programming System (CMAPS) (0211)	7,346	Underway
26	Department IT Improvement Projects (1213)	8,838	Underway
27	DoIT Oversight Costs on MDOT Projects (0216)	400	Underway
28	Employee Scheduling System - Expense Module (0184)	112	Underway
29	Employee Scheduling System - Leave Request Module (0183)	80	Underway
30	Enterprise Budget System (1207)	1,380	Underway
31	Mobile Device Management (0189)	150	Underway
32	Network Acces Control (0209)	16	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2017 and 2018 (cont'd)</u>		
	<u>Information Technology Project (cont'd)</u>		
33	State Personnel System (Benefits) (0178)	507	Underway
	<u>The Secretary's Office</u>		
34	Environmental Compliance Oversight (0126)	1,194	Ongoing
35	MDOT Headquarters Building (0081)	3,014	Ongoing
36	OPCP - 12 Consultant Contract (0169)	2,088	Ongoing
37	Port of Baltimore Incentive Pilot Program (0206)	6,000	Ongoing
38	Program Management (0019)	100	Ongoing
39	Rail Safety Oversight (0032)	879	Ongoing
40	Real Estate Services (0005)	339	Ongoing
41	Security/Emergency Management (0082)	100	Ongoing
42	Special Real Estate Counsel Contract (0133)	405	Ongoing
43	TOD Implementation Projects (0143)	500	Ongoing
44	Baltimore Rail Study (0121)	737	Underway
45	MBE 2015 Disparity Study (0168)	1,098	Underway
46	MDOT Project Prioritization Tool (0202)	40	Underway
47	OPCP 17 - Consultant Contract (0218)	2,566	Underway
48	Transportation Facilitation Consultant Services (0217)	1,300	Underway
49	UMD - NCSG Agreement (0148)	375	Underway





 **MVA**



**MOTOR VEHICLE ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	5.2	4.6	10.2	3.2	3.2	1.7	28.1
System Preservation Minor Projects	15.4	16.6	15.6	11.3	14.9	11.8	85.5
<b><u>Development &amp; Evaluation Program</u></b>							
	-	-	-	-	-	-	-
SUBTOTAL	20.6	21.2	25.8	14.5	18.1	13.6	113.6
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>							
	1.2	1.2	1.3	1.3	1.4	1.4	7.8
TOTAL	21.8	22.4	27.0	15.8	19.4	15.0	121.4
Special Funds	20.9	22.4	27.0	15.8	19.4	15.0	120.4
Federal Funds	1.0	-	-	-	-	-	1.0



**PROJECT:** Real ID Act

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** All federally mandated benchmarks within MVA's control have been attained. Benchmarks pending are contingent on the verification system being developed by DHS/AAMVA to be operational.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,295	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,482	1,482	0	0	0	0	0	0	0	0
Total	3,777	3,777	0	0	0	0	0	0	0	0
Federal-Aid	1,771	1,771	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project complete.



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

**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 2016 - 21 CTP:** Total cost increased by \$1.6 million for planned spending in FY 2022.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,897	1,234	103	106	109	112	115	118	663	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,404	19,172	1,510	1,480	1,495	1,536	1,582	1,629	9,232	0
Total	30,301	20,406	1,613	1,586	1,604	1,648	1,697	1,747	9,895	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Alternative Service Delivery Systems (MVA Line - 2)

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

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

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

**STATUS:** The planning phase of the project is near completion. A scope of work including requirements for implementation was developed and reviewed. Proposals were solicited earlier this year, and review of vendor proposals is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** An increase of \$9M was added to fund additional phases of the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	13,231	7,037	2,015	2,020	2,159	0	0	0	6,194	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,037	0	1,564	1,019	6,391	1,563	1,500	0	12,037	0
Total	25,268	7,037	3,579	3,039	8,550	1,563	1,500	0	18,231	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MOTOR VEHICLE ADMINISTRATION - LINE 4**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2016 Completions</u>		
	<u>Building Improvements</u>		
1	Essex Branch Office Expansion (0675)	534	Complete
2	Salisbury Branch Renovation (0693)	2,788	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

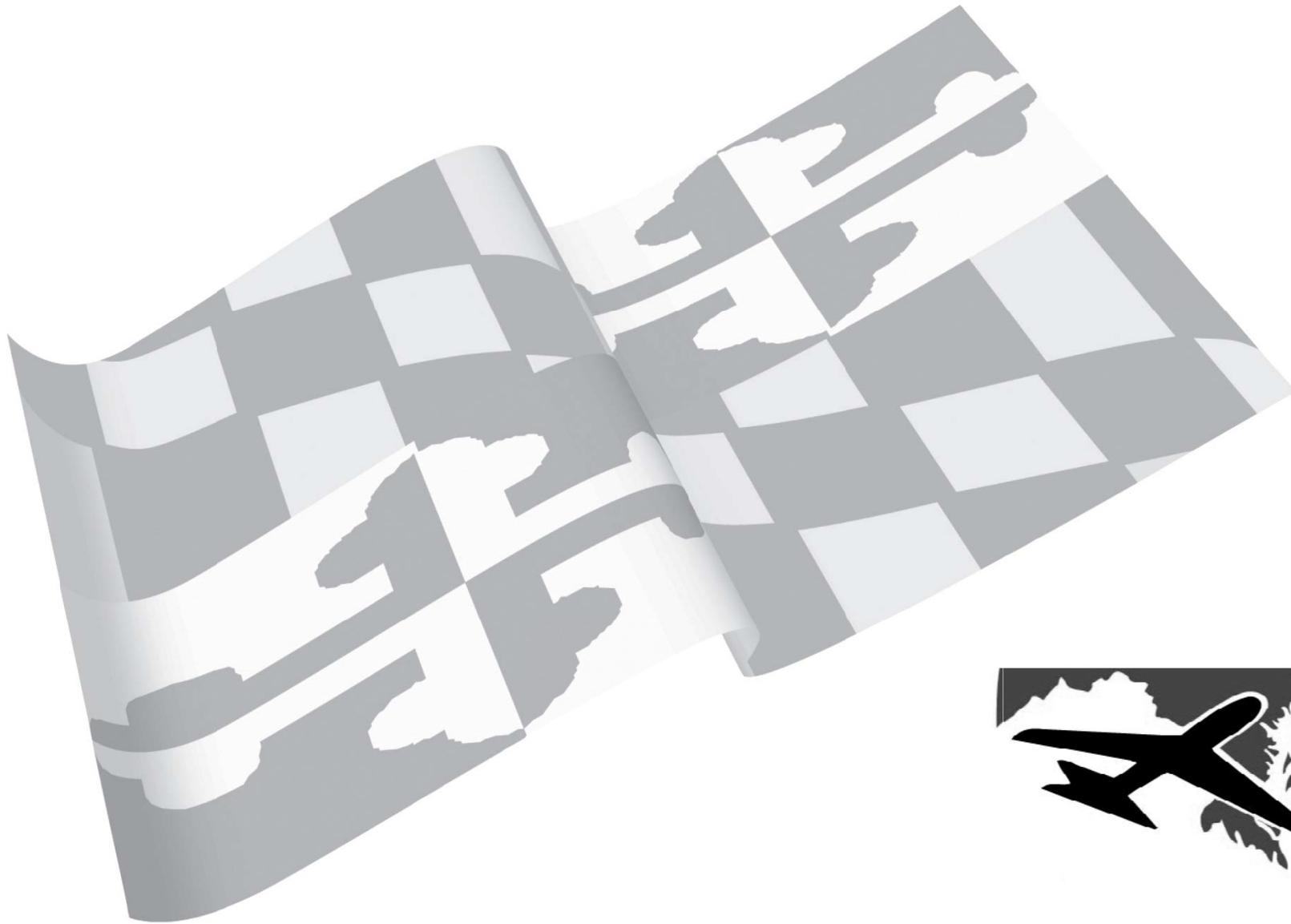
**MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Building Improvements</u></b>			
3	Building and Interior Modification (0598)	1,183	Ongoing
4	Comprehensive Planning Services (0536)	1,594	Ongoing
5	Environmental Management System Improvements (0668)	539	Ongoing
6	Glen Burnie Office Systems Preservation (0512)	2,370	Ongoing
7	OIR Office Systems Preservation (0698)	1,061	Ongoing
8	VEIP Preservation (0686)	1,795	Ongoing
9	Cumberland Office Interior Modifications and Site Work (0742)	200	Underway
10	Glen Burnie Reconstruction (0552)	2,548	Underway
<b><u>Information Technology</u></b>			
11	Business Process Reengineering (0699)	215	Ongoing
12	Central Document Processing System Preservation (0651)	794	Ongoing
13	Computer Equipment System Preservation (0645)	5,628	Ongoing
14	DLS/POS Migration (0681)	2,849	Ongoing
15	Network Switch System Preservation (0649)	254	Ongoing
16	Security System Preservation & Improvement (0518)	1,162	Ongoing
17	System Preservation (0597)	4,617	Ongoing
18	Telecommunication System Preservation & Improvement (0545)	821	Ongoing
19	Central Issuance (0772)	831	Underway
20	Data Loss Protection (0697)	73	Underway
21	DIWS II (0684)	1,741	Underway
22	Driver Law Test System (0695)	5	Underway
23	Facial Recognition IT Screening Pilot (0677)	590	Underway
24	Performance Registration Information Systems Management (0778)	943	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MOTOR VEHICLE ADMINISTRATION - LINE 4 (cont'd)**

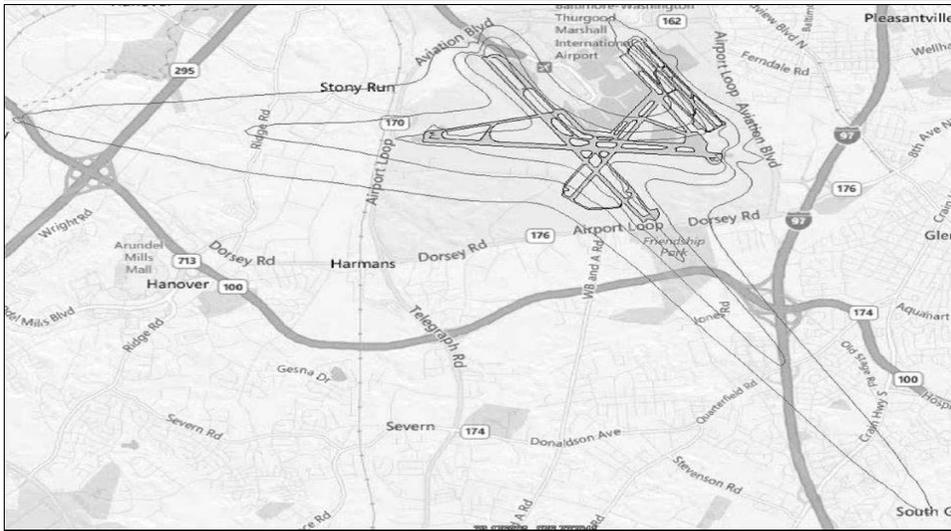
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
25	<p><u>Fiscal Year 2017 and 2018 (cont'd)</u></p> <p><u>Safety</u></p> <p>Maryland Highway Safety Office Bicycle Programs (0777)</p>	171	Ongoing



**MARYLAND AVIATION ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	109.2	73.6	0.9	0.9	0.9	0.9	186.5
System Preservation Minor Projects	58.3	37.9	29.7	25.5	25.2	28.2	204.9
<b><u>Development &amp; Evaluation Program</u></b>	<u>2.8</u>	<u>6.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>9.2</u>
<b>SUBTOTAL</b>	170.3	117.9	30.6	26.4	26.2	29.2	400.6
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>6.7</u>	<u>6.5</u>	<u>5.8</u>	<u>6.1</u>	<u>6.1</u>	<u>6.1</u>	<u>37.3</u>
<b>TOTAL</b>	177.0	124.4	36.4	32.5	32.3	35.3	437.9
<b>Special Funds</b>	125.9	101.1	24.8	24.5	28.0	31.0	335.2
<b>Federal Funds</b>	8.3	5.5	4.3	4.3	4.3	4.3	30.9
<b>Other Funding *</b>	42.8	17.8	7.4	3.8	-	-	71.8
<b><u>Other Funding Breakdown*</u></b>							
CFC	4.6	16.0	-	-	-	-	20.6
PFC	<u>38.2</u>	<u>1.8</u>	<u>7.4</u>	<u>3.8</u>	<u>-</u>	<u>-</u>	<u>51.2</u>
	42.8	17.8	7.4	3.8	-	-	71.8



**PROJECT:** Residential Sound Insulation Program

**DESCRIPTION:** This voluntary program provides for the mitigation of aircraft noise for residential properties that fall within the current Noise Exposure Map (NEM) approved by the Federal Aviation Administration and meet other eligibility requirements of the program. Homeowners may elect to have their home sound insulated to an interior noise level of 45 DNL in accordance with MAA standards. The State receives 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.

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

**STATUS:** This program replaces the Homeowner Assistance Program. The new noise contour maps were approved by FAA in August 2016.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** 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 ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	18	0	3	3	3	3	3	3	18	0	
Right-of-way	5,618	0	937	937	936	936	936	936	5,618	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>5,636</b>	<b>0</b>	<b>940</b>	<b>940</b>	<b>939</b>	<b>939</b>	<b>939</b>	<b>939</b>	<b>5,636</b>	<b>0</b>	
Federal-Aid	4,680	0	780	780	780	780	780	780	4,680	0	



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

**STATUS:** Runway 10-28 RSA compliant and pavement rehabilitation complete August 2013. Amtrak obstructions modifications, Runway 10-28 NAVAIDS, and Taxiway C complete 2016. Property acquisitions will continue into 2017.

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

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	147	147	0	0	0	0	0	0	0	0
Engineering	11,169	11,090	79	0	0	0	0	0	79	0
Right-of-way	503	8	495	0	0	0	0	0	495	0
Construction	60,575	54,412	6,163	0	0	0	0	0	6,163	0
Total	72,394	65,657	6,737	0	0	0	0	0	6,737	0
Federal-Aid	26,255	22,133	4,122	0	0	0	0	0	4,122	0

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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

**STATUS:** RSA compliant and pavement rehabilitation complete in Summer 2015. Final invoices outstanding.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decrease of \$4.1 million due to reallocation of costs among active work phases.

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	166	166	0	0	0	0	0	0	0	0	
Engineering	27,178	26,563	615	0	0	0	0	0	615	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	120,204	118,628	1,576	0	0	0	0	0	1,576	0	
Total	147,548	145,357	2,191	0	0	0	0	0	2,191	0	
Federal-Aid	41,267	41,267	0	0	0	0	0	0	0	0	

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

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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increase of \$7.5 million due to reallocation of costs among active work phases.

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	166	166	0	0	0	0	0	0	0	0	0
Engineering	9,226	8,907	319	0	0	0	0	0	0	319	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	111,751	91,478	20,273	0	0	0	0	0	0	20,273	0
Total	121,143	100,551	20,592	0	0	0	0	0	0	20,592	0
Federal-Aid	29,429	27,100	2,329	0	0	0	0	0	0	2,329	0

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



**PROJECT:** D/E Connector at BWI Marshall Airport

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

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

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

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

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

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

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

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

**STATUS:** Enabling projects completed in FY 2015. Sterile corridor opened May 2016. Relocated security checkpoint and connector opened November 2016. Completion in fiscal year 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decrease of \$5.1 million reflects change to bid and final costs for completed work elements.

**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 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	462	462	0	0	0	0	0	0	0	0	0
Engineering	17,854	17,484	370	0	0	0	0	0	0	370	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	113,969	89,617	24,352	0	0	0	0	0	0	24,352	0
Total	132,285	107,563	24,722	0	0	0	0	0	0	24,722	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Parking Revenue Control System at BWI Marshall Airport

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Open for use December 2015. User acceptance complete November 2016. Awaiting final closeout.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decrease of \$1.0 million reflects anticipated final costs..

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,308	1,281	27	0	0	0	0	0	27	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,483	7,010	473	0	0	0	0	0	473	0	
Total	8,791	8,291	500	0	0	0	0	0	500	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

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

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

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

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

**EXPLANATION:** Replacement of the aged passenger loading bridges supports the safe movement of passengers on and off aircraft. The addition of PCAir and 400 HZ power units will facilitate alternative fuel usage and improve air quality. BWI Marshall 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:** Multi-year construction program began Fall 2014 with targeted completion by end of fiscal year 2017.

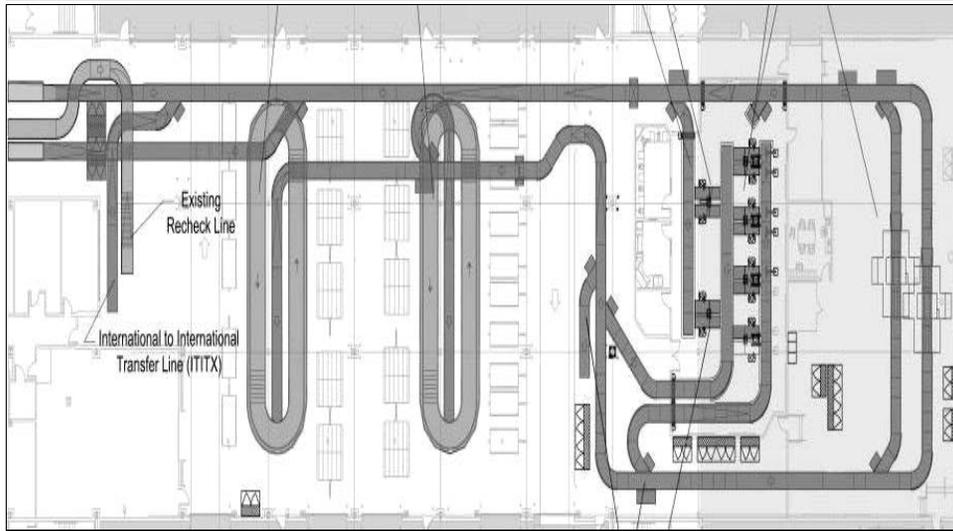
**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increase of \$1.3 million due to addition of two new loading bridges to the program.

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,569	889	680	0	0	0	0	0	680	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	12,223	7,405	4,818	0	0	0	0	0	4,818	0	
Total	13,792	8,294	5,498	0	0	0	0	0	5,498	0	
Federal-Aid	2,156	1,088	1,068	0	0	0	0	0	1,068	0	

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



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

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Construction began October 2015 with completion March 2017.

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

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	695	536	159	0	0	0	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	21,574	12,965	8,609	0	0	0	0	0	0	8,609	0
Total	22,269	13,501	8,768	0	0	0	0	0	0	8,768	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

D/E Connector at BWI Marshall Airport -- Line 5.

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

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

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

**STATUS:** North Cargo area security complete. Apron and stormwater management began Spring 2016 and will be substantially complete December 2016. Primary building structure to begin construction in early 2017 with completion in mid-2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decrease of \$3.5 million reflects reduction in final cost for automated passport control devices and related immigration area improvements.

**USAGE:** Accommodate projected annual passenger growth.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	271	271	0	0	0	0	0	0	0	0	
Engineering	13,235	8,663	4,572	0	0	0	0	0	4,572	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	101,540	10,225	34,636	56,679	0	0	0	0	91,315	0	
Total	115,046	19,159	39,208	56,679	0	0	0	0	95,887	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

2047, 2048, 9693, 9694



**PROJECT:** Consolidated Rental Car Facility Shuttle Bus Fleet Replacement

**DESCRIPTION:** This project will purchase 20 compressed natural gas, low floor, 60 foot, articulated buses to shuttle airport passengers from the Consolidated Rental Car Facility to the BWI Marshall Airport terminal.

**PURPOSE & NEED SUMMARY STATEMENT:** The current fleet of 25 buses were purchased in 2003 and have passed their useful life of 12 years. The timely replacement of the existing buses with larger articulated buses will ensure sufficient capacity to handle customer growth, maintain service levels, and ensure passenger delays are not due to equipment.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

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

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

**USAGE:** Accommodate rental car customer growth.

**OPERATING COST IMPACT:** Operating cost recovered through rental car user fees.

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

Other funding source is Customer Facility Charge (CFC) revenues.  
2095



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Environmental assessment resuming with modified scope and targeted completion of early 2018.

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

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	2,548	1,458	377	713	0	0	0	0	1,090	0
Engineering	3	3	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,551</b>	<b>1,461</b>	<b>377</b>	<b>713</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,090</b>	<b>0</b>
Federal-Aid	258	258	0	0	0	0	0	0	0	0

2010, 2011, 2012



**PROJECT:** Environmental Assessment at BWI Marshall Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Environmental assessment began Summer 2016 with targeted completion of December 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increase of \$1.1 million reflects higher bid cost based on scope of program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	3,140	61	1,437	1,642	0	0	0	0	3,079	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	3,140	61	1,437	1,642	0	0	0	0	3,079	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport

**DESCRIPTION:** This project provides the infrastructure improvements in support of the development of an aircraft maintenance facility at BWI Marshall Airport. The improvements will include utility infrastructure, site grading, and an aircraft parking apron. Landside and airside access routes will be provided to support operations.

**JUSTIFICATION:** At BWI Marshall Airport, airlines need to perform periodic or incidental maintenance on their aircraft. There is insufficient space at 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.

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

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to Development and Evaluation 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 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	1,000	4,000	0	0	0	0	5,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	0	1,000	4,000	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>Airport Technology</u></b>			
1	BWI - CDC Phase 2 - Statewide System Access (2042)	518	Complete
2	BWI Radio Console Replacement (2036)	1,787	Complete
<b><u>Annual</u></b>			
3	Roadway Sign & Retaining Wall Structure Inspection (1906)	233	Complete
<b><u>Baltimore/Washington</u></b>			
4	BWI Hotel (2008)	588	Complete
5	BWI Master Plan (1013)	6,430	Complete
6	Comp Airport Planning Services (1901)	4,730	Complete
7	Comp Arch Eng Design Services-1 (1915)	2,296	Complete
8	Underground Duct Bank (2083)	52	Complete
9	Wildlife Management Services (2019)	827	Complete
<b><u>Consol Rental Car Facility</u></b>			
10	CRCF Garage Improvements (1971)	2,585	Complete
11	CRCF Walkway to Tenant Parking (1976)	909	Complete
<b><u>Environmental Compliance</u></b>			
12	Comp Environmental Compliance (9407)	3,647	Complete
13	Comp Environmental Compliance (9408)	1,218	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Equipment</u></b>			
14	Snow Equip - Multi-Tasking Unit New (1) (2063)	701	Complete
15	Snow Equip - Multi-Tasking Unit New (1) (2064)	701	Complete
16	Snow Equip Rehab - Broom #30057 (2062)	196	Complete
17	Snow Equip Rehab - Broom #30095 (2077)	196	Complete
18	Snow Equip Rehab - Broom Unit #30171 (2061)	196	Complete
19	Snow Equip Repl - Front End Loader #9932 (2001)	176	Complete
<b><u>Intl Infrastructure</u></b>			
20	Air Handler 6 and 7 Replacement (9698)	400	Complete
21	International Building Outfall Pipe (9696)	3,307	Complete
22	New North Terminal Substation NT - D1 (9699)	680	Complete
<b><u>Landside Development</u></b>			
23	Air Cargo Drive North Pavement Rehabilitation (2030)	2,070	Complete
24	BWI Hotel - Former Four Points (2038)	2,878	Complete
25	Inbound I-195 at MD 170 Roadway Improvements (9324)	812	Complete
26	MD 170 Sign Changes (2050)	1,058	Complete
<b><u>Martin State</u></b>			
27	MTN - Corporate Hangar Roof Replacement (2043)	1,852	Complete
28	MTN Storm Drain Pipe Replacement (2057)	1,702	Complete
29	MTN Trailer Replacement (2052)	292	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>PMP Airfield Improvement</u></b>			
30	Emergency Taxiway Repairs (7774)	4,016	Complete
<b><u>Security</u></b>			
31	TSA Piers A/B Bag Screening Equip Replacement (8998)	4,819	Complete
<b><u>Terminal Development</u></b>			
32	ADA Restroom Access and Improvements (9418)	1,043	Complete
33	Central Terminal Elevator Upgrade (2033)	959	Complete
34	Lease Agreement Assets (9884)	1,736	Complete
35	Observation Gallery & C Corridor Improvements (9881)	2,202	Complete
36	Terminal and ARFF Glass Improvements (2045)	3,042	Complete
37	Terminal Improvement Project (7017)	6,585	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>Airport Technology</u></b>			
38	IT Equipment (1456)	2,200	Ongoing
39	Airport Project Administration System (AirPass) (2040)	883	Underway
40	Conc C LL IT Systems Room Expansion (2049)	3	Underway
<b><u>Airside Development</u></b>			
41	ARFF Airfield Access Road (7775)	8	Underway
42	BWI New Air Traffic Control Tower (1939)	17	Underway
43	BWI Noise Exposure Map (1913)	8	Underway
44	Comp Pavement Markings FY17 (1909)	100	Underway
45	Comprehensive Paving FY 2013 (1908)	6	Underway
46	Comprehensive Paving FY 2016 (2108)	7,134	Underway
<b><u>Annual</u></b>			
47	Facility Management Program (7600)	200	Ongoing
48	Parking Garage Structure Inspection (1463)	132	Ongoing
49	Real Estate Administrative Services (7019)	50	Ongoing
50	Real Estate Property Services (7018)	50	Ongoing
51	Bridge Inspection (SHA Consultant) (1023)	130	Underway
52	Comprehensive Regional Air Passenger Survey (1486)	100	Underway
53	MAA Noise Prop AA Sewer Assessment (1905)	96	Underway
54	Prof Services GIS, SUE and Eng Data Part I (2085)	1,000	Underway
55	Prof Services GIS, SUE and Eng Data Part II (2086)	312	Underway
56	Prof Services GIS, SUE and Engineering Data (2016)	88	Underway
57	Security and Life Safety Systems CAD Update (2079)	600	Underway
58	Utility Designating (2017)	278	Underway
59	Wildlife Deterrent Unit Inspections (1904)	10	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>		
	<b><u>Annual (cont'd)</u></b>		
60	Wildlife Mitigation (2006)	2	Underway
	<b><u>Baltimore/Washington</u></b>		
61	Building Permits and Inspections (1390)	300	Ongoing
62	Comp Construction Mgmt & Inspection (8016)	175	Ongoing
63	Fire Protection Engineer Services (1173)	506	Ongoing
64	Wildlife Management Plan (1181)	120	Ongoing
65	BTC - BWI and MTN Minors (1062)	3,500	Underway
66	BWI Aerial Photogrammetry & Airspace Analysis (1959)	200	Underway
67	Capital Financial Services (2018)	500	Underway
68	Comp Acoustical Services Contract (1918)	392	Underway
69	Comp Airport Planning Services (1949)	1,541	Underway
70	Comp Airport Planning Services (1951)	991	Underway
71	Comp Arch Eng Design Services (1902)	2	Underway
72	Comp Arch Eng Design Services (1954)	651	Underway
73	Comp Arch Eng Design Services (1955)	700	Underway
74	Comp Arch Eng Design Services (1956)	700	Underway
75	Comp Arch Eng Design Services (1957)	600	Underway
76	Comp Arch Eng Design Services (1958)	595	Underway
77	Comp Arch Eng Design Services-2 (1912)	21	Underway
78	Comp Commercial Facilities & Business Planning Services (1274)	200	Underway
79	Comp Const Mgmt Services (1952)	700	Underway
80	Comp Construction Mgmt & Inspection (1953)	657	Underway
81	Comp Financial Planning & Analysis Services (2082)	200	Underway
82	Comp Professional Program Mgmt (1916)	100	Underway
83	Comp Real Estate Services (2119)	400	Underway
84	Comprehensive AIT Services (1292)	1,150	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Baltimore/Washington (cont'd)</u></b>			
85	MBE Support Services (1950)	180	Underway
86	Pavement Management BWI/MTN (1943)	411	Underway
87	Wildlife Management Services (2078)	800	Underway
<b><u>Consol Rental Car Facility</u></b>			
88	CRCF - New Tenant Access Road and Walkway (1978)	67	Underway
89	CRCF ADA Improvements - CSB and BMF Facility (2094)	46	Underway
90	CRCF Bus Fleet Refurbishment (1972)	78	Underway
91	CRCF Bus Maintenance Facility FY16 Bldg Impv (2091)	920	Underway
92	CRCF CSB and Garage FY16 Bldg Impv (2090)	595	Underway
93	CRCF Facility Assessment (1979)	60	Underway
94	CRCF Pavement Rehabilitation (2093)	2,358	Underway
95	CRCF Used Articulated Buses FY16 (2092)	468	Underway
<b><u>Environmental Compliance</u></b>			
96	Comp Environmental Compliance (2056)	1,292	Underway
97	Comp Environmental Compliance (2084)	208	Underway
98	Comp Environmental Planning (1899)	858	Underway
99	Comp Environmental Planning (1900)	142	Underway
100	Environmental Compliance - 3rd Party Audit (1898)	30	Underway
101	Stream and Wetland Restoration Mitigation Services (1948)	90	Underway
102	Terminal Environmental Mitigation (8106)	200	Underway
<b><u>Equipment</u></b>			
103	ARFF Eqmt Repl - Rescue Truck Unit #30244 (2100)	1,290	Fall, 2017

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Equipment (cont'd)</u></b>			
104	Compact Crawler Boom Lift (2107)	189	Fall, 2017
105	Equip Repl - MTN Bat Wing Tractors (2) (2103)	51	Fall, 2017
106	Equip Repl - MTN Lawn Mowers (2) (2104)	27	Fall, 2017
107	Equip Repl - MTN Steel Skid Loader #9752 (2101)	81	Fall, 2017
108	MTN Snow Equip - Snow Melters New (2) (2099)	150	Fall, 2017
109	Snow Equip Repl - De-Icing Truck #30166 (2098)	194	Fall, 2017
110	Snow Equip Repl - Rotary Plow #30097 (2096)	600	Fall, 2017
111	ARFF Equip Rehab - Tanker-43 #9836 (2076)	125	Underway
112	ARFF Equip Repl - Ambulance #30324 (2000)	365	Underway
113	ARFF Equip Repl - Brush-43 #30026 (2065)	110	Underway
114	ARFF Equip Repl - Tower Unit #30089 (1999)	1,264	Underway
115	Equip - Intl Trash Compactor Replacements (2059)	90	Underway
116	Equip Repl - MTN Tractor #9897 (2058)	74	Underway
117	Equip Repl - Paint Truck #30091 (2075)	313	Underway
118	Equip Repl - Tractors (4) (2074)	310	Underway
119	MAA Shuttle Bus Mid-Life Overhaul (1930)	281	Underway
120	Operating Vehicles (2053)	276	Underway
121	Portable Snowmelters (New) (9402)	5,157	Underway
122	Procurement Storage Trailers (2102)	148	Underway
123	Snow Equip Repl - De-Icing Truck #9952 (2073)	187	Underway
124	Snow Equip Repl - Dump Trucks (2) (2002)	57	Underway
125	Snow Equip Repl - Front End Loader #9891 (2069)	190	Underway
126	Snow Equip Repl - Front End Loader #9931 (2070)	190	Underway
127	Snow Equip Repl - Front End Loader #9944 (2071)	354	Underway
128	Snow Equip Repl - Tractor Trailer #9949 (2072)	156	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

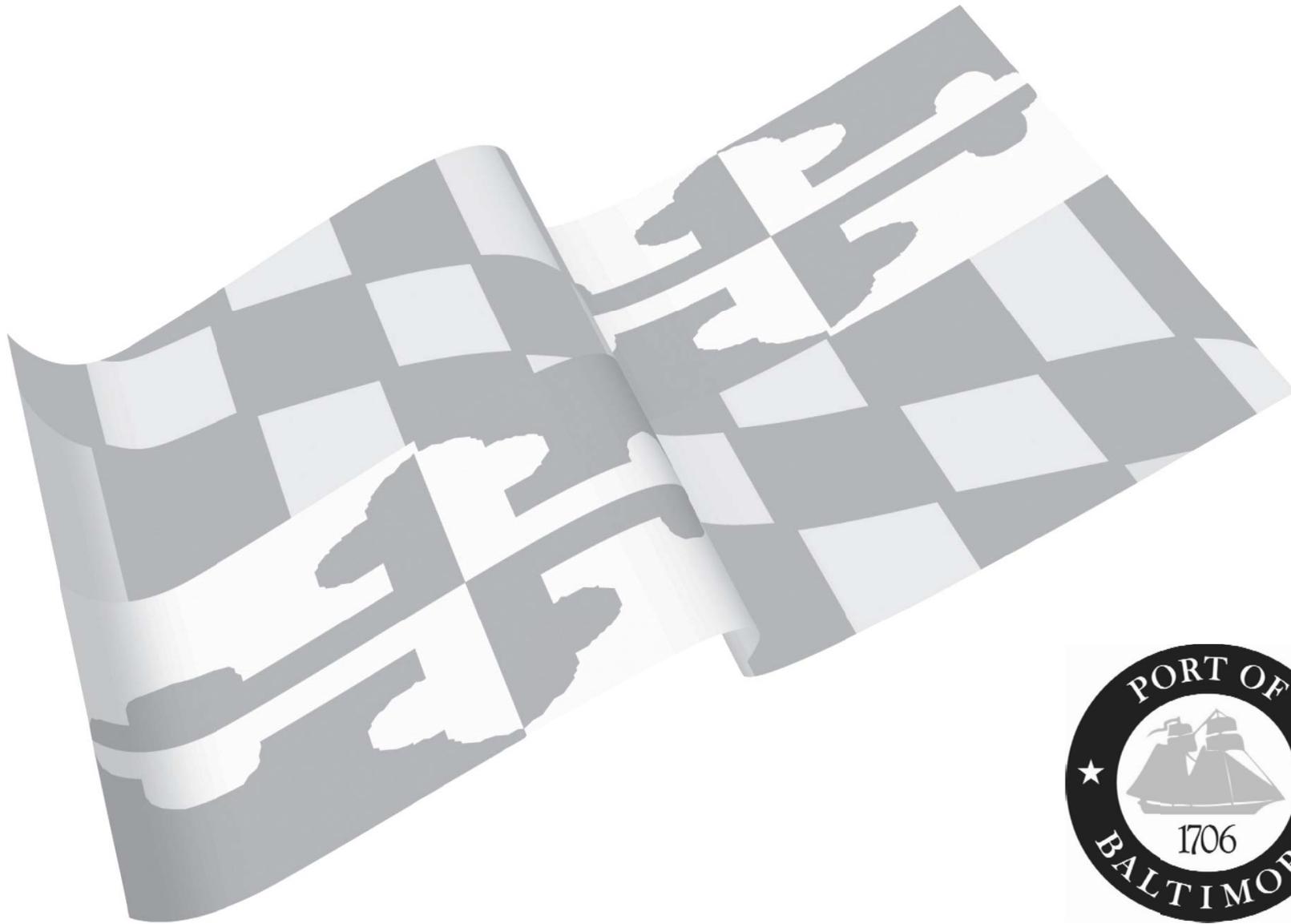
**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Information Tech CTIPP</u></b>			
129	Airport Road Electronic Signage Repl - Design Only (2044)	51	Underway
130	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	143	Underway
131	Permanent Noise Monitoring System Replacement (7405)	1,437	Underway
<b><u>Intl Infrastructure</u></b>			
132	Conc Infrastructure Improvements (9695)	6,150	Underway
133	International Building Expansion (9700)	875	Underway
134	Mobile Lounges (9697)	328	Underway
<b><u>Landside Development</u></b>			
135	Daily Garage Inspection Repairs (1921)	593	Underway
136	Protective Land Acquisition (1137)	300	Underway
<b><u>Martin State</u></b>			
137	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2017
138	MTN Obstruction Removal (9431)	319	Summer, 2017
139	MTN Air Traffic Control Tower (1121)	950	Underway
140	MTN Water Supply for Fire System (1433)	86	Underway
<b><u>Regional Aviation</u></b>			
141	Aid to Public/Private Airports (MAPA-90%) (1106)	1,825	Underway
142	Regional Aviation Program (1107)	1,525	Underway
143	Statewide Aviation Grants (AIP-5%) (1105)	1,500	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 14 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Security</u></b>			
144	Exit Lane Technology A/B Concourse (2028)	195	Underway
145	Security Initiatives (1298)	1,600	Underway
146	TSA Baggage Screening Improvements Ph 2 (8999)	5	Underway
<b><u>Terminal Development</u></b>			
147	County Sewer and Water Capital Improvements (1028)	1,200	Ongoing
148	Terminal Leasehold Modifications (7500)	417	Ongoing
149	ALP Design Program (2110)	6,200	Underway
150	ARC Flash Hazards (2109)	608	Underway
151	BWI Website Redevelopment (2080)	219	Underway
152	Common Use Domestic Facilities (7503)	46	Underway
153	Conc C Holdroom & Terminal Charging Stations (2035)	48	Underway
154	Concourse B International Ticket Counters (2054)	93	Underway
155	NT Substation Replacements (2032)	6	Underway
156	Tenant Terminal Relocations (7504)	8,184	Underway
157	Terminal Interior / Exterior Modifications - SBR (2215)	1,358	Underway
158	Terminal Interior / Exterior Modifications (2014)	1	Underway
159	Terminal Interior / Exterior Modifications (2114)	2,512	Underway
160	Terminal Interior / Exterior Modifications (2214)	8,091	Underway
161	Terminal Office Relocation Phase 3 (9013)	3	Underway
162	Terminal Wide Restroom Mirror Replacement (2041)	1	Underway



**MARYLAND PORT ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	75.9	57.2	98.6	160.5	99.2	77.1	568.5
System Preservation Minor Projects	35.0	28.1	52.5	38.1	37.5	23.6	214.8
<b><u>Development &amp; Evaluation Program</u></b>	<u>9.7</u>	<u>8.4</u>	<u>11.6</u>	<u>12.2</u>	<u>11.1</u>	<u>9.6</u>	<u>62.6</u>
SUBTOTAL	120.6	93.6	162.8	210.8	147.8	110.3	845.9
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>5.1</u>	<u>4.9</u>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>30.7</u>
TOTAL	125.7	98.6	167.8	216.0	153.0	115.5	876.6
Special Funds	119.4	95.2	166.4	216.0	153.0	115.5	865.4
Federal Funds	6.3	3.4	1.4	-	-	-	11.1



**PROJECT:** Hart-Miller Island Related Projects

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement Monitoring -- Line 2  
 Dredged Material Program -- Line 11

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,986	7,235	150	50	150	51	150	200	751	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	98,520	68,941	4,233	3,967	5,647	6,332	6,750	2,650	29,579	0
<b>Total</b>	<b>106,506</b>	<b>76,176</b>	<b>4,383</b>	<b>4,017</b>	<b>5,797</b>	<b>6,383</b>	<b>6,900</b>	<b>2,850</b>	<b>30,330</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004



**PROJECT:** Dredge Material Placement and Monitoring

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Dredged material placement and monitoring is ongoing. In FY 2016 MPA managed 3 million cubic yards of dredged material at Harbor and MD Bay placement sites. The design of the expansion of Cox Creek DMCF, Stage I (MPA property) is underway. Dike raising at the Masonville DMCF from +10 ft. to +18 ft. will begin in 2017

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Program increased by \$22 million due to revised schedules and adding funding on for FY22.

<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 ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2019....	....2020....	....2021....	....2022....		
Planning	26,597	18,932	1,205	910	1,780	2,443	427	900	7,665	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	778,128	403,242	36,722	36,380	62,286	123,955	55,843	59,700	374,886	0
Total	804,725	422,174	37,927	37,290	64,066	126,398	56,270	60,600	382,551	0
Federal-Aid	700	675	25	0	0	0	0	0	25	0

5101, 5103, 5105, 5206, 5207, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5260, 5305, 5309, 5311, 5418



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

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Berths 4, 5 and 6 are complete; the design for Berths 1- 3 is underway, and construction of Berth 3 (and a portion of Berth 2) should start in late 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Revised schedule has resulted in decreased costs of \$1.9M.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	405	405	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	92,761	46,597	3,644	1,500	15,000	21,020	0	5,000	46,164	0	
Total	93,166	47,002	3,644	1,500	15,000	21,020	0	5,000	46,164	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

1025, 3143, 3158, 3181



**PROJECT:** Terminal Security Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** None.

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

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

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

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	454	454	0	0	0	0	0	0	0	0
Construction	45,381	43,989	1,192	0	0	200	0	0	1,392	0
Total	45,835	44,443	1,192	0	0	200	0	0	1,392	0
Federal-Aid	21,927	21,232	695	0	0	0	0	0	695	0

1062, 1619, 1765, 1767, 1768, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1780, 1781, 1782, 1783, 1789, 1794, 1798, 1799, 1920, 1921, 1922, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1934, 1935, 1940



**PROJECT:** South Locust Point Cruise Terminal

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

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

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

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:** Ongoing Cruise terminal projects include: Customs and Border Protection secondary inspection area, PA and Alarm System, Breezeway heating/AC upgrades, and building's exterior and circulation improvements.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** New projects include new passenger boarding bridge and upgraded public address representing a \$3M increase in project 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 2016			YEAR 2017	YEAR 2018	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	9,796	4,042	3,426	1,030	518	0	0	780	5,754	0
Total	9,796	4,042	3,426	1,030	518	0	0	780	5,754	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1614, 1615, 1616, 1625, 1628, 1635, 1637, 1640, 1641, 1644, 1645, 1646, 1655, 1658





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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Increase of \$23 M was added to this project to reflect funding for FY 22 and a change in the way COPR reimbursements are recorded.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	....2019....	....2020....	....2021....	....2022....		
Planning	1,433	507	50	50	50	50	454	272	926	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	101,445	38,050	4,380	4,818	5,500	5,520	35,596	7,581	63,395	0
Total	102,878	38,557	4,430	4,868	5,550	5,570	36,050	7,853	64,321	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0

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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

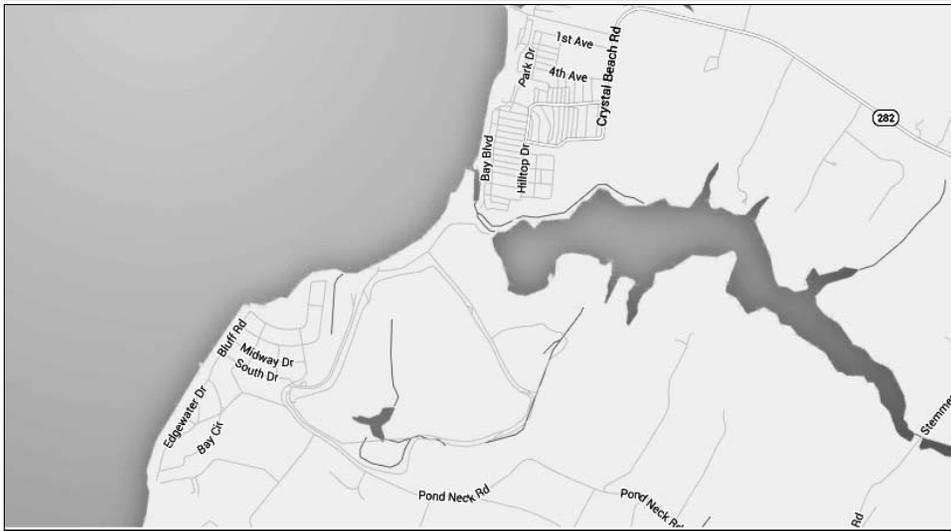
**EXPLANATION:** The dredging component of this project will allow larger ships to access Seagirt Marine Terminal. Cargo storage and rail capacity will be enhanced at Fairfield Terminals. The filling of Fruit Slip and the Fairfield Wet Basin will avoid the cost of replacing those bulkheads.

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

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

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR 2017	YEAR 2018	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	43,437	20,294	11,988	5,935	4,270	950	0	0	23,143	0
Total	43,437	20,294	11,988	5,935	4,270	950	0	0	23,143	0
Federal-Aid	10,000	0	5,420	3,244	1,336	0	0	0	10,000	0

2711, 2712, 5239



**PROJECT:** Pearce Creek Waterline Project

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

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

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

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

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

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

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

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

**STATUS:** This project is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,184	740	8,895	2,549	2,000	0	0	0	13,444	0	0
Total	14,184	740	8,895	2,549	2,000	0	0	0	13,444	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Dredged Material Management Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Feasibility studies are underway.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	75,895	63,883	4,030	1,993	4,022	695	672	600	12,012	0
Engineering	75,126	26,577	5,241	5,859	6,479	11,516	10,416	9,038	48,549	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,641	2,643	398	500	1,100	0	0	0	1,998	0
Total	155,662	93,103	9,669	8,352	11,601	12,211	11,088	9,638	62,559	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** This program increased by \$6.4 M primarily due to additional funding for FY 22 and revised schedule.

5217, 5220, 5224, 5308, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423, 5425, 5426, 5427

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 11**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>All Terminals</u></b>			
1	Agency Wide Berth Substructure Repairs V (1830)	4,621	Complete
2	Agency Wide Bollard Repair (1833)	84	Complete
3	Agency Wide Tenant Alteration - III (1731)	1,950	Complete
4	Concrete Deck Repair III (1821)	673	Complete
5	Environmental Best Practices (1738)	2,660	Complete
6	EPC Capital Projects (1829)	77	Complete
7	Fendering Redesign and Replacement (1129)	470	Complete
8	Paving Repair VII (1766)	3,059	Complete
9	Paving Repair VIII (1836)	3,946	Complete
10	Paving Repairs (1703)	9,075	Complete
<b><u>Dundalk Marine Terminal</u></b>			
11	Berth 11-13A Row Pile Replacement (3157)	237	Complete
12	Berth 6/7 Rail Rehabilitation (1135)	1,101	Complete
13	Building 91A HVAC Replacement - EPC Program (3135)	178	Complete
14	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	1,345	Complete
15	DMT High Voltage Feeder (1123)	3,944	Complete
16	Heavy Load Pads Berth 12 (1137)	2,118	Complete
17	Main Line Rail Survey and Replacement (1141)	811	Complete
18	Mobile Crane - DMT (3156)	3,250	Complete
19	Rehabilitation of Portions of Dunmar - Police HQ (3144)	753	Complete
20	Shed 4 Door Repair (3159)	7	Complete
<b><u>Facilities and Equipment</u></b>			
21	Crane Elevator Rehabilitation (3056)	164	Complete
22	Crane Harness Repair (3057)	105	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>Facilities and Equipment (cont'd)</u></b>			
23	Crane Trolley Rail Support System (3055)	171	Complete
24	Dump Truck FY 14 (3060)	403	Complete
25	Emergency Cane repair Crane Diesel # 8 DMT (3234)	46	Complete
26	Fender Replacement Program (3147)	690	Complete
27	Maintenance Boat (3063)	252	Complete
28	Mobile Restroom Trailers (3064)	146	Complete
29	Rehabilitation of Big Red Crane (3065)	371	Complete
30	Replace Electrical Crane 11 - DMT (3059)	412	Complete
<b><u>Masonville Auto Terminal</u></b>			
31	Berth 4 Approach Slab Reconstruction (1747)	2,556	Complete
32	Kurt Iron Environmental Phase I - Clean-up (1210)	1,664	Complete
<b><u>Open-Ended Consulting</u></b>			
33	Engineering Survey Consultants (1241)	59	Complete
34	Portwide Egeeneering & Design FY 11 - Moffat & Nichols (1257)	2,675	Complete
<b><u>Port - Wide</u></b>			
35	Open Ended Studies - Planning (3112)	554	Complete
<b><u>South Locust Point</u></b>			
36	Shed 11C Roll-up Door Repair (1642)	46	Complete
37	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,961	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>			
<b><u>World Trade Center</u></b>			
38	ADA Restroom Renovations (3400)	208	Complete
39	Emergency Heating Repairs at World Trade Center (3455)	131	Complete
40	LAN Room Cooling and Emergency Power (3481)	329	Complete
41	New Roof Deck & Guardrail Waterproofing (1523)	666	Complete
42	Rehabilitation of Shaft # 1 - WTC (3452)	258	Complete
43	Relocated Security/Safety & Bldg System to Command Cen. (3450)	362	Complete
44	Seal WTC Building Columns (3490)	1,028	Complete
45	Storm Drain Cover Replacement - WTC (3470)	144	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>All Terminals</u></b>			
46	CMAQ Dray Truck Program (1831)	25	Ongoing
47	Environmental Remediation (1400)	223	Ongoing
48	Open Ended Building Maintenance Contract (1832)	2,315	Ongoing
49	Stormwater Construction and Retrofit Program (1411)	550	Summer, 2017
50	Agency Wide Berth Substructure Repairs VI (1839)	5,191	Underway
51	Algae Bio Gas Demonstration Project (1870)	300	Underway
52	Concrete Deck Repair IV (1838)	300	Underway
53	Demolition 3 Cranes (1835)	74	Underway
54	GIS Deployment (1851)	198	Underway
55	Hawkins Point O&M (1707)	874	Underway
56	Paving Repair VIIIA (1845)	199	Underway
57	Paving Repairs IX (1842)	3,759	Underway
58	Paving Repairs VIII-B (1846)	386	Underway
59	Storm Water Pollution Prevention (1410)	14	Underway
60	Stormwater Drain Structure Inspection and Rehab Prog (1412)	100	Underway
61	Utility Installation Program (1837)	950	Underway
<b><u>Dundalk Marine Terminal</u></b>			
62	Repair Floor Shed 4 (1175)	100	Fall, 2017
63	Demolition of 96 D Hanger & Police Bldg (3145)	1,700	Spring, 2017
64	Lot 95 Stormwater Retrofit (3184)	400	Spring, 2017
65	Mestek Over- Dimensional Gate (3146)	500	Spring, 2017
66	Berth 1&2 Cut Off Wall (3180)	1,630	Underway
67	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	6,350	Underway
68	DMT C Street Drainage Improvements (1150)	9,090	Underway
69	DMT Variable Message Sign Replacement (3164)	254	Underway
70	Dundalk Marine Terminal Lot 304 Stormwater Management (3182)	80	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

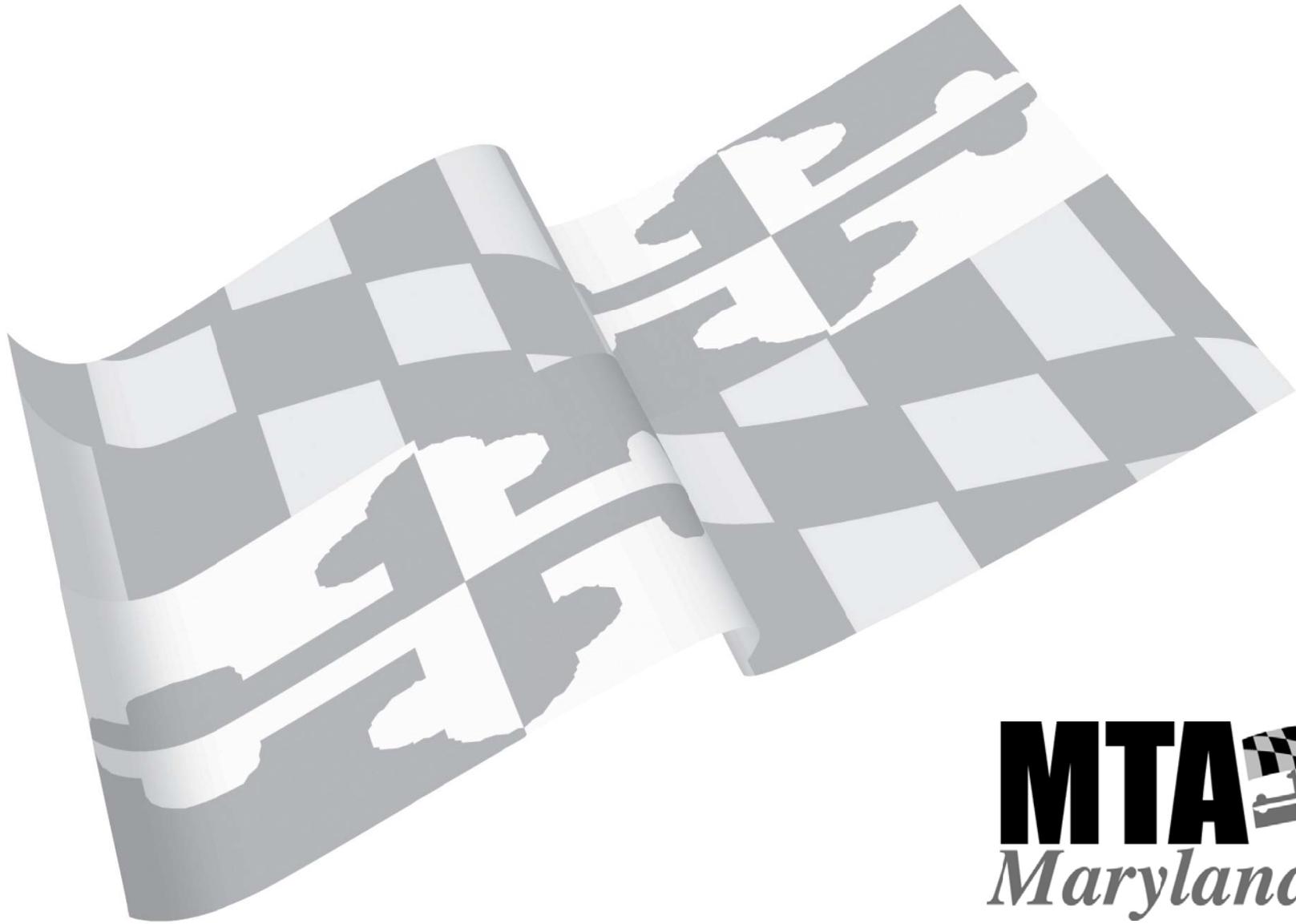
**MARYLAND PORT ADMINISTRATION - LINE 11 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
71	Facility Inventory Control Bldg, Demo Bldg 91C (1140)	4,900	Underway
<b><u>Facilities and Equipment</u></b>			
72	Sprinkler Repairs (3038)	186	Ongoing
73	Facility Capital Equipment (3233)	600	Underway
74	Loaders (2) and Back Hoe (1) (3068)	755	Underway
75	Paceco Crane Rehabilitation (3066)	96	Underway
76	Railroad Crane Inspection and Construction (3106)	847	Underway
77	Specialized Vehicles - Dump Truck, Welder and Loader (3067)	236	Underway
<b><u>Open-Ended Consulting</u></b>			
78	Construction Management Inspection FY 13 - FY14 (1270)	10	Ongoing
79	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	137	Ongoing
80	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	539	Ongoing
81	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	175	Ongoing
82	Portwide Engineering Design FY 13 - FY WBCM (1262)	123	Ongoing
83	Facility Inspection Diver V (1841)	100	Summer, 2017
84	Comprehensive Facility Inspection Diving (1725)	182	Underway
85	Construction Management and Inspection FY 15-17 O&L (1273)	364	Underway
86	Construction Management Insp. FY 15 -17 (1271)	1,608	Underway
87	Construction Management Inspection FY 15-17 WRA (1272)	745	Underway
88	Drainage Improvement Design DMT (1274)	149	Underway
89	Howard Street Tunnel Design review (1266)	18	Underway
90	Inspection Surveys (1827)	200	Underway
91	PE Inspection Diver IV (1826)	145	Underway
92	Portwide Engineering & Design FY 11 - STV (1259)	54	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>Open-Ended Consulting (cont'd)</u></b>			
93	Portwide Engineering & Design FY 16 STV (1278)	1,300	Underway
94	Portwide Engineering & Design FY 11 - WBCM (1256)	33	Underway
95	Portwide Engineering & Design FY 11 - WRA (1258)	163	Underway
96	Portwide engineering and Design FY 16 WBCM (1277)	2,891	Underway
97	Portwide Engineering and Design FY 16 WRA (1279)	1,300	Underway
98	Portwide Engineering and Design JMT (1276)	2,865	Underway
99	Portwide Engineering and Design M&N (1275)	2,400	Underway
<b><u>Port - Wide</u></b>			
100	Brass System Upgrade (3120)	220	Underway
101	CTIPP Equipment (3124)	685	Underway
102	Network Attached Storage Expansion (3210)	190	Underway
103	Open Ended Planning Studies JM (3501)	328	Underway
104	Open Ended Planning Studies TEMS (3502)	140	Underway
<b><u>World Trade Center</u></b>			
105	Tenant Renovation - Meridian WTC (3107)	1,676	Underway
106	Transformer Replacment - WTC Tenants (3480)	200	Underway
107	WTC Restroom Renovations (3454)	991	Underway



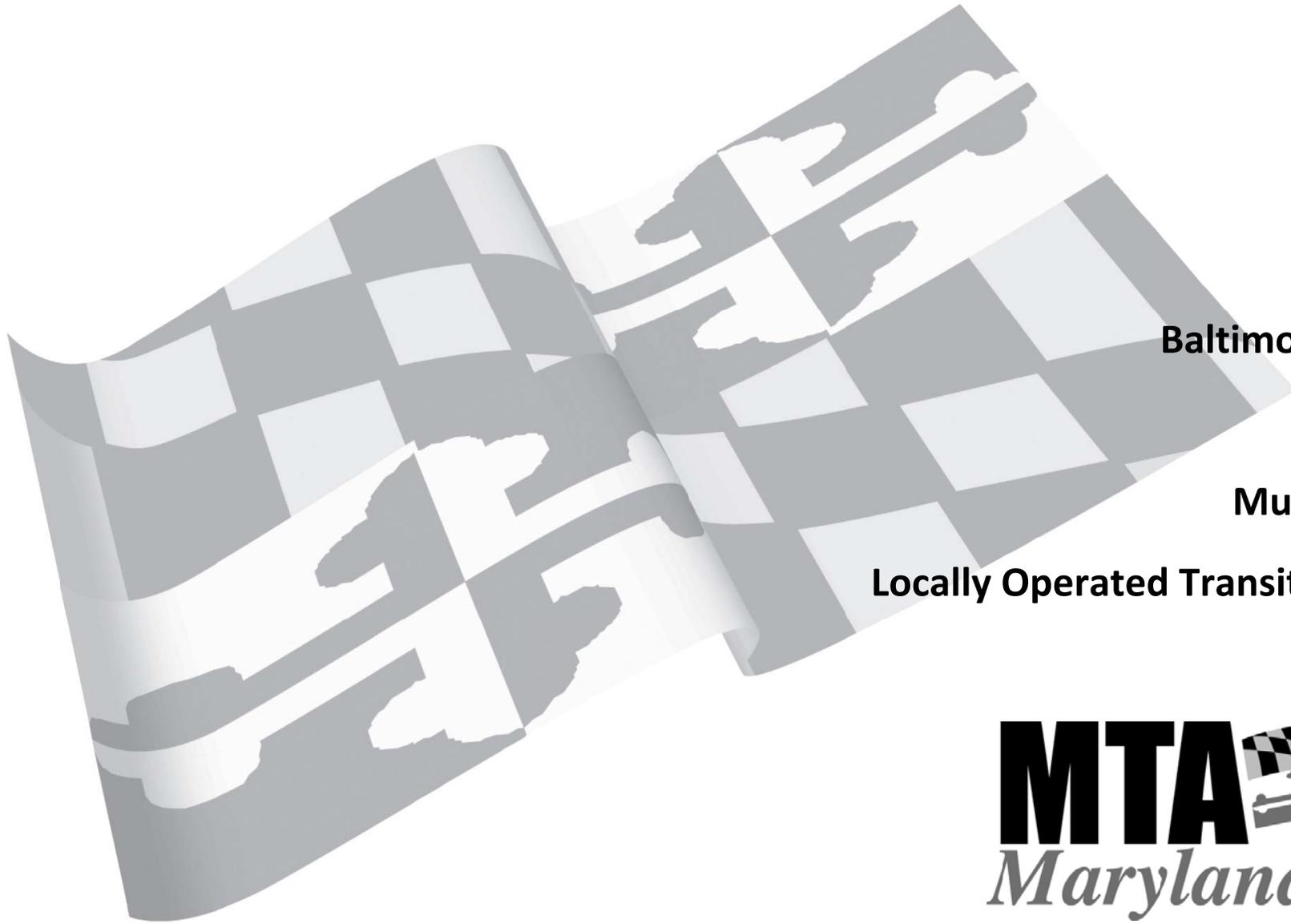
**MTA**   
*Maryland*



**MARYLAND TRANSIT ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	592.7	612.2	737.5	385.1	313.9	510.8	3,152.1
System Preservation Minor Projects	86.5	66.3	51.3	56.7	53.7	110.6	425.1
<b><u>Development &amp; Evaluation Program</u></b>	<u>0.7</u>	<u>5.1</u>	<u>3.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>9.0</u>
<b>SUBTOTAL</b>	679.9	683.6	792.0	441.8	367.6	621.3	3,586.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>14.1</u>	<u>13.0</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>77.1</u>
<b>TOTAL</b>	693.9	696.6	804.5	454.3	380.1	633.8	3,663.3
<b>Special Funds</b>	235.3	278.2	273.4	99.0	73.2	186.8	1,145.9
<b>Federal Funds</b>	400.7	356.1	460.8	283.4	289.9	354.3	2,145.2
<b>Other Funding</b>	57.9	62.3	70.4	71.9	17.0	92.7	372.2



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MTA CONSTRUCTION PROGRAM**





**PROJECT:** MARC Maintenance, Layover, & Storage Facilities

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Program - Line 37  
 MARC Northeast Maintenance Facility - Line 38

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

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

**STATUS:** Design is underway for the Martin State Airport storage tracks and construction is anticipated to begin in FY 2018. Acquisition activities for the Riverside Maintenance Facility will begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost decreased by \$40.5M due to the completion and removal of the Washington Mid-Day Storage Yard.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2019....	....2020....	....2021....	....2022....		
Planning	915	462	453	0	0	0	0	0	453	0
Engineering	1,400	796	404	200	0	0	0	0	604	0
Right-of-way	28,829	337	0	1,296	2,196	0	25,000	0	28,492	0
Construction	12,760	0	0	0	6,400	6,360	0	0	12,760	0
Total	43,904	1,595	857	1,496	8,596	6,360	25,000	0	42,309	0
Federal-Aid	29,304	500	685	1,196	6,876	47	20,000	0	28,804	0



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

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

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

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

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input 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:**

MARC Growth and Investment Program - Line 37

**STATUS:** Ongoing projects on the Penn Line include Hanson Interlocking, block tie replacement, and Carroll to Bowie undercutting. Track improvements on the Camden Line are ongoing.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$43.3M due to the addition of FY 22.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	9,018	5,484	1,727	507	600	600	100	0	3,534	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	307,717	166,352	11,362	19,736	24,934	20,949	21,100	43,284	141,365	0	
Total	316,735	171,836	13,089	20,243	25,534	21,549	21,200	43,284	144,899	0	
Federal-Aid	237,100	121,490	10,470	16,137	20,177	17,239	16,960	34,627	115,610	0	

0183, 0687, 1460



**PROJECT:** MARC Coaches - Overhauls and Replacement

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

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

**SMART GROWTH STATUS:**  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 and car bodies.

**STATUS:** Final acceptance of the 54 MARC IV coaches will occur in FY 2017. The overhaul of MARC III vehicles is underway. Specification development for the MARC IIA coaches will begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$6.4M due to the addition of FY 2022 combined with cost savings on the MARC III overhaul.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,649	505	144	0	0	1,000	0	0	1,144	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	222,775	166,587	11,082	10,006	15,000	6,300	6,000	7,800	56,188	0	
Total	224,424	167,092	11,226	10,006	15,000	7,300	6,000	7,800	57,332	0	
Federal-Aid	170,807	124,943	8,980	8,004	12,000	5,840	4,800	6,240	45,864	0	

1263, 1304, 1450



**PROJECT:** MARC Locomotives - Overhauls and Replacements

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,222	1,031	0	0	0	191	0	0	191	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,294	17,458	1,500	20,000	22,733	2,493	2,110	6,000	54,836	0
Total	73,516	18,489	1,500	20,000	22,733	2,684	2,110	6,000	55,027	0
Federal-Aid	57,092	13,927	1,200	16,000	18,184	1,293	1,688	4,800	43,165	0



**PROJECT:** MARC Positive Train Control

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** Ensure the safe operation of MARC service.

**STATUS:** Construction is underway with completion expected in FY 2018

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	24	24	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	16,531	7,529	3,215	5,787	0	0	0	0	9,002	0	0
Total	16,555	7,553	3,215	5,787	0	0	0	0	9,002	0	0
Federal-Aid	13,212	6,011	2,572	4,629	0	0	0	0	7,201	0	0



**PROJECT:** MARC BWI Rail Station Upgrades and Repairs

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

MARC Growth and Investment Program - Line 37

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

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

**USAGE:** In FY 2016 MARC annual ridership was 8.4 million.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	405	405	0	0	0	0	0	0	0	0
Engineering	3,092	2,516	276	300	0	0	0	0	576	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,278	2,213	104	2,323	5,000	638	0	0	8,065	0
Total	13,775	5,134	380	2,623	5,000	638	0	0	8,641	0
Federal-Aid	8,045	1,139	303	2,093	4,000	510	0	0	6,906	0



**PROJECT:** Homeland Security

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Closed Circuit Television (CCTV) Improvements - Line 21

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

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

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

**STATUS:** Construction is underway. FY 2010, 2011, and 2013 Homeland Security grants were completed in FY 2016.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost decreased by \$22.2M due to the completion and removal of the FY 2009 and FY 2012 grants.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,089	11,625	2,055	1,449	2,960	0	0	0	6,464	0
Total	18,089	11,625	2,055	1,449	2,960	0	0	0	6,464	0
Federal-Aid	17,906	11,607	1,890	1,449	2,960	0	0	0	6,299	0

1433, 1448, 1454, 1468, 1490



**PROJECT:** Freight Bridge Rehabilitation

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

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

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

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

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

**STATUS:** The next cycle of bridge and culvert inspections will continue in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$1.7M to fully fund the next cycle of bridge and culvert inspections and repairs.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,590	4,721	614	330	327	176	222	200	1,869	0
Right-of-way	60	0	60	0	0	0	0	0	60	0
Construction	20,013	11,913	538	1,272	1,810	1,480	1,500	1,500	8,100	0
<b>Total</b>	<b>26,663</b>	<b>16,634</b>	<b>1,212</b>	<b>1,602</b>	<b>2,137</b>	<b>1,656</b>	<b>1,722</b>	<b>1,700</b>	<b>10,029</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Light Rail Vehicle Overhaul

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	3,022	200	100	100	100	100	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	193,081	70,082	22,249	48,848	42,993	7,809	700	400	122,999	0
Total	196,703	73,104	22,449	48,948	43,093	7,909	800	400	123,599	0
Federal-Aid	119,090	32,109	18,140	37,643	31,198	0	0	0	86,981	0

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



**PROJECT:** Light Rail Safety Improvements

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

**STATUS:** Project design is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$16.4M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	221	221	0	0	0	0	0	0	0	0	
Engineering	6,495	1,945	1,764	786	0	0	0	2,000	4,550	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	32,523	1,049	5,754	3,828	3,000	2,550	1,942	14,400	31,474	0	
Total	39,239	3,215	7,518	4,614	3,000	2,550	1,942	16,400	36,024	0	
Federal-Aid	223	223	0	0	0	0	0	0	0	0	

0489, 1465, 1466, 1472



**PROJECT:** Metro Railcar and Signal System Overhauls and Replacement

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**EXPLANATION:** Overhaul of the Metro vehicles will ensure safe, reliable service to the end of the cars' useful life at which time the vehicles will be replaced.

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The funding in this project was reduced by \$22.8M due to agency-wide budget restrictions.

**USAGE:** In FY 2016 Metro annual ridership was 12.2 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,538	3,339	2,699	0	0	0	0	500	3,199	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	572,048	29,445	8,204	32,341	123,924	107,750	111,087	81,186	464,492	78,111	
Total	578,586	32,784	10,903	32,341	123,924	107,750	111,087	81,686	467,691	78,111	
Federal-Aid	324,191	13,301	7,474	25,357	97,995	79,357	69,993	30,714	310,890	0	

0091, 1281, 1321, 1415, 1477



**PROJECT:** Metro Safety Improvements

**DESCRIPTION:** Funding to rebuild track interlockings that have reached the end of their useful life and to provide repairs and keep Metro tracks in a state of good repair. This project will also provide for improvements to the Metro tunnels and stations to improve their resilience to flooding.

**PURPOSE & NEED SUMMARY STATEMENT:** Interlockings allow trains to cross from one track to another using turnouts and are important for operations. Replacements and repairs to interlockings and maintenance of way are necessary to correct general degradation and to ensure safety. Flood resiliency will allow the Metro to continue to operate in severe weather conditions.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

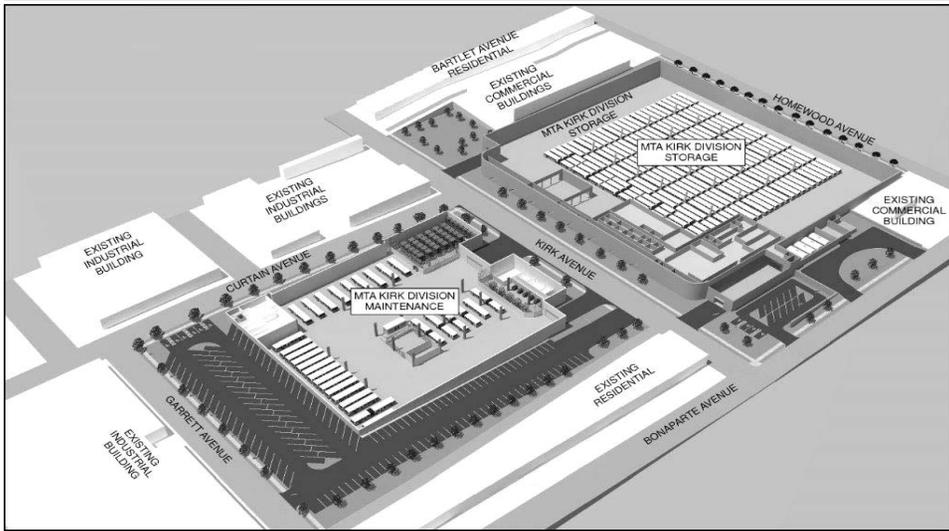
None.

**STATUS:** The Reisterstown Plaza West, Portal, and Rogers Avenue interlocking project is underway with completion expected in FY 2017. Construction for the Maintenance of Way project is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$19.9M due to the addition of FY22.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,963	5,080	1,928	731	300	300	624	3,000	6,883	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	55,640	4,716	17,554	3,317	1,767	4,000	7,410	16,876	50,924	0	0
Total	67,603	9,796	19,482	4,048	2,067	4,300	8,034	19,876	57,807	0	0
Federal-Aid	14,568	2,920	11,648	0	0	0	0	0	11,648	0	0

1223, 1464, 1484



**PROJECT:** Kirk Bus Facility Replacement

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

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

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

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

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

**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 of Phase I is underway to be completed in FY 2018. Design of Phase II is underway with construction to follow.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$5.0M to fully fund Phase II Construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	3,337	3,337	0	0	0	0	0	0	0	0	
Engineering	13,099	11,591	1,508	0	0	0	0	0	1,508	0	
Right-of-way	4,049	3,108	507	434	0	0	0	0	941	0	
Construction	136,980	48,587	16,918	3,971	0	6,074	10,128	51,302	88,393	0	
<b>Total</b>	<b>157,465</b>	<b>66,623</b>	<b>18,933</b>	<b>4,405</b>	<b>0</b>	<b>6,074</b>	<b>10,128</b>	<b>51,302</b>	<b>90,842</b>	<b>0</b>	
Federal-Aid	107,445	43,269	15,146	4,405	0	0	7,221	37,404	64,176	0	



**PROJECT:** Bus Procurement

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

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

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

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

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

**STATUS:** Delivery of 172 40-foot clean diesel buses is underway and will be complete in FY 2017. Specification development for a five-year bus procurement is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$93.7M due to the addition of FY 2022.

**USAGE:** In FY 2016 Bus annual ridership was 75.9 million.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	700	341	359	0	0	0	0	0	359	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	499,121	199,278	47,055	45,000	57,950	38,096	18,000	93,742	299,843	0
<b>Total</b>	<b>499,821</b>	<b>199,619</b>	<b>47,414</b>	<b>45,000</b>	<b>57,950</b>	<b>38,096</b>	<b>18,000</b>	<b>93,742</b>	<b>300,202</b>	<b>0</b>
Federal-Aid	350,342	129,932	42,604	36,000	33,391	27,201	14,400	66,814	220,410	0



**PROJECT:** Bus Communications Systems Upgrade

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

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

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

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

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,838	4,514	324	0	0	0	0	0	324	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,245	2,219	3,676	10,950	18,400	5,000	0	0	38,026	0
Total	45,083	6,733	4,000	10,950	18,400	5,000	0	0	38,350	0
Federal-Aid	0	1	-1	0	0	0	0	0	-1	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$7.4M to fully fund the construction.



**PROJECT:** Bus New Main Shop

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Construction is underway with completion expected in FY 2017.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					....2019....	....2020....	....2021....	....2022....		
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	2,107	2,107	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,428	34,911	5,517	0	0	0	0	0	5,517	0
Total	42,633	37,116	5,517	0	0	0	0	0	5,517	0
Federal-Aid	32,103	27,690	4,413	0	0	0	0	0	4,413	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 facilities, and Transit Signal Prioritization (TSP). This project includes a portion of Governor Hogan's \$135M BaltimoreLink initiative.

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

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

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

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

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

- |                                                          |                                                     |
|----------------------------------------------------------|-----------------------------------------------------|
| <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:**

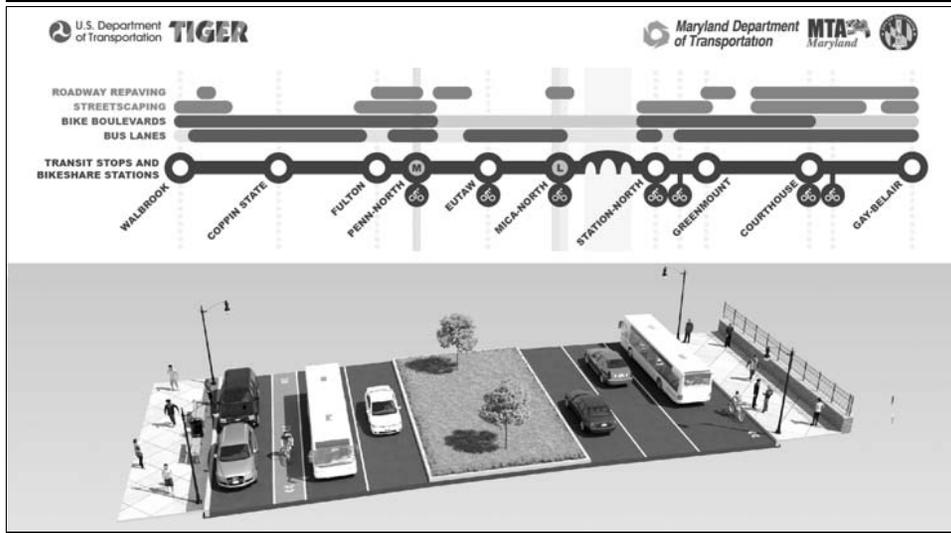
- Bus Procurement - Line 14
- Bus Communications Systems Upgrade - Line 15
- North Avenue Rising - Line 18

**STATUS:** Planning and design for the transit facilities, transitways, and Transit Signal Priority (TSP) are underway with construction expected to begin in FY 2017.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	2,954	1,495	1,459	0	0	0	0	0	1,459	0
Engineering	4,927	1,358	3,464	105	0	0	0	0	3,569	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,049	48	13,736	13,634	1,631	0	0	0	29,001	0
Total	36,930	2,901	18,659	13,739	1,631	0	0	0	34,029	0
Federal-Aid	20,800	0	11,706	7,790	1,304	0	0	0	20,800	0

1463, 1469, 1470, 1471



**PROJECT:** North Avenue Rising

**DESCRIPTION:** Planning, environmental documentation, design, and construction of facilities to improve transit, pedestrian, and bicycle movement and safety along the North Avenue corridor. Includes targeted streetscaping, Penn-North Metro Station improvements, roadway repaving, Dedicated Bus Lanes, Enhanced Bus Stops, Penn North intersection improvements, Transit Signal Priority, bike share docks, and on-street bike facilities (on North Avenue, Baker Street, and 20th Street).

**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve reliability and speed of transit service along North Avenue (a key transit corridor in Baltimore City), improve pedestrian safety, expand bicycle access, leverage other City, State, and private investment in the corridor, and improve economic opportunities for corridor residents. The project will help bring both transit and roadway infrastructure into a better state of good repair, improve the quality of service for transit riders, reduce energy usage, and support economic development.

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

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

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

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

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

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

**STATUS:** This project was awarded \$10.0 million in federal Transportation Investment Generating Economic Recovery (TIGER) grant funds. Planning and design are underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project added to Construction Program

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	900	0	200	400	200	100	0	0	900	0	
Engineering	2,200	0	300	1,000	800	50	50	0	2,200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	24,230	0	860	6,470	8,830	6,050	2,020	0	24,230	0	
Total	27,330	0	1,360	7,870	9,830	6,200	2,070	0	27,330	0	
Federal-Aid	10,000	0	732	3,293	4,391	1,401	183	0	10,000	0	

This project will be funded with \$1.0 million from Baltimore City and \$1.6 million from Federal Highway Administration.



**PROJECT:** Mobility Vehicle Procurement

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** 147 sedans were delivered in FY 2016. Procurement for a five year cutaway contract is underway with delivery of the first cutaways expected in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$12.8M due to the addition of FY 2022.

**USAGE:** In FY 2016 Demand Response Mobility annual ridership was 1.9 million.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2019....	....2020....	....2021....	....2022....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	109,956	55,017	904	8,606	11,600	9,677	11,401	12,751	54,939	0	
Total	109,956	55,017	904	8,606	11,600	9,677	11,401	12,751	54,939	0	
Federal-Aid	53,316	19,160	723	6,884	8,681	1,363	8,356	8,149	34,156	0	



**PROJECT:** Central Control Center

**DESCRIPTION:** Construct an expanded facility to integrate the operations of Bus, Metro, and Light Rail control centers within an existing MTA building in downtown Baltimore. Facility improvements include air handling units and heating and cooling systems replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project gives the MTA the ability to operate three modes from one location, while also replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limit disruptions, enhance passenger safety, and improve service quality.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,387	1,387	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	14,501	14,501	0	0	0	0	0	0	0	0	0
Total	15,888	15,888	0	0	0	0	0	0	0	0	0
Federal-Aid	14	14	0	0	0	0	0	0	0	0	0

1282, 1381



**PROJECT:** Closed Circuit Television (CCTV) Improvements

**DESCRIPTION:** Installation of CCTV equipment in stations and maintenance facilities in four phases:

- Phase I - 1 Light Rail and 10 Metro locations
- Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
- Phase III - 6 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
- Phase IV - 7 Light Rail, 10 MARC Stations, and 1 Metro location

**PURPOSE & NEED SUMMARY STATEMENT:** The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a systemwide threat vulnerability assessment.

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Homeland Security - Line 7

**EXPLANATION:** This project enhances surveillance capabilities to improve safety.

**STATUS:** All phases are complete.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	30	30	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,575	28,575	0	0	0	0	0	0	0	0
Total	28,605	28,605	0	0	0	0	0	0	0	0
Federal-Aid	9,812	9,812	0	0	0	0	0	0	0	0

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



**PROJECT:** Southern Maryland Commuter Bus Initiative

**DESCRIPTION:** Construction of Southern Maryland Commuter Bus Park and Ride lots at Dunkirk and Waldorf.

**PURPOSE & NEED SUMMARY STATEMENT:** Southern Maryland is one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter park and ride facilities which continues to grow as more people move into the region.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**EXPLANATION:** This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

**STATUS:** Waldorf construction was completed in FY 2016.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	597	597	0	0	0	0	0	0	0	0
Engineering	1,259	1,259	0	0	0	0	0	0	0	0
Right-of-way	2,068	2,068	0	0	0	0	0	0	0	0
Construction	6,583	5,570	1,013	0	0	0	0	0	1,013	0
Total	10,507	9,494	1,013	0	0	0	0	0	1,013	0
Federal-Aid	8,686	7,677	1,009	0	0	0	0	0	1,009	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost decreased by \$9.8M due to the completion and removal of the Dunkirk project.

**USAGE:** In FY 2016 Commuter Bus annual ridership was 3.9 million.



**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

**DESCRIPTION:** Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

**JUSTIFICATION:** Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

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

**ASSOCIATED IMPROVEMENTS:**

- Montgomery County Local Bus Program - Line 25
- Prince George's County Local Bus Program - Line 27
- Locally Operated Transit Systems - Line 47

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$14.4M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	135	118	17	0	0	0	0	0	17	0
Engineering	37,507	25,712	2,110	3,485	1,550	1,550	1,550	1,550	11,795	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	228,952	121,578	14,025	17,195	19,007	21,611	22,734	12,802	107,374	0
Total	266,594	147,408	16,152	20,680	20,557	23,161	24,284	14,352	119,186	0
Federal-Aid	225,526	125,131	13,574	15,628	17,725	20,042	21,151	12,275	100,395	0

0045, 0211, 0217, 0218, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 1437, 1443, 1455, 1461, 1467



**PROJECT:** Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

**DESCRIPTION:** Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MTA works with non-profits to apply for federal aid and meet compliance requirements.

**JUSTIFICATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

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

**ASSOCIATED IMPROVEMENTS:**  
Locally Operated Transit Systems - Line 47

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$5.0M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,046	30,071	728	4,817	6,665	6,755	6,005	5,005	29,975	0
Total	60,046	30,071	728	4,817	6,665	6,755	6,005	5,005	29,975	0
Federal-Aid	47,615	23,639	582	3,853	5,332	5,404	4,802	4,003	23,976	0



**PROJECT:** Montgomery County Local Bus Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

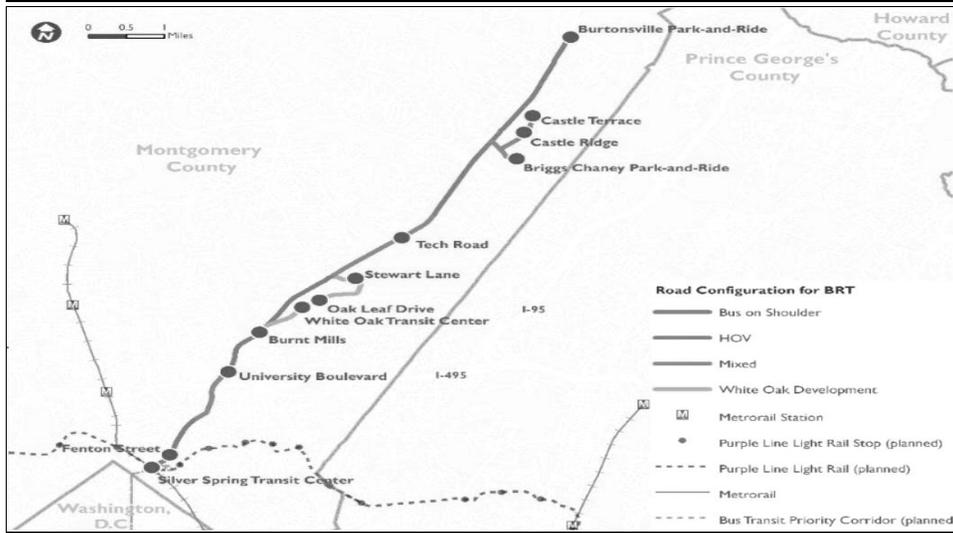
- Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23
- Montgomery County Bus Rapid Transit - Line 26
- Takoma-Langley Transit Center - Line 28
- Corridor Cities Transitway (CCT) - Line 36

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$2.0M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	....2019....	....2020....	....2021....	....2022....		
Planning	7,280	1,463	3,817	2,000	0	0	0	0	5,817	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	82,255	68,290	2,766	2,306	1,000	1,000	4,893	2,000	13,965	0
Total	89,535	69,753	6,583	4,306	1,000	1,000	4,893	2,000	19,782	0
Federal-Aid	22,450	18,235	0	0	800	800	1,015	1,600	4,215	0

0892, 0894, 1438, 1462



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

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

**EXPLANATION:** The BRT line will serve a corridor with rapidly developing residential and employment sites.

**PROJECT:** Montgomery County Bus Rapid Transit

**DESCRIPTION:** Montgomery County is proposing a new Bus Rapid Transit (BRT) service along US 29 between the Silver Spring Transit Center and the Burtonsville Park and Ride in Montgomery County, Maryland. FTA has awarded the County a \$10 million TIGER grant and the County is providing matching funds to support transit vehicles, station construction and traffic management improvements. The purpose of the project is to improve mobility options by accommodating a high frequency, reliable transit service operating with existing right-of-way to the extent practical with service commencing as quickly as possible.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is to improve mobility options by accommodating a high frequency, reliable transit service operating within existing right-of-way, to the extent practical, between the Silver Spring Transit Center and the Burtonsville Park & Ride with service commencing as quickly as possible.

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

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

**ASSOCIATED IMPROVEMENTS:**

Montgomery County Local Bus Program - Line 25

**STATUS:** Planning is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project added to Construction Program.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,000	0	1,000	0	0	0	0	0	1,000	0
Engineering	5,500	0	1,500	4,000	0	0	0	0	5,500	0
Right-of-way	1,000	0	0	1,000	0	0	0	0	1,000	0
Construction	33,000	0	0	4,000	19,000	10,000	0	0	33,000	0
Total	40,500	0	2,500	9,000	19,000	10,000	0	0	40,500	0
Federal-Aid	10,000	0	0	0	10,000	0	0	0	10,000	0

Montgomery County will be providing the \$30.5M match for this project.



**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Funding for bus replacements as well as capital improvements to bus facilities.

**JUSTIFICATION:** These investments will make The Bus system more reliable and convenient while improving passenger access to the Metrorail system.

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

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 23  
Takoma-Langley Transit Center - Line 28

**STATUS:** Project funding will support improvements to bus stops throughout the county.

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

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,327	6,569	758	1,000	1,000	1,000	500	500	4,758	0
<b>Total</b>	<b>11,327</b>	<b>6,569</b>	<b>758</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>500</b>	<b>500</b>	<b>4,758</b>	<b>0</b>
Federal-Aid	1,296	593	303	0	0	0	400	0	703	0



**PROJECT:** Takoma/Langley Park Transit Center (ARRA)

**DESCRIPTION:** Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

**PURPOSE & NEED SUMMARY STATEMENT:** This area is the busiest bus transit transfer point in the region, with 11 Metrobus, Ride On, The Bus, and shuttle van routes. The project will also address pedestrian safety issues.

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

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

**ASSOCIATED IMPROVEMENTS:**

- Montgomery County Local Bus Program - Line 25
- Prince George's County Local Bus Program - Line 27
- Purple Line - Line 34
- Purple Line: Third Party Funded Projects - Line 35

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

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

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

**STATUS:** The transit center was open to service in December 2016.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY	.....2019.....	.....2020.....	.....2021.....			.....2022.....
Planning	476	476	0	0	0	0	0	0	0	0	
Engineering	2,988	2,988	0	0	0	0	0	0	0	0	
Right-of-way	12,851	12,851	0	0	0	0	0	0	0	0	
Construction	18,455	18,103	352	0	0	0	0	0	352	0	
Total	34,770	34,418	352	0	0	0	0	0	352	0	
Federal-Aid	818	818	0	0	0	0	0	0	0	0	

Non-federal costs of \$11.76 million are being funded by Montgomery County (\$2.5 million), WMATA (\$6.76 million) and Prince George's County (\$2.5 million). Metropolitan Washington Council of Government's ARRA grant provides an additional \$13.31 million.



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

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

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

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

**STATUS:** Operating system software and various component overhauls are underway. Specification development for system replacement is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** \$39.6M has been deferred to FY 2023 from the Farebox Replacement project due to agency-wide budget restrictions.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	165	95	70	0	0	0	0	0	70	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	61,574	4,406	4,761	4,036	3,987	1,392	865	2,500	17,541	39,627
<b>Total</b>	<b>61,739</b>	<b>4,501</b>	<b>4,831</b>	<b>4,036</b>	<b>3,987</b>	<b>1,392</b>	<b>865</b>	<b>2,500</b>	<b>17,611</b>	<b>39,627</b>
Federal-Aid	5,452	227	2,995	2,230	0	0	0	0	5,225	0

1329, 1429, 1459



**PROJECT:** Agencywide Roof Replacement

**DESCRIPTION:** Repair or replacement of roofs on MTA facilities.

**JUSTIFICATION:** Repairs are needed to stop leaks, increase energy efficiency, and extend service life.

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Washington Boulevard complex roof repairs will be complete in FY 2017. Engineering is underway for Metro roof replacement and construction will begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased by \$2.75M to fully fund this cycle of roof replacements.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,826	2,668	677	481	100	100	300	500	2,158	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,890	7,564	2,604	2,990	2,765	3,267	2,700	4,000	18,326	0
Total	30,716	10,232	3,281	3,471	2,865	3,367	3,000	4,500	20,484	0
Federal-Aid	10,850	5,450	2,624	2,776	0	0	0	0	5,400	0



**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

<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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY					
			2017	2018	....2019....	....2020....	....2021....	....2022....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	23	77	0	0	0	0	0	77	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,900	1	562	278	0	0	11,059	28,000	39,899	0
Total	40,000	24	639	278	0	0	11,059	28,000	39,976	0
Federal-Aid	22,298	0	0	0	0	0	293	22,005	22,298	0

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



**PROJECT:** Agencywide Radio and Telecommunications Upgrade

**DESCRIPTION:** This project will migrate all MTA radio users from 490 MHz to the MD FiRST Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

**PURPOSE & NEED SUMMARY STATEMENT:** The 490 MHz network will no longer be useable beginning in FY 2022 due to Federal Law 112-96, which requires all 490 MHz users to move to an alternate spectrum by January 1, 2022. This project will migrate all radio users to the MD FiRST Statewide 700 MHz Radio System. MTA will be joining the Maryland Statewide network.

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

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

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

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

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

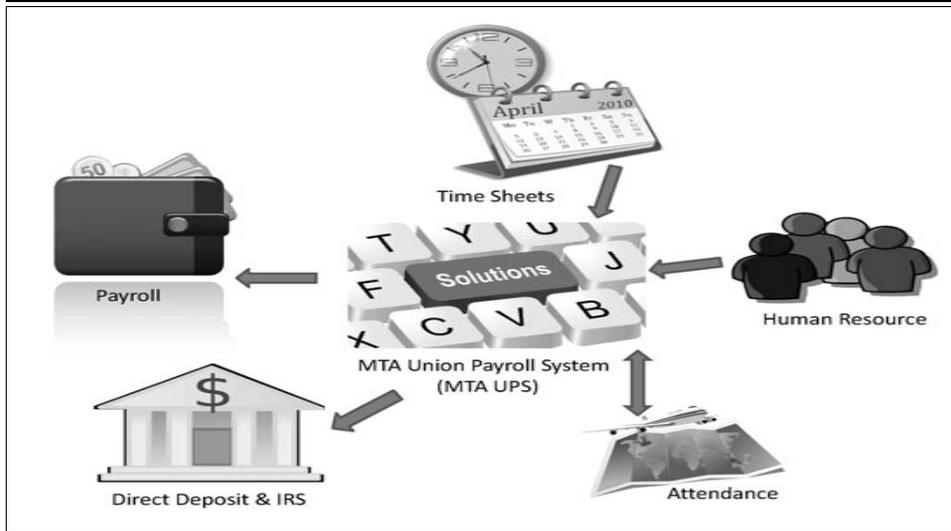
**ASSOCIATED IMPROVEMENTS:**

None.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....			....2021....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	600	195	405	0	0	0	0	0	405	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	29,580	0	734	6,524	8,857	6,334	5,631	1,500	29,580	0	0
Total	30,180	195	1,139	6,524	8,857	6,334	5,631	1,500	29,985	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Union Payroll System

**DESCRIPTION:** Procure a new system for the Union Payroll, Benefits, and Human Resources functions.

**PURPOSE & NEED SUMMARY STATEMENT:** An updated payroll, benefits, and human resources system will allow MTA to adopt industry best practices.

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

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

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

**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

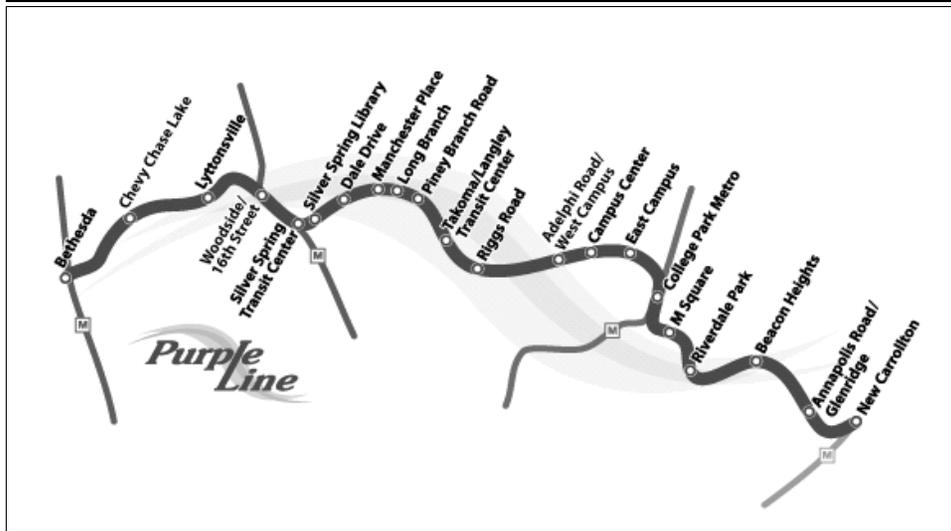
**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Specification development underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY						
			2017	2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	595	595	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,356	-99	0	0	0	7,422	840	3,193	11,455	0	
Total	11,951	496	0	0	0	7,422	840	3,193	11,455	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

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



**PROJECT:** Purple Line

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Takoma/Langley Park Transit Center - Line 28  
 Purple Line: Third-Party Funded Projects - Line 35

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

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

**EXPLANATION:** The Purple Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses. Transit travel times in corridor will be reduced compared to No Build.

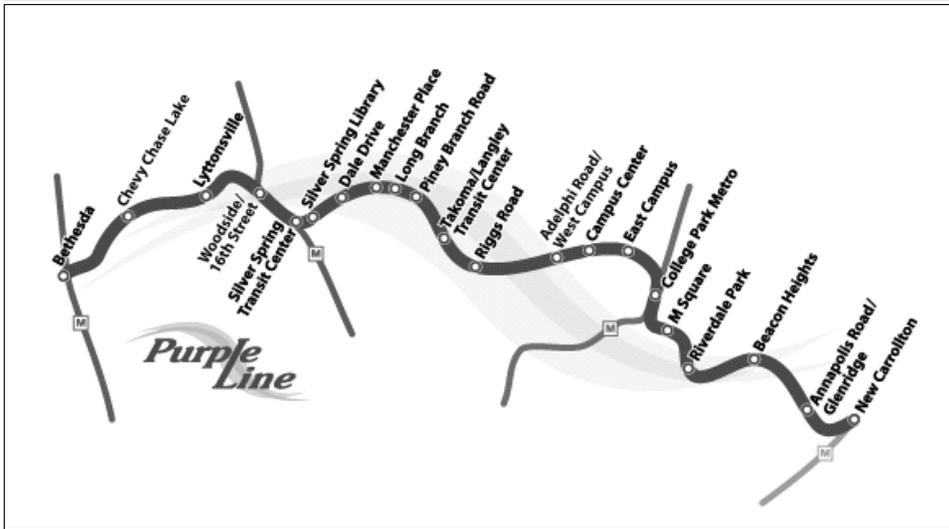
**STATUS:** Solicitation process underway to select concessionaire to design, build, finance, operate and maintain.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	53,007	53,007	0	0	0	0	0	0	0	0	
Engineering	211,490	186,490	25,000	0	0	0	0	0	25,000	0	
Right-of-way	229,600	38,896	54,102	45,578	91,024	0	0	0	190,704	0	
Construction	986,188	73,907	259,411	240,935	194,535	60,133	21,803	102,600	879,417	32,864	
<b>Total</b>	<b>1,480,285</b>	<b>352,300</b>	<b>338,513</b>	<b>286,513</b>	<b>285,559</b>	<b>60,133</b>	<b>21,803</b>	<b>102,600</b>	<b>1,095,121</b>	<b>32,864</b>	
Federal-Aid	960,432	60,324	231,353	145,343	178,412	121,000	116,000	108,000	900,108	0	

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The prior CTP was based on engineer's estimates for the design-build portion of the P3 contract. The current CTP is reflective of actual pricing proposed. The distribution of costs between the transit facility and the Third-Party portion of the work was affected and this page reflects increased costs of \$18.1M. Right-of-way costs have been revised as have the state-retained engineering costs. Funding for project costs includes federal funds, local contributions, special funds, and private investment, including an \$874.6M TIFIA loan, through a public-private partnership to design, build, finance, operate, and maintain the project. Project has executed a Full Funding Grant Agreement with FTA for \$900M.

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

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



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

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

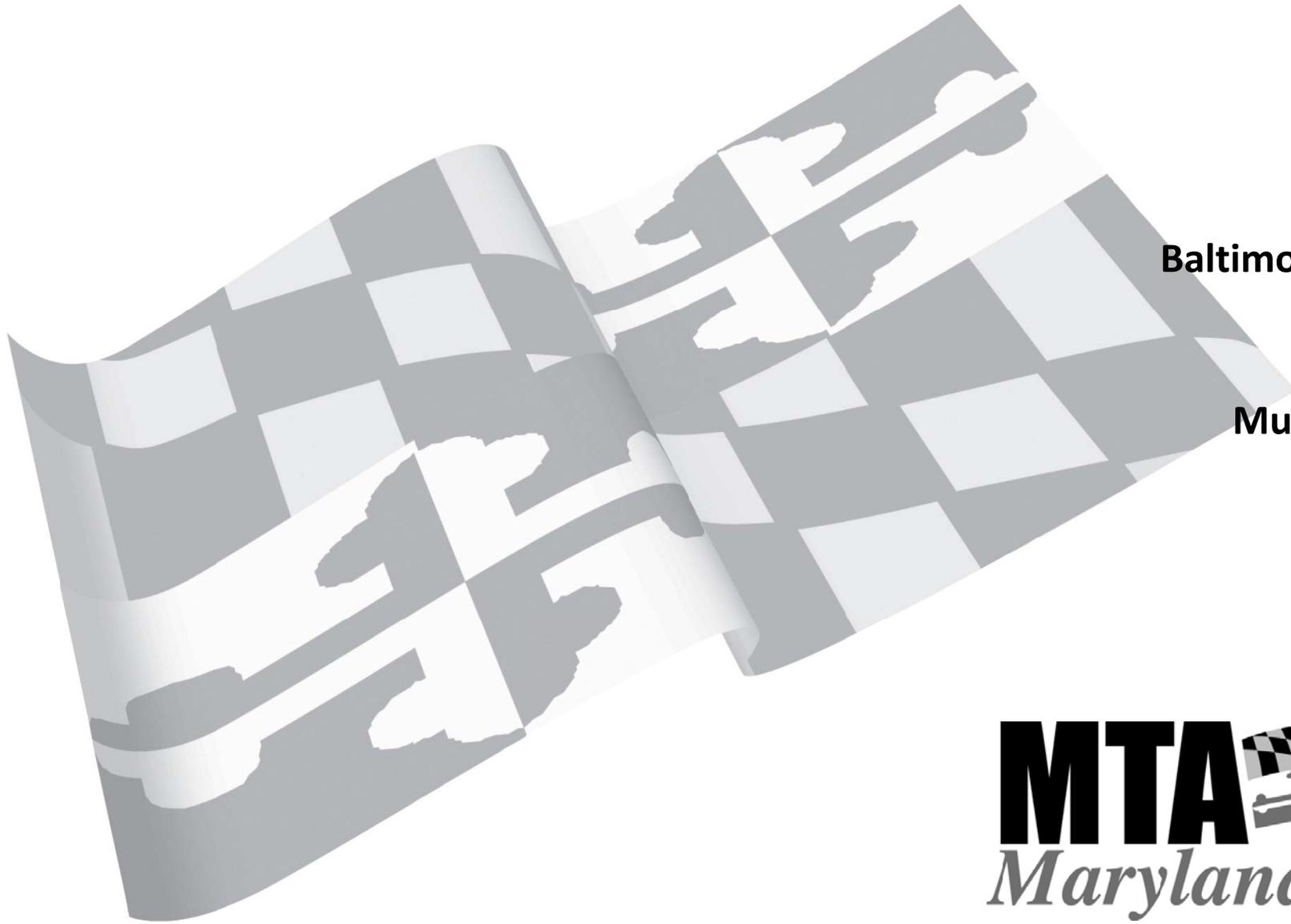
Takoma/Langley Park Transit Center - Line 28  
Purple Line - Line 34

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

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,780	0	3,707	1,630	1,083	283	0	77	6,780	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	140,453	3,813	16,537	23,611	32,748	36,491	15,519	11,592	136,498	142	
<b>Total</b>	<b>147,233</b>	<b>3,813</b>	<b>20,244</b>	<b>25,241</b>	<b>33,831</b>	<b>36,774</b>	<b>15,519</b>	<b>11,669</b>	<b>143,278</b>	<b>142</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The prior CTP was based on engineer's estimates for the design-build portion of the P3 contract. The current CTP is reflective of actual pricing proposed. The distribution of costs between the transit facility and the Third-Party portion of the work was affected and this page reflects reduced costs of \$39.2M.





**MARC**

**Light Rail**

**Baltimore Metro**

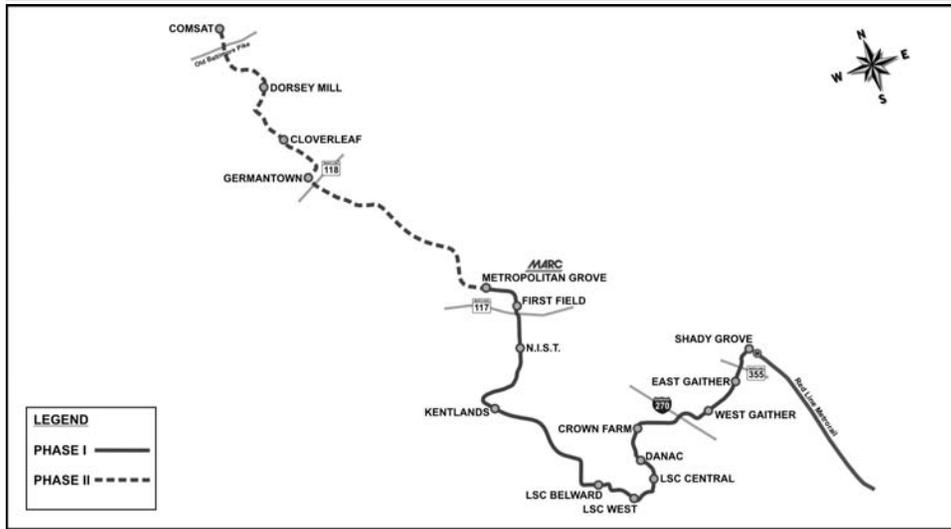
**Bus**

**Multi-Modal**



**MTA DEVELOPMENT & EVALUATION PROGRAM**





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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Completion of 30% design of Phase 1 occurred November 2015. Coordination with stakeholders and corridor preservation continues for Phase 2. This project has been deferred to FY 2023 due to agency-wide budget restrictions.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** \$73.4M of funding has been deferred to FY 2023 due to agency-wide budget restrictions.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	42,408	37,033	375	5,000	0	0	0	0	5,375	0
Engineering	35,000	0	0	0	0	0	0	0	0	35,000
Right-of-way	38,403	0	0	0	0	0	0	0	0	38,403
Construction	145,000	0	0	0	0	0	0	0	0	145,000
<b>Total</b>	<b>260,811</b>	<b>37,033</b>	<b>375</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,375</b>	<b>218,403</b>
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0



**PROJECT:** MARC Growth and Investment Program

**DESCRIPTION:** Funding to plan and engineer the long-term expansion of the MARC Train System to meet the needs of Maryland commuters. Current work includes planning an design of a replacement West Baltimore Station.

**JUSTIFICATION:** MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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

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

**ASSOCIATED IMPROVEMENTS:**

- MARC Maintenance, Layover & Storage Facilities - Line 1
- MARC Improvements on Camden, Brunswick and Penn Lines - Line 2
- MARC BWI Rail Station Upgrades & Repairs - Line 6
- MARC Northeast Maintenance Facility - Line 38

**STATUS:** West Baltimore station engineering will begin in FY 2018.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	1,877	1,789	88	0	0	0	0	0	88	0
Engineering	3,266	0	0	66	3,200	0	0	0	3,266	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,143</b>	<b>1,789</b>	<b>88</b>	<b>66</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,354</b>	<b>0</b>
Federal-Aid	2,741	59	70	52	2,560	0	0	0	2,682	0

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



**PROJECT:** MARC Northeast Maintenance Facility

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

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

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

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

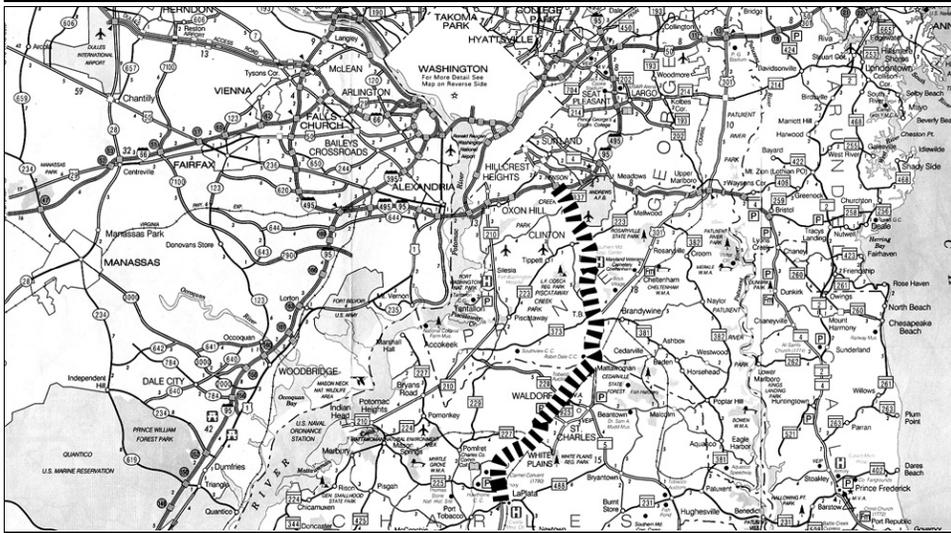
**ASSOCIATED IMPROVEMENTS:**

MARC Maintenance, Layover & Storage Facilities - Line 1  
 MARC Growth and Investment Program - Line 37

**STATUS:** Project currently in Planning with transition to Engineering expected in FY 2023.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** \$7.7M of funding for this project has been deferred to FY 2023 due to agency-wide budget restrictions.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	4,591	4,590	1	0	0	0	0	0	1	0	
Engineering	1,554	0	0	0	0	0	0	0	0	1,554	
Right-of-way	6,100	0	0	0	0	0	0	0	0	6,100	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>12,245</b>	<b>4,590</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7,654</b>	
Federal-Aid	3,141	3,141	0	0	0	0	0	0	0	0	



**PROJECT:** Southern Maryland Rapid Transit Study

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

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

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

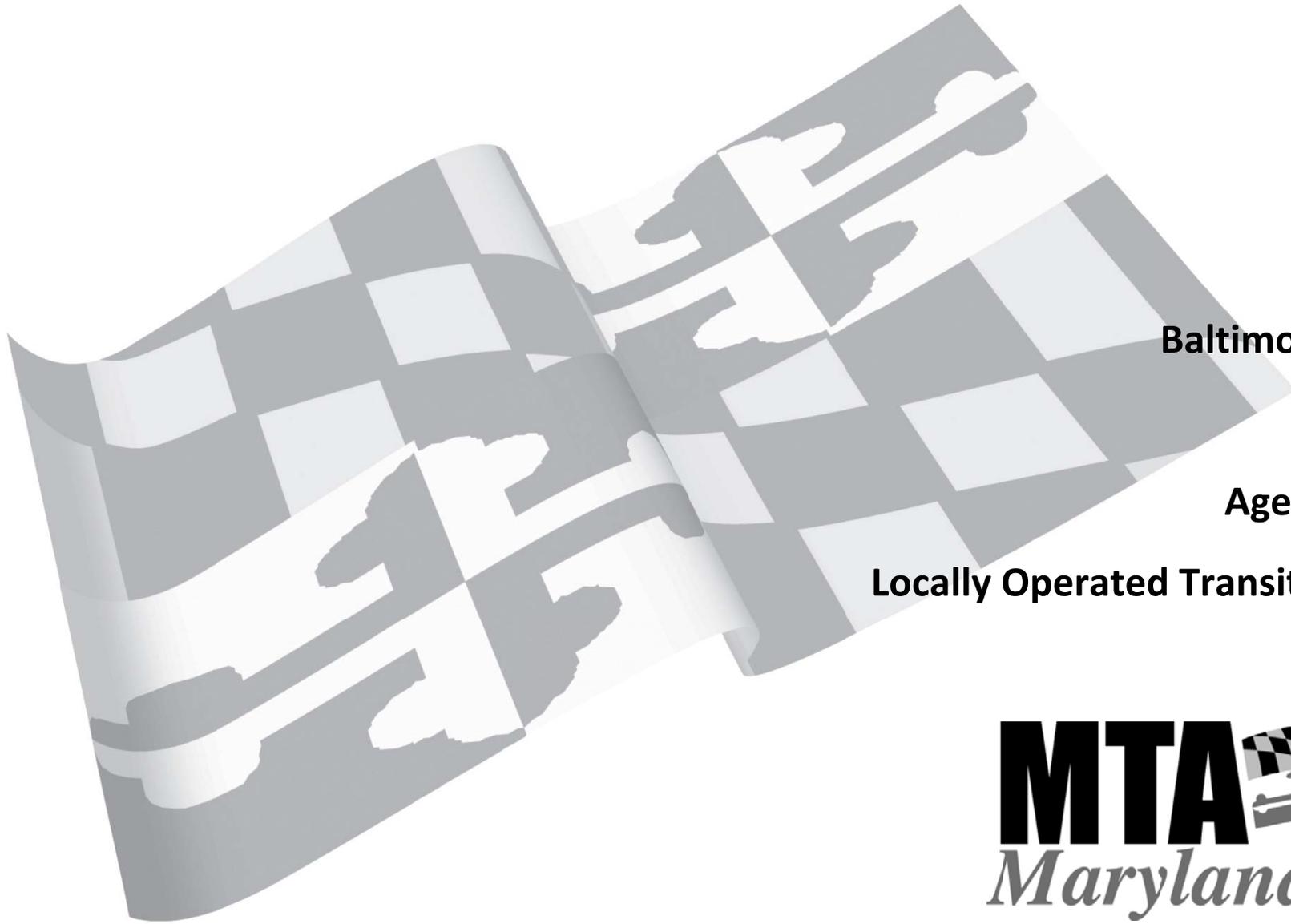
Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet to Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** This project has been deferred to FY 2023 due to agency-wide budget restrictions.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** \$1.7M in funding for this project has been deferred to FY 2023 due to agency-wide budget restrictions.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	6,236	4,302	272	0	0	0	0	0	272	1,662	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>6,236</b>	<b>4,302</b>	<b>272</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>272</b>	<b>1,662</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MTA MINOR PROJECTS**



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 40**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b>			
1	Bethesda Metro Entrance D&E (1269)	1,712	Complete
2	Guaranteed Ride Home (1419)	200	Complete
3	Howard Street Revitalization (1207)	6,118	Complete
4	MAXIMO (1168)	7,966	Complete
5	Police Dispatch CAD Records Management (1393)	3,965	Complete
6	Transit Info Center Telephone Systems Update (1395)	2,728	Complete
7	Wireless LAN D&E (1210)	1,218	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 40 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2017 AND 2018</u></b>		
8	Access Control (1213)	1,928	Ongoing
9	ADA Compliance (0266)	888	Ongoing
10	Asset Management (1435)	74	Ongoing
11	Bicycle Initiatives (1449)	863	Ongoing
12	Bridge & Tunnel Inspection (0608)	5,136	Ongoing
13	Capital Beltway South Side Transit Study D&E (1420)	29	Ongoing
14	Capital Program Support Fund (1239)	4,117	Ongoing
15	Communications Systems Upgrades & Support (1367)	1,029	Ongoing
16	Corrosion Control Services (0752)	809	Ongoing
17	Engineering Standards (0221)	558	Ongoing
18	Environmental Compliance (1149)	5,336	Ongoing
19	Information Technology Preservation Fund (1396)	368	Ongoing
20	Miscellaneous Planning Studies (0510)	2,339	Ongoing
21	New IT Equipment (1103)	2,399	Ongoing
22	Non-Revenue Vehicles (1079)	3,553	Ongoing
23	Owner-Controlled Insurance Program (0832)	2,139	Ongoing
24	Parking Lot Improvements (0177)	4,651	Ongoing
25	Parking Lot Inspection & Repaving (0470)	570	Ongoing
26	Police Radios (1439)	1,765	Ongoing
27	Safety and Infrastructure Improvements (1070)	688	Ongoing
28	Station Signage Improvements (0843)	5,379	Ongoing
29	Telephone Communications Systems (0493)	720	Ongoing
30	TMDL Compliance (1452)	3,892	Ongoing
31	Transit Development Plan (1442)	1,417	Ongoing
32	Transit Oriented Design Fund (1190)	518	Ongoing
33	Wicomico Demolition and Hazmat Abatement (1392)	150	Ongoing
34	Baltimore Red Line (0862)	796	Underway
35	Fiber Optic Connection (1486)	380	Underway
36	Rail Purchase (0660)	3,700	Underway
37	Safety and Claims Management Systems (1473)	500	Underway
38	Trapeze Upgrades (1482)	114	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 41**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
39	<p><b><u>BUS SYSTEM IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b>                      Wash Replacement (1421)</p>	3,150	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 41 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2017 AND 2018</u></b>		
40	Bus Lifts (1096)	3,793	Ongoing
41	Energy Savings Improvements (1422)	403	Ongoing
42	Facilities Rehabilitation (0193)	7,541	Ongoing
43	Hybrid Battery Replacement (1436)	1,658	Ongoing
44	Maintenance Support Improvement Fund (0554)	7,926	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 42**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
45	<b><u>FREIGHT IMPROVEMENTS -- FY 2017 AND 2018</u></b> Capital Improvement Program (0590)	7,533	Ongoing
46	Grade Crossing Rehabilitation Fund (0212)	4,132	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 43**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
47	<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b>		
	CCTV Wireless Infrastructure (1211)	379	Complete
48	North Ave Yard Route Push Button System (0451)	4,033	Complete
49	PA/LED Signs Replacement (1294)	12,916	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2017 AND 2018</u></b>		
50	Access Road Preservation (1189)	359	Ongoing
51	Balance Weight Assembly (1254)	1,458	Ongoing
52	Drainage Improvements (0856)	3,976	Ongoing
53	Electrical Box Replacement (1187)	550	Ongoing
54	Facilities and Station Rehabilitation (0005)	2,504	Ongoing
55	Grade Crossing Repair (1048)	6,008	Ongoing
56	Interlocking Renewals Fund (1451)	3,455	Ongoing
57	Rail Installation (0797)	1,070	Ongoing
58	Railroad Worker Protection Equipment (1364)	274	Ongoing
59	Refurbish North Ave Carwash (1188)	452	Ongoing
60	Station Preservation (1227)	544	Ongoing
61	Bridge Preservation (0248)	2,211	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 44**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>MARC IMPROVEMENTS -- FY 2017 AND 2018</u></b>			
62	Miscellaneous Facility Improvements and Rehabilitation (0199)	3,777	Ongoing
63	PA/LED Signs (0430)	405	Ongoing
64	Parking Lot Improvements (1006)	1,789	Ongoing
65	Structural Inspection D&E (1376)	410	Ongoing
66	System Preservation Fund (0634)	4,409	Ongoing
67	Camden Station Improvements (1492)	850	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
68	<u><b>METRO IMPROVEMENTS -- FY 2016 COMPLETIONS</b></u> CCTV Infrastructure (1293)	253	Complete
69	Rail Fastener and Bolt Replacement (0455)	9,345	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>METRO IMPROVEMENTS -- FY 2017 AND 2018</u></b>		
70	Bridge & Elevated Structures Rehabilitation Fund (0239)	3,608	Ongoing
71	Fire Protection System Preservation (1186)	1,020	Ongoing
72	Miscellaneous System Preservation Improvements (0179)	3,274	Ongoing
73	Rail Installation Program (0868)	2,701	Ongoing
74	Station Emergency Telephones (1288)	4,186	Ongoing
75	Train Control Systems (0840)	5,710	Ongoing
76	Tunnel Structural Repairs (0529)	3,436	Ongoing
77	Owings Mills Platform Rehabilitation (1413)	406	Underway
78	Third Rail Cover Board (1425)	203	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 46**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
79	<b><u>MOBILITY IMPROVEMENTS -- FY 2016 COMPLETIONS</u></b> Traveling Trainer Program (JARC) (1427)	338	Complete
80	Traveling Trainer Program (New Freedom) (1428)	394	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
81	<b><u>MOBILITY IMPROVEMENTS -- FY 2017 AND 2018</u></b> Miscellaneous Improvements Fund (1166)	2,321	Ongoing
82	CAD/AVL System Replacement (1483)	300	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS</u></b>			
<b><u>ALLEGANY COUNTY FY 2016 COMPLETIONS</u></b>			
1	2 Small Buses	130	Complete
2	Computers - 4	6	Complete
3	Preventive Maintenance (FY15)	321	Complete
4	Shop Equipment (FY16)	3	Complete
<b><u>ANNAPOLIS FY 2016 COMPLETIONS</u></b>			
1	5 Radios	4	Complete
2	Bike Racks	12	Complete
3	Bus Wash Rehabilitation	327	Complete
4	Facility Cameras and Lighting	74	Complete
5	Facility HVAC Rehabilitation (FY12)	174	Complete
6	Operations Control Center	89	Complete
7	Preventive Maintenance (FY14)	180	Complete
8	Preventive Maintenance (FY15)	180	Complete
9	Preventive Maintenance (FY16)	350	Complete
10	Surveillance Cameras	221	Complete
11	Tech Assistance	20	Complete
12	Tire Storage Facility	152	Complete
13	Vehicle Farebox	1	Complete
<b><u>ANNE ARUNDEL COUNTY FY 2016 COMPLETIONS</u></b>			
1	See Annapolis for Projects		
2	Ridesharing (FY15)	193	Complete
<b><u>BALTIMORE COUNTY FY 2016 COMPLETIONS</u></b>			
1	BMC Ridesharing (FY15)	170	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CALVERT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance (FY15 5307)	34	Complete
2	Preventive Maintenance (FY15 5311)	127	Complete
3	Ridesharing (FY15)	9	Complete
<b><u>CAROLINE COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	97	Complete
<b><u>CARROLL COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	200	Complete
2	Preventive Maintenance	200	Complete
<b><u>CECIL COUNTY FY 2016 COMPLETIONS</u></b>			
1	1 Security Door (FY15)	6	Complete
2	North Bus Canopy Expansion (FY14)	90	Complete
3	Preventive Maintenance (FY15)	104	Complete
<b><u>DORCHESTER COUNTY FY 2016 COMPLETIONS</u></b>			
1	10 AVL Units	42	Complete
2	3.5 Ton Jack	1	Complete
3	Cambridge Parking Lot Upgrade	18	Complete
4	Preventive Maintenance	60	Complete
5	Smoke Machine	3	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2016 COMPLETIONS</u></b>			
1	Action in Maturity - 1 Expansion Small Bus	58	Complete
2	Action in Maturity - Preventive Maintenance	6	Complete
3	Allegany County HRDC, Inc - 2 Expansion Small Buses	96	Complete
4	Allegany County HRDC, Inc - Preventive Maintenance	13	Complete
5	Appalachian Parent Assoc - 1 Small Replacement Bus	52	Complete
6	Appalachian Parent Assoc - Misc Support Equip.	14	Complete
7	Appalachian Parent Association - 2 Small Buses	120	Complete
8	ARC of Baltimore - 2 Small Buses	121	Complete
9	ARC of Montgomery County - 2 Small Replacement Buses	104	Complete
10	ARC of Montgomery County - Preventive Maintenance	25	Complete
11	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	60	Complete
12	ARC of Northern Chesapeake - 1 Expansion Small Bus	52	Complete
13	ARC of Northern Chesapeake - 1 Small Replacement Bus	52	Complete
14	ARC of Northern Chesapeake - Preventive Maintenance	14	Complete
15	ARC of Northern Chesapeake Region - 2 Small Buses	120	Complete
16	ARC of Prince George's - 1 Small Replacement Bus	52	Complete
17	ARC of Washington County - 1 Small Replacement Bus	52	Complete
18	ARC of Washington County - Preventive Maintenance	13	Complete
19	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	61	Complete
20	Bay Community Support Services - 1 Small Bus	60	Complete
21	Bay Community Support Services - 4 Expansion Lift Equipped Mini Vans	144	Complete
22	Bay Community Support Services - Preventive Maintenance	13	Complete
23	Bayside Community Network - 2 Capital Maintenance Items Walker Racks	1	Complete
24	Bayside Community Network - 2 Small Replacement Buses	96	Complete
25	Bayside Community Network - Preventive Maintenance	19	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2016 COMPLETIONS (cont'd)</u></b>			
26	Bayside Community Network- 2 Small Buses	121	Complete
27	Benedictine School for Exceptional Children - 1 Small Replacement Bus	52	Complete
28	Center for Life Enrichment - 2 Small Buses	120	Complete
29	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	52	Complete
30	Charles County Nursing and Rehabilitation - Preventive Maintenance	9	Complete
31	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus	52	Complete
32	Chesapeake Care Resources, Inc. - Preventive Maintenance	18	Complete
33	Chi Centers - 1 Small Bus	60	Complete
34	CHI Centers - 2 Small Replacement Buses	104	Complete
35	Daybreak Adult Day Services - 1 Small Replacement Bus	52	Complete
36	Daybreak Adult Day Services - Preventive Maintenance	9	Complete
37	Delmarva Community Transit - 4 Small Replacement Buses	260	Complete
38	Delmarva Community Transit - Preventive Maintenance	29	Complete
39	Diakon - 1 Small Replacement Bus	52	Complete
40	Dove Pointe - 1 Small Bus	61	Complete
41	Dove Pointe, Inc. - 2 Expansion Small Buses	104	Complete
42	Dove Pointe, Inc. - Preventive Maintenance	33	Complete
43	Easter Seals Baltimore - 1 Small Replacement Bus	52	Complete
44	Easter Seals Baltimore - Preventive Maintenance	9	Complete
45	Easter Seals Hagerstown - 1 Small Bus	61	Complete
46	Easter Seals Hagerstown - 1 Small Replacement Bus	52	Complete
47	Easter Seals Hagerstown - Preventive Maintenance	9	Complete
48	Easter Seals Silver Spring - 1 Expansion Small Bus	52	Complete
49	Easter Seals Silver Spring - 1 Small Bus	60	Complete
50	Easter Seals Silver Spring - Preventive Maintenance	8	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2016 COMPLETIONS (cont'd)</u></b>			
51	Freedom Landing - 1 Small Replacement Bus	52	Complete
52	Freedom Landing - Preventive Maintenance	3	Complete
53	Friends Aware - 1 Minivan	41	Complete
54	Friends Aware - 1 Replacement Mini-Van	36	Complete
55	Friends Aware - 1 Small Replacement Bus	52	Complete
56	Friends Aware - Preventive Maintenance	18	Complete
57	Hopkins Elder Plus - 1 Small Replacement Bus	52	Complete
58	Hopkins Elder Plus - Preventive Maintenance	16	Complete
59	HUMANIM - 1 Small Expansion Bus	52	Complete
60	HUMANIM - 1 Small Replacement Bus	52	Complete
61	Jewish Council for Aging - 1 Small Expansion Bus	52	Complete
62	Kent Center - 1 Small Bus	62	Complete
63	Lifestyles, Inc - 1 Small Expansion Bus	52	Complete
64	Lifestyles, Inc - Preventive Maintenance	3	Complete
65	Mosaic - 1 Small Expansion Bus	52	Complete
66	Mosaic - 1 Small Replacement Bus	52	Complete
67	Mosaic - Preventive Maintenance	20	Complete
68	Mount Zion Baptist Church - 1 Small Replacement Bus	52	Complete
69	Pleasant Day - 1 Small Replacement Bus	52	Complete
70	Pleasant Day - Preventive Maintenance	15	Complete
71	Progress Unlimited - 2 Small Buses	120	Complete
72	Progress Unlimited, Inc. - 2 Small Expansion Buses	104	Complete
73	Progress Unlimited, Inc. - ADP Software	3	Complete
74	Progress Unlimited, Inc. - Preventive Maintenance	10	Complete
75	Prologue Inc - 2 Small Buses	120	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2016 COMPLETIONS (cont'd)</u></b>			
76	Prologue, Inc. - 2 Small Replacement Buses	104	Complete
77	Providence Center - 1 Small Replacement Bus	52	Complete
78	Somerset Community Services - 2 Small Buses	120	Complete
79	Somerset Community Services, Inc - 1 Small Expansion Bus	52	Complete
80	Somerset Community Services, Inc - 1 Small Replacement Bus	52	Complete
81	Somerset Community Services, Inc - Preventive Maintenance	11	Complete
82	Southern Md. TCCAC - 1 Small Bus	60	Complete
83	Spring Dell - 1 Small Replacement Bus	52	Complete
84	Spring Dell - 16 On Board Surveillance Cameras	28	Complete
85	Spring Dell - 3 Small Buses	180	Complete
86	Spring Dell - Preventive Maintenance	26	Complete
87	St Mary's Adult Medical Daycare - 1 Small Bus	60	Complete
88	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - 1 Small Replacement Bus	52	Complete
89	St. Ann's Adult Day Services (aka Assoc. Catholic Charities) - Preventive Maintenance	9	Complete
90	St. Mary's Adult Medical Day Care, Inc. - 1 Small Replacement Bus	52	Complete
91	St. Mary's Adult Medical Day Care, Inc. - Preventive Maintenance	3	Complete
92	St. Mary's Nursing Center, Inc - Preventive Maintenance	5	Complete
93	The League for People with Disabilities - 1 Small Expansion Bus	52	Complete
94	The League for People with Disabilities - Preventive Maintenance	5	Complete
95	UCP of Central Maryland - 1 Small Expansion Bus	52	Complete
96	UCP of Central Maryland - 1 Small Replacement Bus	52	Complete
97	UCP of Central Maryland - 2 Small Replacement Buses	104	Complete
98	UCP of Central Maryland (aka UCC) - Preventive Maintenance	15	Complete
99	Washington County CAC - 1 Small Expansion Bus	52	Complete
100	Washington County CAC - Preventive Maintenance	16	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2016 COMPLETIONS (cont'd)</u></b>			
101	Washington County Community Action Council - 3 Small Buses	183	Complete
102	Washington County HDC - 2 Small Expansion Buses	104	Complete
103	Washington County HDC - Preventive Maintenance	7	Complete
104	Way Station - 2 Small Buses	120	Complete
105	Way Station - 3 Small Expansion Buses	156	Complete
106	Way Station - Preventive Maintenance	10	Complete
107	Worcester County Comm on Aging - 1 Computer	1	Complete
108	Worcester County Comm on Aging - Preventive Maintenance	6	Complete
109	Worcester County Commission on Aging - 1 Minivan	40	Complete
110	Worcester County Developmental Center - 1 Expansion Mini-Van	36	Complete
111	Worcester County Developmental Center - 1 Small Expansion Bus	52	Complete
112	Worcester County Developmental Center - Preventive Maintenance	19	Complete
<b><u>FREDERICK COUNTY FY 2016 COMPLETIONS</u></b>			
1	3 Electric Buses	1,590	Complete
2	3 Small Buses	194	Complete
3	Additional Bus Funds (FY16)	170	Complete
4	Infrastructure Electric Bus	125	Complete
5	Preventive Maintenance	70	Complete
6	Preventive Maintenance	200	Complete
7	Preventive Maintenance (FY15 5311)	600	Complete
8	Ridesharing	123	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>GARRETT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	202	Complete
2	Preventive Maintenance	191	Complete
<b><u>HARFORD COUNTY FY 2016 COMPLETIONS</u></b>			
1	AVL-IVR	60	Complete
2	AVL-Passenger Count	131	Complete
3	Portable Bus Lift (FY14)	40	Complete
4	Preventive Maintenance	200	Complete
5	Preventive Maintenance	57	Complete
6	Preventive Maintenance	100	Complete
7	Ridesharing	88	Complete
<b><u>HOWARD COUNTY FY 2016 COMPLETIONS</u></b>			
1	3 Medium Hybrid & 1 Small Hybrid Bus	830	Complete
2	4 Hybrid Sedans	100	Complete
3	Bus Shelters	50	Complete
4	Communication System	150	Complete
5	Preventive Maintenance	31	Complete
6	Preventive Maintenance	200	Complete
7	Ridesharing	130	Complete
<b><u>MONTGOMERY COUNTY FY 2016 COMPLETIONS</u></b>			
1	Bus Replacement	7,000	Complete
2	Ridesharing	372	Complete
3	Wash Area Grant - Preventive Maintenance (FY16)	5,600	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>OCEAN CITY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	600	Complete
2	Preventive Maintenance - Money Counters	15	Complete
<b><u>PRINCE GEORGE'S COUNTY FY 2016 COMPLETIONS</u></b>			
1	Ridesharing	269	Complete
<b><u>QUEEN ANNE'S COUNTY FY 2016 COMPLETIONS</u></b>			
1	Bus Wash Facility Renovation	70	Complete
2	Preventive Maintenance (FY16)	50	Complete
<b><u>ST. MARY'S COUNTY FY 2016 COMPLETIONS</u></b>			
1	1 Small Bus	47	Complete
2	24 Bus Cameras	45	Complete
3	Brake Lathe	14	Complete
4	New Bus Shelter-California P&R	12	Complete
5	Preventive Maintenance	50	Complete
<b><u>TALBOT COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance (FY15)	69	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2016 COMPLETIONS</u></b>			
1	1 Laptop	2	Complete
2	1 Medium Replace Bus	142	Complete
3	1 Minivan	45	Complete
4	1 Minivan	45	Complete
5	ID Card Machine	4	Complete
6	Maintenance Facility Support Vehicle	40	Complete
7	Maintenance Shop Equipment	15	Complete
8	Mobility Management (FY16)	143	Complete
9	Office Equipment	9	Complete
10	Ridesharing	109	Complete
11	Server and Data Storage	15	Complete
12	Shop Equipment	18	Complete
<b><u>WASHINGTON COUNTY FY 2016 COMPLETIONS</u></b>			
1	Farebox Equipment	40	Complete
2	Preventive Maintenance	250	Complete
<b><u>WICOMICO COUNTY FY 2016 COMPLETIONS</u></b>			
1	Preventive Maintenance	250	Complete
<b><u>WORCESTER COUNTY FY 2016 COMPLETIONS</u></b>			
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ALLEGANY COUNTY FY 2017 AND 2018</u></b>			
1	Replacement Bus 12/2	55	FY 2017
2	Replacement Bus 8/2	50	FY 2017
3	Security System for Transit Facility (FY16)	8	FY 2017
4	Vehicle Parking Addition (FY16)	12	FY 2017
5	2 Medium Replacement Buses	514	FY 2018
6	Medium Duty under 30' Replacement 303 (FY17)	175	FY 2018
7	Passenger Facility Construction (FY17)	350	FY 2018
8	Preventive Maintenance (FY17)	350	FY 2018
9	Replacement HD Bus - changed to 1 Medium + 2 Small Buses	380	FY 2018
10	Small Cutaway Replacement 297 (FY17)	65	FY 2018
11	Small Cutaway Replacement 302 (FY17)	75	FY 2018
12	Vehicle Cameras APC (FY15)	237	FY 2018
13	Preventive Maintenance (FY16)	350	Ongoing
<b><u>ANNAPOLIS FY 2017 AND 2018</u></b>			
1	Heavy duty floor jacks (FY17)	9	FY 2017
2	Maintenance Shop Rehabilitation	105	FY 2017
3	Preventive Maintenance (FY17)	350	FY 2017
4	Support Vehicle Replacement 76 (FY17)	25	FY 2017
5	40 Bus Stop Shelters	422	Underway
6	Bus Stop Lighting and Signs	220	Underway
7	Electronic Farebox System	300	Underway
8	Electronic Farebox System (FY16)	200	Underway
9	Support Vehicle	70	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ANNE ARUNDEL COUNTY FY 2017 AND 2018</u></b>			
1	See Annapolis for Projects		
2	4 Small Buses for Ft. Meade Shuttle	320	FY 2017
3	Ridesharing (FY17)	197	FY 2018
<b><u>BALTIMORE CITY FY 2017 AND 2018</u></b>			
1	Ridesharing (FY16)	80	FY 2017
2	Ridesharing (FY17)	80	FY 2017
<b><u>BALTIMORE COUNTY FY 2017 AND 2018</u></b>			
1	BMC Ridesharing (FY16)	171	FY 2017
2	BMC Ridesharing (FY17)	170	FY 2018

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CALVERT COUNTY FY 2017 AND 2018</u></b>			
1	1 Small Replacement Bus (FY17 5339)	67	FY 2017
2	2 Fleet Radios (FY14)	5	FY 2017
3	2 Small Replacement Buses (FY16 5311 & 5307)	150	FY 2017
4	Electronic Fareboxes	115	FY 2017
5	Electronic Fareboxes (FY15 5339)	30	FY 2017
6	Fleet Radios (FY15 5307)	10	FY 2017
7	Fleet Radios (FY15 5311)	37	FY 2017
8	In-Vehicle Camera System (FY13)	50	FY 2017
9	Replacement Small Bus (FY15 5339)	67	FY 2017
10	Ridesharing (FY16)	9	FY 2017
11	Scan Tools (FY17 5307 & 5311)	11	FY 2017
12	1 Medium Replacement Bus (FY16 5311 & 5307)	148	FY 2018
13	4 Medium Replacement Buses	633	FY 2018
14	D & E Transit Center	2,000	FY 2018
15	Dispatch Software (FY14)	32	FY 2018
16	Preventive Maintenance (FY17 5307 & 5311)	173	FY 2018
17	Ridesharing (FY17)	9	FY 2018
18	Preventive Maintenance (FY16 5307 & 5311)	173	Ongoing
<b><u>CAROLINE COUNTY FY 2017 AND 2018</u></b>			
1	Denton Parking Bus Shelter (FY13)	9	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CARROLL COUNTY FY 2017 AND 2018</u></b>			
1	2 Small Expansion Buses (FY14 5307)	122	FY 2017
2	2 Small Replacement Buses (FY14 5307)	120	FY 2017
3	6 Small Bus Replacement	366	FY 2017
4	6 Small Bus Replacements (FY17)	383	FY 2017
5	Preventive Maintenance (FY17)	200	FY 2018
6	Preventive Maintenance (FY16)	200	Ongoing
<b><u>CECIL COUNTY FY 2017 AND 2018</u></b>			
1	2 Small Replacement Buses (FY16)	152	FY 2017
2	Automated Stop Annunciator (AVA) (FY16)	82	FY 2017
3	Bus Wraps for Cutaway Buses (FY16)	7	FY 2017
4	Mobile Radios (FY16)	29	FY 2017
5	Preventive Maint (FY17)	150	FY 2017
6	1 Replacement Bus 35' (FY15)	226	FY 2018
7	2 Expansion 35' HD Buses	451	FY 2018
8	3 Bus Wraps (FY15)	13	FY 2018
9	3 Surveillance Cameras	18	FY 2018
10	Annunciators (FY17)	17	FY 2018
11	Medium duty 35' Expansion (FY17)	300	FY 2018
12	Medium duty 35' Expansion (FY17)	300	FY 2018
13	Mobile Radios (FY17)	7	FY 2018
14	Preventive Maintenance (FY16)	150	Ongoing
15	11 Tablets	7	Underway
16	Transit Hub Study Needs FY16)	105	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CENTRAL MD NON-PROFIT FY 2017 AND 2018</u></b>			
1	Central MD Regional Transit - VTCLI Statewide TRIP (FY15)	487	Ongoing
2	Central MD Regional Transit (FY16/17 5310) - Mobility Management	1,139	Ongoing
3	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
4	New Freedom Program	542	Ongoing
5	Partners In Care (FY16/17 5310) - Mobility Management	294	Ongoing
<b><u>CHARLES COUNTY FY 2017 AND 2018</u></b>			
1	1 Expansion Bus (FY15)	148	FY 2017
2	3 Medium Replacement Buses (FY16)	466	FY 2017
3	3 Small Cutaway Replacement Buses (FY16)	227	FY 2017
4	4 GenFare Fareboxes (FY16)	60	FY 2017
5	4 Replacement Buses (FY15)	592	FY 2017
6	Small Cutaway CS46 (FY17)	67	FY 2017
7	Small Cutaway CS57 (FY17)	67	FY 2017
8	Onboard Security Camera System (FY16)	138	FY 2018
9	Preventive Maint (FY17)	227	FY 2018
10	Shelter and Bus Stop Improvements (FY17)	50	FY 2018
11	Preventive Maintenance (FY16)	227	Ongoing
12	Feasibility Study Phase II (FY15)	300	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>DORCHESTER COUNTY FY 2017 AND 2018</u></b>			
1	3 Small Cutaway Replacement Buses (FY16)	210	FY 2017
2	Preventive Maintenance (FY17)	75	FY 2017
3	Safety Cabinet	1	FY 2017
4	Small Cutaway 155 (FY17)	68	FY 2017
5	Small Cutaway 157 (FY17)	68	FY 2017
6	Small Cutaway 160 (FY17)	68	FY 2017
7	1 Medium Duty Replacement Bus (FY13)	113	FY 2018
8	Preventive Maintenance (FY16)	75	Ongoing
9	Circuit Tester	1	Underway
<b><u>EASTERN SHORE NON-PROFITS FY 2017 AND 2018</u></b>			
1	Delmarva Community Services - VTCLI One Call/One Click Center (FY15)	500	Ongoing
2	Job Access and Reverse Commute (JARC) Program	47	Ongoing
3	New Freedom Program	882	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018</u></b>			
1	Action in Maturity - 1 Small Replacement Bus	60	FY 2017
2	Appalachian Parent Assoc - 1 Small Replacement Bus	60	FY 2017
3	ARC of Northern Chesapeake Region - 2 Small Replacement Buses	120	FY 2017
4	ARC of Washington County - 1 Small Replacement Bus	60	FY 2017
5	Bayside Community Network - 1 Small Replacement Bus	60	FY 2017
6	Center for Life Enrichment - 2 Small Replacement Buses	120	FY 2017
7	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus	60	FY 2017
8	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses	120	FY 2017
9	Comprehensive Housing Assistance - 1 Small Expansion Bus	60	FY 2017
10	Daybreak Adult Day Services - 1 Small Replacement Bus	60	FY 2017
11	Delmarva Community Transit - 1 Small Replacement Bus	60	FY 2017
12	Diakon - 1 Small Replacement Bus	60	FY 2017
13	Dorchester County Comm on Aging - 1 Small Replacement Bus	60	FY 2017
14	Dove Pointe, Inc. - 2 Small Replacement Buses	120	FY 2017
15	Easter Seals Baltimore - 2 Small Replacement Buses	120	FY 2017
16	Easter Seals Hagerstown - 1 Small Replacement Bus	60	FY 2017
17	Family & Children's Services of Central MD - 1 Small Expansion Bus	60	FY 2017
18	Freedom Landing - 1 Small Replacement Bus	60	FY 2017
19	Freedom Landing - 1 Expansion Minivan	40	FY 2017
20	Friends Aware - 1 Small Replacement Bus	60	FY 2017
21	Hopkins Elder Plus - 2 Small Replacement Buses	120	FY 2017
22	HUMANIM - 2 Small Replacement Buses	120	FY 2017
23	LifeBridge Health - Equipment	72	FY 2017
24	LifeBridge Health - 1 Small Expansion Bus	60	FY 2017
25	LifeBridge Health - 2 Small Replacement Buses	120	FY 2017

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)</u></b>			
26	Lifestyles, Inc. - 1 Small Expansion Bus	60	FY 2017
27	Lower Shore Enterprises - 2 Small Replacement Buses	120	FY 2017
28	Progress Unlimited, Inc. - 2 Small Expansion Buses	120	FY 2017
29	Providence Center - Equipment	53	FY 2017
30	Spring Dell - 2 Small Replacement Buses	120	FY 2017
31	Star Community - 1 Small Replacement Bus	60	FY 2017
32	The League for People with Disabilities - 2 Small Expansion Buses	120	FY 2017
33	Unified Community Connections - 1 Small Replacement Bus	60	FY 2017
34	Winter Growth - 1 Small Replacement Bus	60	FY 2017
35	Action in Maturity - Preventive Maintenance	12	Ongoing
36	Adult Day Care Corp of Calvert County - Preventive Maintenance	3	Ongoing
37	Allegany County HRDC, Inc. - Preventive Maintenance	27	Ongoing
38	Appalachian Parent Assoc - Preventive Maintenance	39	Ongoing
39	ARC of Northern Chesapeake Region - Preventive Maintenance	22	Ongoing
40	ARC of Washington County - Preventive Maintenance	15	Ongoing
41	Associated Catholic Charities - 3 Small Buses & Preventive Maintenance	198	Ongoing
42	Bayside Community Network - Preventive Maintenance	30	Ongoing
43	Center for Life Enrichment - Preventive Maintenance	33	Ongoing
44	Charles County Nursing and Rehabilitation - Preventive Maintenance	24	Ongoing
45	Chesapeake Care Resources, Inc. - Preventive Maintenance	33	Ongoing
46	Comprehensive Housing Assistance - Preventive Maintenance	3	Ongoing
47	Daybreak Adult Day Services - Preventive Maintenance	21	Ongoing
48	Diakon - Preventive Maintenance	3	Ongoing
49	Dorchester County Comm on Aging - Preventive Maintenance	17	Ongoing
50	Dove Pointe, Inc. - Preventive Maintenance	57	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2017 AND 2018 (cont'd)</u></b>			
51	Easter Seals Baltimore - Preventive Maintenance	24	Ongoing
52	Easter Seals Hagerstown - Preventive Maintenance	18	Ongoing
53	Freedom Landing - Preventive Maintenance	9	Ongoing
54	Friends Aware - Preventive Maintenance	42	Ongoing
55	Hopkins Elder Plus - Preventive Maintenance	53	Ongoing
56	HUMANIM - Preventive Maintenance	20	Ongoing
57	Kent Center - 1 Small Bus & Preventive Maintenance	69	Ongoing
58	Lifestyles, Inc. - Preventive Maintenance	2	Ongoing
59	Mosaic - Preventive Maintenance	56	Ongoing
60	Partners In Care - Preventive Maintenance	5	Ongoing
61	Progress Unlimited, Inc. - Preventive Maintenance	76	Ongoing
62	Shore Up! - Preventive Maintenance	12	Ongoing
63	Spring Dell - Preventive Maintenance	45	Ongoing
64	St. Mary's Nursing Center, Inc. - Preventive Maintenance	6	Ongoing
65	Star Community - Preventive Maintenance	3	Ongoing
66	The League for People with Disabilities - Preventive Maintenance	7	Ongoing
67	Unified Community Connections - Preventive Maintenance	12	Ongoing
68	Washington County HDC - Preventive Maintenance	6	Ongoing
69	Winter Growth - Preventive Maintenance	2	Ongoing
70	Worcester County Comm on Aging - Preventive Maintenance	15	Ongoing
71	Worcester County Developmental Center - Preventive Maintenance	42	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>FREDERICK COUNTY FY 2017 AND 2018</u></b>			
1	APC for Buses (27)	150	FY 2017
2	AVL and Infrastructure for 27 Buses	175	FY 2017
3	Electric Bus 35920 (FY17)	585	FY 2017
4	Electric Bus 35922 (FY17)	585	FY 2017
5	Facility Update D&E (FY17)	390	FY 2017
6	Gas Small Cutaway 37830 (FY17)	67	FY 2017
7	Gas Small Cutaway 37831 (FY17)	67	FY 2017
8	Gas Small Cutaway 37832 (FY17)	67	FY 2017
9	Paratransit Software (FY17)	275	FY 2017
10	Preventive Maint (FY17 5307)	700	FY 2017
11	Preventive Maint (FY17 5311)	70	FY 2017
12	Gas Medium Duty 37963 (FY17)	125	FY 2018
13	Additional Infrastructure Funds (FY16)	70	Ongoing
14	Preventive Maintenance (FY16 5311)	70	Ongoing
15	Ridesharing (FY16)	124	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>GARRETT COUNTY FY 2017 AND 2018</u></b>			
1	2 Small Cutaway Replacement Buses (FY16)	120	FY 2017
2	3 Small Bus Replacement	180	FY 2017
3	On Board Cameras (FY16)	75	FY 2017
4	Preventive Maint (FY17)	227	FY 2017
5	Small Cutaway 172 (FY17)	67	FY 2017
6	Small Cutaway 176 (FY17)	67	FY 2017
7	Small Cutaway 181 (FY17)	67	FY 2017
8	two-way radio (FY17)	29	FY 2017
9	AVL	21	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HARFORD COUNTY FY 2017 AND 2018</u></b>			
1	Preventive Maintenance (FY17)	325	FY 2017
2	Vehicle Video Security System	150	FY 2017
3	1 Medium Bus	198	FY 2018
4	1 Medium Replacement Bus (FY16)	196	FY 2018
5	Vehicle Video Security Sys Funds (FY17)	55	FY 2019
6	Preventive Maintenance (FY16)	325	Ongoing
7	A/C Training Room	15	Underway
8	AVL - Communications/Signage	165	Underway
9	AVL Additions VLLU	40	Underway
10	Bus Shelters	130	Underway
11	Bus Stop Info Signs	15	Underway
12	Bus Wash Renovation	55	Underway
13	Bus Wash Renovation (FY16)	30	Underway
14	Call Center Phone	150	Underway
15	Garage Door Repair	30	Underway
16	Maintenance Equipment	17	Underway
17	Operator Training Room A/C Funds (FY16)	25	Underway
18	Transportation Development Plan (FY16)	90	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HOWARD COUNTY FY 2017 AND 2018</u></b>			
1	Pilot Rideshare Assistance (FY16)	197	FY 2017
2	Diesel Paratransit Cutaway Buses (FY16)	874	FY 2018
3	Ridesharing (FY16)	131	Ongoing
4	Bus IT Package	78	Underway
5	Central Maryland Operations Facility	750	Underway
6	Electric Bus Project	3,778	Underway
7	Fleet Maintenance Plan (FY16)	75	Underway
8	Transportation Development Plan (FY16)	90	Underway
9	Voucher Card System	179	Underway
<b><u>MONTGOMERY COUNTY FY 2017 AND 2018</u></b>			
1	Bus Replacement (FY17)	2,000	FY 2017
2	Ridesharing (FY17)	372	FY 2017
3	Wash Area Grant - Preventive Maintenance (FY17)	5,600	FY 2017
4	Ridesharing (FY16)	372	Ongoing
5	Bus Replacement (FY16)	2,000	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>OCEAN CITY FY 2017 AND 2018</u></b>			
1	Preventive Maintenance (FY17 5311)	600	FY 2017
2	1 ADA Cutaway Bus (FY17 5339)	68	FY 2018
3	1 Heavy Duty Bus 40' (FY16 5311)	454	FY 2018
4	2 Heavy Duty Buses (FY17 5339)	935	FY 2018
5	3 Heavy Duty Buses 40' (FY16 5339)	1,362	FY 2018
6	3 Large Replacement Buses	1,362	FY 2018
7	40' Heavy Duty Bus 1648 (FY17 5311)	468	FY 2018
8	Bus Surveillance System (FY17 5339)	500	FY 2018
9	Bus Barn Fire Suppression	15	Underway
10	Transit Facility & Bus Barn D&E	1,250	Underway
<b><u>PRINCE GEORGE'S COUNTY FY 2017 AND 2018</u></b>			
1	Bus Stop Improvements (FY17)	500	FY 2017
2	Ridesharing (FY17)	372	FY 2017
3	Ridesharing (FY16)	269	Ongoing
4	Bus Stop Improvements (FY16)	500	Underway
5	Bus Stop Improvements	500	Underway
<b><u>QUEEN ANNE'S COUNTY FY 2017 AND 2018</u></b>			
1	Bus Canopy (FY17)	20	FY 2017
2	Preventive Maintenance (FY17)	65	FY 2017
<b><u>SOMERSET COUNTY FY 2017 AND 2018</u></b>			
1	See Tri-County Council for the Lower Eastern Shore Projects		

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>SOUTHERN MD NON-PROFITS FY 2017 AND 2018</u></b>			
1	Job Access and Reverse Commute (JARC) Program	100	Ongoing
2	New Freedom Program	400	Ongoing
<b><u>ST MARY'S COUNTY FY 2017 AND 2018</u></b>			
1	3 30' HD Replacement Buses (FY16 5307 & 5311)	414	FY 2017
2	Preventive Maintenance (FY17 5307 & 5311)	56	FY 2017
3	1 Medium Replacement Bus (FY17 5339)	138	FY 2018
4	2 Medium Duty Replacement Buses (FY14 5307)	387	FY 2018
5	2 Medium Replacement Buses	233	FY 2018
6	4 Medium Replacement Buses	500	FY 2018
7	Preventive Maintenance (FY16 5307 & 5311)	94	Ongoing
<b><u>TALBOT COUNTY FY 2017 AND 2018</u></b>			
1	10 Tablets / Routers / Mounts	17	FY 2017
2	Preventive Maintenance (FY17)	84	FY 2017
3	2 Medium Duty Replacement Buses (FY14)	223	FY 2018
4	3 Small Cutaway Buses (FY17)	206	FY 2018

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2017 AND 2018</u></b>			
1	2 Medium Replacement Buses (FY16)	300	FY 2017
2	2 Support Vehicles (FY16)	90	FY 2017
3	3 Small Cutaway Replacement Buses (FY16)	210	FY 2017
4	Expansion - Small Bus	62	FY 2017
5	Expansion Bus	62	FY 2017
6	Medium Bus Replacement	116	FY 2017
7	Medium Duty Bus 401 (FY17)	121	FY 2017
8	Medium Duty Bus 402 (FY17)	121	FY 2017
9	Mobility Management (FY17)	143	FY 2017
10	Preventive Maint (FY17)	900	FY 2017
11	Small Cutaway 45 (FY17)	71	FY 2017
12	Small Cutaway 46 (FY17)	71	FY 2017
13	Small Cutaway 70 (FY17)	71	FY 2017
14	Facility Construction Phase III	1,557	FY 2018
15	EAM Maintenance Software	80	Underway
16	Maintenance Shop Equipment (FY16)	28	Underway
17	Passenger Amenities	75	Underway
18	Trapeze Call Back Module	16	Underway
19	Trapeze Cert. Module	16	Underway

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>WASHINGTON COUNTY FY 2017 AND 2018</u></b>			
1	1 Small Replacement Bus (FY16)	74	FY 2017
2	On-Board Surveillance Cameras	80	FY 2017
3	On-Vehicle Video Surveillance	82	FY 2017
4	Pressure Washer for Buses (FY16)	13	FY 2017
5	Preventive Maintenance (FY17)	285	FY 2017
6	Route Match Notification System	27	FY 2017
7	RouteMatch Fixed Route System (FY17)	310	FY 2017
8	Small Bus Replacement	70	FY 2017
9	Vehicle Lift System (FY16)	47	FY 2017
10	Fuel Monitoring System (FY16)	16	FY 2018
11	Preventive Maintenance (FY16)	250	Ongoing
12	Passenger Shelter Installs	100	Underway
<b><u>WESTERN MD NON-PROFITS FY 2017 AND 2018</u></b>			
1	Job Access and Reverse Commute (JARC) Program	34	Ongoing
2	New Freedom Program	68	Ongoing
3	Washington County CAC (FY16/17 5310) - Mobility Management	100	Ongoing
<b><u>WICOMICO COUNTY FY 2017 AND 2018</u></b>			
1	See Tri-County Council for the Lower Eastern Shore for Projects		
<b><u>WORCESTER COUNTY FY 2017 AND 2018</u></b>			
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

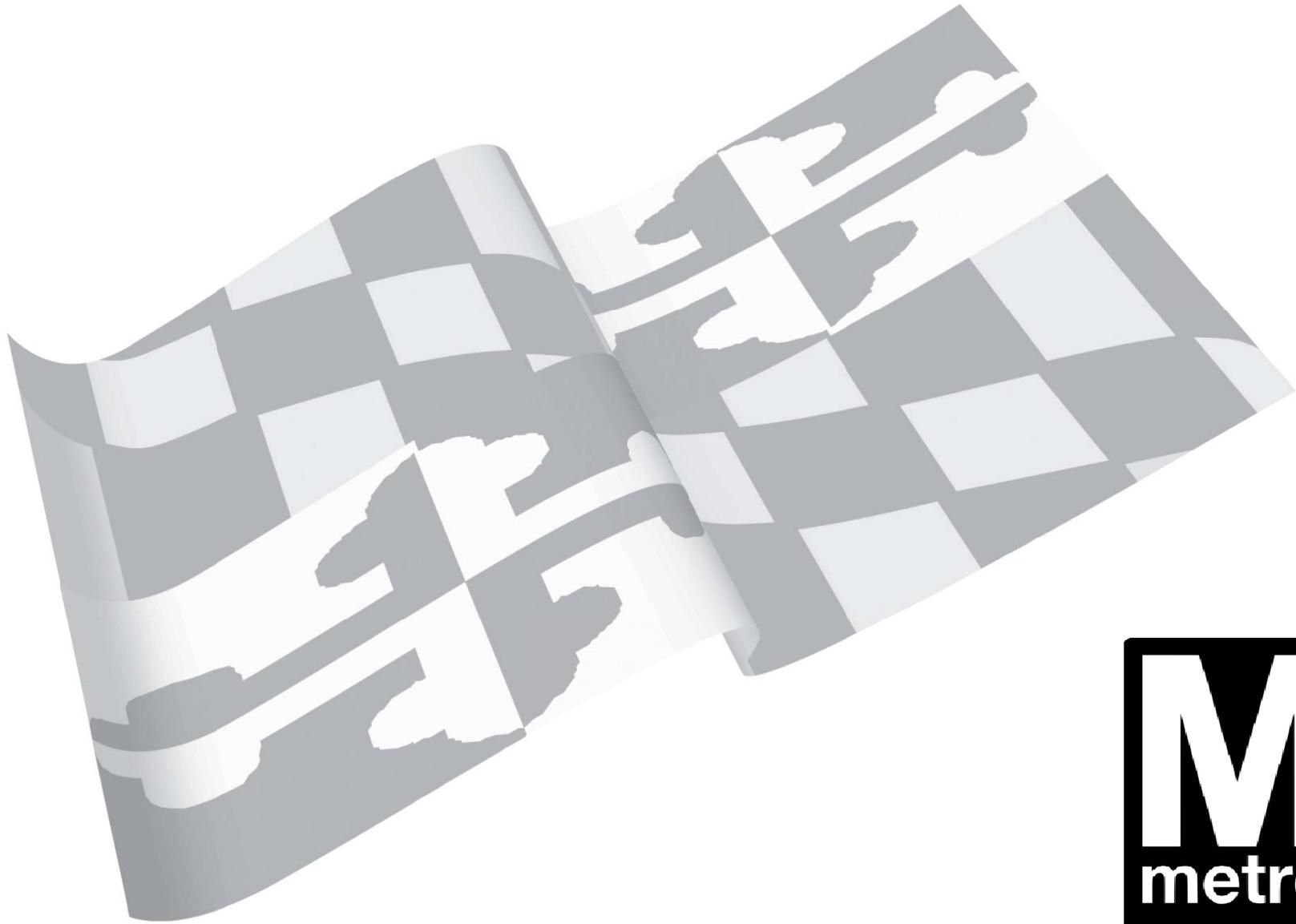
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ANNE ARUNDEL COUNTY FY 2017 COMPLETIONS</u></b>			
1	Ridesharing (FY16)	194	Complete
<b><u>CHARLES COUNTY FY 2017 COMPLETIONS</u></b>			
1	P & R Facility Improvements (FY13)	232	Complete
2	Preventive Maintenance (FY15)	227	Complete
3	Rt 301 P & R Improvements (FY14)	100	Complete
4	Transit Facility Feasibility Study	300	Complete
<b><u>FREDERICK COUNTY FY 2017 COMPLETIONS</u></b>			
1	2 Electric Buses (FY16)	1,060	Complete
2	Preventive Maintenance (FY16 5307)	700	Complete
<b><u>GARRETT COUNTY FY 2017 COMPLETIONS</u></b>			
1	Preventive Maintenance (FY16)	215	Complete
<b><u>OCEAN CITY FY 2017 COMPLETIONS</u></b>			
1	3 40' Bus Replacements (FY15 5339) - changed to 2 Articulated Buses	1,379	Complete
<b><u>QUEEN ANNE'S COUNTY FY 2017 COMPLETIONS</u></b>			
1	Bus Cameras (FY16)	40	Complete
<b><u>TALBOT COUNTY FY 2017 COMPLETIONS</u></b>			
1	2 Radios (FY15)	5	Complete
2	Preventive Maintenance (FY16)	84	Complete
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2017 COMPLETIONS</u></b>			
1	Preventive Maintenance (FY16)	850	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
1	<p align="center"><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></p> <p align="center"><u>KENT COUNTY</u></p> <p>See Caroline County for Projects</p>		





**WASHINGTON METROPOLITAN AREA TRANSIT**

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

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

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



**PROJECT:** WMATA Capital Improvement Program

**DESCRIPTION:** This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

**JUSTIFICATION:** WMATA's FY 2017 - 2022 CIP is focused on safety, infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2017 - 2022 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board.

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

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

**ASSOCIATED IMPROVEMENTS:**

Matching Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432 - Line 3

**STATUS:** The FY 2017 - 2022 CIP was adopted by the WMATA Board of Directors on April 28, 2016.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The project cost increased \$189.1M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,918,708	187,211	160,544	193,657	203,742	211,872	222,587	218,344	1,210,746	1,520,751
Total	2,918,708	187,211	160,544	193,657	203,742	211,872	222,587	218,344	1,210,746	1,520,751
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9004, 9006



**PROJECT:** Project Development Program

**DESCRIPTION:** The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

**JUSTIFICATION:** The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Project Development Program planning studies are ongoing.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project cost increased \$1.1M due to the addition of funding in FY 2022.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,688	1,076	1,076	1,076	1,076	1,076	1,076	1,076	6,456	14,156
<b>Total</b>	<b>21,688</b>	<b>1,076</b>	<b>1,076</b>	<b>1,076</b>	<b>1,076</b>	<b>1,076</b>	<b>1,076</b>	<b>1,076</b>	<b>6,456</b>	<b>14,156</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

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

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

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

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

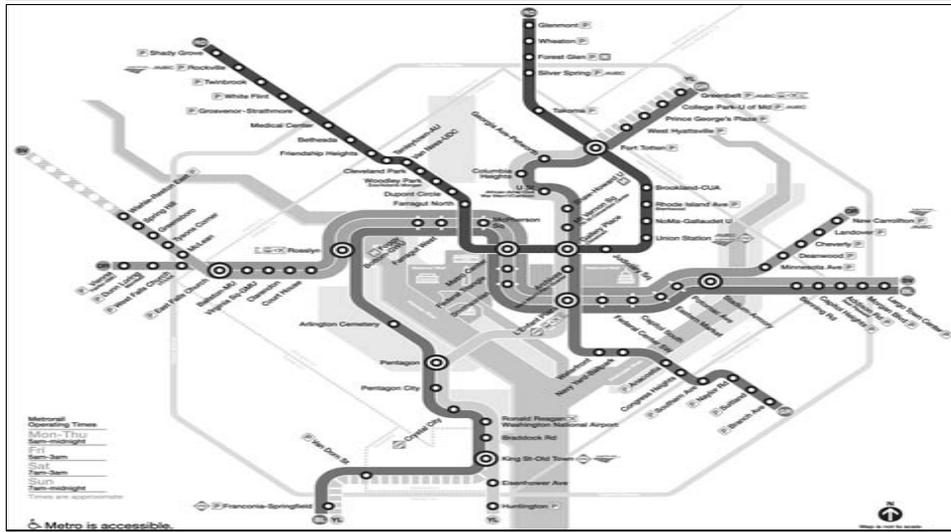
**ASSOCIATED IMPROVEMENTS:**

WMATA Capital Improvement Program - Line 1

**STATUS:** The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2017 is \$150.0M. Maryland will provide \$53.2M in FY 2017 for its portion of the match.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The project cost increased \$50.0M due to the addition of funding in FY 2022.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	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	600,000	296,191	53,200	50,609	50,000	50,000	50,000	50,000	303,809	0	0
Total	600,000	296,191	53,200	50,609	50,000	50,000	50,000	50,000	303,809	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Metro Matters Program

**DESCRIPTION:** Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

**JUSTIFICATION:** The Metro Matters program, initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005-2010. This program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters program.

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

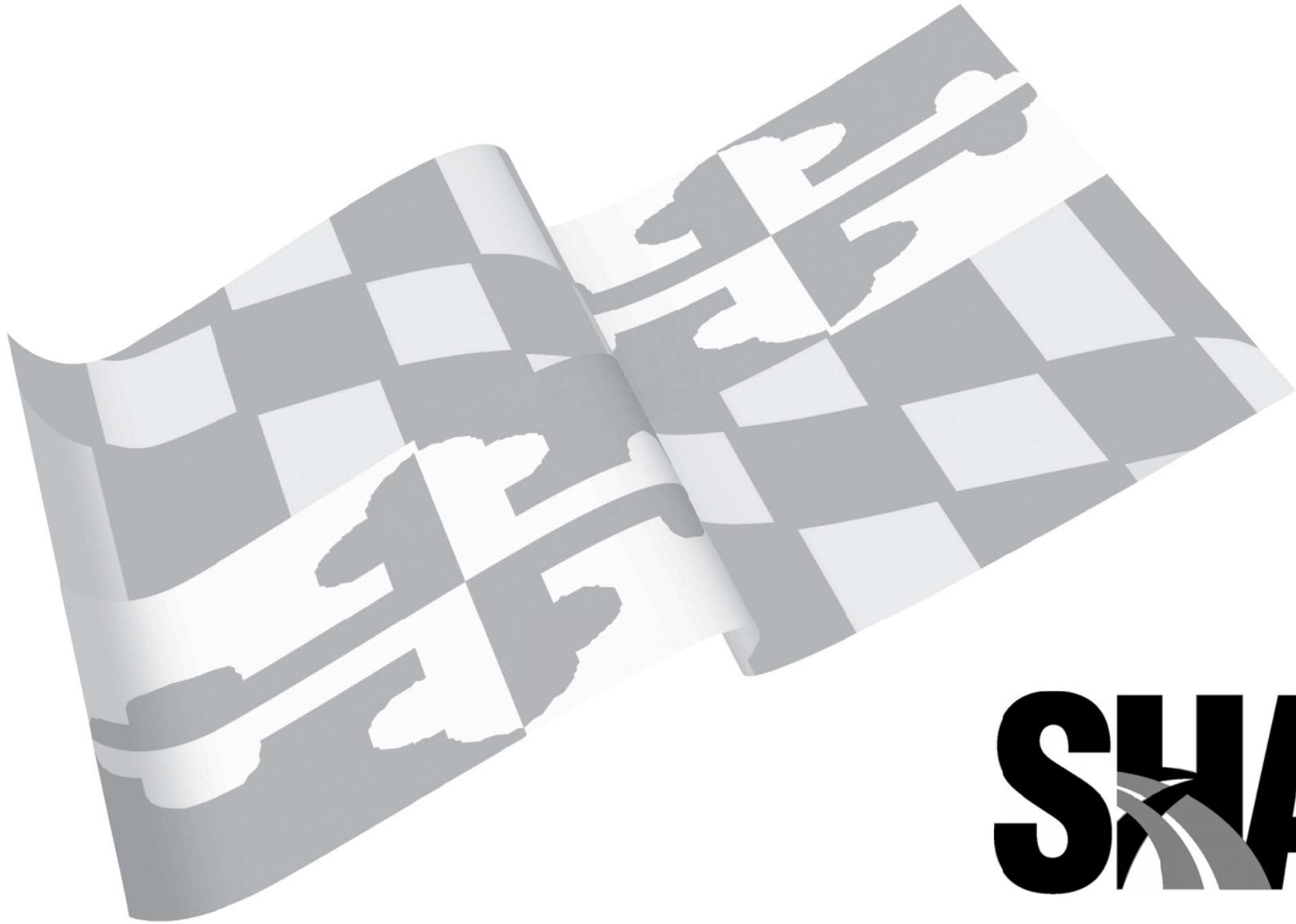
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Maryland's share of the annual contributions to the Metro Matters program is approximately \$10.5M during the FY 2017-2022. The final maturity date of the Metro Matters bonds is in FY 2034.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The project cost increased \$10.5M due to the addition of FY 2022.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....			.....2021.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	135,911	73,211	10,450	10,450	10,450	10,450	10,450	10,450	62,700	0	
<b>Total</b>	<b>135,911</b>	<b>73,211</b>	<b>10,450</b>	<b>10,450</b>	<b>10,450</b>	<b>10,450</b>	<b>10,450</b>	<b>10,450</b>	<b>62,700</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



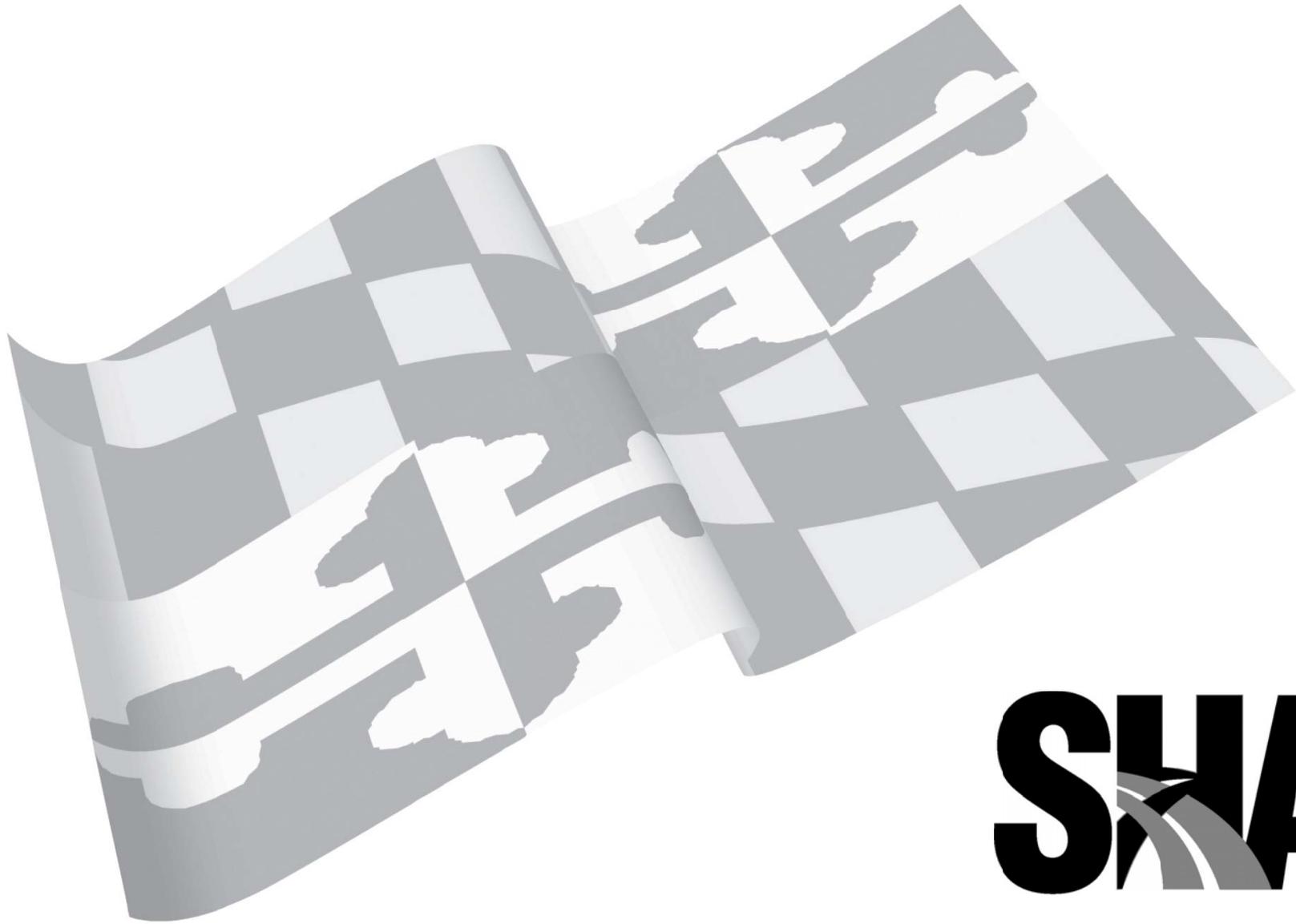
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**STATE HIGHWAY ADMINISTRATION**

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	385.2	479.1	439.5	394.5	242.4	64.7	2,005.4
Safety, Congestion Relief and Community Enhancements	937.9	888.7	816.4	799.9	738.0	732.3	4,913.2
Other System Preservation	55.4	52.4	54.1	40.2	41.2	41.2	284.5
Programs 3 & 8	98.8	82.3	76.9	77.7	77.8	77.8	491.3
<b><u>Development &amp; Evaluation Program</u></b>	<u>25.9</u>	<u>26.4</u>	<u>21.3</u>	<u>15.2</u>	<u>9.9</u>	<u>6.9</u>	<u>105.6</u>
<b>TOTAL</b>	1,503.2	1,528.9	1,408.2	1,327.5	1,109.3	922.9	7,800.0
<b>Special Funds</b>	882.1	885.8	842.6	758.7	555.9	474.6	4,399.7
<b>Federal Funds</b>	621.1	643.2	565.5	568.8	553.4	448.3	3,400.3



**SHA**



**SHA STATEWIDE**





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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	67,971	8,871	10,300	9,530	9,880	9,730	9,830	9,830	59,100	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	55,829	9,329	3,900	4,570	13,720	13,670	5,870	4,770	46,500	0	0
Total	123,800	18,200	14,200	14,100	23,600	23,400	15,700	14,600	105,600	0	0
Federal-Aid	49,799	7,426	4,359	5,584	8,260	8,681	7,897	7,592	42,373	0	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



**PROJECT:** Sidewalk Program

**DESCRIPTION:** This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

**PURPOSE & NEED SUMMARY STATEMENT:** Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

PHASE	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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,380	146	134	200	200	200	250	250	1,234	0	
Engineering	10,909	1,993	1,166	1,550	1,550	1,550	1,550	1,550	8,916	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	23,211	3,961	2,600	3,150	3,250	3,850	3,000	3,400	19,250	0	
Total	35,500	6,100	3,900	4,900	5,000	5,600	4,800	5,200	29,400	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



**PROJECT:** Sound Barrier Program

**DESCRIPTION:** Funding to implement retrofit sound barrier projects that meet eligibility criteria.

**PURPOSE & NEED SUMMARY STATEMENT:** Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

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)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,984	984	600	400	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,316	12,016	11,500	7,500	2,100	2,000	2,000	1,200	26,300	0
Total	40,300	13,000	12,100	7,900	2,100	2,000	2,000	1,200	27,300	0
Federal-Aid	15,500	6,800	6,200	2,500	0	0	0	0	8,700	0

**CLASSIFICATION:**

STATE - N/A

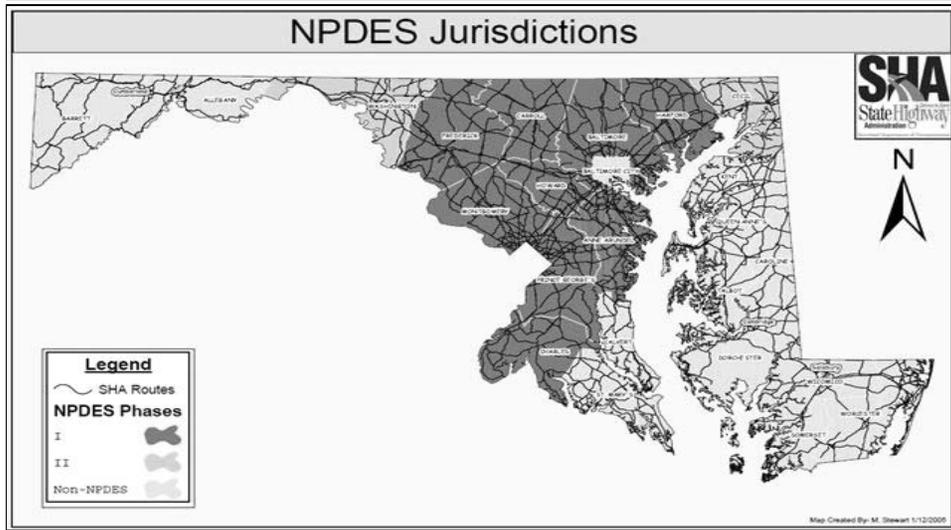
FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



**PROJECT:** Total Maximum Daily Load (TMDL)

**DESCRIPTION:** Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

**PURPOSE & NEED SUMMARY STATEMENT:** SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	20,591	7,391	2,600	2,200	2,200	2,200	2,000	2,000	13,200	0
Engineering	167,449	25,249	38,100	33,100	19,000	19,000	17,000	16,000	142,200	0
Right-of-way	2,989	1,589	200	0	300	300	300	300	1,400	0
Construction	434,771	20,071	44,100	78,600	90,000	82,000	63,800	56,200	414,700	0
Total	625,800	54,300	85,000	113,900	111,500	103,500	83,100	74,500	571,500	0
Federal-Aid	8,028	8,028	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - N/A

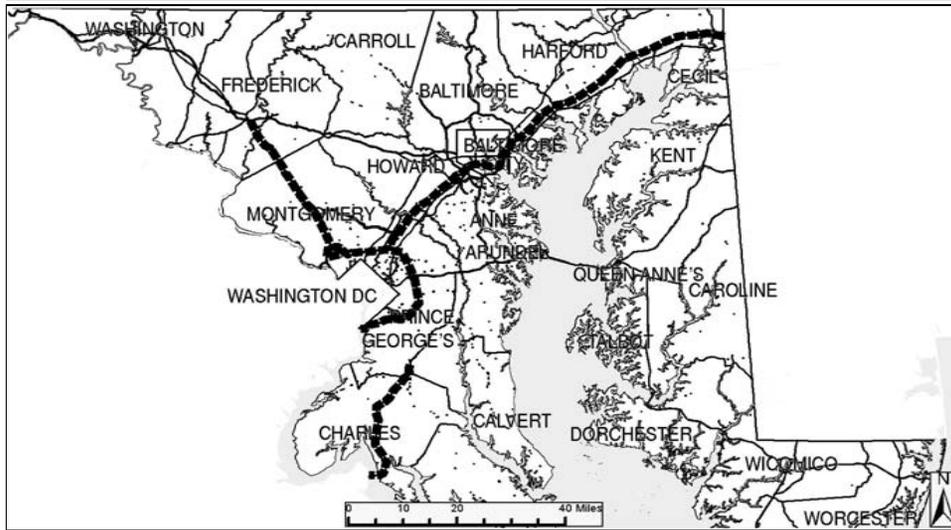
FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



**PROJECT:** Operational Improvement Studies

**DESCRIPTION:** Develop strategies to improve operations on the Capital Beltway, I-95 and US 301.

**JUSTIFICATION:** A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

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

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway.

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

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	3,055	1,352	814	889	0	0	0	0	0	1,703	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	3,055	1,352	814	889	0	0	0	0	0	1,703	0
Federal-Aid	2,844	1,202	753	889	0	0	0	0	0	1,642	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A

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

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in District 5; sidewalks	3,023	Completed
2		At various locations in District 5; guardrail	933	Completed
3		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,400	Completed
4		Various locations in Districts 3 and 5; pavement marking	2,306	Completed
5		Various locations in Districts 1 and 2; pavement marking	2,055	Completed
6		Various locations in District 6; guardrails	1,826	Completed
7		Various locations in Montgomery and Prince George's Counties; resurface	2,055	Completed
8		At various locations in District 5; widen and resurface	4,176	Completed
9		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	Completed
10		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Completed
11		Install/upgrade Traffic barrier at various locations in District 6	725	Completed
12		Various Locations in District 5; slurry seal	1,932	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
13		Bridges 1400600 and 2001800 in Kent and Talbot Counties; clean/paint bridges	1,503	Completed

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Year 2016 Completions (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
14		At various locations Statewide; drainage improvement	3,245	Completed
15		At various locations Statewide; drainage improvement	3,273	Completed
16		At various locations in District 3; surface treatment	221	Completed
17		Various locations statewide; drainage improvement	3,333	Completed
18		Various locations in District 2; rumble strips	232	Completed
19		At various locations in District 3; sidewalks	3,744	Completed
20		Various locations statewide; drainage	1,457	Completed
21		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Completed
22		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Completed
23		Sign Reflectivity Management Statewide; signing	8,000	Completed
24		Stormwater Management facilities at various locations Statewide; drainage improvement	2,584	Completed
<u>Environmental Preservation</u>				
25		Landscape Sustainability IV at various locations in District 1; landscape	112	Completed
26		Integrated roadside veg management I 695 to Mountain Road; landscape	597	Completed

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
27		Landscape sustainability IV for various locations in District 3 and 5; landscape	633	Completed
28		Various locations in District 4 and 7; landscape	490	Completed
29		Various locations in District 1 and 2; landscape	151	Completed
30		Landscape sustainability improvements in various locations in District 3 and 5; landscape	594	Completed
31		Various interchanges on US 50 and US 13; landscaping	944	Completed
32		Various interchanges on I 83, I 695 and I 95; landscaping	1,650	Completed
33		Vegetation management - Various interchanges on US 50, MD 100 and District 5 Wetlands; landscaping	1,484	Completed
34		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,976	Completed
35		Landscape sustainability improvements at various locations in District 3 and District 5; landscaping	234	Completed
36	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	1,099	Completed
37	I 95	Vegetation Management - MD 202 to I-95, I-495 to HO/PG County line; landscaping	3,022	Completed
38	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	230	Completed

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
39		Various locations in District 3; sidewalks	3,661	Completed
<b><u>TMDL Compliance</u></b>				
40		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	932	Completed
41	I 97	John Hanson Highway; Grass swales at various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,261	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
42		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; guard rail	2,020	FY 2017
43		At various locations in District 4; surface treatment	623	FY 2017
44		At various locations in District 7; guard rail	2,341	FY 2017
45		At various locations in District 7; slurry seal	4,440	FY 2017
46		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	FY 2017
47		At various locations in Allegany, Garrett and Washington Counties; guard rail	2,396	FY 2017
48		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,251	FY 2017
49		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
50		At various locations in District 4; surface treatment	1,548	FY 2017
51		At various locations in District 4; joint sealing	1,572	FY 2017
52		At various locations in District 6 - thermo thinline striping; pavement marking	1,245	FY 2017
53		At various locations in District 3 - thermo thinline striping; pavement marking	1,226	FY 2017
54		At various locations in Caroline and Talbot Counties; resurface	1,892	FY 2017
55		At various locations in District 5; guard rail	930	FY 2017
56		At various locations in District 6; resurface	478	FY 2017
57		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	FY 2017
58		At various locations in District 7 - thermo thinline striping; pavement marking	962	FY 2017
59		At various locations in District 5; sidewalks	2,250	FY 2017
60		At various locations in District 2; mill and resurface	3,877	FY 2017
61		At various locations in District 2 - thermo thinline striping; pavement marking	960	FY 2017
62		At various locations in Carroll and Frederick Counties; mill and resurface	18,187	FY 2017
63		At various locations in District 7; patching	2,313	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
64		At various locations in Kent and Queen Anne's Counties; resurface	1,894	FY 2017
65		At various locations on I-70, I-95, I-195, I-795, I-83, I-695, MD 695 and MD 295; safety and resurface	8,555	FY 2017
66		At various locations in District 1; pavement marking	1,003	FY 2017
67		At various routes in Carroll, Frederick and Howard Counties; guard rail	2,003	FY 2017
68		At various locations in District 5; pavement marking	1,907	FY 2017
69		At various locations in District 4; pavement marking	1,157	FY 2017
70		At various locations in District 2; sidewalks	1,392	Under construction
71		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; slurry seal	2,310	FY 2017
72		At various locations in District 5; patching	3,377	FY 2017
73		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	599	FY 2017
74		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	913	FY 2017
75		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	2,669	FY 2017
76		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
77		At various locations in District 6; slurry seal	2,974	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
78		At various locations in District 2; joint sealing	465	FY 2018
79		At various locations in District 4; guardrail	2,302	Under construction
80		At various locations in District 4; Joint Sealing	1,435	Under construction
81		At various locations in District 6; resurface	445	Under construction
82		At various locations in District 7; guardrails	1,940	Under construction
83		Various locations in Districts 4 and 7; pavement marking	2,025	Under construction
84		Various locations in District 2; slurry seal	1,186	Under construction
85		Various locations in Carroll, Frederick and Howard Counties; joint sealing	442	FY 2017
86		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	Under construction
87		Various locations in District 3 and 5; thermoplastic thinline striping	1,207	Under construction
88		Various locations in District 2; guardrail	383	FY 2017
89		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
90		Various locations in District 7; guardrail	1,413	Under construction
91		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Resurface/Rehabilitate (cont'd)</u></b>		
92	I 68	National Freeway; From 0.63 miles west of AL/GA County line to 0.37 east of AL/GA County line; climbing lane Funding provided by the Governor's Investment in Highways and Bridges Initiative	893	FY 2017
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
93		Provide maintenance of traffic and access equipment for bridge inspection - contract 2; bridge inspection	4,648	FY 2017
94		Providing maintenance of traffic and access equipment for bridge inspection; bridge inspection	5,939	FY 2017
95		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,980	FY 2017
96		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,908	FY 2017
97		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,030	FY 2017
98		At various locations in District 6; bridge rehabilitation	2,860	FY 2017
99		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,072	FY 2017
100		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	12,570	FY 2017
101		Invert paving and restoration to various structures; miscellaneous	4,192	FY 2017
102		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
103		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	11,258	FY 2017
104		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
105		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Under construction
106		At various locations on lower Georges Creek Road, National Freeway, Friendsville Road; clean/paint bridges	1,670	Completed
107		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	FY 2017
108		Install troughs and rehabilitation of joints to 27 bridges in WA and BA Counties; joint sealing	3,144	Under construction
109		Invert paving and restoration to various structures; miscellaneous	1,722	Under construction
<b><u>Safety/Spot Improvement</u></b>				
110		At various locations in Prince George's and Montgomery Counties; drainage improvement	3,047	FY 2017
111		At various locations in District 3; bicycle-pedestrian improvements (Total cost \$13.7 million, includes all phases)	2,792	FY 2017
112		At various locations in District 4; RPM	753	FY 2017
113		Tree trimming/removal at various locations in Prince George's and Montgomery Counties; safety	523	FY 2017
114		At various locations in District 5; rumble strips	416	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
115		At various locations in District 1; RPM	429	FY 2017
116		Baltimore and Harford Counties - safety and operations improvements; safety	5,553	FY 2017
117		At various locations statewide - on call contract; drainage improvement	5,491	FY 2017
118		At various locations in District 1; rumble strips	319	FY 2017
119		Baltimore and Harford Counties - tree trimming and removal; bicycle-pedestrian route	959	FY 2017
120		At various locations in Carroll, Frederick and Howard Counties; RPM	801	FY 2017
121		At various locations in District 5; RPM	561	FY 2017
122		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,860	FY 2017
123		At various locations statewide; drainage improvement	3,312	Under construction
124		At various locations in Prince George's and Montgomery Counties; geometric improvements	3,292	FY 2017
125		At various locations in District 2; RPM	603	FY 2017
126		At various locations in Baltimore and Harford Counties; rumble strips	1,130	FY 2017
127		At various locations in District 4; sidewalks	2,995	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
128		At various locations in District 6; drainage improvement	8,786	FY 2018
129		ADA at various locations in District 1; sidewalks	4,541	FY 2017
130		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	Under construction
131		At various locations in District 6; sidewalks	3,392	FY 2017
132		At various locations in District 3; sidewalks	3,494	FY 2017
133		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	FY 2017
134		Various locations in District 7; ADA compliance	2,515	FY 2017
135		At various locations in District 1 and 2; pavement marking	899	Under construction
136		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,713	Under construction
137		At various locations in District 1; rumble strips	505	Under construction
138		ADA Compliance Program in District 1	4,135	FY 2017
139		Various locations in Baltimore and Harford Counties; safety	6,921	Under construction
140		Various locations in District 4; pavement markings	517	Under construction
141	US 13	Ocean Highway; Jones Road to North of Eden Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,103	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
142	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Under construction
<b><u>Noise Barriers</u></b>				
143		Noise barrier preservation and remediation - statewide; noise abatement	2,240	FY 2017
144		Noise barrier fire door remediation in district 3; noise abatement	1,151	FY 2017
145		Various locations; noise abatements	1,423	Under construction
146	I 495	Capital Beltway; noise walls 15110 and 15113; drainage improvements	160	Under construction
<b><u>Traffic Management</u></b>				
147		At various locations in District 3; signalization	5,720	FY 2017
148		At various locations in Districts 6 and 7; signing	4,863	FY 2017
149		At various locations in Districts 3, 4 and 5; signing	5,720	FY 2017
150		At various locations in District 1 and 2; lighting	4,406	FY 2017
151		At various locations in Districts 1 and 2; signing	3,432	FY 2017
152		At various locations in District 4; signalization	6,178	FY 2017
153		At various locations - statewide; signalization	7,362	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
154		At various locations in Districts 3, 4, and 5; signalization	7,771	FY 2017
155		Sign structure replacement - statewide; signing	7,389	FY 2017
156		Modify/install/recon of signing - statewide; signing	8,896	FY 2017
157		At various locations in District 6 and 7; lighting	2,773	FY 2017
158		At various locations statewide - UPS/APS/CFS; signalization	5,604	FY 2017
159		At various locations in District 3 and 6; signalization	7,433	FY 2017
160		At various locations - sign retro reflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2018
161		At various locations in Districts 1 and 2; signalization	3,793	FY 2017
162		At various locations in Districts 6 and 7; lighting	3,379	Under construction
163		At various locations statewide; signing	6,251	Under construction
164		Light Emitting Diode (LED) Upgrades - Statewide	4,030	FY 2017
165		Modify/Install/Reconstruct Signals; signalization	5,741	FY 2017
166		Tourism and service signing; signing	3,157	FY 2017
167		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
168		APS in Districts 6 and 7; signalization	5,037	FY 2017
169		At various locations in District 3; lighting	4,930	FY 2017
170		At various locations in District 3; signalization	6,942	FY 2017
171		At various locations in District 4; lighting	4,268	FY 2017
172		At various locations in District 5; lighting	4,377	FY 2017
173		At various locations in District 6; signing	3,693	FY 2017
174		Various locations in District 3; signing	3,377	FY 2017
175		Various locations in District 6 and 7; lighting	4,875	FY 2017
176		Various locations in District 4; signalization	5,696	Under construction
177		Various locations in District 1 and 2; lighting	4,861	FY 2017
178		Various Locations in District 5; signalization	5,664	FY 2017
179		Various locations in District 4; signing	3,048	Under construction
180		Automatic Traffic Recorders Statewide; miscellaneous	2,235	FY 2017
181		Modify/reconstruct with in Districts 3, 4, 5; signalization	10,045	Under construction

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
182		Traffic signs and APS in District 3; signalization	7,153	FY 2017
183		Sign Structure replacement in District 7	4,777	FY 2017
184		Sign Structure replacement in District 4	4,905	FY 2017
185		Sign Structure replacement in District 3	5,003	FY 2017
186		Various locations in District 3, 4 and 5; signalization	5,671	Under construction
187		Various locations in Districts 6 and 7; signalization	3,168	Under construction
188		At various locations in District 5; signing	2,295	Under construction
189		Various locations in District 5; signalization	5,935	Under construction
190		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction
191		Various locations in District 1 and 2; signalization	1,064	Under construction
192		Various locations in District 4; lighting	1,783	Under construction
193		Various locations in District 1 and 2; signing	1,163	Under construction
194		Various locations in District 3; signalization	2,146	Under construction
195		Various locations in District 3; signing	2,810	Under construction

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
196		Various locations in District 5; signalization	2,104	Under construction
197		Various locations in District 6 and 7; lighting	930	Under construction
198		Various locations in District 4; signing	2,999	Under construction
199		Various locations in District 5; lighting	1,674	Under construction
200		Various locations in District 3; lighting	1,734	Under construction
201		Various locations in District 6 and 7; signing	2,170	Under construction
202		Various locations in District 1 and 2; lighting	1,300	Under construction
203		Various locations in District 4; signalization	2,048	Under construction
204		Various locations in District 6 and 7; signalization	1,074	Under construction
205		Traffic detection at signalized intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
<b><u>C.H.A.R.T. Projects</u></b>				
206		Statewide CHART CCTV deployment - Phase 6; miscellaneous	3,300	FY 2017
207		CHART SOC improvements	6,064	FY 2018
208		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,830	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects (cont'd)</u></b>				
209		CHART DMS Deployment - Phase 4; miscellaneous	4,339	FY 2017
210		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,295	FY 2017
211		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	1,562	Under construction
212		Road Weather Information Systems Upgrade	500	Under construction
213		CHART Closed Circuit Television deployment - Phase 4	740	Under construction
214		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
215		Back-up Power for CHART Cameras	241	Under construction
216		10 CCTV Cameras Project	700	Under construction
217	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	859	Under construction
<b><u>Environmental Preservation</u></b>				
218		Landscape sustainability improvements V for Districts 3 and 5; landscape	437	Under construction
219		Landscape Sustainability IV at various locations in District 2; landscape	125	Under construction
220		At various locations in District 4; landscape	1,274	FY 2018
221		At various locations in District 7; landscape	558	Under construction

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Environmental Preservation (cont'd)</u>				
222	US 50	Various locations in District 1 and 2; landscape	1,835	FY 2017
223		MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	573	Under construction
<u>Sidewalks</u>				
224		Various locations in District 2; sidewalks	2,506	Under construction
225		At various locations in District 5; sidewalks	2,983	FY 2017
226		At various locations in District 5; sidewalks	2,006	FY 2017
227		Various locations in District 3; sidewalks	2,613	Under construction
<u>TMDL Compliance</u>				
228		At various locations in District 7 - Group 2; drainage improvement	3,661	FY 2017
229		At various locations in District 5; landscape	1,380	FY 2017
230		At various locations in District 3 - Group 1; drainage improvement	4,908	FY 2017
231		Tree planting at various locations in District 3; landscape	427	FY 2017
232		Tree establishment at various locations in Howard and Carroll Counties; landscape	2,206	FY 2017
233		Tree establishment at various locations in Anne Arundel and Charles Counties; landscape	921	FY 2017

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

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>TMDL Compliance (cont'd)</u></b>				
234		Tree planting at various locations in Frederick and Howard Counties; landscape	3,432	FY 2018
235		At various locations in District 7 - Group 1 - impervious area removal; drainage improvement	2,910	FY 2017
236		Tree establishment at various locations in District 3; landscape	1,317	FY 2017
237		SWM at various locations in District 7 - Group 1; drainage improvement	6,875	FY 2017
238		Stream restoration and SWM at DNR Patapsco; wetlands replacement (reimbursed by DNR)	0	FY 2017
239		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,175	FY 2017
240		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,104	FY 2017
241		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,795	FY 2017
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>				
242		Archeological and Historic Preservation Data Development; update and enhance searchable database of Maryland's architectural and archeological resources	90	FY 2017
243		Data Development and Analysis of Architectural Resources; update and enhance searchable database of Maryland's architectural and archeological resources	196	FY 2017
244		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway

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

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

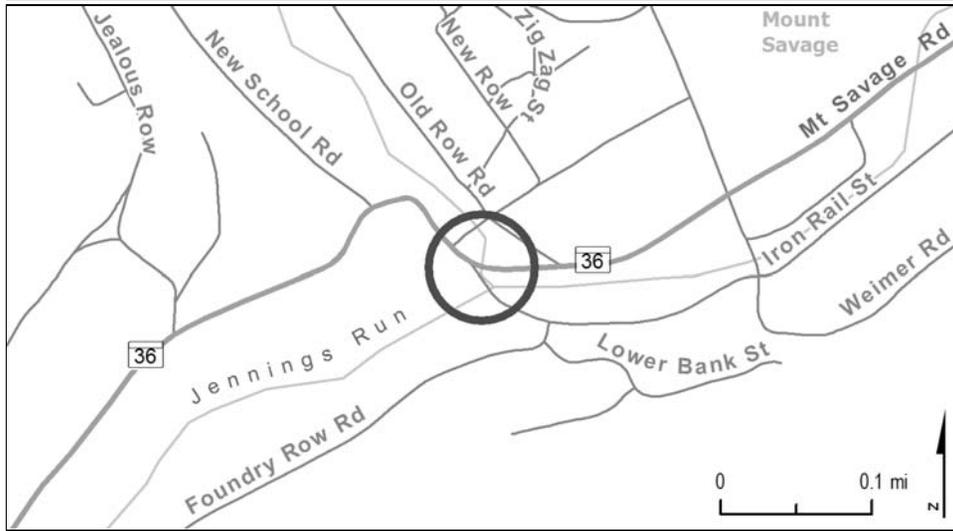
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
245		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Underway
		<b><u>Pedestrian and Bicycle Safety and Educational Activities (cont'd)</u></b>		
246		Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000	FY 2017
		<b><u>Congressional Earmarks</u></b>		
247		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	0	





***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 structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 structurally deficient.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.2 million is due to a revised engineer's estimate. Construction delayed due to changes in the scope of work related to: retaining wall, pedestrian bridge, and environmental permits.

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)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	930	440	336	154	0	0	0	0	0	490	
Right-of-way	293	223	27	15	14	14	0	0	0	70	
Construction	4,050	0	0	1,053	2,997	0	0	0	0	4,050	
Total	5,273	663	363	1,222	3,011	14	0	0	0	4,610	
Federal-Aid	706	337	245	124	0	0	0	0	0	369	

**CLASSIFICATION:**

STATE - Minor Arterial

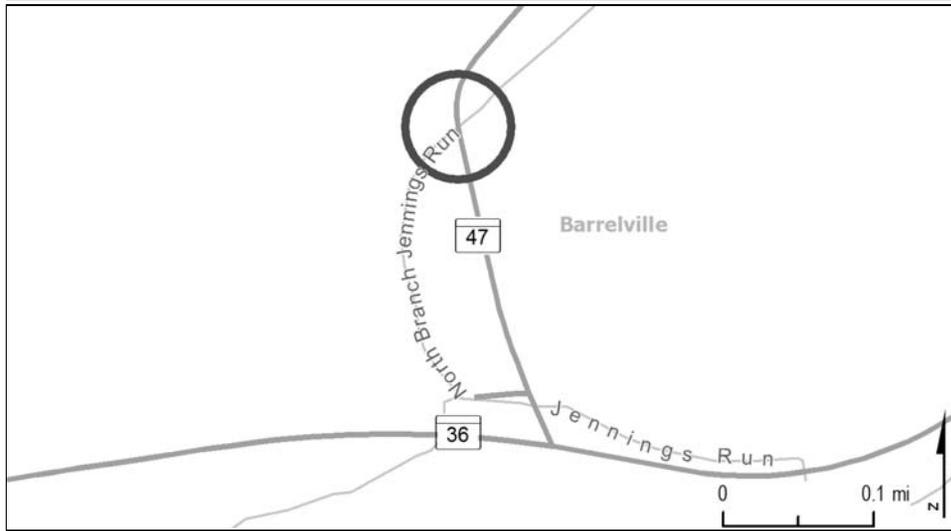
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 2,350

PROJECTED (2035) - 2,600



**PROJECT:** MD 47, Barrelville Road

**DESCRIPTION:** Replace Bridge 01043 over North Branch. Bicycle and pedestrian accommodations will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1923, is structurally deficient.

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

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$2.3 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,233	1,233	0	0	0	0	0	0	0	0
Right-of-way	481	477	4	0	0	0	0	0	4	0
Construction	2,888	531	2,357	0	0	0	0	0	2,357	0
Total	4,602	2,241	2,361	0	0	0	0	0	2,361	0
Federal-Aid	2,709	832	1,877	0	0	0	0	0	1,877	0

**CLASSIFICATION:**

STATE - Major Collector  
 FEDERAL - Rural Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 2,400

PROJECTED (2035) - 2,850



**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 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:** Planning underway.

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

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					2019	2020	2021	2022			
Planning	6,204	2,625	400	1,000	1,899	280	0	0	0	3,579	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
<b>Total</b>	<b>6,204</b>	<b>2,625</b>	<b>400</b>	<b>1,000</b>	<b>1,899</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,579</b>	<b>0</b>
Federal-Aid	3,845	1,053	312	780	1,481	219	0	0	0	2,792	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 (2016) - 9,550 - 19,200

PROJECTED (2035) - 12,600 - 37,450

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

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 36	New George's Creek Road; Jennings Run to Braddock Run; resurface	618	Completed
2	MD 51	Industrial Boulevard; Pack Horse Road to Town Creek Bridge; resurface	1,537	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	US 220	McMullen Highway; at Louise Drive; geometric improvements	1,761	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
4		At various locations in Allegany County; resurface	6,959	Under construction
5	I 68	National Freeway; East of Orleans Road to Washington County line; safety and resurface	4,613	FY 2017
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	MD 956	Patriot Parkway; Bridge 0109800 over Potomac River; bridge deck replacement	3,737	Under construction
<b><u>Safety/Spot Improvement</u></b>				
7	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	500	FY 2017
8	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage improvement	411	FY 2017

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

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)**

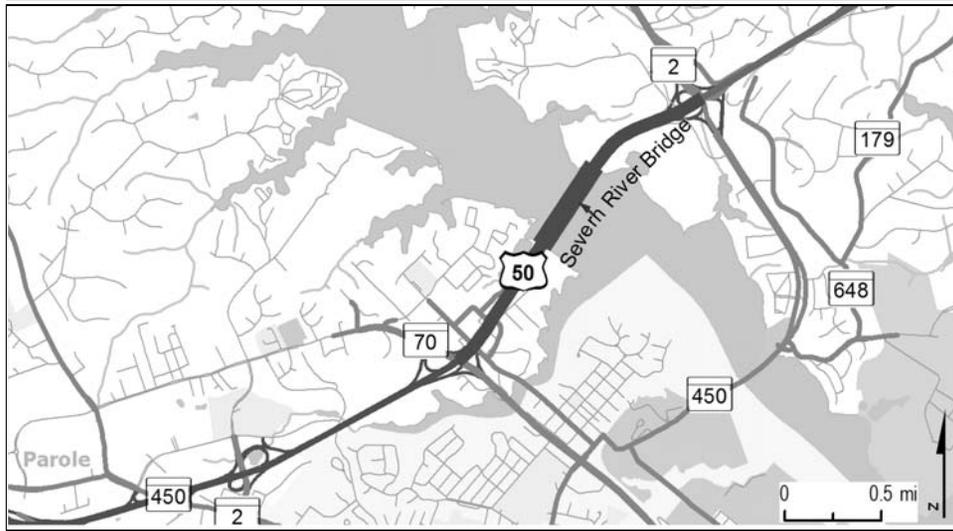
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Intersection Capacity Improvements</u></b>		
9	MD 51	Industrial Boulevard; at Virginia Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,426	FY 2017
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
10		Amtrak Station Entryway Improvement	243	FY 2017
		<b><u>Establishment of Transportation Museums</u></b>		
11		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of an exhibition exploring the National Road and C&O Canal	150	FY 2017





***ANNE ARUNDEL COUNTY***





**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Project to ease congestion on eastbound US 50 from MD 70 to MD 2 northbound (1.7 miles) by adding an auxiliary lane and by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate an additional eastbound travel lane.

**PURPOSE & NEED SUMMARY STATEMENT:** The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 segment of US 50 experiences severe congestion during peak travel hours. An additional eastbound travel lane from MD 70 to MD 2 and on the Severn River/Pearl Harbor Memorial Bridge will improve safety and operations along this important commuter corridor.

**STATUS:** Planning, Engineering, and Right-of-Way underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost change of \$1.3 million is due to reduced inflation and Planning needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,885	1,585	300	0	0	0	0	0	0	300	0
Engineering	2,936	0	1,100	1,836	0	0	0	0	0	2,936	0
Right-of-way	184	0	24	37	37	37	37	37	12	184	0
Construction	20,305	0	0	14,010	6,295	0	0	0	0	20,305	0
Total	25,310	1,585	1,424	15,883	6,332	37	37	37	12	23,725	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

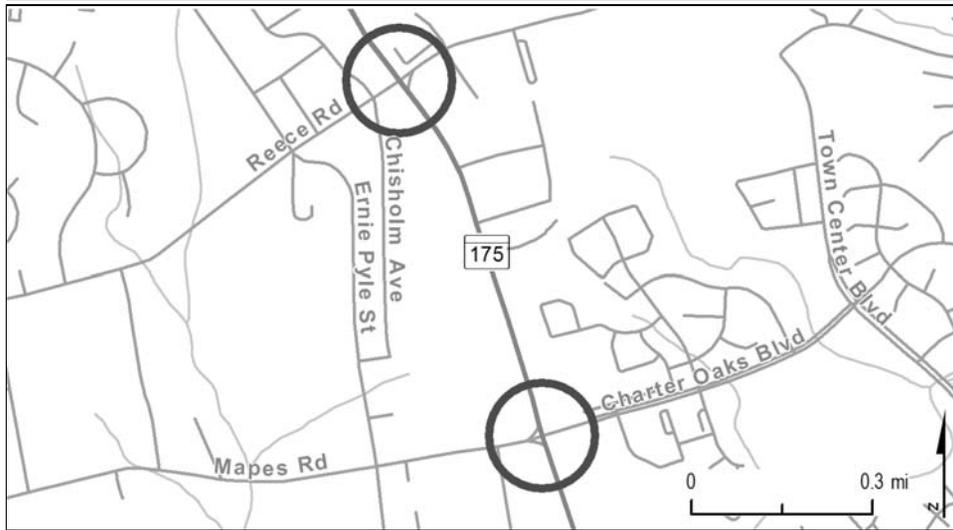
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 127,750

PROJECTED (2035) - 159,900



**PROJECT:** MD 175, Annapolis Road

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 McCarron Court (Line 3)
- MD 175, Disney Road to Reece Road (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

**EXPLANATION:** This project will relieve traffic congestion at these failing intersections as a result of the projected volumes from BRAC.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,409	2,376	2,033	0	0	0	0	0	2,033	0	
Construction	15,015	6,941	4,089	3,985	0	0	0	0	8,074	0	
Total	19,424	9,317	6,122	3,985	0	0	0	0	10,107	0	
Federal-Aid	15,848	7,469	5,035	3,344	0	0	0	0	8,379	0	

**CLASSIFICATION:**

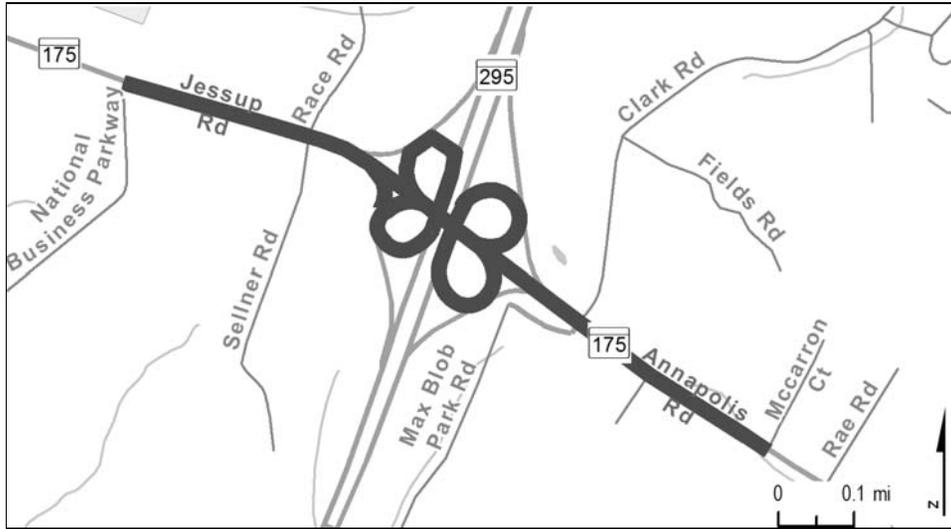
STATE - Urban Minor Arterial  
 FEDERAL - Urban Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 25,400

PROJECTED (2035) - 47,000



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 (Line 2)
- MD 175, Disney Road to Reece Road (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

**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 concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$25.1 million is due to the removal of a noise wall and retaining wall and reduced appraisal values.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	1,839	1,100	661	0	0	0	0	1,761	0
Right-of-way	17,798	6,924	2,892	3,022	2,590	2,022	348	0	10,874	0
Construction	64,911	0	0	0	5,555	12,531	15,559	16,104	49,749	15,162
Total	86,309	8,763	3,992	3,683	8,145	14,553	15,907	16,104	62,384	15,162
Federal-Aid	53,449	1,410	880	528	4,333	9,774	12,136	12,561	40,212	11,827

**CLASSIFICATION:**

STATE - Urban Minor Arterial

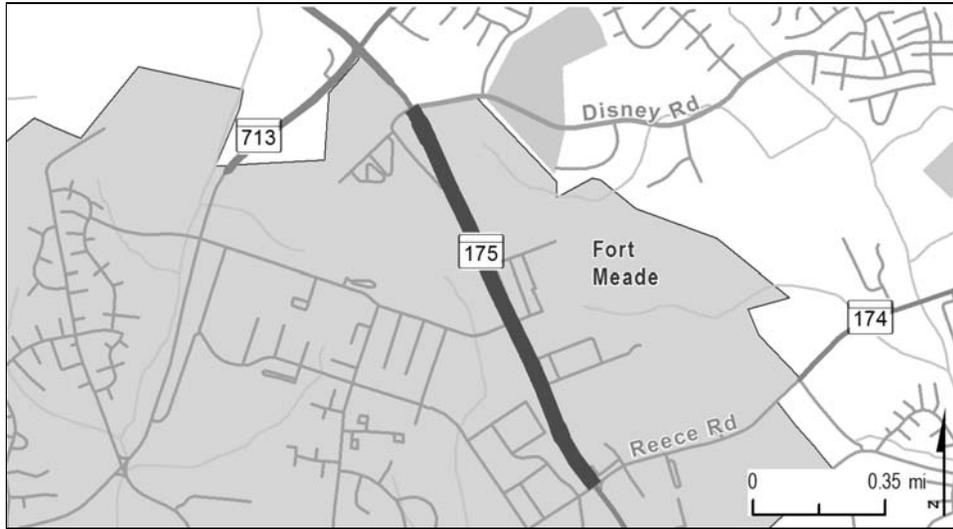
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 36,000

PROJECTED (2035) - 47,000



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 175, at Mapes and Reece Roads (Line 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, MD 295 to MD 170 (Line 7)

**EXPLANATION:** This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

**STATUS:** Engineering underway. Right-of-Way and Construction to begin during current fiscal year. The project received \$10.0 million in TIGER grants for construction.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$26.4 million is due to a favorable bid, a more detailed estimate, and reduced utility and drainage 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,190	2,165	25	0	0	0	0	0	25	0
Right-of-way	144	0	144	0	0	0	0	0	144	0
Construction	16,965	1	1,667	4,681	5,325	5,291	0	0	16,964	0
Total	19,299	2,166	1,836	4,681	5,325	5,291	0	0	17,133	0
Federal-Aid	18,262	1,679	1,627	4,575	5,207	5,174	0	0	16,583	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

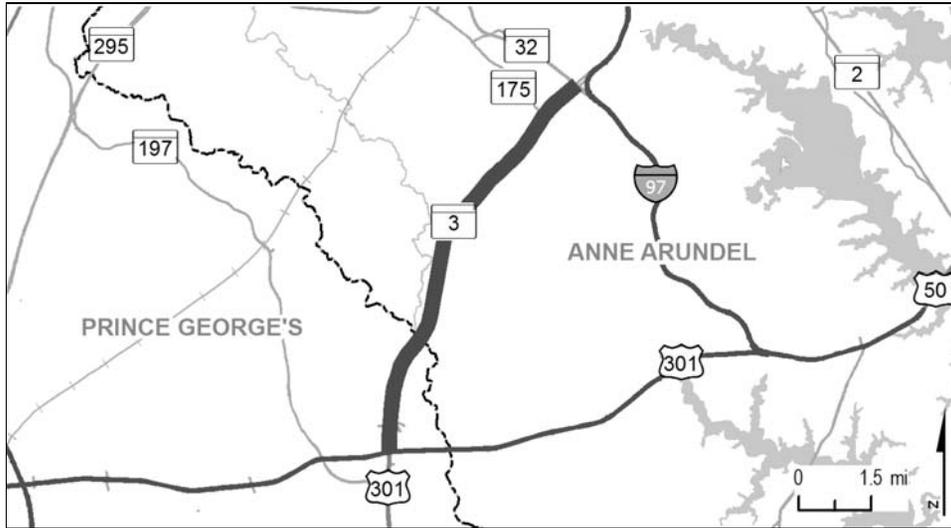
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 25,400

PROJECTED (2035) - 47,000



**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 (Prince George's County - Line 26)  
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 27)  
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 34)

**STATUS:** Planning on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,872	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 (2016) -** 65,800 - 84,150

**PROJECTED (2035) -** 78,375 - 124,800



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

**JUSTIFICATION:** This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 2016 - 21 CTP:** None.

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

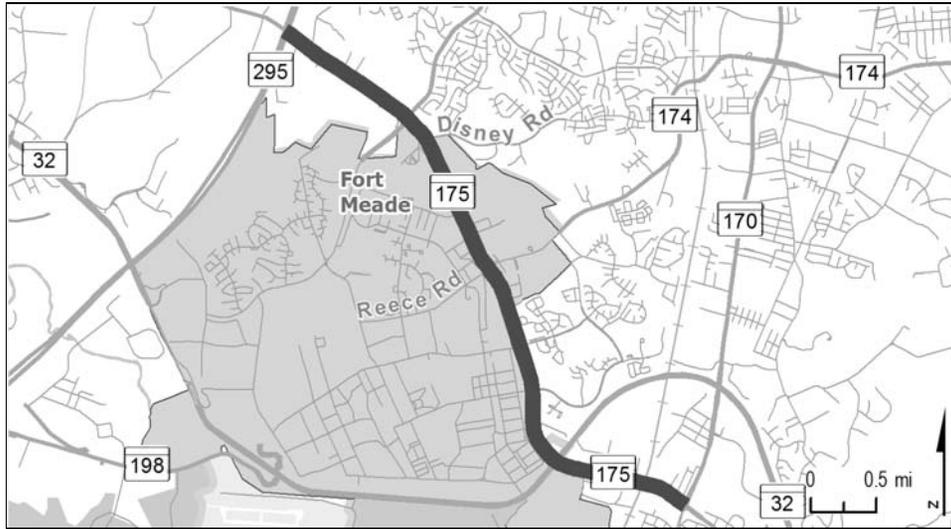
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 100,200

PROJECTED (2035) - 134,700



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, Disney Road to Reece Roads (Line 4)
- MD 198, MD 295 to MD 32 (Line 8)

**STATUS:** Partial Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,631	2,631	0	0	0	0	0	0	0	0
Engineering	4,994	4,081	418	495	0	0	0	0	913	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	7,625	6,712	418	495	0	0	0	0	913	0
Federal-Aid	5,964	5,964	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

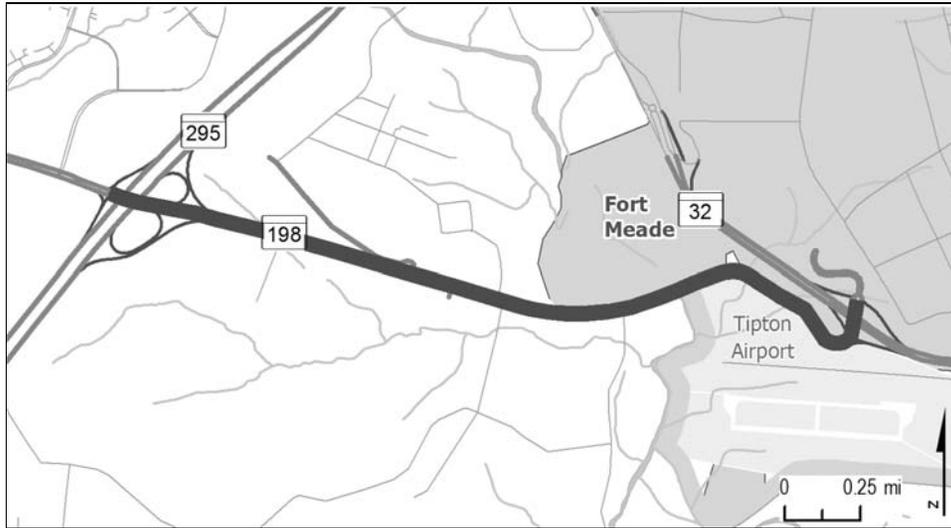
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 25,400 - 38,800

PROJECTED (2035) - 47,000



**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 2)
- MD 175, National Business Parkway to McCarron Court (Line 3)
- MD 175, Disney Road to Reece Roads (Line 4)
- MD 175, MD 295 to MD 170 (Line 7)

**STATUS:** County contributed \$3.5 million for the planning phase. Engineering underway for segment from Corridor Market Place to MD 295 (Phase 1) and the partial interchange at MD 198 and MD 295.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,500	3,500	0	0	0	0	0	0	0	0
Engineering	2,000	894	800	306	0	0	0	0	1,106	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,500	4,394	800	306	0	0	0	0	1,106	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 (2016) - 27,150

PROJECTED (2035) - 43,000

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

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Southern Anne Arundel County; resurface	12,967	Completed
2		At various locations in Northern Anne Arundel County; resurface	12,287	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	MD 2	Solomon's Island Road; at Owensville Sudley Road; geometric improvements	3,417	Completed
4	MD 2	Solomon's Island Road; at MD 256; geometric improvements	2,967	Completed
5	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,928	Completed
<b><u>Traffic Management</u></b>				
6	I 97	Washington Boulevard; At US 1 and I-97 - generator back-up systems; signal systemization	27	Completed
7	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	2,080	Completed
<b><u>Bicycle Retrofit</u></b>				
8	MD 170	Camp Meade Road; MD 648 to MD 762; bicycle retrofit	1,649	Completed
<b><u>TMDL Compliance</u></b>				
9	I 97 SB	West of East-West Boulevard; drainage improvement	608	Completed

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

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
10		At various location in Anne Arundel County; surface treatment	1,283	FY 2017
11		At various locations in Anne Arundel County; patching	1,887	FY 2017
12		At various locations in South Anne Arundel County; mill and resurface	13,188	Under construction
13		At various locations in North Anne Arundel County; mill and resurface	12,616	Under construction
14		At various locations in Anne Arundel County; joint sealing	707	Under construction
15	MD 174	Reece Road; Old Quarterfield Road to MD 3 Business; safety and resurface	412	FY 2017
16	MD 295 SB	Baltimore Washington Parkway; Hanover Road to Winterson Road; safety and resurface	2,610	FY 2017
17	MD 980 B	MD 4 - Service Road; Wrighton Road to Talbot Road; safety and resurface	632	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
18		Bridge 0205800, 0207400, 0211600, 0216901, 0216902 on MD 175 and MD 10; clean/paint bridges	1,934	Completed
19	MD 450	Defense Highway; Bridge 02243X0, 02335X0, 02288X0, 02244X0 on MD 450; miscellaneous	1,000	FY 2018
<b><u>Safety/Spot Improvement</u></b>				
20		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2018
21	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,767	Completed

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

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
22	MD 32	Sappington Station Road and MD 175; drainage improvement	2,200	Completed
23	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,567	FY 2017
24	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2018
25	MD 258	Bay Front Road; MD 794; geometric improvements	1,892	Under construction
26	MD 450	North of World War 2 memorial; drainage improvement	481	FY 2017
<b><u>Urban Reconstruction</u></b>				
27	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruction (Funded for preliminary engineering)	2,500	Design Underway
<b><u>Noise Barriers</u></b>				
28	I 97	At Oakdale - Type 1A noise barrier; noise abatement	5,524	Completed
<b><u>Traffic Management</u></b>				
29	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,711	Under construction
<b><u>Environmental Preservation</u></b>				
30		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US50 to MD3); landscape	3,296	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements</u></b>				
31	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	4,966	Under construction
32	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	Under construction
<b><u>TMDL Compliance</u></b>				
33		At various locations in Anne Arundel County - Group 1A; drainage improvement	2,860	FY 2017
34		At various locations in Anne Arundel County; drainage improvement	1,144	FY 2017
35		At various locations - Group 1; drainage improvement	3,432	FY 2017
36		At various locations in Anne Arundel County - Group 1; drainage improvement	1,746	FY 2017
37	MD 665	Aris T. Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,315	Under construction
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
38		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	FY 2018
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
39		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Underway

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

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

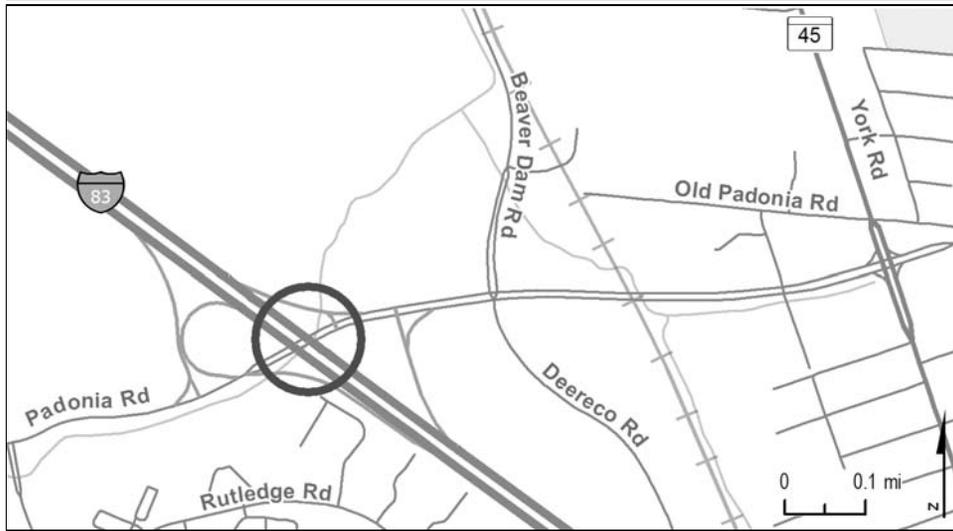
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Environmental Mitigation</u></b>				
40		Rutland Road Fish Passage	748	FY 2017
41		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2017
<b><u>Congressional Earmarks</u></b>				
42		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	





***BALTIMORE COUNTY***





**PROJECT:** I-83, Harrisburg Expressway

**DESCRIPTION:** Replace Bridge 03062 over Padonia Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge carrying northbound and southbound I-83 over Padonia Road was constructed in 1950 and does not allow for shoulders and sidewalks on Padonia Road. Bridge is nearing the end of its structural life.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 bridge is functionally obsolete and structurally deficient. Bridge serves as a major link along the I-83 commuter and freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and City.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increase of \$10.0 million is due to a revision in the scope of work to add a turn lane, and a Construction estimate increase based on recent bids.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	598	342	0	0	0	0	0	342	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,000	0	0	0	5,200	14,800	0	0	20,000	0
Total	20,940	598	342	0	5,200	14,800	0	0	20,342	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

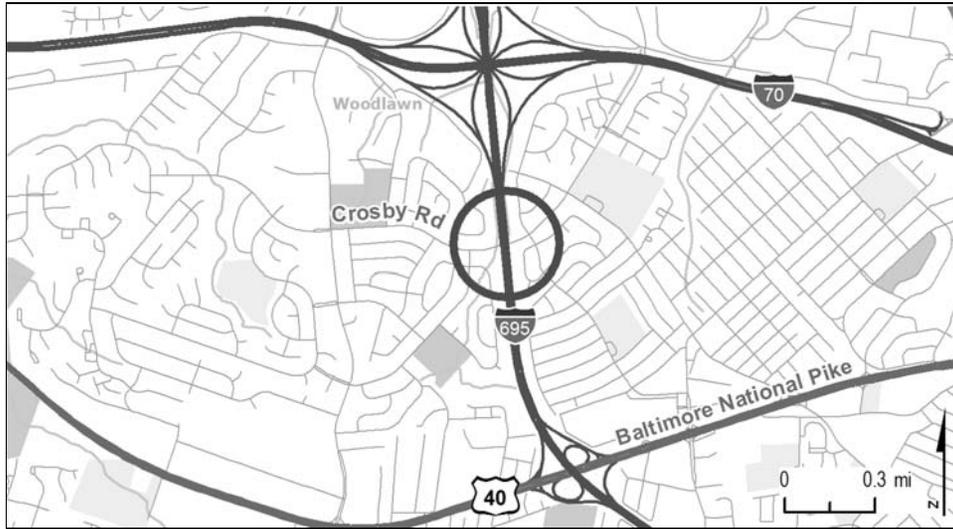
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 120,850

PROJECTED (2035) - 141,700



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 03125 on Crosby Road over I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** This bridge, constructed in 1961, is nearing the end of its structural life. Replacement bridge will accommodate ultimate section of I-695.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-695, I-95 to MD 122 (Line 14)

**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. This segment of I-695 is one of the most heavily traveled. The project enhances safety, operation, and accommodates pedestrians and bicycles.

**STATUS:** Engineering and Right-to-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.0 million is due to a revised engineer's estimate and additional Right-of-Way needs.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	941	328	256	153	153	51	0	0	613	0
Right-of-way	33	0	15	18	0	0	0	0	33	0
Construction	8,000	0	504	3,456	3,096	944	0	0	8,000	0
Total	8,974	328	775	3,627	3,249	995	0	0	8,646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

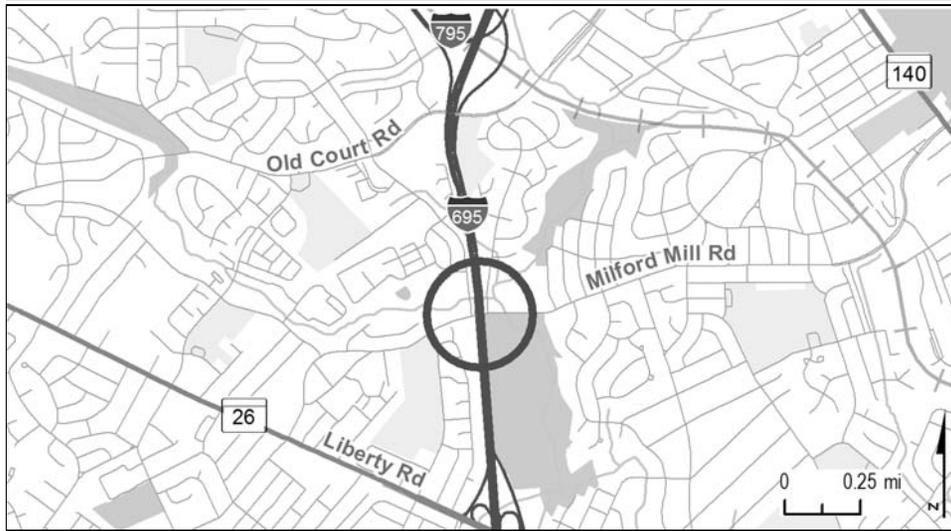
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 12,700

PROJECTED (2035) - 14,000



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 03140 over Milford Mill Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-695, I-95 to MD 122 (Line 14)

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

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

**EXPLANATION:** The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,617	20,348	6,269	0	0	0	0	0	6,269	0
Total	28,052	21,783	6,269	0	0	0	0	0	6,269	0
Federal-Aid	24,305	19,459	4,846	0	0	0	0	0	4,846	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 207,750

PROJECTED (2035) - 248,400



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate for the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook 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:**

**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. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate configuration of this section of the beltway.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$3.3 million is due to the relocation of utilities and additional noise and retaining wall work.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	14,384	12,889	587	641	267	0	0	0	1,495	0		
Right-of-way	4,100	2,545	541	380	380	254	0	0	1,555	0		
Construction	87,452	12,469	14,150	15,389	17,072	21,870	6,502	0	74,983	0		
Total	105,936	27,903	15,278	16,410	17,719	22,124	6,502	0	78,033	0		
Federal-Aid	74,430	18,285	13,668	15,355	15,332	11,790	0	0	56,145	0		

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 200,300

PROJECTED (2035) - 251,600



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replacement of Bridge 03113 on I-695 Inner Loop over Benson Ave. and Bridge 03114 on I-695 Inner Loop over Leeds Ave., US 1, AMTRAK and Herbert Run. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-695, I-95 to MD 122 (Line 14)

**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 checked="" type="checkbox"/> Economic Prosperity |

**EXPLANATION:** The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the entrance of it to US 1.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,596	1,596	0	0	0	0	0	0	0	0
Right-of-way	4,731	1,037	2,415	1,279	0	0	0	0	3,694	0
Construction	43,204	20,524	15,043	7,637	0	0	0	0	22,680	0
Total	49,531	23,157	17,458	8,916	0	0	0	0	26,374	0
Federal-Aid	45,620	20,220	16,629	8,771	0	0	0	0	25,400	0

**CLASSIFICATION:**

STATE - Principal Arterial

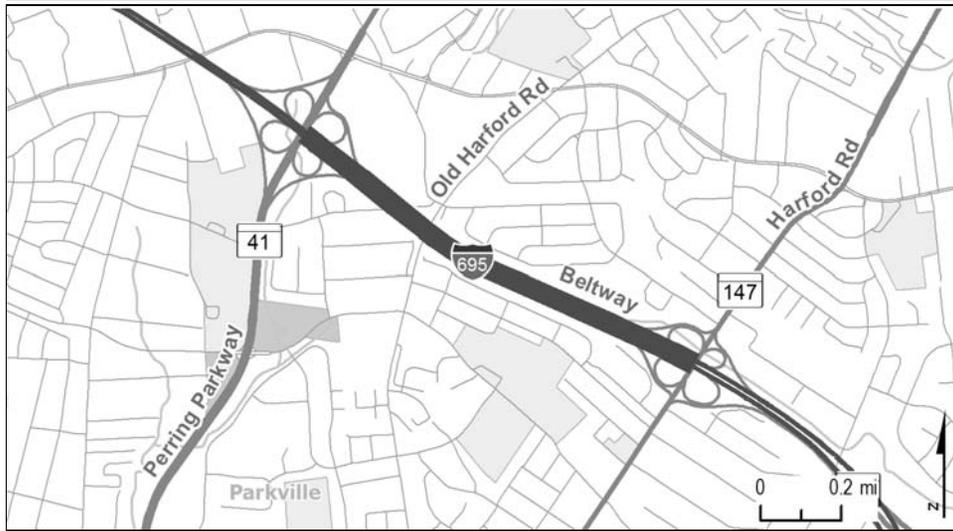
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 202,200  
 4,500 (Leeds Ave. ramp)

**PROJECTED (2035) -** 247,800  
 6,400 (Leeds Ave. ramp)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project will provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695; the replacement of the existing Old Harford Road bridge over I-695, and ramp modifications on the Inner Loop of I-695 at the MD 147 interchange.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations along this segment of I-695. The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-695, I-83 to I-95 (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:** This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

**STATUS:** Construction underway.

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

PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,199	4,614	294	291	0	0	0	0	0	585	0
Right-of-way	1,682	632	1,050	0	0	0	0	0	0	1,050	0
Construction	26,517	17,037	9,480	0	0	0	0	0	0	9,480	0
<b>Total</b>	<b>33,398</b>	<b>22,283</b>	<b>10,824</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,115</b>	<b>0</b>
Federal-Aid	5,327	3,875	1,200	252	0	0	0	0	0	1,452	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 160,825

PROJECTED (2035) - 181,275



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,405	1,405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,374	5,229	5,145	0	0	0	0	0	5,145	0
Total	11,779	6,634	5,145	0	0	0	0	0	5,145	0
Federal-Aid	10,010	5,536	4,474	0	0	0	0	0	4,474	0

**CLASSIFICATION:**

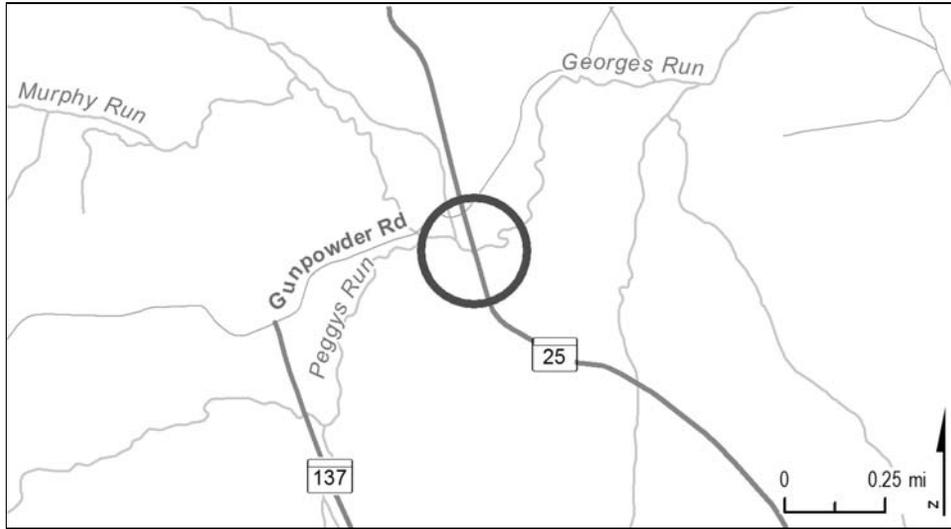
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) - 78,500**

**PROJECTED (2035) - 93,475**



**PROJECT:** MD 25, Falls Road

**DESCRIPTION:** Replace Bridge 03019 to Georges Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge, constructed in 1932, is nearing the end of its structural life and needs to be replaced.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 bridge serves as an important link along the MD 25 corridor, and is structurally deficient.

**STATUS:** Open to Service.

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

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	970	970	0	0	0	0	0	0	0	0	0	0
Right-of-way	397	178	115	104	0	0	0	0	0	219	0	0
Construction	3,524	3,499	25	0	0	0	0	0	0	25	0	0
Total	4,891	4,647	140	104	0	0	0	0	0	244	0	0
Federal-Aid	611	468	143	0	0	0	0	0	0	143	0	0

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

**CLASSIFICATION:**

STATE - Rural Major Collector

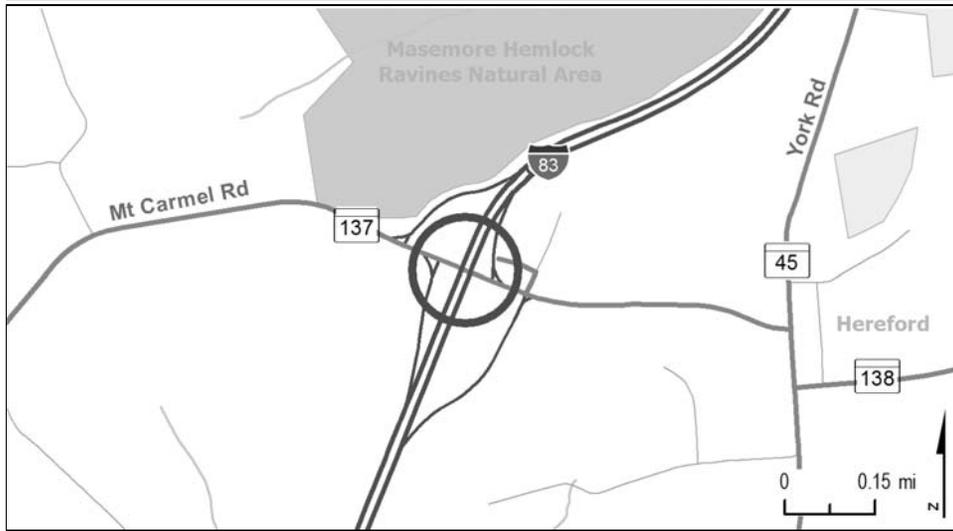
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 4,650

PROJECTED (2035) - 7,625



**PROJECT:** MD 137, Mount Carmel Road

**DESCRIPTION:** Replace Bridge 03050 over I-83. Bicycle and pedestrian improvements will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This bridge was constructed in 1955, is listed as structurally deficient, and 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:** This bridge is structurally deficient. This bridge links communities on either side of I-83. I-83 is a major commuter and freight route and links southern Pennsylvania to Baltimore County and Baltimore City.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

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

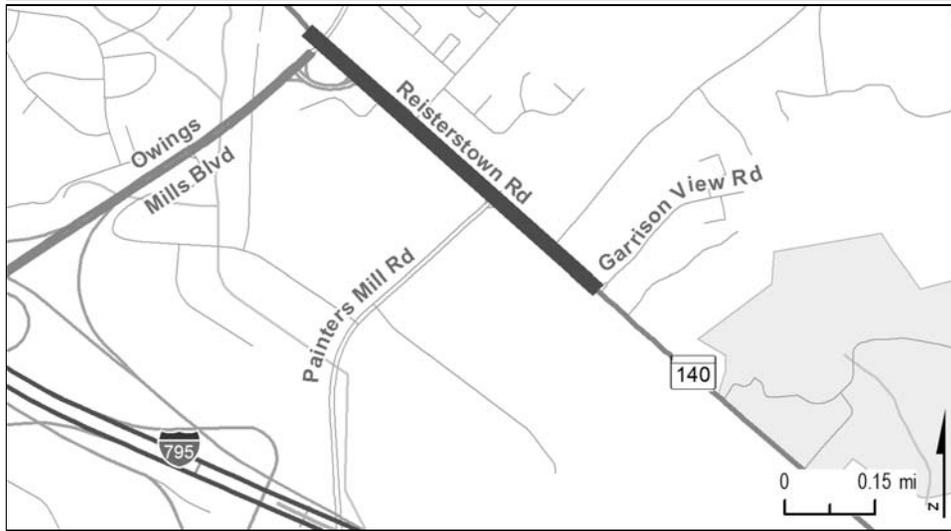
PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	897	680	217	0	0	0	0	0	0	217	0
Right-of-way	128	7	22	29	29	29	12	0	0	121	0
Construction	4,000	0	0	2,944	1,056	0	0	0	0	4,000	0
Total	5,025	687	239	2,973	1,085	29	12	0	0	4,338	0
Federal-Aid	611	468	143	0	0	0	0	0	0	143	0

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Rural Minor Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 8,650  
 PROJECTED (2035) - 11,000



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements and 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 proposed development in the area, including the Transit Oriented Development at the Owings Mills Metro Station and Foundry Row.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 Owings Mills Boulevard (Line 18)

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

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

**EXPLANATION:** This project will relieve congestion, accommodate development in the area, and provide bike and pedestrian accommodations to current MDOT policy.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,339	149	0	0	0	0	0	149	0
Right-of-way	3,838	2,319	986	533	0	0	0	0	1,519	0
Construction	12,565	4,118	5,064	1,913	1,470	0	0	0	8,447	0
Total	17,891	7,776	6,199	2,446	1,470	0	0	0	10,115	0
Federal-Aid	1,076	956	120	0	0	0	0	0	120	0

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 39,600

**PROJECTED (2035) -** 49,600



**PROJECT:** US 1, Washington Boulevard

**DESCRIPTION:** Replace Bridge 03008 over CSX.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge, built in 1930, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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:** This structurally deficient bridge links communities in Baltimore and Howard Counties.

**STATUS:** Engineering Underway. Construction to begin during budget fiscal year.

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

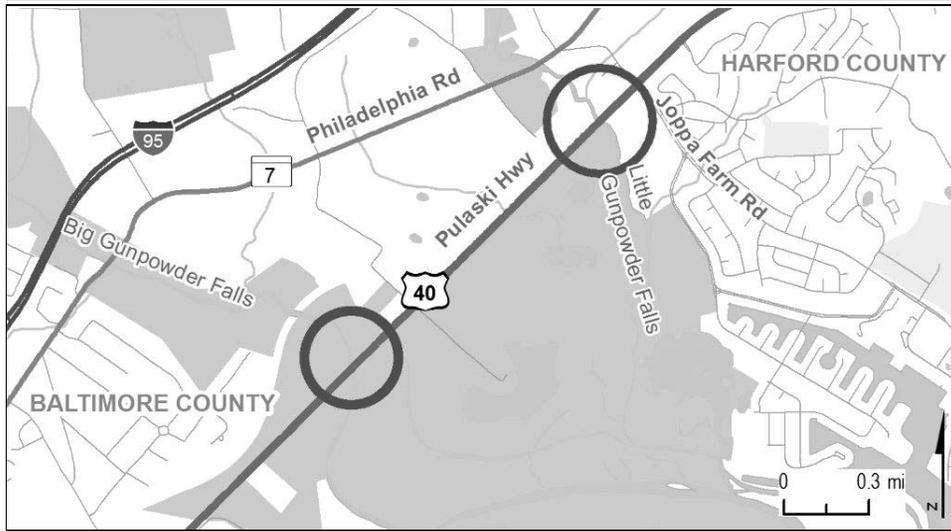
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	610	379	187	0	0	0	0	566	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	5,250	19,750	0	0	0	25,000	0
Total	26,176	610	379	5,437	19,750	0	0	0	25,566	0
Federal-Aid	337	231	57	49	0	0	0	0	106	0

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 23,400  
 PROJECTED (2035) - 28,500



**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 structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 structurally deficient bridges link communities in Baltimore and Harford Counties.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$4.1 million is due to a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to the acquisition of necessary environmental permits.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,065	1,443	1,039	583	0	0	0	0	1,622	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,500	0	0	4,455	9,045	0	0	0	13,500	0
Total	16,565	1,443	1,039	5,038	9,045	0	0	0	15,122	0
Federal-Aid	12,950	1,130	824	3,941	7,055	0	0	0	11,820	0

**CLASSIFICATION:**

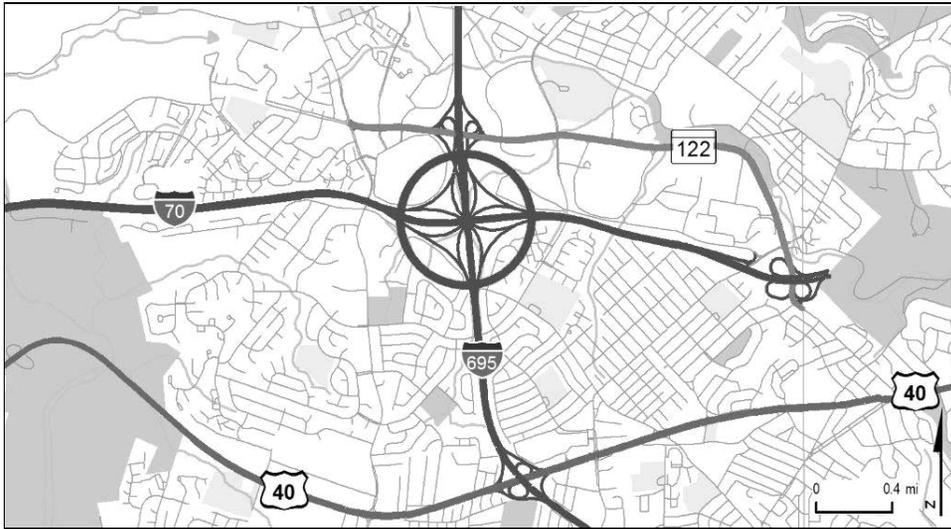
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 24,675

PROJECTED (2035) - 41,225



**PROJECT:** I-70 and I-695, Baltimore Beltway

**DESCRIPTION:** I-70/I-695 Interchange study to replace/rehabilitate bridges, 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904.

**JUSTIFICATION:** The bridges are nearing the end of their useful life and will need to be widened to accommodate the ultimate configuration of the beltway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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, Crosby Road (Line 2)
- I-695, I-95 to MD 122 (Line 14)
- I-695, Interim improvements (Line 16)

**STATUS:** Planning underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,000	129	750	121	0	0	0	0	0	871	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	129	750	121	0	0	0	0	0	871	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.7 miles).

**JUSTIFICATION:** This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

**ASSOCIATED IMPROVEMENTS:**

- I-695, Crosby Road Bridge Replacement (Line 2)
- I-695, US 40 to MD 144, SWOL Widening (Line 4)
- I-695, Benson Ave., Leeds Ave. US 1, Amtrak, and Herbert Run Bridge Replacement (Line 5)
- I-70/675, Interchange study to replace/rehabilitate bridges (Line 13)
- I-695, Interim improvements (Line 16)

**STATUS:** Engineering on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,426	1,426	0	0	0	0	0	0	0	0	
Engineering	6,669	6,669	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,095	8,095	0	0	0	0	0	0	0	0	
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

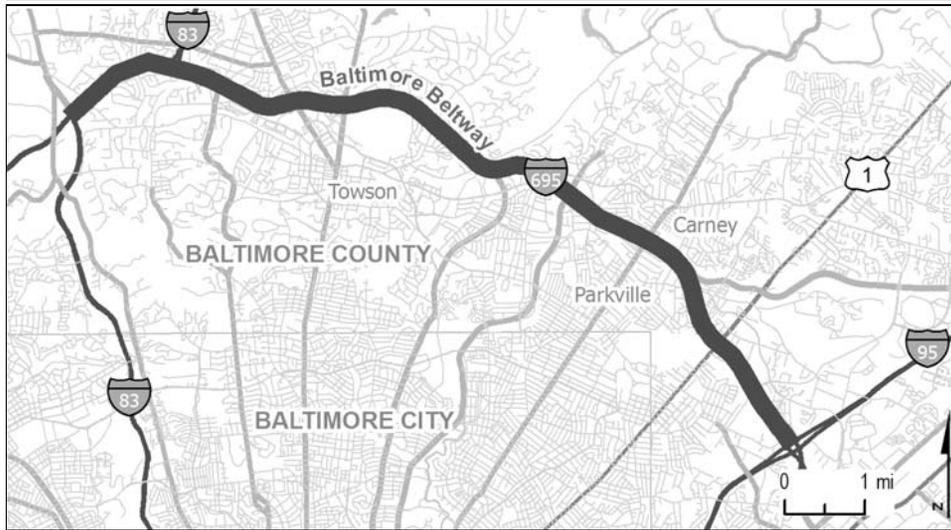
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (JFK) (11.4 miles).

**JUSTIFICATION:** This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-695, MD 41 to MD 147 (Line 6)  
 I-695, Interim improvements (Line 16)

**STATUS:** Engineering on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,827	1,827	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,953	5,953	0	0	0	0	0	0	0	0
Federal-Aid	4,256	4,256	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 (2016) - 222,500

PROJECTED (2035) - 242,300



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

**JUSTIFICATION:** The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

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

**ASSOCIATED IMPROVEMENTS:**

I-695, I-95 to MD 122 (Line 14)  
 I-695, I-83 to I-95 (Line 15)

**STATUS:** Operational studies on-hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Engineering funding deferred to FY 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	117	117	0	0	0	0	0	0	0	0
Engineering	10,000	0	0	0	0	0	0	0	0	10,000
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,117	117	0	0	0	0	0	0	0	10,000
Federal-Aid	117	117	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

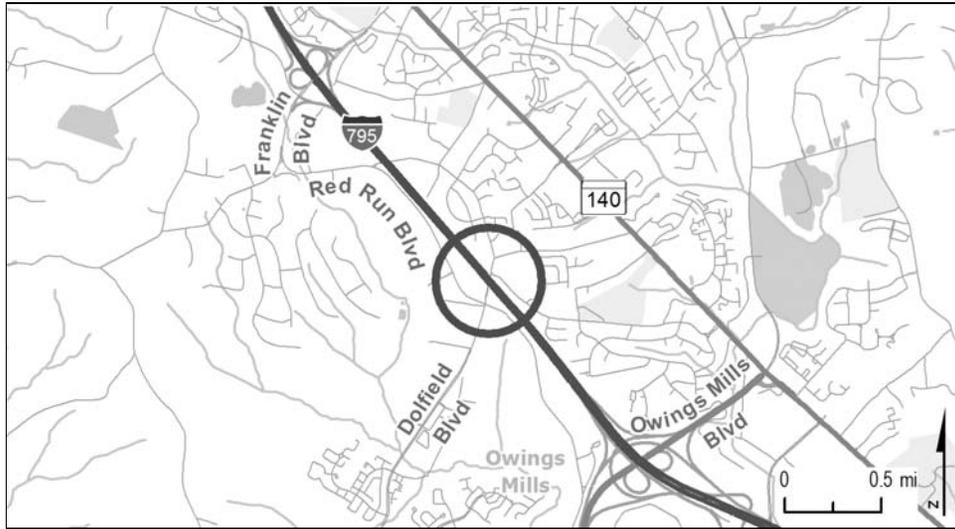
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 160,820 - 222,500

PROJECTED (2035) - 181,275 - 262,300



**PROJECT:** I-795, Northwest Expressway

**DESCRIPTION:** Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from 4 to 6 lanes.

**JUSTIFICATION:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 Owings Mills Boulevard (Line 18)

**STATUS:** Engineering underway. County contributed \$0.625 million towards Planning.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,451	3,451	0	0	0	0	0	0	0	0
Engineering	5,000	2,165	1,100	900	835	0	0	0	2,835	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,451	5,616	1,100	900	835	0	0	0	2,835	0
Federal-Aid	4,124	1,572	990	810	752	0	0	0	2,552	0

**CLASSIFICATION:**

STATE - Principal Arterial

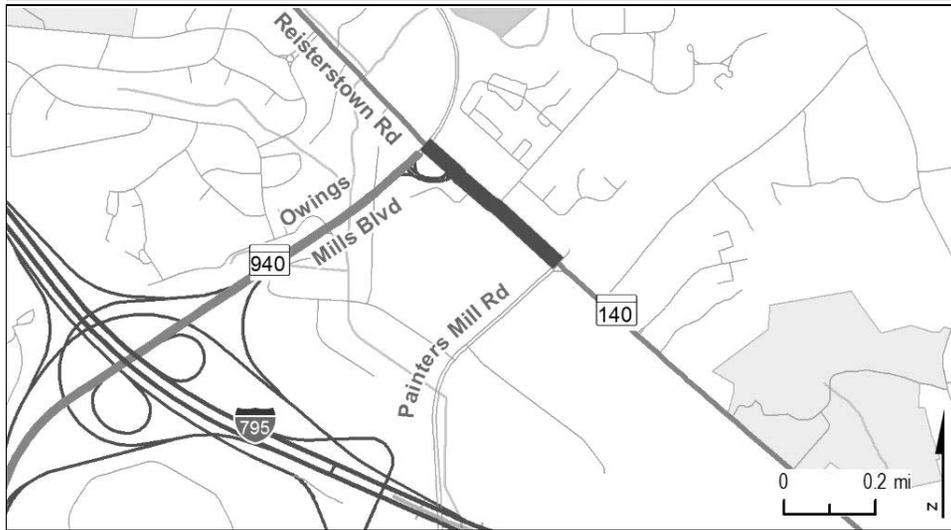
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 77,350

PROJECTED (2035) - 119,900



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.4 miles).

**JUSTIFICATION:** This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 10)  
 I-795, at Dolfield Road (Line 17)

**STATUS:** Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	2,984	700	642	0	0	0	0	1,342	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	2,984	700	642	0	0	0	0	1,342	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 (2016) -** 39,600 (MD 140)

**PROJECTED (2035) -** 49,600 (MD 140)

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Baltimore County - east of I-83; resurface	7,556	Completed
2		At various locations in Baltimore County - west of I-83; resurface	8,566	Completed
3	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	6,010	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4	MD 129	Park Heights Avenue; bridge 0314700 over I 695; bridge rehabilitation	6,058	Completed
5	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	8,806	Completed
<b><u>Traffic Management</u></b>				
6	I 83	At Shawan Road; lighting	1,656	Completed
<b><u>Bicycle Retrofit</u></b>				
7	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,165	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8		At various locations in east Baltimore County; mill and resurface	12,661	Under construction
9	I 95	Howard County line to US 1; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	8,692	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
10		At various locations in west Baltimore County; mill and resurface	11,887	Under construction
11	US 1	Belair Road; I-695 to Still Meadow Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,004	FY 2018
12	US 1 AL	Washington Boulevard; Howard/Baltimore County line to 550 ft south of CSX railroad tracks; safety and resurface	2,248	FY 2017
13	US 1 AL	Washington Boulevard; I-695 to Baltimore County/City line; resurface	2,378	Completed
14	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	2,794	Under construction
15	MD 45	York Road; North of Padonia to Wight Avenue; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,444	FY 2017
16	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	8,175	Completed
17	I 83 NB	Harrisburg Expressway; Shawan Road to Mt Carmel Road; safety and resurface	5,907	FY 2017
18	I 95	Baltimore County/City line to US 1; safety and resurface	8,555	FY 2017
19	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	5,475	Under construction
20	MD 138	Sheppard Road; Gunpowder Falls Bridge to JM Pearce Road; resurface	2,594	Completed
21	MD 140	Reisterstown Road; Milford Mill Road to the Baltimore County/City line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,420	FY 2017

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
22	I 195	Metropolitan Boulevard; Francis Avenue to Anne Arundel County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,825	Under construction
23	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	3,474	Completed
24	I 695	Baltimore Beltway; Greenspring Avenue to Falls Road; safety and resurface	5,000	FY 2017
25	I 695	Baltimore Beltway; MD 140 to Stevenson Road - outer and inner loop; safety and resurface	3,539	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
26		Existing bridges on Harrisburg Expressway, Falls Road and Philadelphia Road; clean/paint bridges	1,824	FY 2017
27	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,168	Under construction
28	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	3,769	Under construction
29	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	5,974	Under construction
<b><u>Safety/Spot Improvement</u></b>				
30	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,819	Under construction
31	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,708	Under construction
32	MD 43 WB	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	375	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
33	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,097	Under construction
34	I 695	Baltimore Beltway; at Cromwell Bridge Road; drainage improvement	3,432	FY 2017
35	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	9,383	Completed
<b><u>Urban Reconstruction</u></b>				
36	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only) (project on hold)	4,190	
37	US 40	Baltimore National Pike; At Mohr's Lane; urban reconstruction	6,623	Under construction
<b><u>Noise Barriers</u></b>				
38	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 750 ft north of Dogwood Road; noise abatement	4,138	FY 2018
<b><u>Traffic Management</u></b>				
39	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,133	Under construction
40	I 95	At I-695; lighting	1,999	FY 2017
41	I 695	Baltimore Beltway; at US 40 (westside), MD 26; lighting	1,149	Under construction
42	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Road; signing	7,275	Under construction
43	I 795	Northwest Expressway; I-795 and Franklin, I-795 at MD 140; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,942	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Environmental Preservation</u></b>				
44	I 83	Harrisburg Expressway; IRVM, vegetation management - I-695 split to MD/PA line - Phase 1; landscape	3,498	FY 2017
45	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	1,682	Under construction
<b><u>Intersection Capacity Improvements</u></b>				
46	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,710	Under construction
<b><u>TMDL Compliance</u></b>				
47		At various locations in Baltimore County - Group 1B; drainage improvement	3,432	FY 2017
48		At various locations in Baltimore County - Group 1; drainage improvement	2,895	FY 2017
49		Jones Falls; wetlands replacement (Project on hold)	1,876	FY 2018
50		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	711	Under construction
51		Tree establishment at various locations in Baltimore County; landscape	2,418	FY 2018



**SHA**



***BALTIMORE CITY***



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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Historic Preservation</u></b>		
1		Community based historic research along US 40 corridor	71	Completed
		<b><u>Congressional Earmarks</u></b>		
2		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.52 million; CO) (Baltimore City Project) (complete)	0	
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
3		Inner Harbor Crosswalks and Bicycle Way; complete eight intersection upgrades on Pratt Street from Light Street to President Street	1,050	FY 2017
4		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	FY 2017
5		Potomac Street Cycle Track - Phase II; construct two way cycle track on Potomac Street between Eastern Avenue and Boston Street	418	FY 2018
6		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2017
7		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Underway

**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	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
8		Historic Red Caboose Restoration at President Street Station	60	FY 2018
		<b><u>Historic Preservation</u></b>		
9		St. Paul Place and Preston Gardens	1,778	Underway
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
10		West Baltimore MARC Station Beautification	102	Underway
		<b><u>Congressional Earmarks</u></b>		
11		State Center intersection improvements in Baltimore City (Earmark \$0.8 million; PE) (Design) (Baltimore City Project) (Project on hold)	0	
12		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	
13		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
14		Parking at Clinton Street and Keith Avenue Baltimore Water Taxi (Earmark \$3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
15		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
16		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark \$2 million; CO) (Baltimore City Project)	0	

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

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

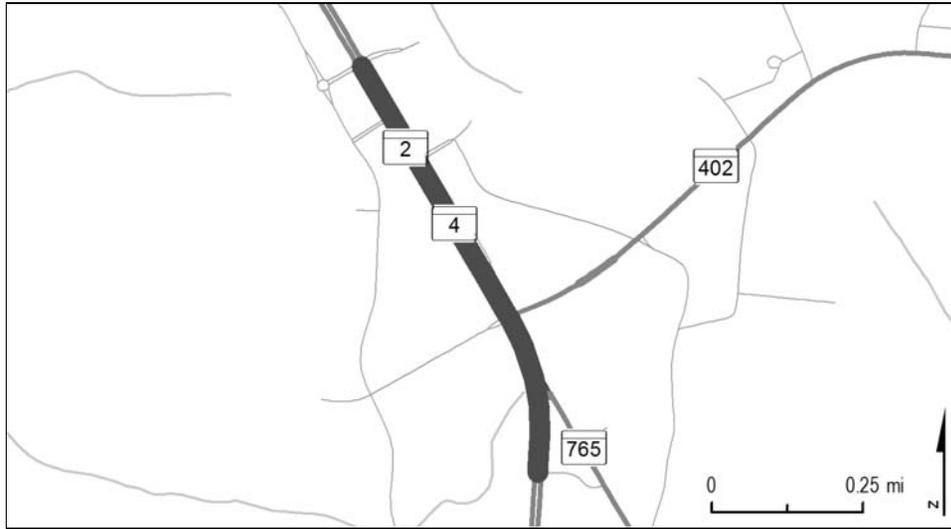
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
17		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.64 million; PE)	0	
18		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore (Project on hold)	0	
19		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
20	US 1	East North Avenue; reconstruction (Earmark \$4 million) (Baltimore City Project)	0	





***CALVERT COUNTY***





**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Upgrade and widen MD 2/4 to a 6 lane divided highway from Fox Run Boulevard to Commerce Lane (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase 2 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

**ASSOCIATED IMPROVEMENTS:**  
 MD 2/4 Corridor, North of Stoakley Road/Hospital Road to south of MD 765A (Line 3)  
 Prince Frederick Boulevard (County Project)

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

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

**EXPLANATION:** MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports critical regional transportation needs.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$6.9 million is due to additional easements for stream mitigation. Construction delay due to the incorporation of County/Developer design changes.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,927	3,312	615	0	0	0	0	0	615	0
Right-of-way	10,732	66	3,000	1,984	2,682	3,000	0	0	10,666	0
Construction	21,944	0	0	7,373	9,304	5,267	0	0	21,944	0
Total	36,603	3,378	3,615	9,357	11,986	8,267	0	0	33,225	0
Federal-Aid	19,484	2,368	0	5,751	7,257	4,108	0	0	17,116	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 45,250

PROJECTED (2035) - 67,250



**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 structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 structurally deficient.

**STATUS:** Construction underway.

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

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0	0
Right-of-way	5,130	1,484	2,365	1,281	0	0	0	0	0	3,646	0
Construction	20,425	3,930	6,918	7,512	2,065	0	0	0	0	16,495	0
Total	27,917	7,776	9,283	8,793	2,065	0	0	0	0	20,141	0
Federal-Aid	19,414	4,536	6,840	6,506	1,532	0	0	0	0	14,878	0

**CLASSIFICATION:**

STATE - Major Collector

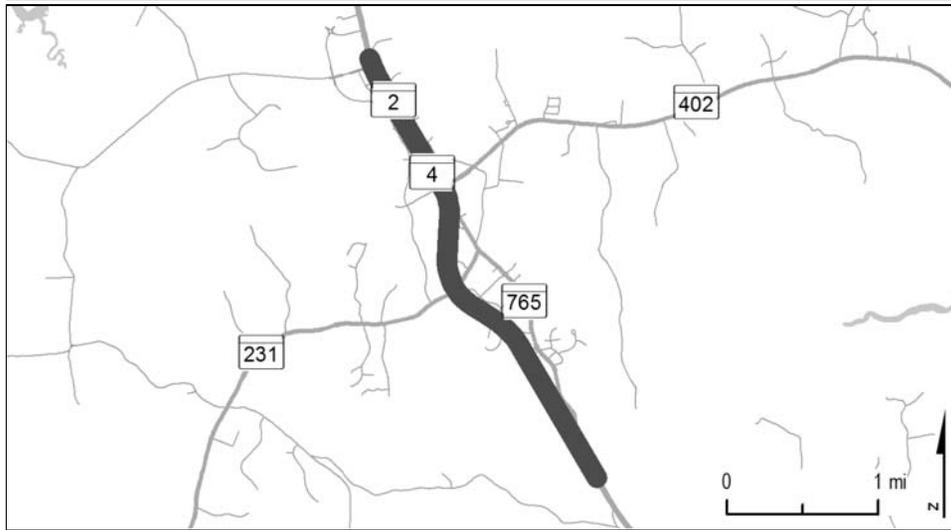
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,150

PROJECTED (2035) - 25,350



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Study to upgrade and widen MD 2/4 to a 6 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 Commerce Lane (Line 1)

**STATUS:** Project on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,417	1,417	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	4,033	4,033	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

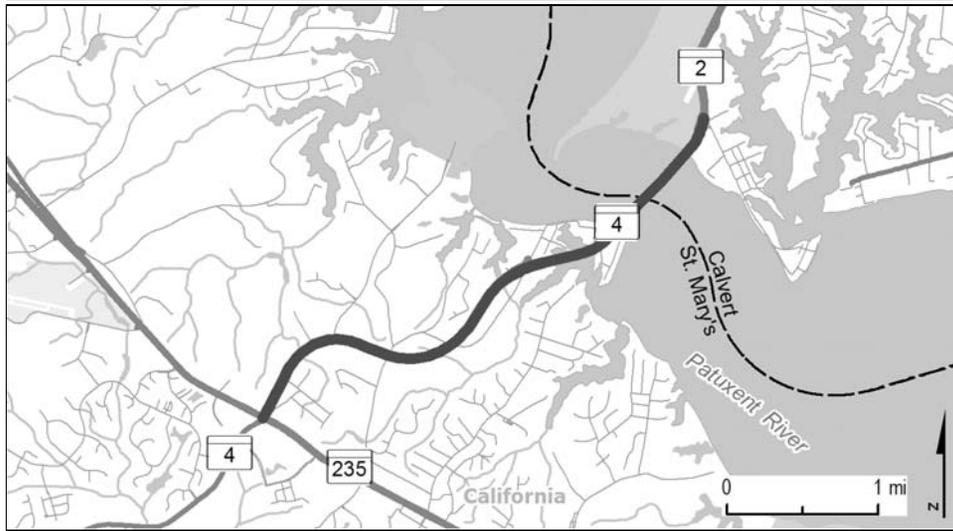
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 50,000

PROJECTED (2035) - 83,600



**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:** Planning is complete. Engineering underway for the bridge.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	5,035	4,921	114	0	0	0	0	0	0	114	0
Engineering	15,000	21	660	3,840	3,750	3,379	2,183	1,167	14,979	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	20,035	4,942	774	3,840	3,750	3,379	2,183	1,167	15,093	0	0
Federal-Aid	3,552	3,438	114	0	0	0	0	0	0	114	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,550

PROJECTED (2035) - 36,650

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

**STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		At various locations in Calvert County; mill and resurface	10,817	Under construction
2		At various locations in Calvert County; resurface	9,650	Completed
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
3	MD 231	Hallowing Point Road; over Patuxent River Bridge 0400800; bridge rehabilitation	4,036	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
4	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	4,140	Under construction
		<b><u>Urban Reconstruction</u></b>		
5	MD 231	Church Street; Heritage Boulevard to MD 765A, MD 756A from Old Fields Lane to Armory Road; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	3,741	Under construction
		<b><u>Sidewalks</u></b>		
6		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	1,128	Under construction
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
7		Solomon's Island Road; construct 2,130 feet of sidewalk along east side of Solomon's Island Road from Langley Lane to Alexander Street	904	FY 2017

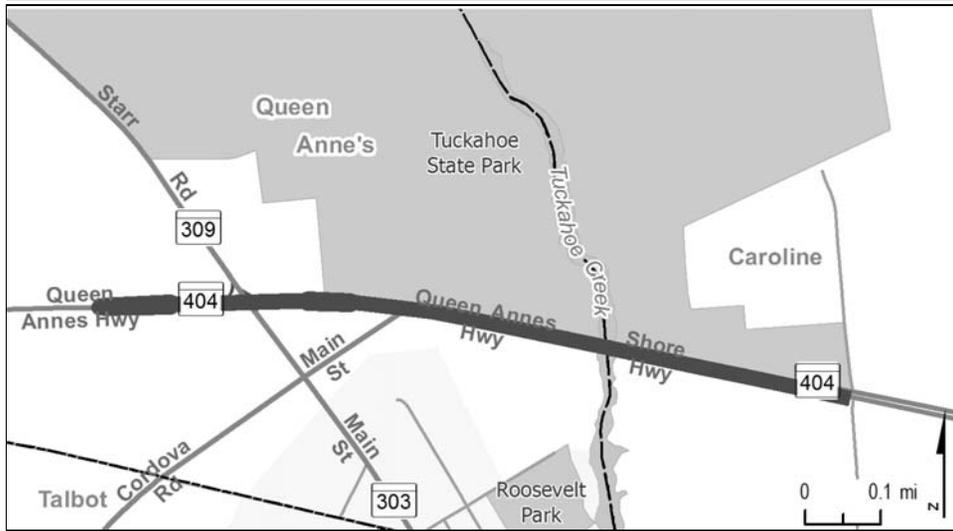


**SHA**



***CAROLINE COUNTY***





**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 404, US 50 to MD 309 Business (Line 2)

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

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

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

**STATUS:** Open to Service.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,184	3,184	0	0	0	0	0	0	0	0
Right-of-way	6,160	4,450	1,075	335	300	0	0	0	1,710	0
Construction	21,858	18,301	3,557	0	0	0	0	0	3,557	0
Total	31,202	25,935	4,632	335	300	0	0	0	5,267	0
Federal-Aid	25,911	21,460	3,816	335	300	0	0	0	4,451	0

**CLASSIFICATION:**

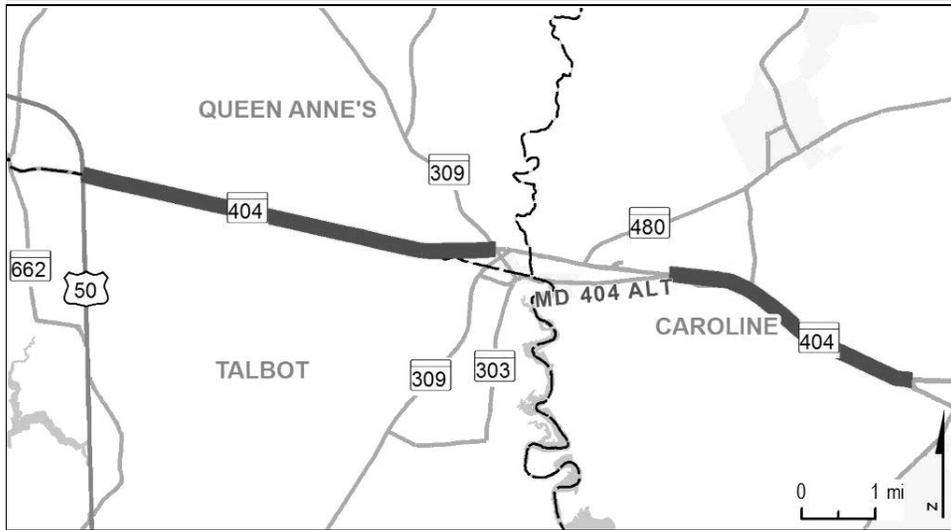
STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 17,050

PROJECTED (2035) - 27,700



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 404, West of MD 309 to Cemetery Road (Line 1)  
 US 50, US 301 to MD 404 (Queen Anne's County Line 4)

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$2.0 million is due to reduced Right-of-Way needs.

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							
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,779	11,779	0	0	0	0	0	0	0	0
Right-of-way	18,839	2,978	4,499	5,697	4,354	1,311	0	0	15,861	0
Construction	127,289	11,245	46,929	69,115	0	0	0	0	116,044	0
Total	158,466	26,561	51,428	74,812	4,354	1,311	0	0	131,905	0
Federal-Aid	119,331	19,713	39,245	55,951	3,400	1,022	0	0	99,618	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

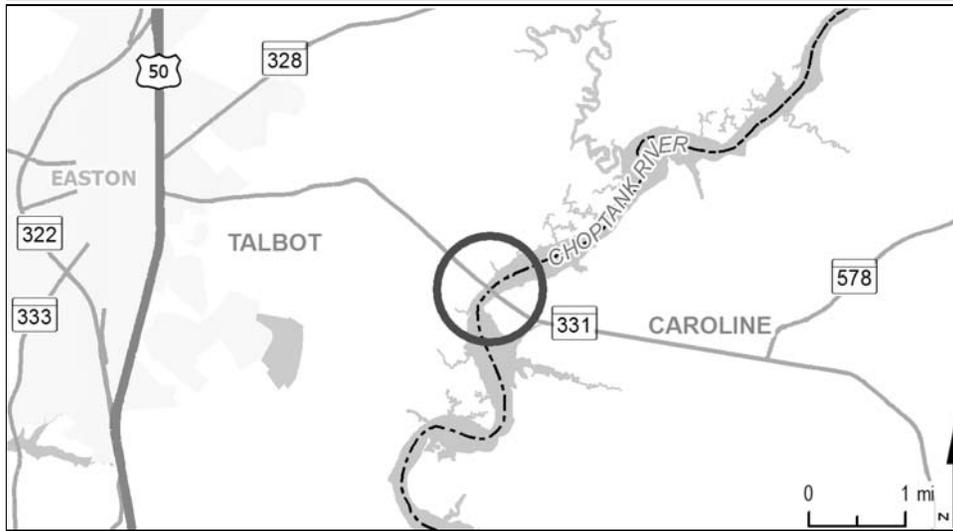
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,175  
 19,900 (Summer)

PROJECTED (2035) - 21,875  
 26,900 (Summer)



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span will be located south of the existing roadway and provide a 50 foot river clearance. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accommodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge, built in 1932, is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	584	584	0	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	0
Right-of-way	3,432	0	2,206	1,226	0	0	0	0	0	3,432	0
Construction	56,373	38,483	9,401	8,489	0	0	0	0	0	17,890	0
Total	62,064	40,742	11,607	9,715	0	0	0	0	0	21,322	0
Federal-Aid	48,696	31,777	8,244	8,675	0	0	0	0	0	16,919	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,750

PROJECTED (2035) - 22,650

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

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		At various locations in Caroline County; resurface	6,745	Completed
2	MD 315	East Central Avenue; at structure 5030 over Marshyhope Creek; safety and resurface	59	Completed
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		At various locations in Caroline County; mill and resurface	6,058	Under construction
4	MD 404 BUS	Meeting House Road; 1st Street to 9th Street; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,315	FY 2017
		<b><u>Urban Reconstruction</u></b>		
5	MD 404 Alt	Main Street; Talbot County Line to Hillsboro Eastern town limit; urban reconstruction (Funded for preliminary engineering)	1,646	Design Underway
		<b><u>Enhancements</u></b>		
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
6		Ridgely Railroad Station - Phase I; rehabilitate and restore historic railroad depot	359	FY 2017
		<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>		
7		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	1,668	FY 2017



***CARROLL COUNTY***





**PROJECT:** MD 30 Bus. Main Street

**DESCRIPTION:** Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.6 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$4.3 million is due to a more detailed estimate.

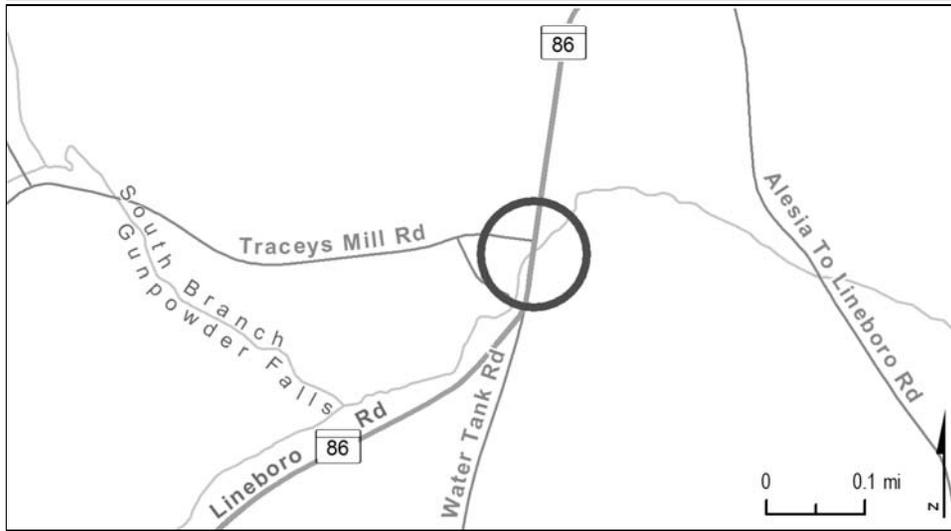
PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,415	4,328	87	0	0	0	0	0	0	87	0
Right-of-way	619	488	89	11	11	11	9	0	0	131	0
Construction	14,943	0	922	4,466	5,451	3,382	722	0	0	14,943	0
Total	19,977	4,816	1,098	4,477	5,462	3,393	731	0	0	15,161	0
Federal-Aid	3,459	3,062	326	71	0	0	0	0	0	397	0

**CLASSIFICATION:**

STATE - Major Collector  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 15,950  
 PROJECTED (2035) - 19,450



**PROJECT:** MD 86, Lineboro Road

**DESCRIPTION:** Replace Bridge 06019 over South Branch of Gunpowder Falls.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1929, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 structurally deficient.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.2 million is due to additional Right-of-Way needs and a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to additional stream stabilization work.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	337	337	0	0	0	0	0	0	0	0	0
Engineering	882	393	327	156	0	0	0	0	0	483	6
Right-of-way	436	0	68	90	90	90	98	0	0	436	0
Construction	6,751	0	0	2,093	4,658	0	0	0	0	6,751	0
Total	8,406	730	395	2,339	4,748	90	98	0	0	7,670	6
Federal-Aid	263	263	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

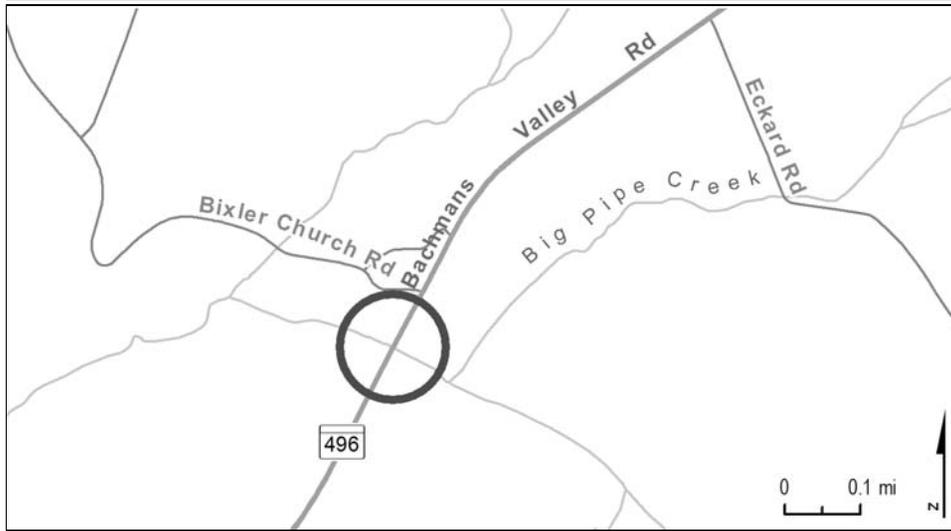
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 4,075

PROJECTED (2035) - 4,750



**PROJECT:** MD 496, Bachmans Valley Road

**DESCRIPTION:** Replace Bridge 06038 over Big Pipe Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 structurally deficient.

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.8 million is due to additional stream restoration work and a revised engineer's estimate.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,284	820	464	0	0	0	0	0	464	0
Right-of-way	71	0	12	59	0	0	0	0	71	0
Construction	4,051	0	851	3,200	0	0	0	0	4,051	0
Total	5,406	820	1,327	3,259	0	0	0	0	4,586	0
Federal-Aid	423	423	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

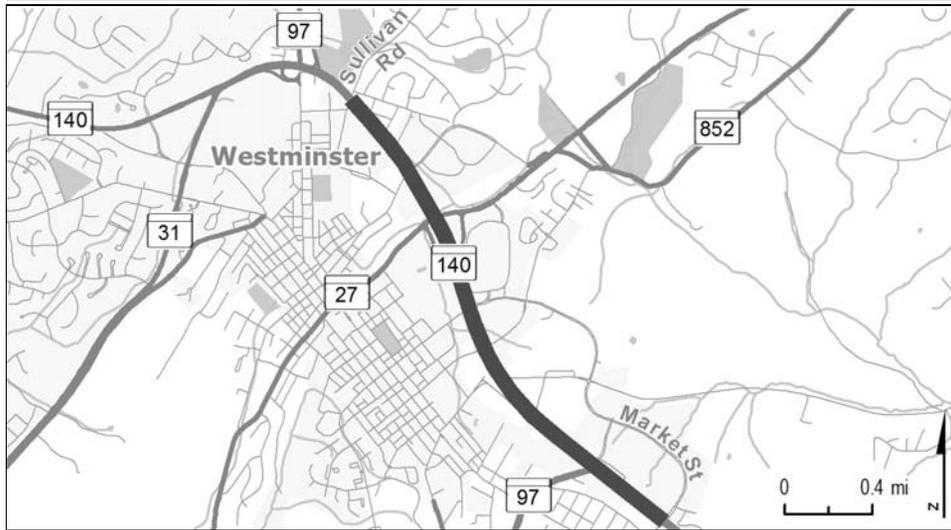
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 5,075

PROJECTED (2035) - 7,050



**PROJECT:** MD 140, Baltimore Boulevard

**DESCRIPTION:** Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through 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 the Priority Funding Area of 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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,431	1,431	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,431	1,431	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

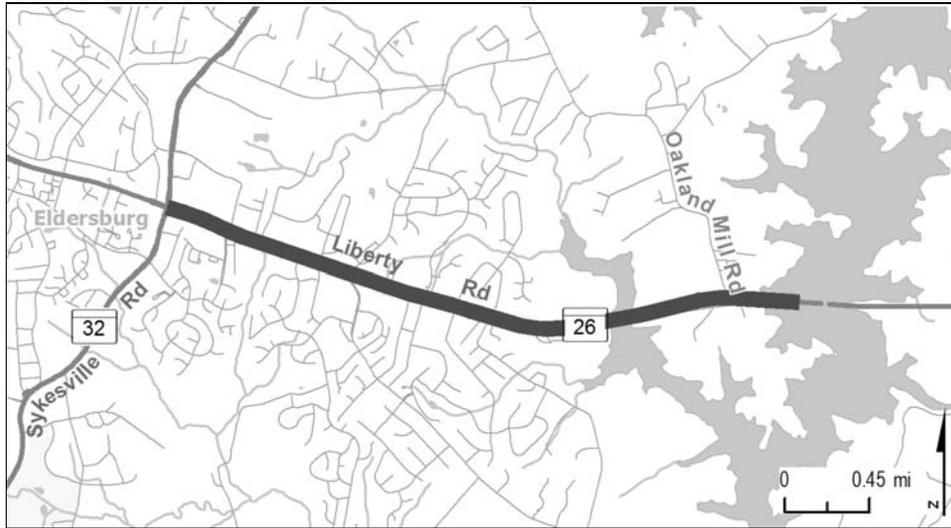
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 51,850 - 63,600

PROJECTED (2035) - 68,200 - 89,350



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

**JUSTIFICATION:** This project would improve operations and safety along this segment of MD 26.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 Planning cost and County contributed \$1.0 million towards Engineering cost.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	1,365	1,365	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	1,655	1,655	0	0	0	0	0	0	0	0
Federal-Aid	228	228	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

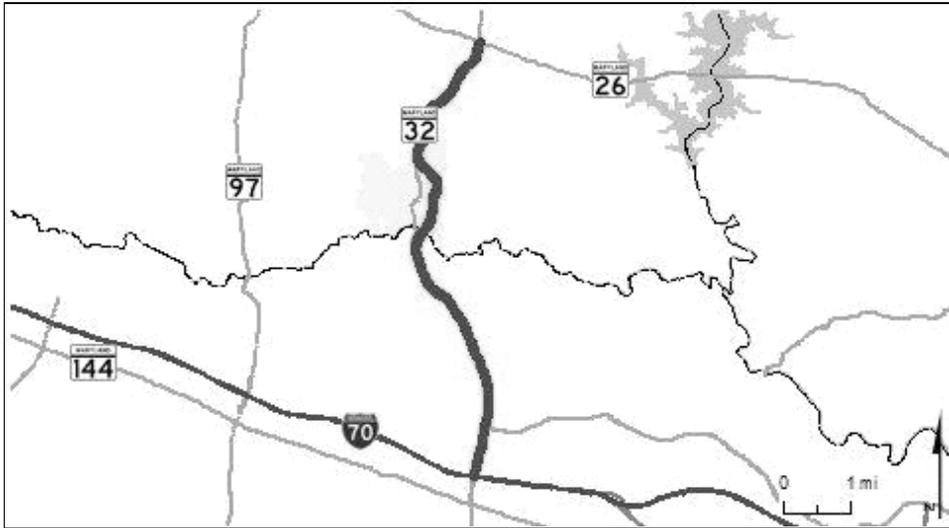
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 27,700 - 28,650

PROJECTED (2035) - 36,800 - 42,950



**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 and around 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 26, Liberty Reservoir to MD 32 (Line 5)

**STATUS:** Planning Underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,250	116	1,134	0	0	0	0	0	1,134	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	116	1,134	0	0	0	0	0	1,134	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 (2016) - 31,800

PROJECTED (2035) - 48,500

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

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
1	MD 140	Baltimore Boulevard; at Pleasant Valley Road; geometric improvements	2,887	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
2		At various locations in Carroll County; resurface	14,953	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	MD 26	Liberty Road; At Oakland Mills Road; geometric improvements	1,100	FY 2017
4	MD 27	Ridge Road; at Center Street; widen and resurface	480	FY 2017
5	MD 31	New Windsor Road; Tahoma Farm Road to Medford Road; widen and resurface	2,199	FY 2017
6	MD 32	Sykesville Road; at MD 97; geometric improvements	2,889	Completed
7	MD 482	Hampstead Mexico Road; Gorsuch Road and Cape Horn Road; geometric improvements	1,900	FY 2017
<b><u>Urban Reconstruction</u></b>				
8	MD 31	High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering)	2,100	Design Underway
9	MD 851	Main Street; Howard County Line to Springfield Avenue; urban reconstruction (Funded for concepts)	594	Concepts Completed

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

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)**

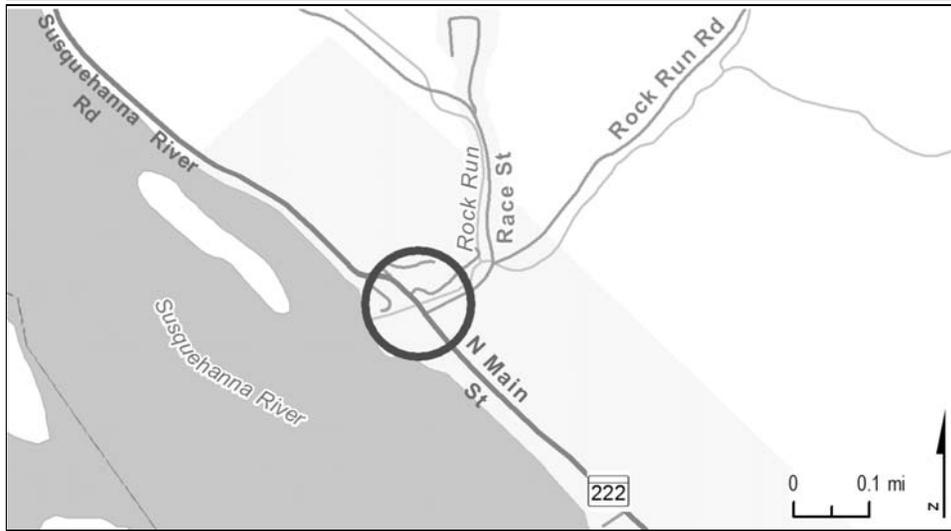
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements</u></b>				
10	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	5,247	FY 2017
11	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	2,213	FY 2018
12	MD 140	Taneytown Pike; WMC Drive to Meadow Branch/Royer Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,955	Under construction
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
13		Manchester Skate Park; construct a pocket wetland at Manchester Skate Park	756	FY 2018
14		Elderwood SWM Basin and Oklahoma Phase IV SWM Facility	1,047	FY 2018
15		Finksburg Industrial Park Stormwater Management Facility	761	FY 2017

**SHA**



***CECIL COUNTY***





**PROJECT:** MD 222, N. Main Street

**DESCRIPTION:** Replace Bridge 07027 over Rock Run. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1930, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 bridge substructure and superstructure require reconstruction.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				
					.....2019.....	.....2020.....	.....2021.....	.....2022.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,013	1,002	0	0	0	0	0	0	11
Right-of-way	188	42	60	86	0	0	0	0	146
Construction	3,461	6	3,002	453	0	0	0	0	3,455
Total	4,662	1,050	3,062	539	0	0	0	0	3,601
Federal-Aid	727	724	3	0	0	0	0	0	3

**CLASSIFICATION:**

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 2,900

PROJECTED (2035) - 4,200



**PROJECT:** MD 272, Mauldin Ave

**DESCRIPTION:** Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1954, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 structurally deficient. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.

**STATUS:** Construction to resume during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Project being readvertised.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,405	2,405	0	0	0	0	0	0	0	0	
Right-of-way	436	436	0	0	0	0	0	0	0	0	
Construction	18,529	5,026	10,585	2,918	0	0	0	0	13,503	0	
Total	21,370	7,867	10,585	2,918	0	0	0	0	13,503	0	
Federal-Aid	16,036	5,846	7,878	2,312	0	0	0	0	10,190	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 25,175

PROJECTED (2035) - 33,900

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

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		At various locations in Cecil County; resurface	1,463	Completed
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		At various locations in Cecil County; mill and resurface	6,434	FY 2017
3		At various locations in Cecil County; resurface	6,913	Under construction
4	US 40	Pulaski Highway; MD 222 to MD 272; safety and resurface	8,122	Under construction
5	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	4,978	Under construction
6	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	1,462	Under construction
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
7	MD 213	Augustine Herman Highway; Structure 07071X0 over Branch Big Elk Creek; small structure replacement	498	FY 2017
		<b><u>Safety/Spot Improvement</u></b>		
8	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017
9	MD 213	Augustine Herman Highway; at MD 279; geometric improvements	1,085	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)**

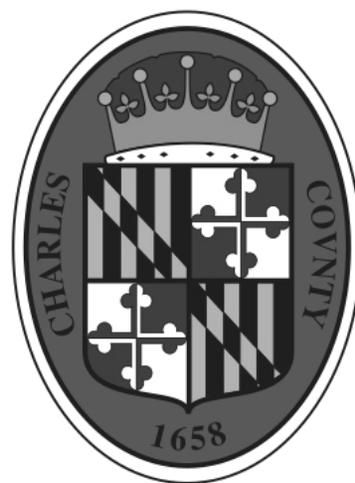
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
10	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,542	FY 2017
11	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	894	FY 2017
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	4,337	FY 2017
13	MD 272	North East Road; at Tiger Drive; intersection reconstruct	1,896	Under construction
14	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,389	FY 2017
15	MD 273	Rising Sun Road; at Appleton Road; roundabout	634	Under construction
16	MD 281	E Main Street; At Muddy Lane; roundabout	3,094	Under construction
<b><u>C.H.A.R.T. Projects</u></b>				
17		CHART DMS Deployment in Cecil County	300	Under construction
<b><u>Environmental Preservation</u></b>				
18	MD 285	Biddle Street; Lock Street to Lewis Street; landscape	11	FY 2017
<b><u>Sidewalks</u></b>				
19	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,322	FY 2017
20	MD 272	Maudlin Avenue; Irishtown Road to Church Street; sidewalks	885	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)**

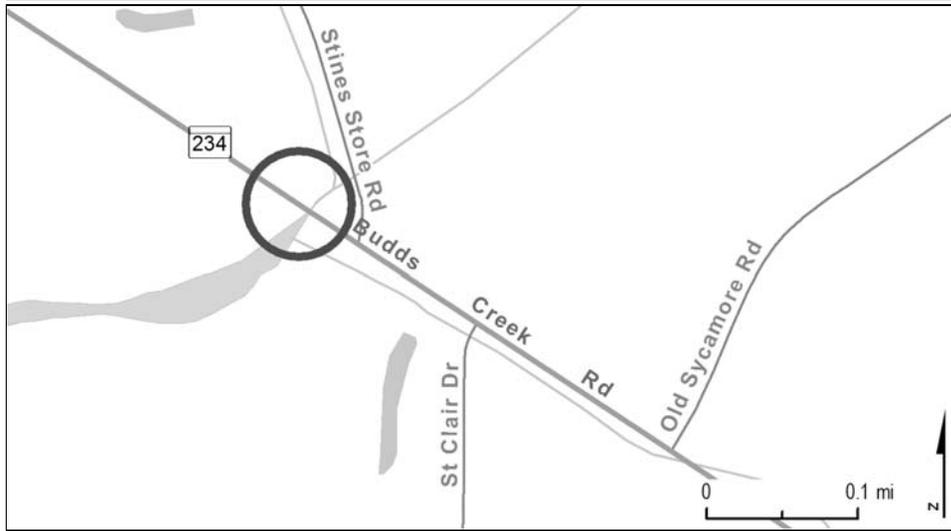
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>TMDL Compliance</u></b>				
21		At various locations in Cecil County - Group 1; drainage improvement	2,508	FY 2017
22		Tree establishment at various locations in District 2; landscape	456	FY 2017
23		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	528	Under construction
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
24		Bohemia Trail; design and construct shared-use trail from Chesapeake City's municipal dock on Back Creek Mooring Basin to the Bohemia Manor School Complex located off of Basil Avenue	1,355	FY 2018
<b><u>Environmental Mitigation</u></b>				
25		Highway 301 Stream Restoration	440	FY 2018
<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>				
26		Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail	585	FY 2017





***CHARLES COUNTY***





**PROJECT:** MD 234, Budds Creek Road

**DESCRIPTION:** Replace Bridge 08047 over Gilbert Swamp Run. This project will accommodate bicycles and pedestrians where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1959, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 structurally deficient.

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.0 million is due to a revised engineer's estimate.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,051	563	488	0	0	0	0	0	488	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	900	3,100	0	0	0	0	4,000	0
Total	5,051	563	1,388	3,100	0	0	0	0	4,488	0
Federal-Aid	823	437	386	0	0	0	0	0	386	0

**CLASSIFICATION:**

STATE - Minor Arterial

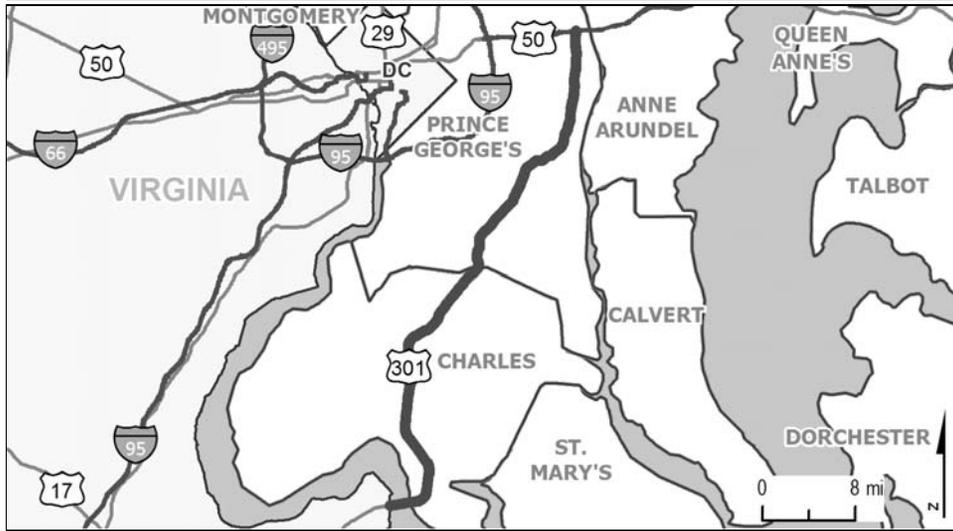
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 6,475

PROJECTED (2035) - 10,600



**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

**JUSTIFICATION:** This study will address transportation needs and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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, Intersections at MD 5 and MD 228/MD 5BU (Line 3)
- MD 5BU, US 301 to Post Office Road (System Preservation Program)
- US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 6)
- US 50, West of Lottsford Vista Rd. to Anne Arundel County Line (Prince George's County Line 7)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 12)
- MD 5, US 301 to I-95/I-495 (Prince George's County Line 22)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$15.7 million is due to project being placed on hold.

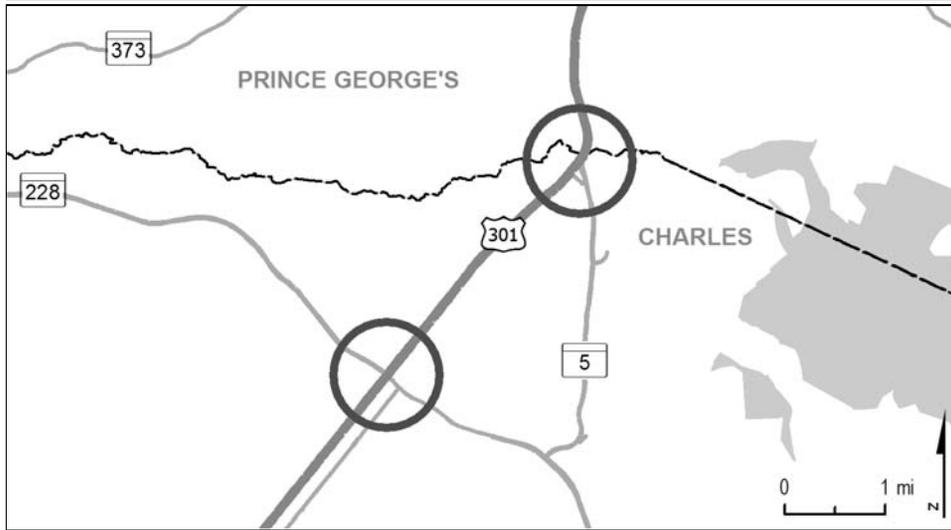
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	10,750	10,750	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,758	55,758	0	0	0	0	0	0	0	0	
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 22,900 (Charles) - 87,800 (Prince George's)  
**PROJECTED (2035) -** 27,300 (Charles) - 122,000 (Prince George's)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.

**JUSTIFICATION:** US 301 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:**  
 US 301, South Corridor Transportation Study (Line 2)

**STATUS:** Planning underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	14,636	11,023	800	800	1,613	400	0	0	3,613	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	11,023	800	800	1,613	400	0	0	3,613	0
Federal-Aid	9,269	7,669	800	800	0	0	0	0	1,600	0

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 63,400 (Charles) -  
 87,800 (Prince George's)  
**PROJECTED (2035) -** 78,100 (Charles) -  
 122,000 (Prince George's)

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

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Charles County; mill and resurface	10,462	Under construction
2		At various locations in Charles County; resurface	11,188	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
3	MD 6	Charles Street; Bridge 0800700 over Zekiah Swamp; bridge rehabilitation	3,000	FY 2017
4	MD 224	Riverside Road; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut; bridge rehabilitation	3,000	FY 2018
5	MD 254	Cobb Island Road; Bridge 0803800 over Neale Sound; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	9,000	FY 2017
<b><u>Safety/Spot Improvement</u></b>				
6	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road; ADA improvements	622	Under construction
<b><u>Urban Reconstruction</u></b>				
7	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Underway
<b><u>Environmental Preservation</u></b>				
8	MD 6	Port Tobacco Road; at Gunston Road; landscape	6	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4 (cont'd)**

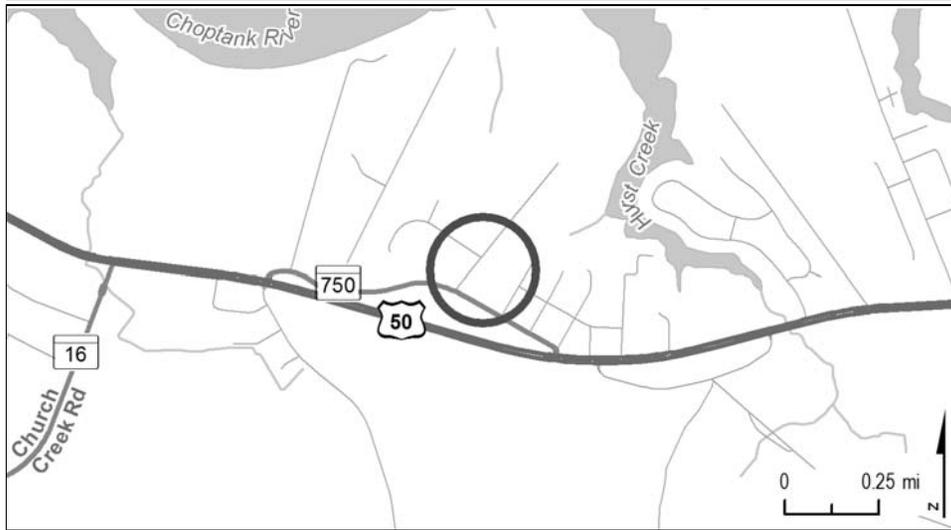
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Sidewalks</u>				
9	MD 210	Indian Head Highway; Ruth B Swann Drive to Wooster Drive; sidewalks	717	Under construction
<u>TMDL Compliance</u>				
10		At various locations in Charles County - Group 1A; drainage improvement	835	FY 2017
11		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	0	FY 2017
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
12		Indian Head Trailhead Restroom	360	FY 2018
13		Indian Head Boardwalk; construct 1,200 foot boardwalk	3,314	FY 2017





***DORCHESTER COUNTY***





**PROJECT:** Maintenance Facility in Cambridge

**DESCRIPTION:** Replacement of the maintenance facility in Cambridge.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing facility does not meet the current needs of the District to maintain the roads in Cambridge and Dorchester County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,896	1,896	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,625	17,133	5,492	0	0	0	0	0	5,492	0
Total	24,521	19,029	5,492	0	0	0	0	0	5,492	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - NA

FEDERAL - NA

STATE SYSTEM: NA

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - NA

PROJECTED (2035) - NA

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

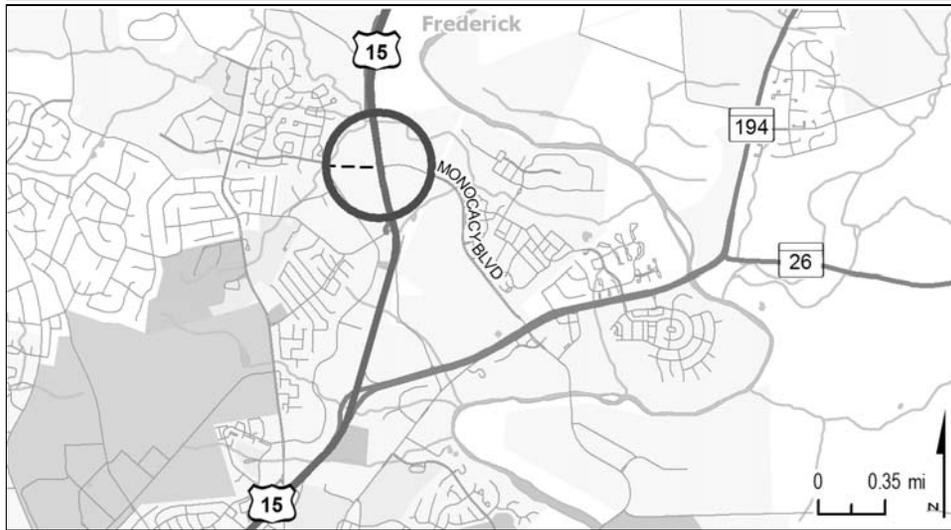
**STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1	US 50 EB	Ocean Gateway; Linkwood Drive to west of Old Ocean Gateway; resurface	1,556	Completed
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		At various locations in Dorchester County; resurface	9,070	FY 2017
3		At various locations in Dorchester County; resurface	8,410	Under construction
4	US 50	Sunburst Highway; Bucktown Road to Austin Road; resurface	1,625	FY 2017
		<b><u>Safety/Spot Improvement</u></b>		
5	MD 16	Taylor's Island Road; at Woods Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,572	FY 2017
		<b><u>Urban Reconstruction</u></b>		
6	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement	2,211	FY 2018
		<b><u>Enhancements</u></b>		
		<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>		
7		Harriet Tubman Underground Railroad Visitor Center	8,500	Underway



***FREDERICK COUNTY***





**PROJECT:** US 15, Catocin Mountain Highway

**DESCRIPTION:** Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic volume associated with existing and planned development. The project will close an existing at-grade US 15 intersection at Hayward Road.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-270/US 15, Multimodal Corridor Study (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 new interchange will improve safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a ride-share facility. This interchange will support ongoing and planned growth.

**STATUS:** Construction underway. Frederick County funded \$1.4 million for Engineering. Frederick City funded \$1.4 million for Engineering.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	682	682	0	0	0	0	0	0	0	0
Engineering	4,344	4,344	0	0	0	0	0	0	0	0
Right-of-way	19,193	14,965	641	2,253	1,334	0	0	0	4,228	0
Construction	36,730	10,115	14,032	12,583	0	0	0	0	26,615	0
Total	60,949	30,106	14,673	14,836	1,334	0	0	0	30,843	0
Federal-Aid	15,300	12,559	240	1,436	1,065	0	0	0	2,741	0

**CLASSIFICATION:**

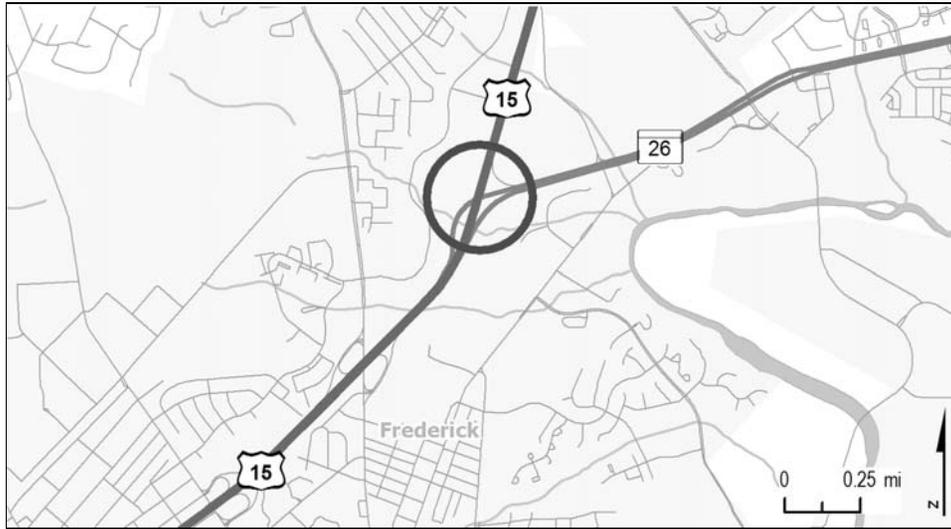
STATE - Urban Freeway/Expressway  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 45,450

PROJECTED (2035) - 60,910



**PROJECT:** US 15, Catocin Mountain Highway

**DESCRIPTION:** Replace Bridge 10097 over MD 26.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1957, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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/US 15 Multimodal Corridor Study (Line 12)  
 US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)

**EXPLANATION:** The existing structure is structurally deficient.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	642	636	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,783	54	3,609	2,120	0	0	0	0	5,729	0
Total	6,425	690	3,615	2,120	0	0	0	0	5,735	0
Federal-Aid	465	461	4	0	0	0	0	0	4	0

**CLASSIFICATION:**

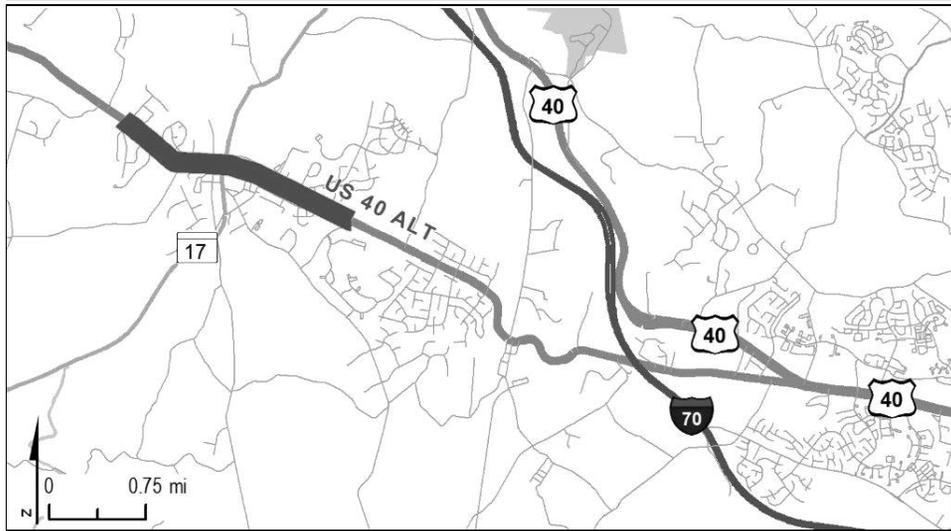
STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 24,500

PROJECTED (2035) - 30,000



**PROJECT:** US 40 ALT, Old National Pike

**DESCRIPTION:** Construct roadway improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and storm water management improvements from Ivy Hill Drive to Middletown Parkway (2.1 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 ALT.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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:** System preservation to improve safety and enhance vitality in an existing community through transportation infrastructure improvement.

**STATUS:** Construction to begin during current fiscal year. Town of Middlestown is funding \$3.8 million for Construction.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$3.4 million is due to the addition of lighting and waterline replacement.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,455	3,446	9	0	0	0	0	0	9	0
Right-of-way	330	103	98	47	47	35	0	0	227	0
Construction	14,149	4	3,029	7,437	3,642	37	0	0	14,145	0
Total	17,934	3,553	3,136	7,484	3,689	72	0	0	14,381	0
Federal-Aid	11,568	2,202	1,973	4,969	2,424	0	0	0	9,366	0

**CLASSIFICATION:**

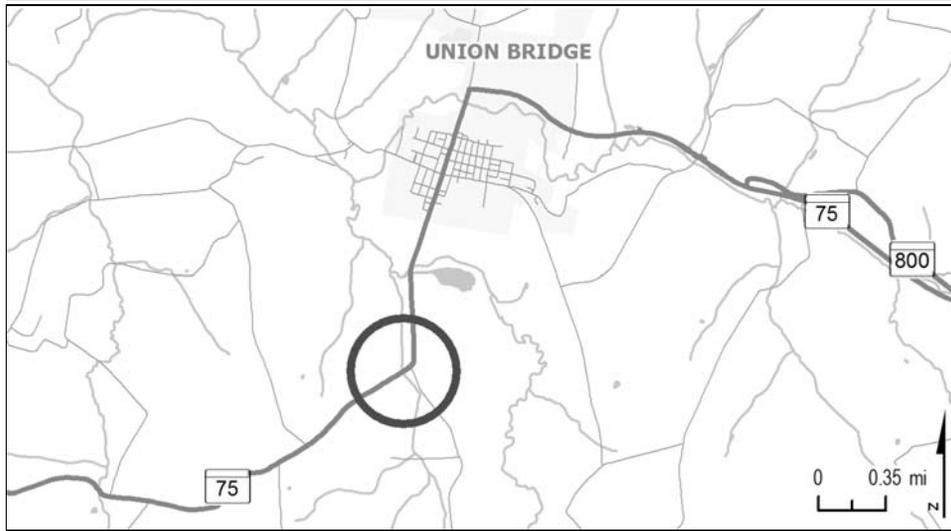
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 12,000

PROJECTED (2035) - 14,900



**PROJECT:** MD 75, Green Valley Road

**DESCRIPTION:** Replace Bridge 10172 over Haines Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 functionally obsolete.

**STATUS:** Open to Service.

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

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	509	509	0	0	0	0	0	0	0	0	0
Right-of-way	98	98	0	0	0	0	0	0	0	0	0
Construction	2,254	2,127	127	0	0	0	0	0	127	0	0
Total	2,861	2,734	127	0	0	0	0	0	127	0	0
Federal-Aid	391	391	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

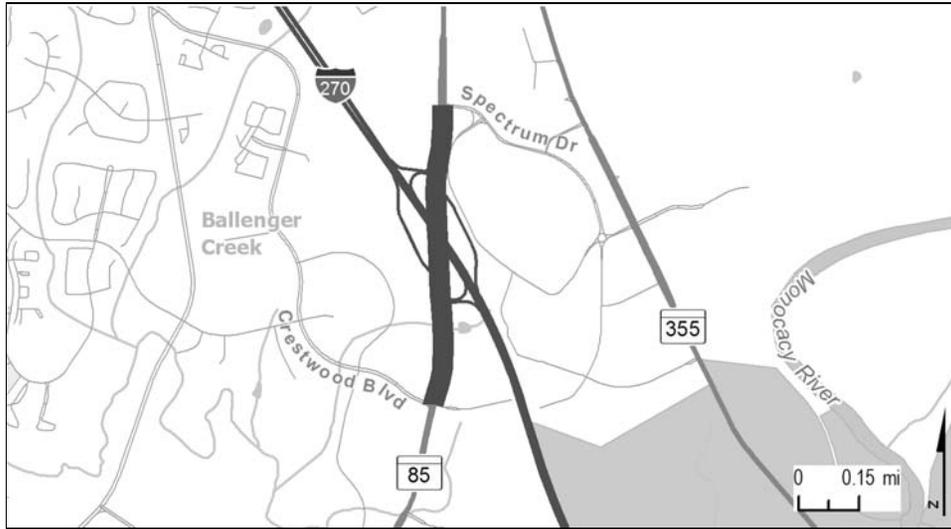
STATE - Major Collector  
 FEDERAL - Rural Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) - 1,300**

**PROJECTED (2035) - 1,700**



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Widen to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are functionally obsolete.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-270 and US 15, Multimodal Corridor Study (Line 12)  
 MD 85, South of English Muffin Way to north of Grove Road (Line 14)

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

- 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 functionally obsolete interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. County funded \$1.5 million for partial Engineering.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$11.1 million is due to a more detailed cost estimate. Construction delayed from FY17 to FY18 due to 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							
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,072	5,622	450	0	0	0	0	0	0	450
Right-of-way	12,819	3,569	3,334	2,900	1,684	1,332	0	0	0	9,250
Construction	88,060	0	0	11,877	21,127	23,483	31,573	0	0	88,060
Total	106,951	9,191	3,784	14,777	22,811	24,815	31,573	0	0	97,760
Federal-Aid	2,177	1,826	351	0	0	0	0	0	0	351

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 35,500 - 49,500

PROJECTED (2035) - 49,000 - 69,700



**PROJECT:** MD 140, Main Street

**DESCRIPTION:** Replace Bridge 10062 over Flat Run.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is structurally deficient.

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

**STATUS:** Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,339	1,328	11	0	0	0	0	0	0	11	0
Right-of-way	270	164	66	26	14	0	0	0	0	106	0
Construction	4,320	10	1,396	2,226	688	0	0	0	0	4,310	0
Total	5,929	1,502	1,473	2,252	702	0	0	0	0	4,427	0
Federal-Aid	4,522	1,028	1,133	1,803	558	0	0	0	0	3,494	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

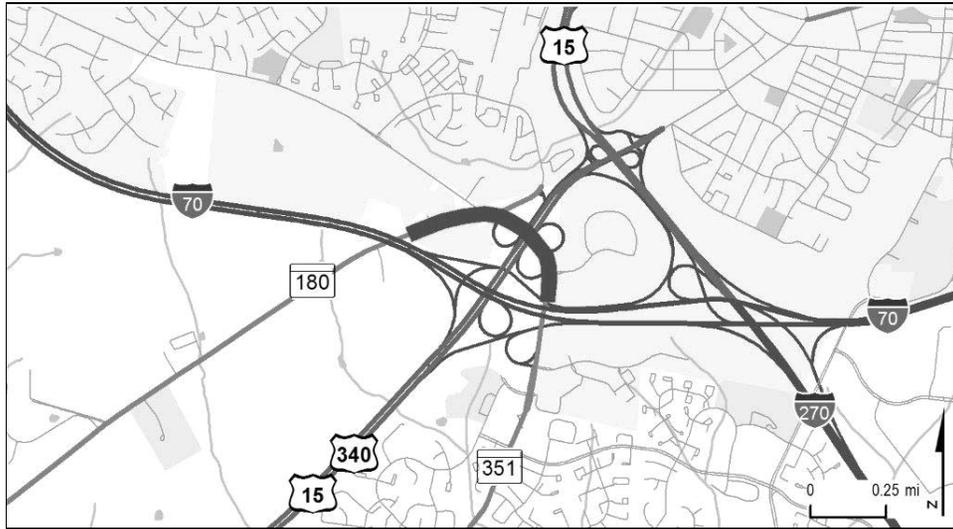
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 7,500

PROJECTED (2035) - 10,100



**PROJECT:** MD 180, Jefferson Pike

**DESCRIPTION:** Urban Reconstruction of MD 180, from north of I-70 to structure 10140 (0.7 miles), including additional structural capacity over US 15/US 340.

**PURPOSE & NEED SUMMARY STATEMENT:** Operational improvements 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:**  
 I-70, from Mount Phillip Road to east of MD 144FA (Line 10)  
 MD 180 and MD 351 Planning Study (Line 15)

**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 checked="" type="checkbox"/> Economic Prosperity |

**EXPLANATION:** The corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

**STATUS:** Engineering underway.

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

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,999	275	1,763	2,221	740	0	0	0	0	4,724	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	0	0	3,456	9,671	12,873	0	0	26,000	0	0
Total	30,999	275	1,763	2,221	4,196	9,671	12,873	0	0	30,724	0	0
Federal-Aid	20,280	0	0	0	2,696	7,543	10,041	0	0	20,280	0	0

**CLASSIFICATION:**

STATE - Major Collector

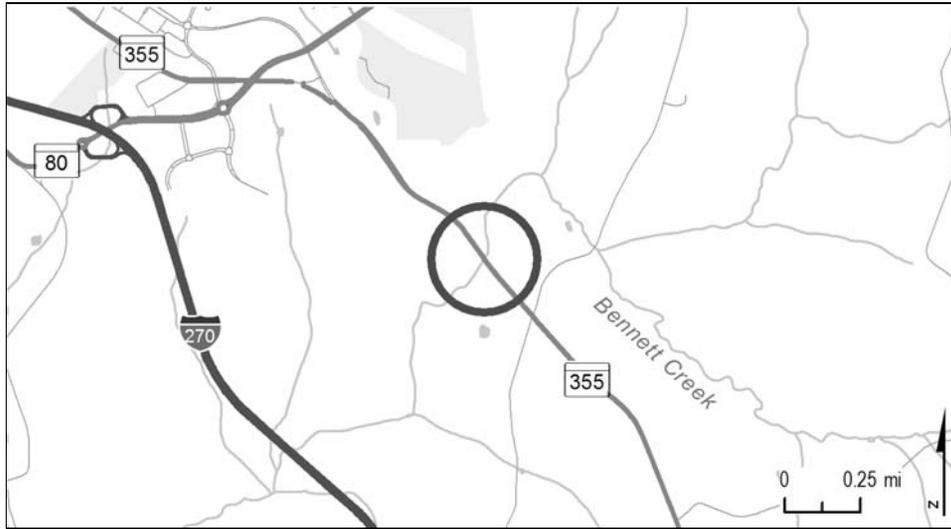
FEDERAL - Urban Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 22,000

PROJECTED (2035) - 41,800



**PROJECT:** MD 355, Urbana Pike

**DESCRIPTION:** Replace Bridge 10086 over Bennett Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1924, is structurally deficient.

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

**STATUS:** Construction to begin during budget fiscal year.

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

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,222	911	311	0	0	0	0	0	0	0	311	0
Right-of-way	278	0	46	108	124	0	0	0	0	0	278	0
Construction	8,000	0	0	2,080	5,920	0	0	0	0	0	8,000	0
<b>Total</b>	<b>9,500</b>	<b>911</b>	<b>357</b>	<b>2,188</b>	<b>6,044</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,589</b>	<b>0</b>
Federal-Aid	929	695	234	0	0	0	0	0	0	0	234	0

**CLASSIFICATION:**

STATE - Major Collector  
 FEDERAL - Rural Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) - 9,500**

**PROJECTED (2035) - 12,800**



**PROJECT:** MD 355, Urbana Pike

**DESCRIPTION:** Replace Bridge 10084 over CSXT railroad.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1931, is structurally deficient.

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

**STATUS:** Engineering is underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.6 million is due to a revised engineer's estimate.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,630	1,437	193	0	0	0	0	0	193	0
Right-of-way	734	0	131	161	161	281	0	0	734	0
Construction	6,101	0	468	2,391	2,233	1,009	0	0	6,101	0
Total	8,465	1,437	792	2,552	2,394	1,290	0	0	7,028	0
Federal-Aid	1,208	1,084	124	0	0	0	0	0	124	0

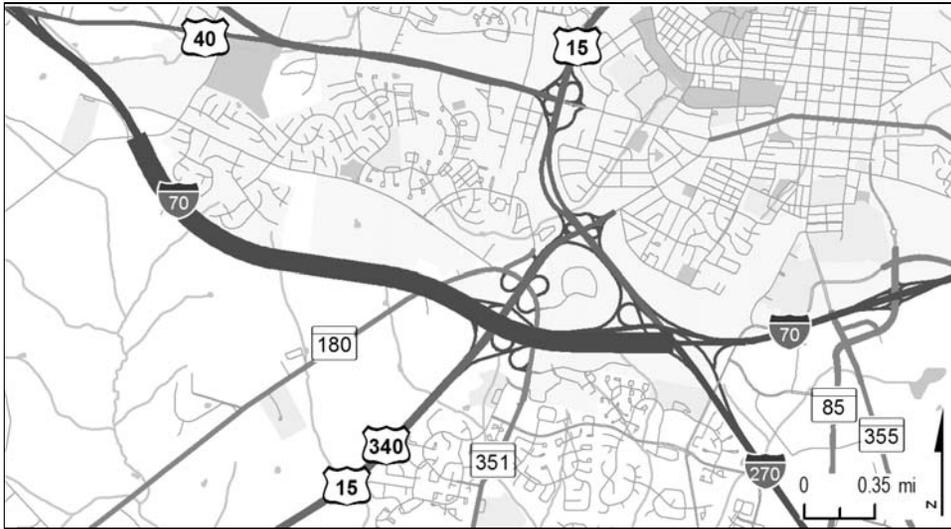
**CLASSIFICATION:**

STATE - Major Collector  
 FEDERAL - Urban Minor Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 14,250

PROJECTED (2035) - 19,500



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

**JUSTIFICATION:** This project will relieve congestion and provide capacity 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 and US 15, Multimodal Corridor Study (Line 12)
- US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
- MD 180 and MD 351, Improvements between Greenfield Drive and Corporate Drive (Line 15)

**STATUS:** Engineering on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

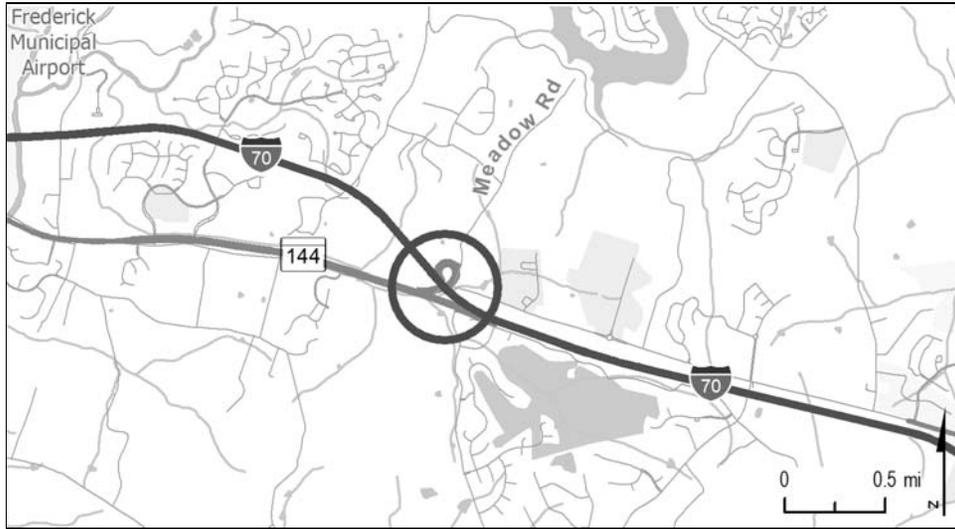
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 99,900

PROJECTED (2035) - 139,400



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Study to construct interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

**JUSTIFICATION:** This study will consider providing the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in Frederick City and New Market.

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway by developer. County and developer are funding this project.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	252	252	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	252	252	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Urban Interstate

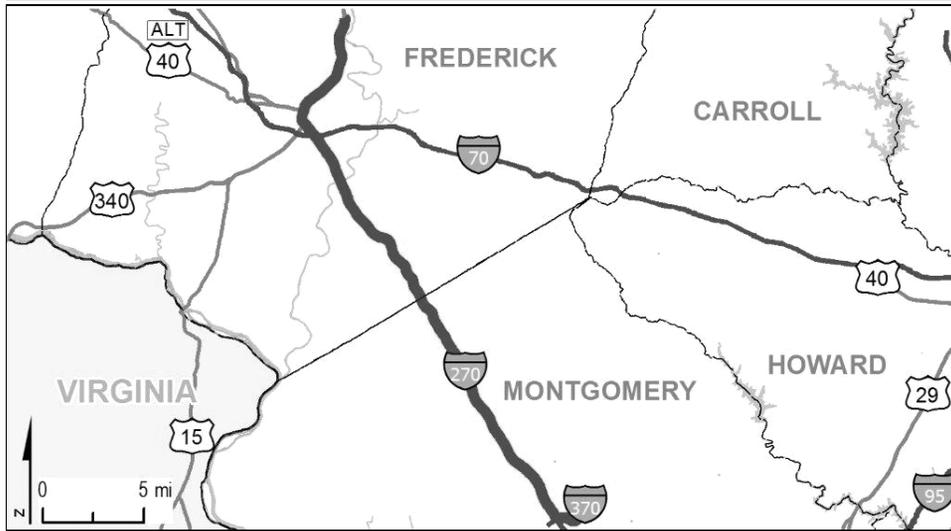
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 67,500

PROJECTED (2035) - 82,200



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

**DESCRIPTION:** Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

**JUSTIFICATION:** I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

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

**ASSOCIATED IMPROVEMENTS:**

- US 15, Interchange at Monocacy Boulevard (Line 1)
- US 15, Bridge Replacement over MD 26 (Line 2)
- MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
- I-70, Mount Phillip Road to I-270 (Line 10)
- US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
- MD 85, from south of English Muffin Way to north of Grove Road (Line 14)

**STATUS:** Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37) first.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	17,431	17,431	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,538	18,538	0	0	0	0	0	0	0	0
Federal-Aid	14,397	14,397	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

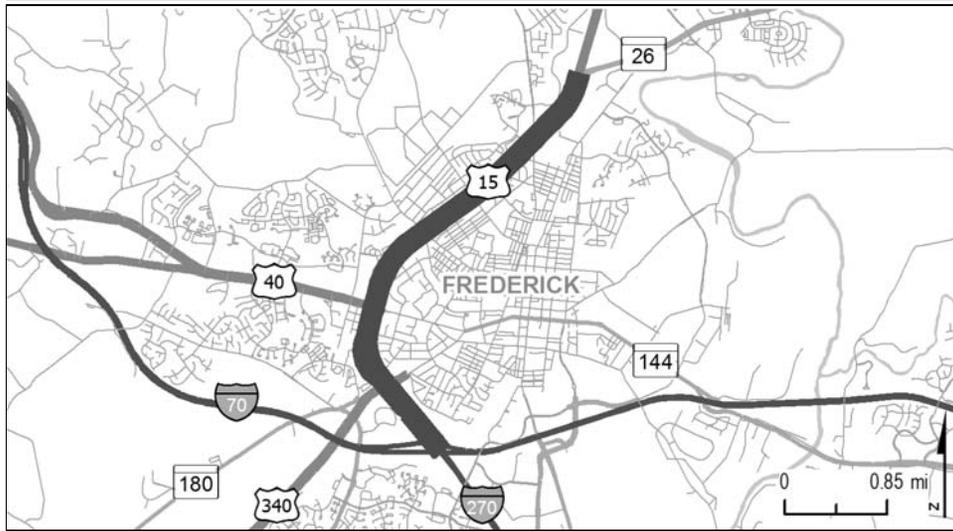
FEDERAL - Urban/Rural Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 42,100 - 104,400 (US 15)  
87,000 - 219,000 (I-270)

**PROJECTED (2035) -** 63,500 - 191,800 (US 15)  
98,000 - 237,000 (I-270)



**PROJECT:** US 15, Frederick Freeway, and US 40, Frederick Freeway

**DESCRIPTION:** Planning and Preliminary Engineering Study to improve safety and mainline operations along US 15 and US 40 from I-270 and MD 26.

**JUSTIFICATION:** This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, and short merging and weaving sections.

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

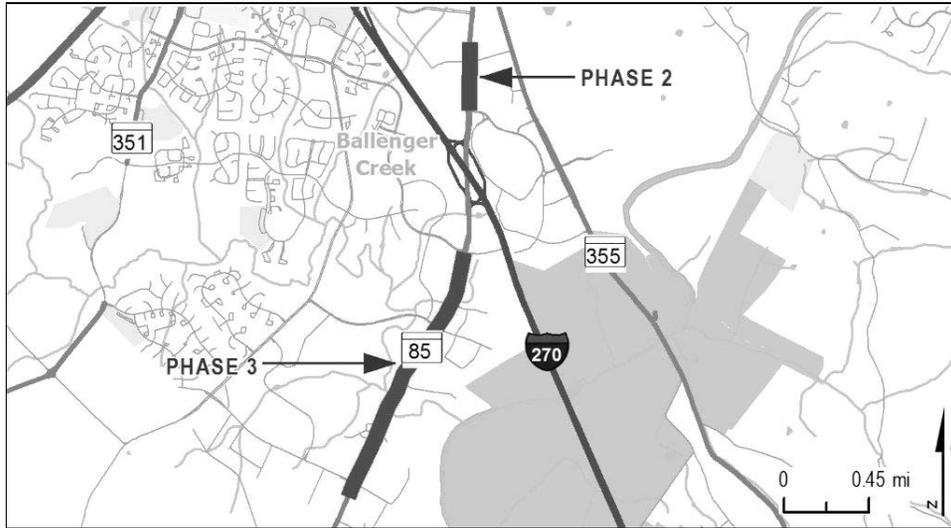
**ASSOCIATED IMPROVEMENTS:**  
 US 15, Bridge Replacement over MD 26 (Line 2)  
 I-270 and US 15, Multimodal Corridor Study (Line 12)

**STATUS:** Planning and Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,000	256	694	50	0	0	0	0	744	0
Engineering	4,000	235	500	1,200	1,250	815	0	0	3,765	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	491	1,194	1,250	1,250	815	0	0	4,509	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**  
 STATE - Freeway/Expressway  
 FEDERAL - Urban Freeway/Expressway  
**STATE SYSTEM:** Primary  
**Annual Average Daily Traffic (vehicles per day)**  
**CURRENT (2016) -** 42,100 - 104,400  
**PROJECTED (2035) -** 63,500 - 191,800



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Widen to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). The project will include appropriate bicycle and pedestrian facilities.

**JUSTIFICATION:** This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)  
 I-270/US 15, Multimodal Corridor Study (Line 12)

**STATUS:** Project on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Collector

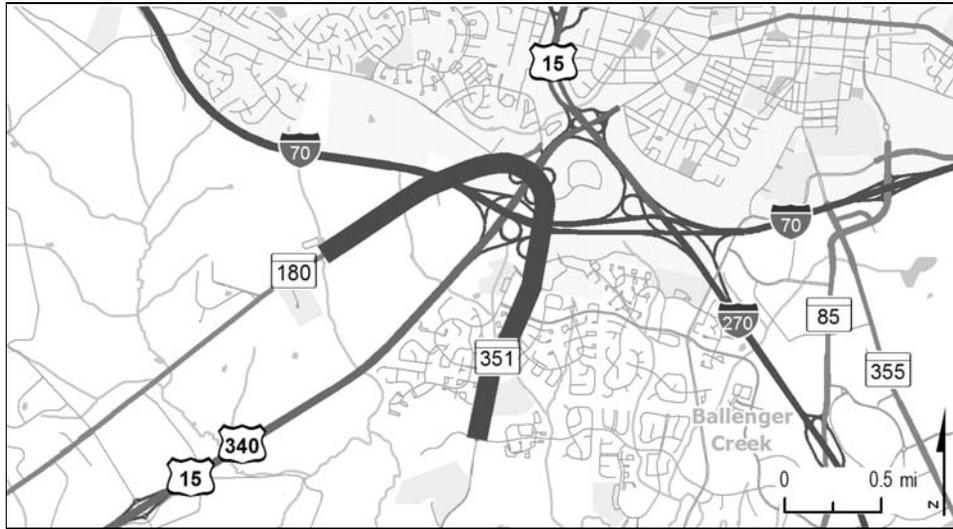
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 9,700 - 47,400

PROJECTED (2035) - 18,500 - 69,700



**PROJECT:** MD 180 and MD 351, Jefferson Pike/Ballenger Creek Pike

**DESCRIPTION:** Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

**JUSTIFICATION:** The MD 180 and MD 351 corridor is experiencing rapid development. Businesses and residential developments in the study area contribute to operational failures along the existing roadway network, indicated by heavily congested roads and high traffic volumes, especially during peak periods.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 180, from north of I-70 to structure 10140 (Line 7)  
 I-70, from Mount Phillip road to east of MD 144FA (Line 10)

**STATUS:** Planning on hold. County is funding \$0.5 million to Planning.

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

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

FEDERAL - Urban Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 28,900

PROJECTED (2035) - 62,200

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

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
1		At various locations on Buckeystown Pike, Green Valley Road, National Pike and Eisenhower Memorial Highway; clean/paint bridges	1,821	Completed
		<b><u>Safety/Spot Improvement</u></b>		
2	US 15 NB	Catoctin Mountain Highway; Motter Avenue to MD 26; geometric improvements	2,442	Completed
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
3		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	5,959	Completed
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
4		At various locations in Frederick County; mill and resurface	18,431	Under construction
5		At various locations in Frederick County; resurface	18,314	Completed
6	MD 26	Liberty Road; West South Street to MD 31; safety and resurface	1,841	FY 2017
7	MD 26	Liberty Road; US 15 to east of MD 194; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,546	FY 2017
8	I 70	Eisenhower Memorial Highway; MD 144 (Exit 56) to bridge over MD 27; resurface	8,850	Completed

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

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
9	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,700	FY 2017
10	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,613	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
11	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2017
12	US 40 EB	Baltimore National Pike; Bridge 1014600 at US 40 Ramp F; bridge rehabilitation	3,461	Under construction
13	MD 77	Foxville Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,592	Under construction
14	MD 194	Woodsboro Pike; Bridge 1007200 over Little Pipe Creek; bridge rehabilitation	2,288	FY 2018
<b><u>Urban Reconstruction</u></b>				
15	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,628	FY 2017
16	MD 144 FB	Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	7,717	Under construction
17	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	4,500	FY 2018
<b><u>Environmental Preservation</u></b>				
18	I 70	Eisenhower Memorial Highway; Bill Moxley Road to Interstate MM 67.0; landscape	26	FY 2017

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

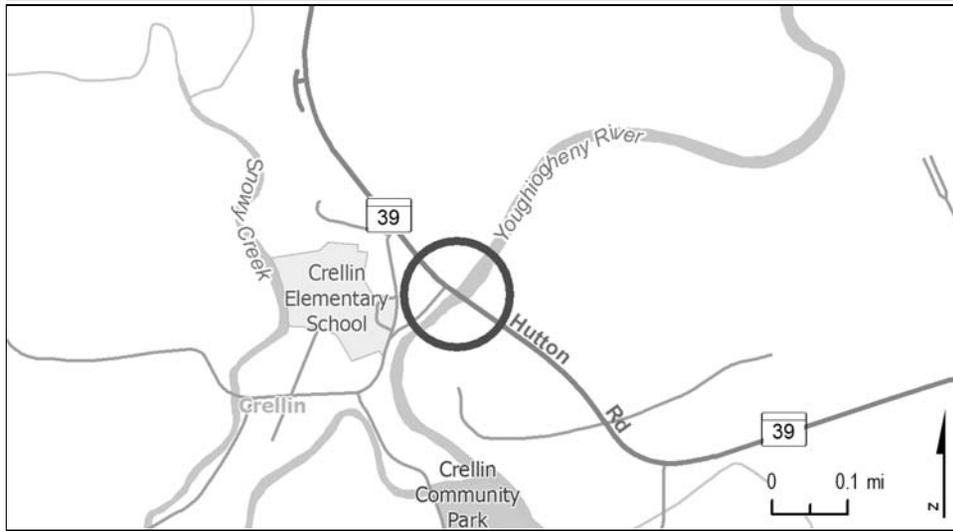
**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements</u></b>				
19	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	1,337	Under construction
20	MD 180	Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	114	Under construction
<b><u>TMDL Compliance</u></b>				
21		At various locations in Frederick County - Group 1A; drainage improvement	4,324	FY 2017
22		Tree establishment at various locations in Frederick County; landscape	1,253	FY 2017
23		Little Catoctin Creek at US 340; wetlands replacement	2,517	FY 2017
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
24		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
<b><u>Pedestrian/Bicycle Facilities</u></b>				
25		Mount St. Mary's University to Emmitsburg Multi-use Trail	129	FY 2018
26		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2017



***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 structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 structurally deficient and functionally obsolete.

**STATUS:** Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	337	207	271	271	90	0	0	839	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	0	1,075	3,525	400	5,000	0
Total	6,176	337	207	271	271	1,165	3,525	400	5,839	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

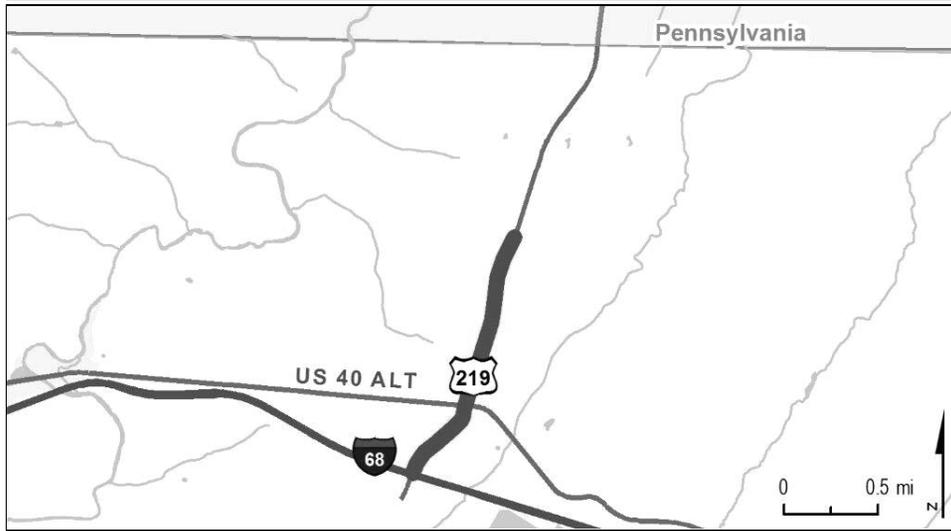
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 3,350

PROJECTED (2035) - 3,900



**PROJECT:** US 219, Chestnut Ridge Road

**DESCRIPTION:** Upgrade and relocate US 219, north of I-68/US 40 (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:** US 219 is a critical link between Western Maryland and southern Pennsylvania. Increasing accessibility supports critical regional transportation needs.

**STATUS:** Planning underway. Right-of-Way and Engineering to begin during current fiscal year. Construction and Right-of-Way is being funded with Appalachian Development Highway System funds.

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

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,098	998	100	0	0	0	0	0	0	100	0
Engineering	3,902	0	1,951	1,951	0	0	0	0	0	3,902	0
Right-of-way	4,784	0	59	2,088	2,088	549	0	0	0	4,784	0
Construction	80,765	0	0	6,874	20,586	24,409	28,896	0	0	80,765	0
Total	90,549	998	2,110	10,913	22,674	24,958	28,896	0	0	89,551	0
Federal-Aid	83,836	0	58	8,782	22,220	24,458	28,318	0	0	83,836	0

**CLASSIFICATION:**

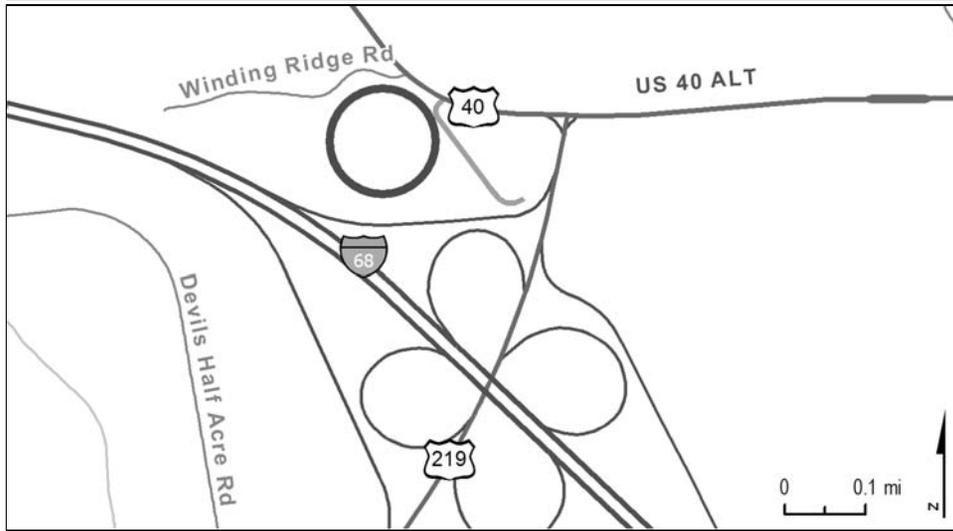
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) - 4,300**

**PROJECTED (2035) - 5,800**



**PROJECT:** Keysers Ridge Maintenance Facility

**DESCRIPTION:** Replace SHA's maintenance facility in Keysers Ridge.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing facility no longer meets SHA's salt and equipment storage 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:**

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

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

**EXPLANATION:** The existing facility no longer meets current needs.

**STATUS:** Construction underway.

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

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	713	712	1	0	0	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	12,369	10,718	1,651	0	0	0	0	0	0	1,651	0	0
Total	13,082	11,430	1,652	0	0	0	0	0	0	1,652	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - N/A

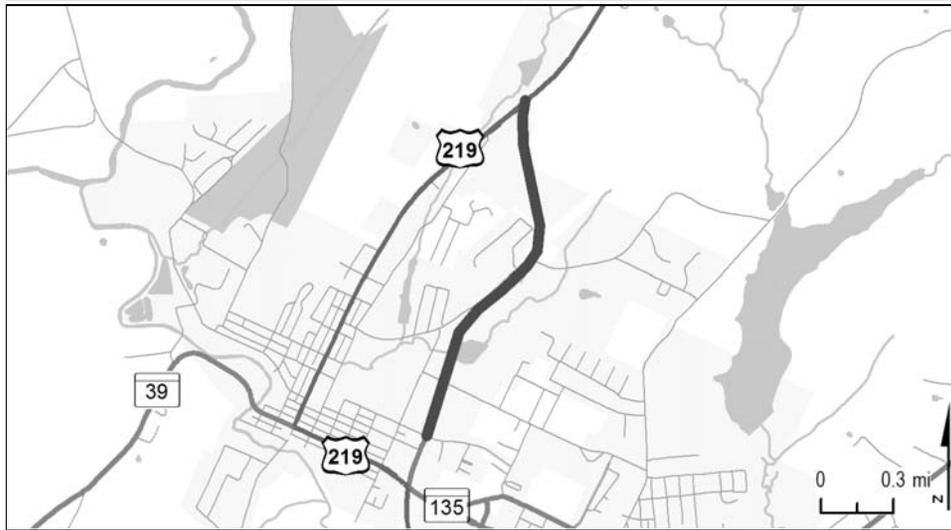
FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - N/A

PROJECTED (2035) - N/A



**PROJECT:** US 219 Relocated, Oakland Bypass

**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

**JUSTIFICATION:** US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improve safety; and reduce 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:**  
 US 219, MD 135 to north of East Orchid Street (System Preservation Program)

**STATUS:** Project on hold.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,018	4,018	0	0	0	0	0	0	0	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,709	9,709	0	0	0	0	0	0	0	0
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

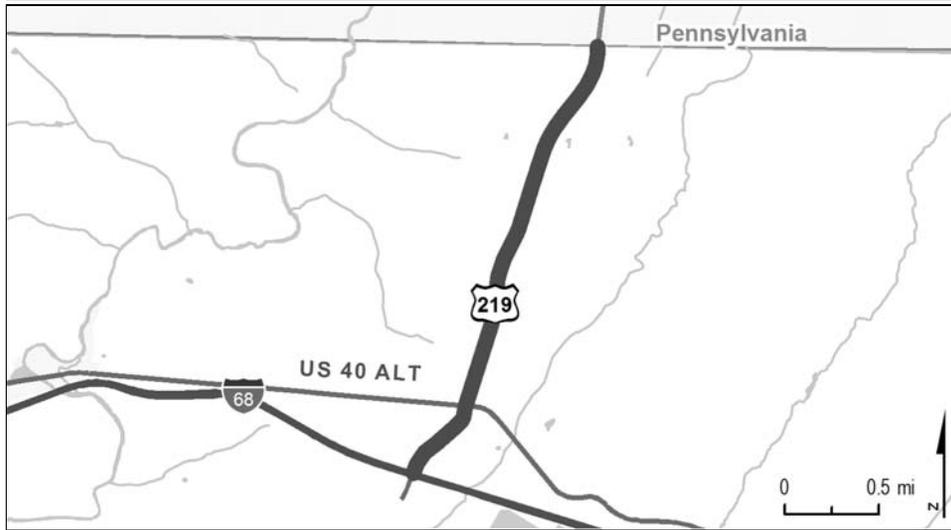
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 7,650- 17,600

PROJECTED (2035) - 7,850 (Bypass)  
 18,400 (US 219)



**PROJECT:** US 219, Chestnut Ridge Road

**DESCRIPTION:** Study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line (2.5 miles). This study represents a 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  Project Outside PFA  Grandfathered  
 PFA Status Yet To Be Determined  Exception Will Be Required  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 219, north of I-68/US 40 (Line 2)

**STATUS:** Planning underway. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.3 million is due to the necessary collection of archeology, noise measurement, and wetlands delineation data.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	5,424	5,064	360	0	0	0	0	0	0	360	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,424	5,064	360	0	0	0	0	0	0	360	0
Federal-Aid	2,163	2,163	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 (2016) - 5,200

PROJECTED (2035) - 7,600

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

**STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	I 68	National Freeway; Lower New Germany Road bridge 1104103 to MD 546 bridge 1101200; safety and resurface	7,660	Completed
2	MD 135	Maryland Highway; MD 135C to Chestnut Grove Road; resurface	2,943	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		At various locations in Garrett County; resurface	6,080	Completed
4		Various locations in Garrett County; resurface	5,797	Completed
5	MD 38	Kitzmilller Road; Vindex Road to MD 135; mill and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,104	FY 2017
6	US 40 AL	National Pike; US 219 to Green Lantern Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,161	Under construction
7	I 68	National Freeway; East of US 219 to east of Shade Hollow; resurface	5,420	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
8	US 50	George Washington Highway; Bridge 11039X0 over Branch of Youghiogheny River; miscellaneous	1,716	FY 2017
9	I 68	National Freeway; Bridges 1101900, 1103200, 1103903/904, 1105200, 1105303, 1105304 on National Freeway; clean/paint bridges	2,251	Under construction
10	MD 546	Finzel Road; Bridge 1101200 over I-68; bridge deck replacement	3,817	Under construction

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

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

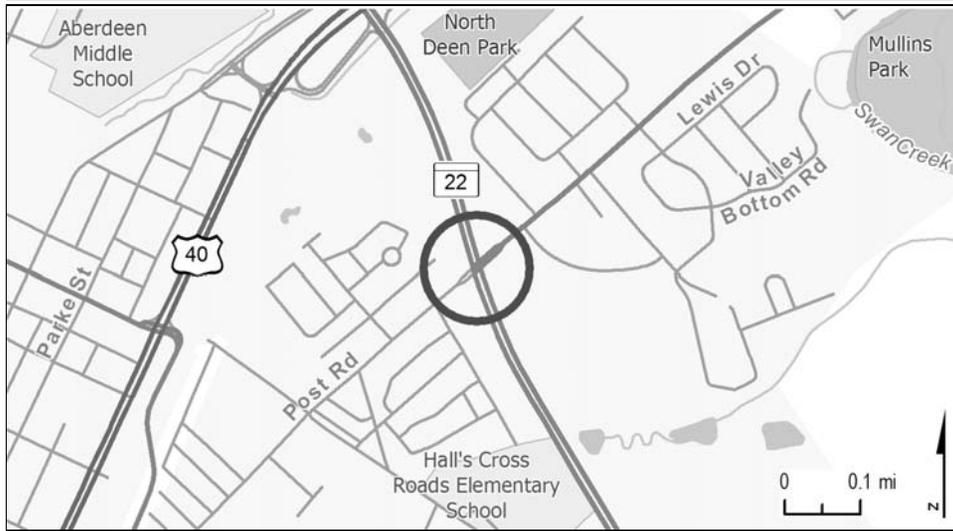
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	MD 135	Maryland Highway; Upper Savage Wood Yard entrance; drainage improvement	205	FY 2017
<u>Urban Reconstruction</u>				
12	US 219	Garrett Highway; MD 135 to 325 ft north of East Orchid Street; urban reconstruction (Funded for preliminary engineering)	2,507	Design Underway





***HARFORD COUNTY***





**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at Old Post Road. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) to support BRAC expansion.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 22, at Beards Hill Road (Line 2)  
 MD 22, at MD 462 (Line 3)

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

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

**EXPLANATION:** This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

**STATUS:** Construction underway.

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

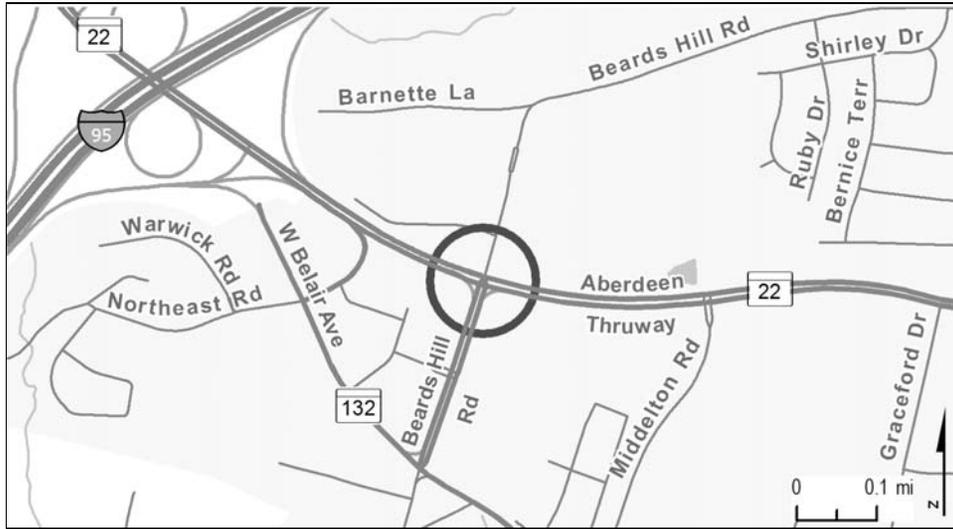
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,720	1,279	441	0	0	0	0	0	0	441	
Construction	7,646	6,113	1,533	0	0	0	0	0	0	1,533	
Total	9,366	7,392	1,974	0	0	0	0	0	0	1,974	
Federal-Aid	7,175	5,579	1,596	0	0	0	0	0	0	1,596	

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 24,000  
 PROJECTED (2035) - 33,700



**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at Beards Hill Road. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to the Aberdeen Proving Grounds and commercial activities in the area.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 22, at Old Post Road (Line 1)  
 MD 22, at MD 462 (Line 3)

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

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

**EXPLANATION:** This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

**STATUS:** Construction underway.

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

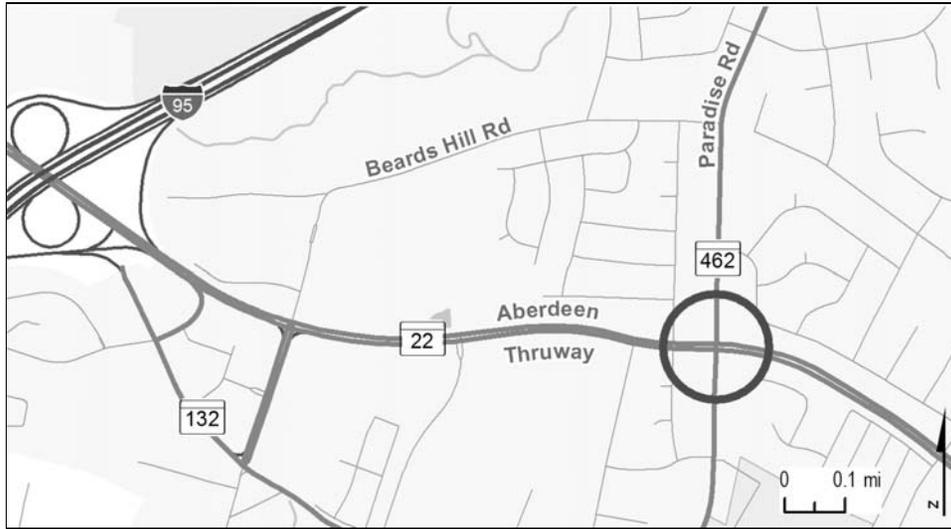
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	4,860	4,456	387	17	0	0	0	0	404	0
Construction	10,961	3,001	7,960	0	0	0	0	0	7,960	0
Total	15,830	7,466	8,347	17	0	0	0	0	8,364	0
Federal-Aid	12,797	5,961	6,823	13	0	0	0	0	6,836	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 33,000  
 PROJECTED (2035) - 40,600



**PROJECT:** MD 22, Aberdeen Thruway

**DESCRIPTION:** Intersection improvements at MD 462 (Paradise Road). (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations at the MD 22 and MD 462 intersections and provide improved access to the Aberdeen Proving Grounds.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 22, at Old Post Road (Line 1)  
 MD 22, at Beards Hill Road (Line 2)

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

**EXPLANATION:** This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,909	7,966	454	489	0	0	0	0	943	0
Construction	11,160	2,304	5,834	3,022	0	0	0	0	8,856	0
Total	20,069	10,270	6,288	3,511	0	0	0	0	9,799	0
Federal-Aid	16,571	9,676	4,424	2,471	0	0	0	0	6,895	0

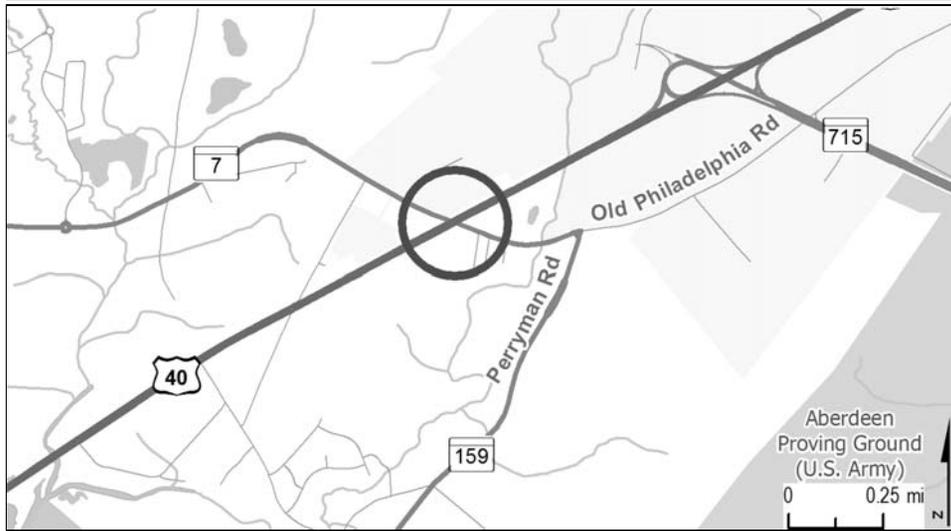
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,500

PROJECTED (2035) - 44,500



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

**PURPOSE & NEED SUMMARY STATEMENT:** Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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:** Construction underway. City of Aberdeen contributed \$0.1 million towards construction and Harford County contributed \$3.4 million towards construction.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$4.4 million is due to an unfavorable bid price and additional Right-of-Way acquisitions. Construction is delayed from FY16 to FY17 due to the acquisition of necessary environmental permits.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,204	1,684	461	468	570	21	0	0	1,520	0
Construction	20,530	13	2,115	7,091	8,076	3,235	0	0	20,517	0
Total	23,734	1,697	2,576	7,559	8,646	3,256	0	0	22,037	0
Federal-Aid	17,013	0	1,591	5,835	6,497	3,090	0	0	17,013	0

**CLASSIFICATION:**

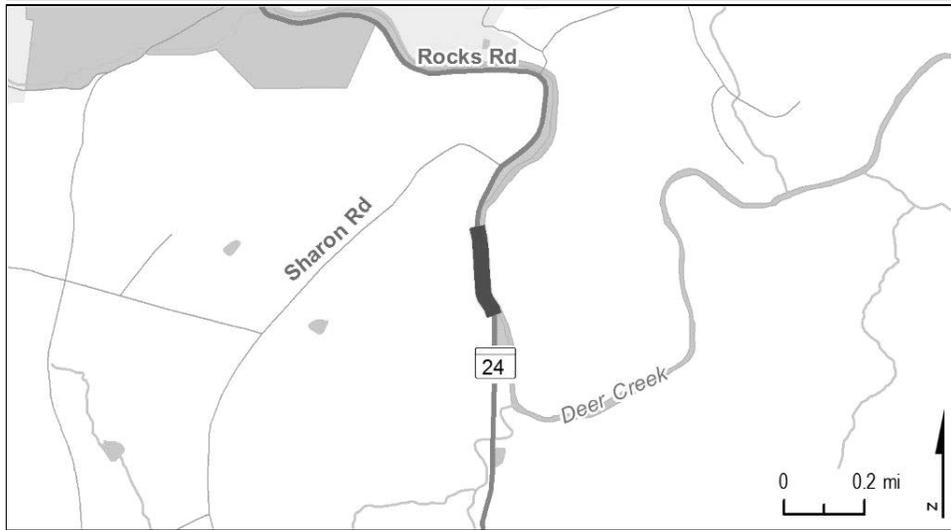
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 27,000

**PROJECTED (2035) -** 57,000



**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 these projects is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 2016 - 21 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,375	592	350	433	0	0	0	0	0	783	0
Right-of-way	82	0	0	0	0	82	0	0	0	82	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,457	592	350	433	0	82	0	0	0	865	0
Federal-Aid	1,020	439	260	321	0	0	0	0	0	581	0

**CLASSIFICATION:**

STATE - Major Collector

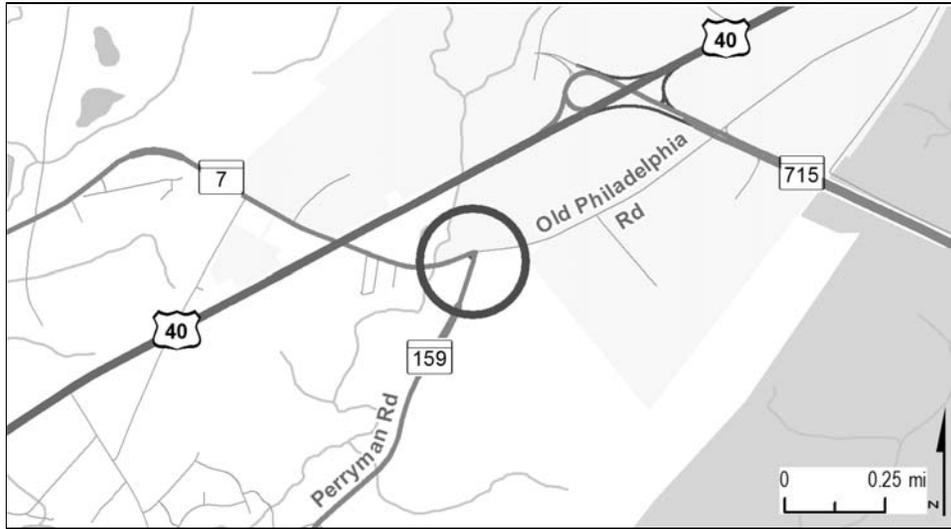
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 4,100

PROJECTED (2035) - 7,750



**PROJECT:** MD 159, Philadelphia Road Improvement Project

**DESCRIPTION:** Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed one lane roundabout at MD 159 and Old Philadelphia Road. (BRAC Related)

**JUSTIFICATION:** This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 4)

**STATUS:** Final design to begin in FY18. Final cost estimate and funding sources pending.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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 (2016) - 6,700

PROJECTED (2035) - 18,200



**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 the 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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermed./Minor Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 34,200

PROJECTED (2035) - 54,100

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

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1		At various locations in Harford County - west of US 1; resurface	8,037	Completed
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		At various locations in west Harford County; mill and resurface	14,172	Under construction
3		At various locations in east Harford County; mill and resurface	13,540	Under construction
4		At various locations in Harford County east of US 1; resurface	8,101	Completed
5	MD 7	Philadelphia Road; MD 24 to Abington Road; safety and resurface	2,018	Under construction
6	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	6,472	FY 2017
7	US 40 EB	Pulaski Highway; Long Bar Harbor to Spesutia Road; safety and resurface	4,741	Completed
8	MD 924	Emmorton Road; St Clair Drive to Holly Wreath Court; resurface	916	Completed
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
9		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	3,033	FY 2017
		<b><u>Safety/Spot Improvement</u></b>		
10	MD 147	Harford Road; at Connolly Road; widen and resurface	0	FY 2017

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

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)**

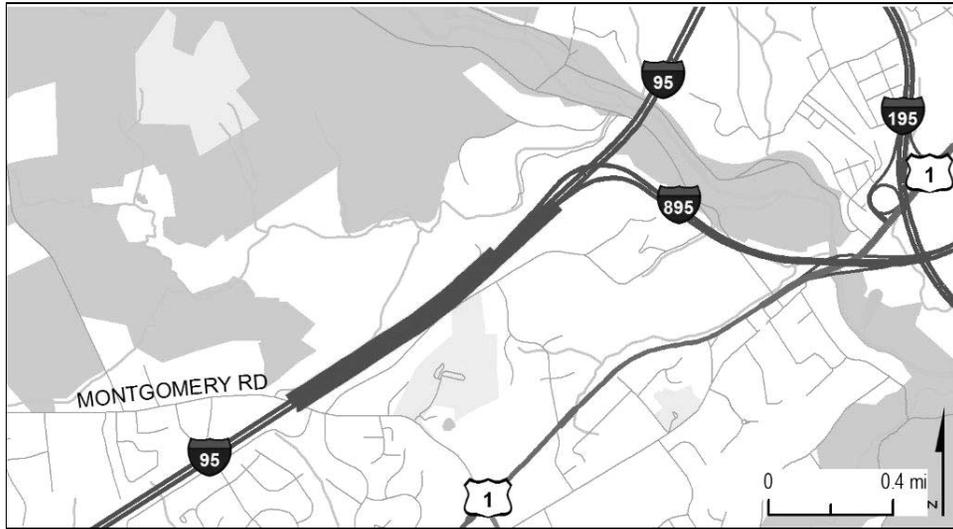
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
11	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2018
<b><u>Urban Reconstruction</u></b>				
12	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,853	Under construction
<b><u>TMDL Compliance</u></b>				
13		At various locations in Harford County - Group 1A; drainage improvement	2,906	FY 2017
14		Tree establishment in various locations in Harford County; landscape	1,658	FY 2018
15		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,007	Under construction





***HOWARD COUNTY***





**PROJECT:** I-95

**DESCRIPTION:** Construct a noisewall along I-95, from the Montgomery Road overpass to the I-895 interchange.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce noise generated by traffic along I-95 in the Lawyers Hill community.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 reduce noise generated by traffic on I-95, from the Montgomery Road overpass to I-895 in the Lawyers Hill community.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,321	1,318	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,011	1,603	6,473	2,935	0	0	0	0	9,408	0
Total	12,332	2,921	6,476	2,935	0	0	0	0	9,411	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Urban Interstate

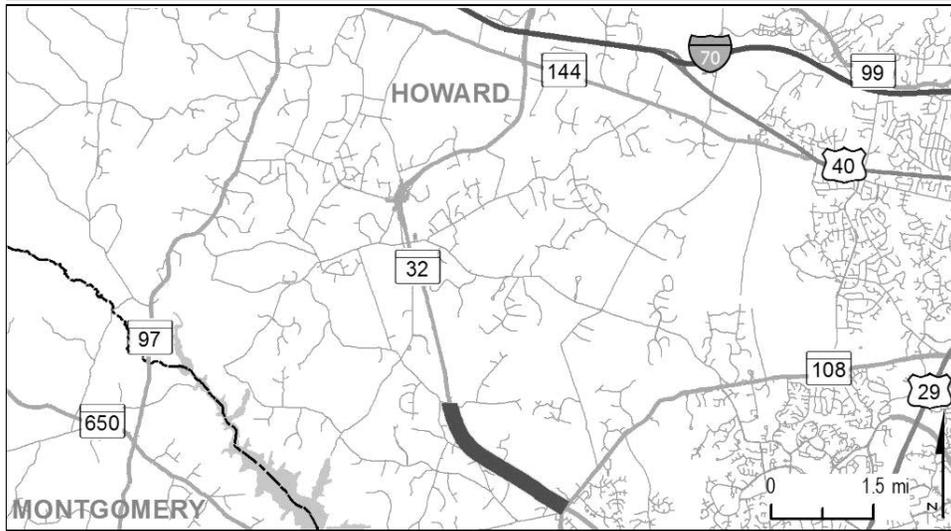
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 197,000

PROJECTED (2035) - 235,500



**PROJECT:** MD 32, Sykesville Road

**DESCRIPTION:** Widen MD 32 from MD 108 to Linden Church Road from two lanes to a four lane divided roadway.

**PURPOSE & NEED SUMMARY STATEMENT:** This project would address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 3)

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

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

**EXPLANATION:** This project will relieve traffic congestion and address safety concerns along MD 32 in the Columbia area.

**STATUS:** Engineering underway. Right-of-Way and Construction to begin during current fiscal year. County is contributing \$16.5 million to this project.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$6.1 million is due to an unfavorable bid and additional Right-of-Way, Utility, and Engineering needs.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,300	1,207	1,093	0	0	0	0	0	1,093	0
Right-of-way	1,908	0	869	552	225	225	37	0	1,908	0
Construction	34,937	0	3,096	13,259	17,504	1,078	0	0	34,937	0
Total	39,145	1,207	5,058	13,811	17,729	1,303	37	0	37,938	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

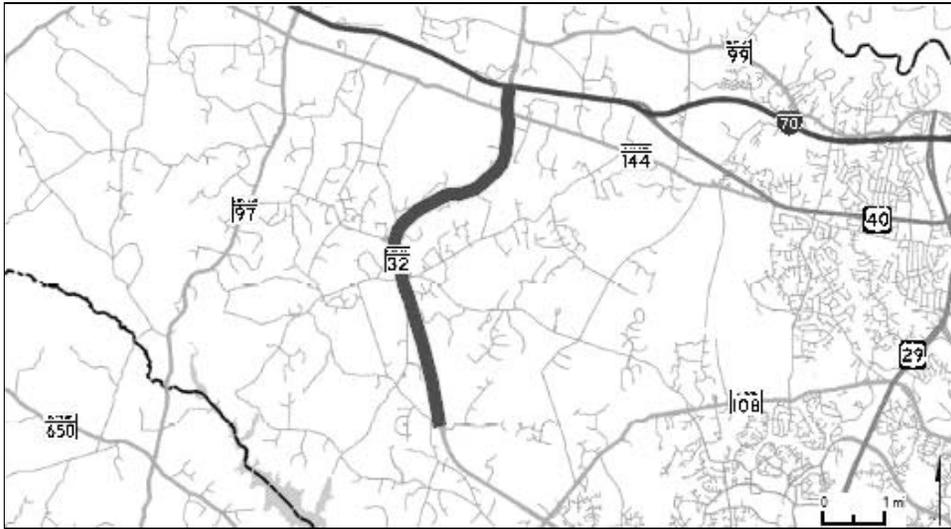
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,400

PROJECTED (2035) - 47,500



**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 which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 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 relieve traffic congestion and address safety concerns along MD 32 in Howard County.

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

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$7.2 million is due to additional Right-of-Way acquisitions.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	5,745	1,427	2,000	1,400	918	0	0	0	0	4,318	0
Right-of-way	20,868	2,991	610	4,600	5,771	3,334	3,562	0	0	17,877	0
Construction	90,385	0	0	0	10,820	25,951	29,374	24,240	90,385	0	0
Total	120,655	8,075	2,610	6,000	17,509	29,285	32,936	24,240	112,580	0	0
Federal-Aid	91,234	3,579	1,834	4,708	13,675	22,842	25,690	18,906	87,655	0	0

**CLASSIFICATION:**

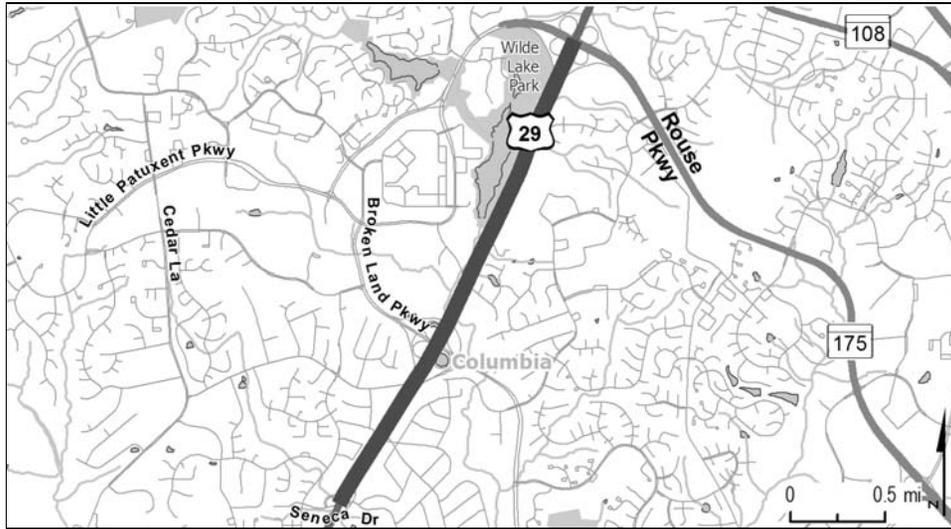
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,400

PROJECTED (2035) - 47,500



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

**ASSOCIATED IMPROVEMENTS:**  
 US 29, Middle Patuxent River to Seneca 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:** This project will relieve traffic congestion on this major north-south commuter route. This project will promote economic development in Howard County.

**STATUS:** Construction underway. County funded \$2.0 million for Engineering.

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

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,429	6,429	0	0	0	0	0	0	0	0	0
Right-of-way	1,778	1,177	307	294	0	0	0	0	0	601	0
Construction	27,370	19,638	7,732	0	0	0	0	0	0	7,732	0
Total	35,577	27,244	8,039	294	0	0	0	0	0	8,333	0
Federal-Aid	2,714	2,631	83	0	0	0	0	0	0	83	0

**CLASSIFICATION:**

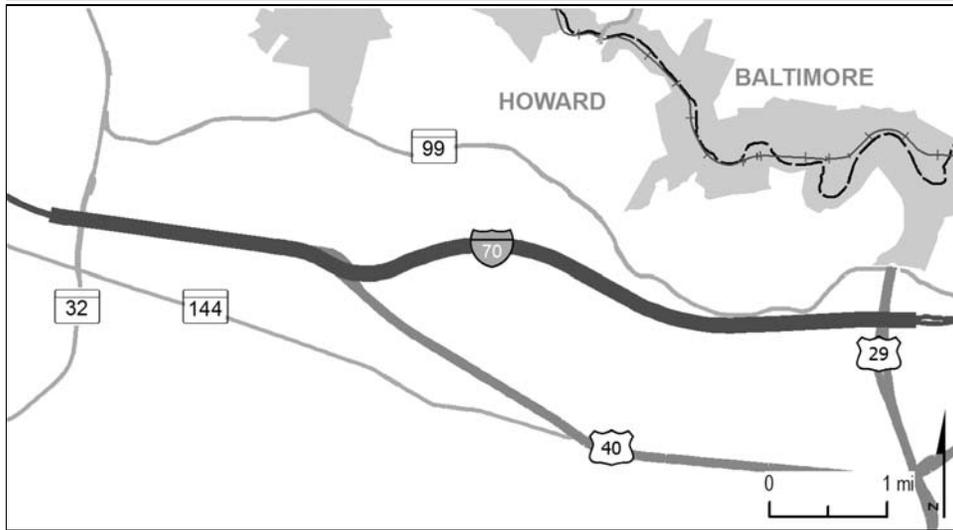
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 45,600

PROJECTED (2035) - 59,425



**PROJECT:** I-70

**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

**JUSTIFICATION:** This project will ease increasing congestion and improve safety along this segment of I-70.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 2016 - 21 CTP:** None.

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

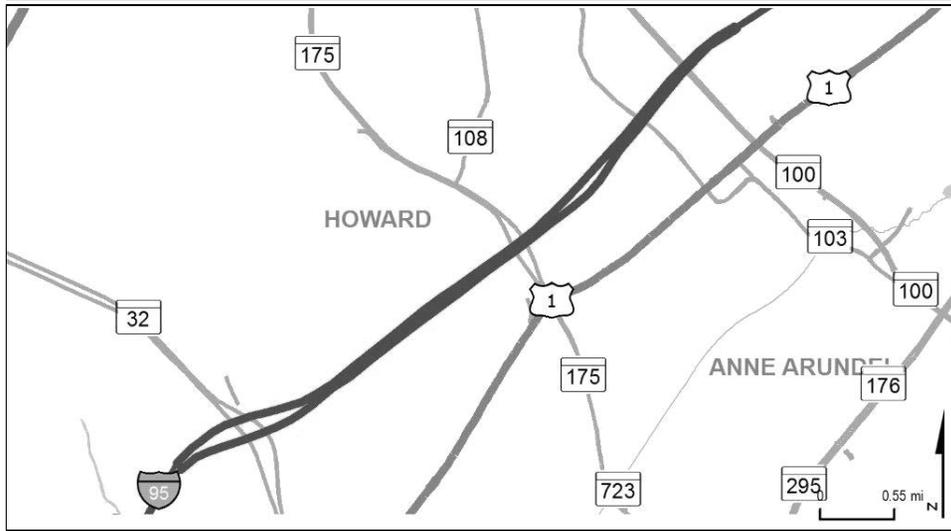
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 82,500

PROJECTED (2035) - 116,300



**PROJECT:** IS 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:** I-95, I-695 to I-495 Operations Study (Statewide Line 5)

**STATUS:** Engineering to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,800	0	0	1,000	800	0	0	0	1,800	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	0	0	1,000	800	0	0	0	1,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Urban Interstate

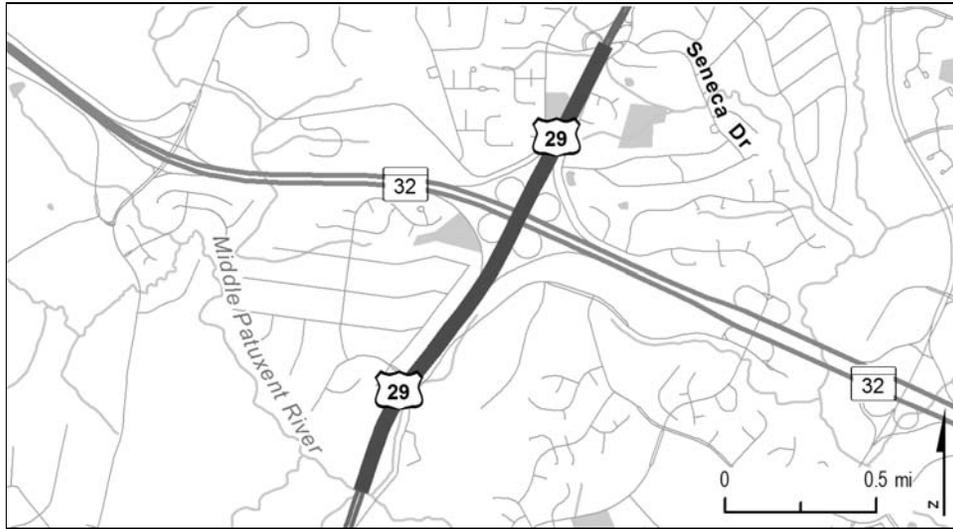
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 217,000

PROJECTED (2035) - 222,600



**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:**  
 US 29, Seneca Drive to MD 175 (Line 4)

**STATUS:** Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	411	888	800	525	0	0	0	2,213	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,624	411	888	800	525	0	0	0	2,213	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

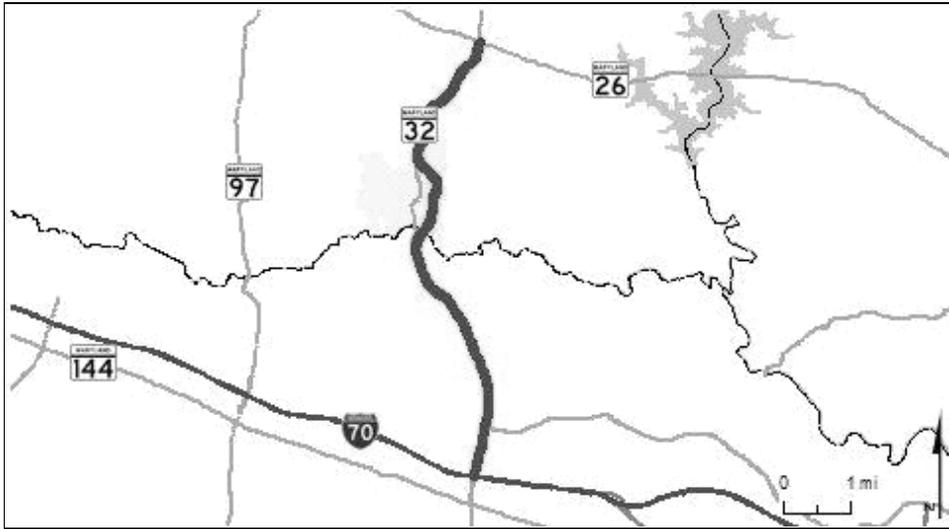
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 44,000

PROJECTED (2035) - 61,750



**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 and around 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 32, MD 108 to Linden Church Road (Line 2)  
 MD 32, Linden Church Road to I-70 (Line 3)

**STATUS:** Planning underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,250	450	800	0	0	0	0	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	450	800	0	0	0	0	0	800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

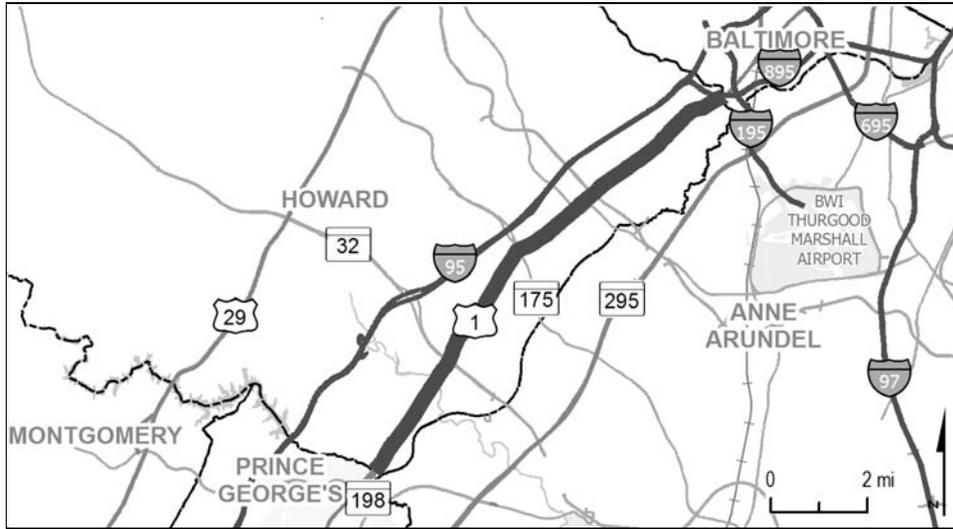
FEDERAL - Minor Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 35,200

PROJECTED (2035) - 44,000



**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:**

**STATUS:** Feasibility study complete.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,044	1,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,044	1,044	0	0	0	0	0	0	0	0
Federal-Aid	840	837	0	0	0	0	0	0	0	3

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 42,750

PROJECTED (2035) - 55,150

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

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
1	MD 175	Waterloo Road; Bridge Numbers 1306103 and 1306104 over I-95; clean/paint bridges	1,300	Completed
<b><u>Safety/Spot Improvement</u></b>				
2	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,861	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		At various locations in Howard County; mill and resurface	17,027	FY 2017
4		At various locations in Howard County; resurface	17,825	Under construction
5	US 29 NB	Columbia Pike; Middle Patuxent River to 500 ft north of MD 32; safety and resurface	1,155	FY 2017
6	MD 32 NB	Patuxent Parkway; Structure 13114 over Middle Patuxent River to north of MD 108; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,890	FY 2017
7	MD 32 SB	Patuxent Parkway; North of MD 108 to structure 13114 over Middle Patuxent River; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,071	Under construction
8	US 40	Baltimore National Pike; East of St. John's Lane to structure 13032; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,930	Under construction
9	US 40 EB	Baltimore National Pike; East of US 29 to Baltimore/Howard County line; safety and resurface	3,102	FY 2017
10	I 70 EB	Marriottsville Road to Baltimore County line; safety and resurface	3,358	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
11		Bridge 1301603/04, 1305601/02, 1307603/04, 1310003/04 on I-95 and MD 32; clean/paint bridges	2,026	FY 2017
12		Various bridges on or over MD 32; clean/paint bridges	1,118	Under construction
13		At various locations on US 29, MD 216, I-95, MD 175; clean/paint bridges	890	Completed
14	MD 32	Patuxent Parkway; Bridge 1310103, 1013104, 1310200, 1310300, 1311403, 1311404 on Patuxent Parkway; clean/paint bridges	708	FY 2017
<b><u>Safety/Spot Improvement</u></b>				
15	US 29	Columbia Pike; MD 32 to MD 175; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,087	FY 2017
16	US 29 NB	Columbia Pike; at MD 175; geometric improvements	2,500	FY 2017
17	MD 32	Sykesville Road; Wellworth Way access - Access management for MD 32 corridor; safety/spot improvements	303	Completed
18	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements	606	Completed
19	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	2,696	FY 2017
<b><u>Traffic Management</u></b>				
20	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,689	Under construction

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

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Environmental Preservation</u></b>		
21	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,493	FY 2017
		<b><u>TMDL Compliance</u></b>		
22		Furnace Avenue Tributary; wetlands replacement	497	Under construction
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
23		Patuxent Branch Trail; paving Patuxent Branch Trail from Old Guilford Road to Vollmerhausen Road	1,092	FY 2017



***KENT COUNTY***



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

**STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1**

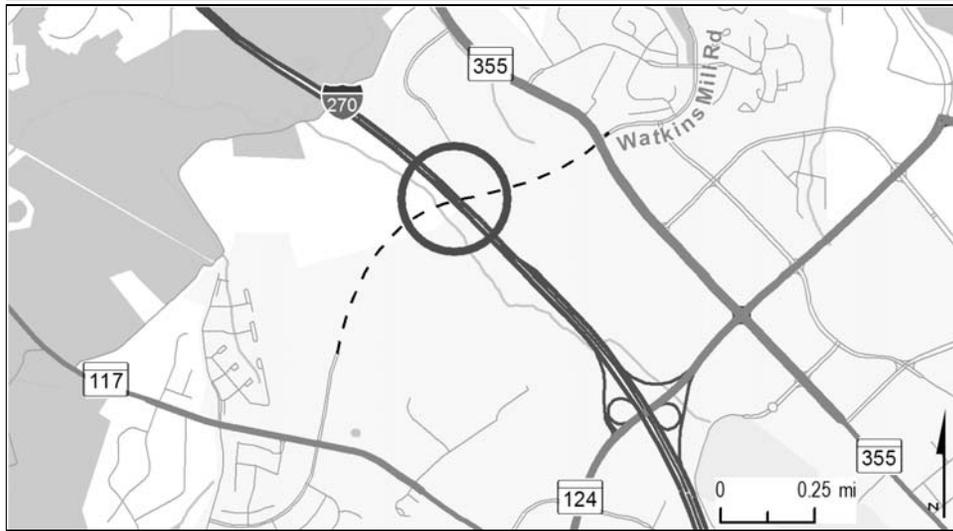
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Kent County; mill and resurface	5,645	FY 2017
2		At various locations in Kent County; resurface	6,440	Under construction
3	MD 213	Maple Avenue; MD 290/MD 313A to 200 feet north of MD 290/MD 313A; safety and resurface	70	FY 2017
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4	MD 213	Maple Avenue; Bridge 1402700 over Chester River; clean/paint bridges	2,017	FY 2017
<b><u>Urban Reconstruction</u></b>				
5	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	5,831	FY 2018





***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 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 and US 15, Planning Study (Line 14)
- I-270, Innovative Congestion Management (Line 2)

**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:** Right-of-Way underway. Construction to begin during budget fiscal year. County contributed \$4.9 million towards Engineering.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Construction delayed from FY17 to FY18 due to coordination with I-270 Innovative Congestion Management project.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,177	1,177	0	0	0	0	0	0	0	0	0
Engineering	9,642	9,583	59	0	0	0	0	0	0	59	0
Right-of-way	10,289	7,067	56	1,096	1,096	974	0	0	0	3,222	0
Construction	108,634	3	0	30,422	42,317	35,892	0	0	0	108,631	0
Total	129,742	17,830	115	31,518	43,413	36,866	0	0	0	111,912	0
Federal-Aid	15,046	11,765	115	1,096	1,096	974	0	0	0	3,281	0

**CLASSIFICATION:**

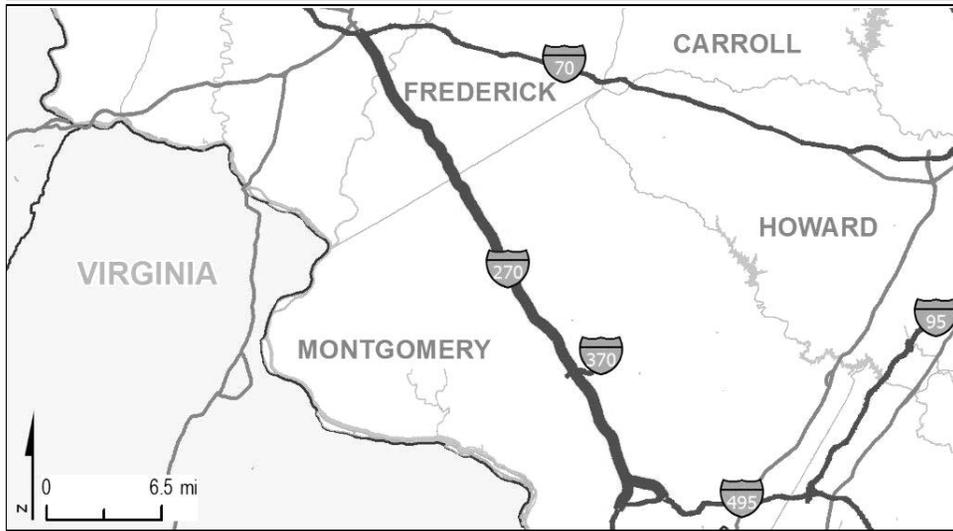
STATE - Principal Arterial  
 FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 162,000

PROJECTED (2035) - 182,000



**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Pilot implementation of Innovative Congestion Management (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Final project limits and improvements to be determined.

**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)  
 I-270 and US 15, Planning Study (Line 14)

**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:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$5.0 million is due to a revised engineer's estimate.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	1,684	1,316	0	0	0	0	0	0	1,316
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,000	0	6,259	19,413	27,879	27,913	20,536	0	102,000	0
Total	105,000	1,684	7,575	19,413	27,879	27,913	20,536	0	103,316	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

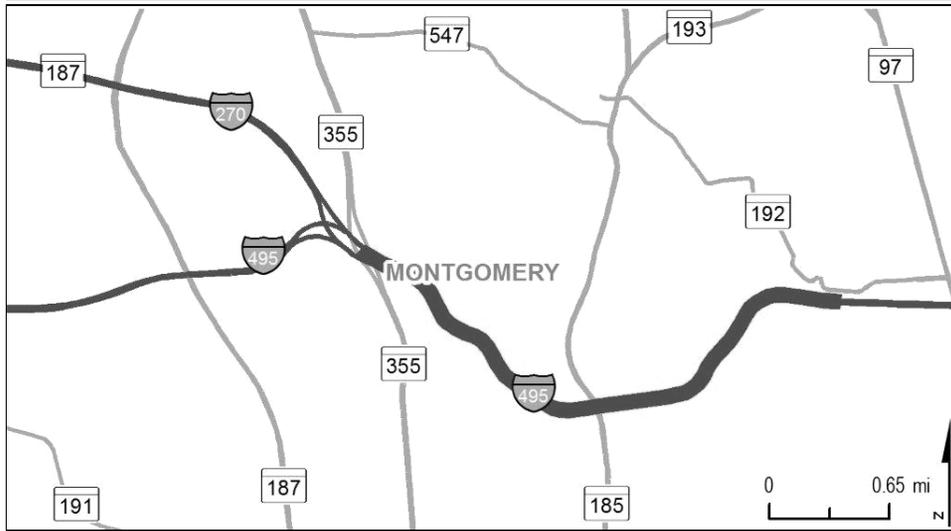
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 87,400 - 252,000

PROJECTED (2030) - 98,000 - 272,000



**PROJECT:** I-495, Capital Beltway

**DESCRIPTION:** Resurface I-495 from I-270Y to Seminary Road (Inner Loop) (5.9 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surface.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Construction underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	350	350	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,754	352	7,271	2,131	0	0	0	0	9,402	0
Total	10,104	702	7,271	2,131	0	0	0	0	9,402	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

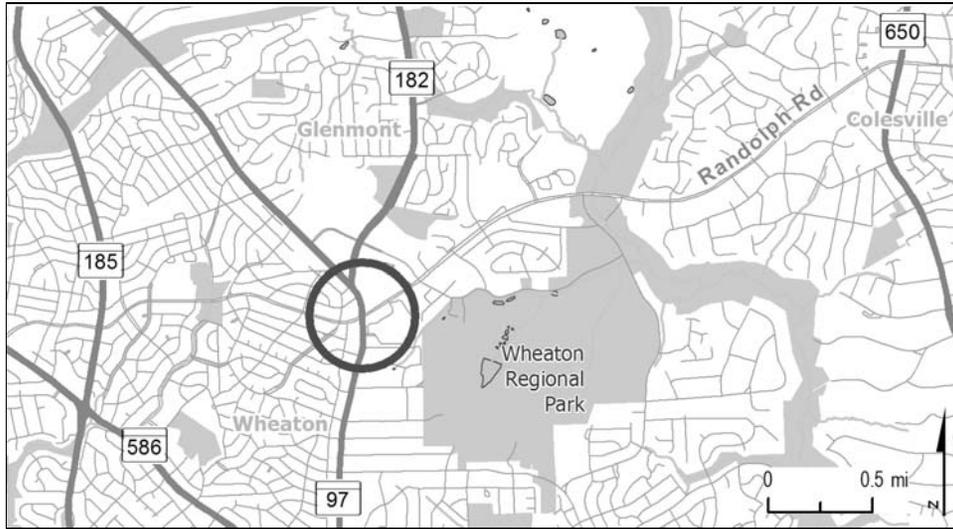
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 103,000 -230,000

PROJECTED (2035) - 110,000 - 240,000



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct new MD 97 interchange at Randolph Road (1.0 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**PURPOSE & NEED SUMMARY STATEMENT:** 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:**

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

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

**EXPLANATION:** This grade-separation project will reduce travel times along both Randolph Road and MD 97 (Georgia Avenue) and improve safety by separating through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all roadway users.

**STATUS:** Construction underway. County contributed \$14.4 million for Right-of-Way and Advanced Utilities.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$3.0 million is due to additional maintenance of traffic, utility relocation, pavement marking, design review, and construction monitoring work, and the necessary acquisition of environmental permits.

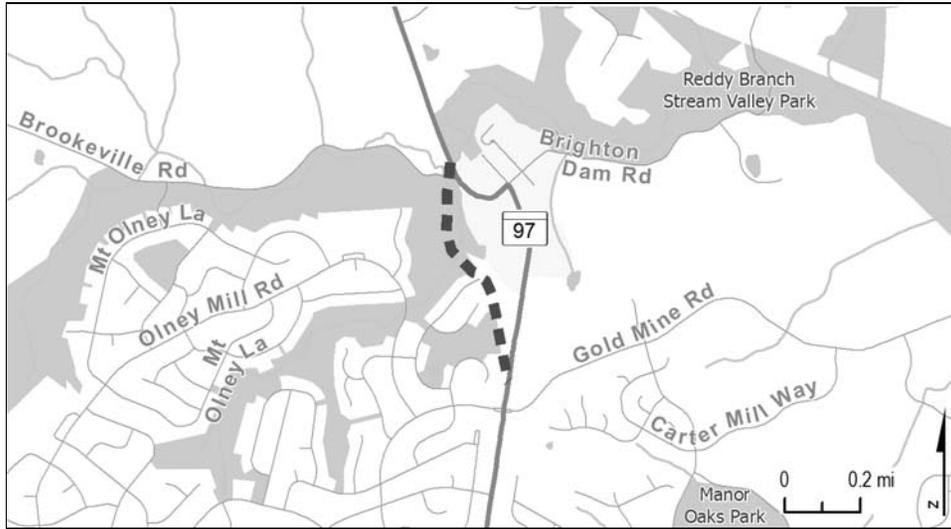
PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0	0
Right-of-way	26,345	19,799	3,947	1,908	691	0	0	0	0	6,546	0
Construction	46,912	22,516	24,396	0	0	0	0	0	0	24,396	0
Total	80,373	49,431	28,343	1,908	691	0	0	0	0	30,942	0
Federal-Aid	46,341	21,647	23,486	1,208	0	0	0	0	0	24,694	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 49,000 (MD 97)  
 30,000 (Randolph Road)  
**PROJECTED (2035) -** 59,100 (MD 97)  
 41,000 (Randolph Road)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct a two lane highway from south of Brookeville, near Gold Mine Road, to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project would reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 2016 - 21 CTP:** The cost increase of \$1.8 million is due to a revised scope of work and additional environmental agency coordination.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	6,949	5,766	1,183	0	0	0	0	0	1,183	0
Right-of-way	4,863	22	589	1,807	2,445	0	0	0	4,841	0
Construction	30,703	149	4,502	14,708	11,344	0	0	0	30,554	0
Total	44,579	8,001	6,274	16,515	13,789	0	0	0	36,578	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

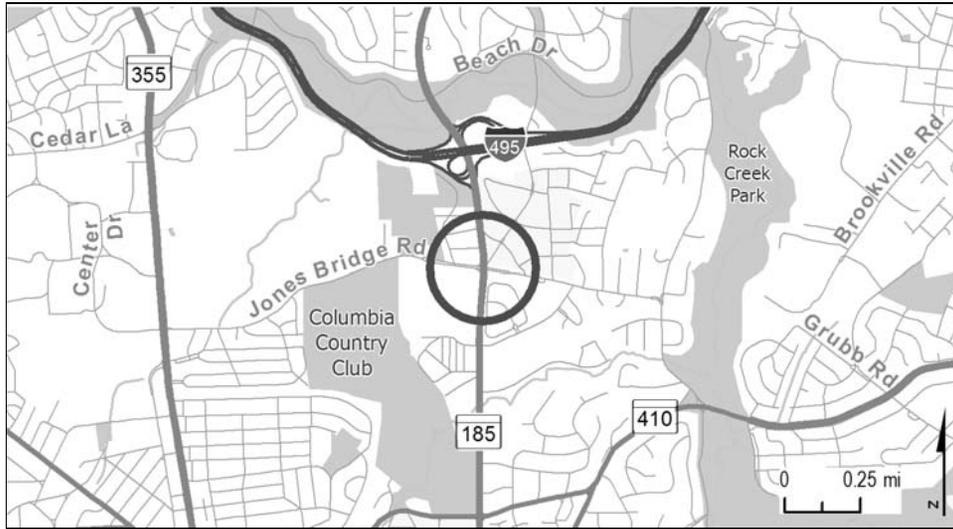
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 11,200

PROJECTED (2035) - 14,000



**PROJECT:** MD 185, Connecticut Avenue

**DESCRIPTION:** Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

**ASSOCIATED IMPROVEMENTS:**

- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)

**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:** Right-of-Way underway. This project is funded by the Office of Economic Adjustment.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$2.0 million is due to a reduced retaining wall relocation cost and reduced utility needs.

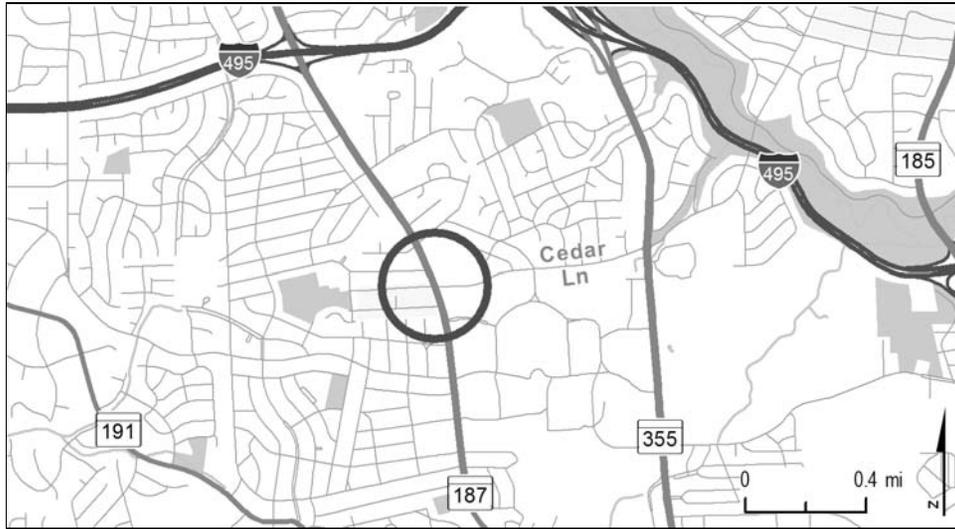
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	7,340	3,101	1,903	2,336	0	0	0	0	0	4,239	
Construction	5,440	0	0	0	938	2,734	1,768	0	0	5,440	
Total	12,780	3,101	1,903	2,336	938	2,734	1,768	0	0	9,679	
Federal-Aid	12,780	3,101	1,903	2,336	938	2,734	1,768	0	0	9,679	

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 79,000  
 PROJECTED (2035) - 82,000



**PROJECT:** MD 187, Old Georgetown Road

**DESCRIPTION:** Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane (1.0 miles). (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

**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 185, at Jones Bridge (Line 6)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)

**EXPLANATION:** Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

**STATUS:** Construction underway. This project is funded by the Office of Economic Adjustment.

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

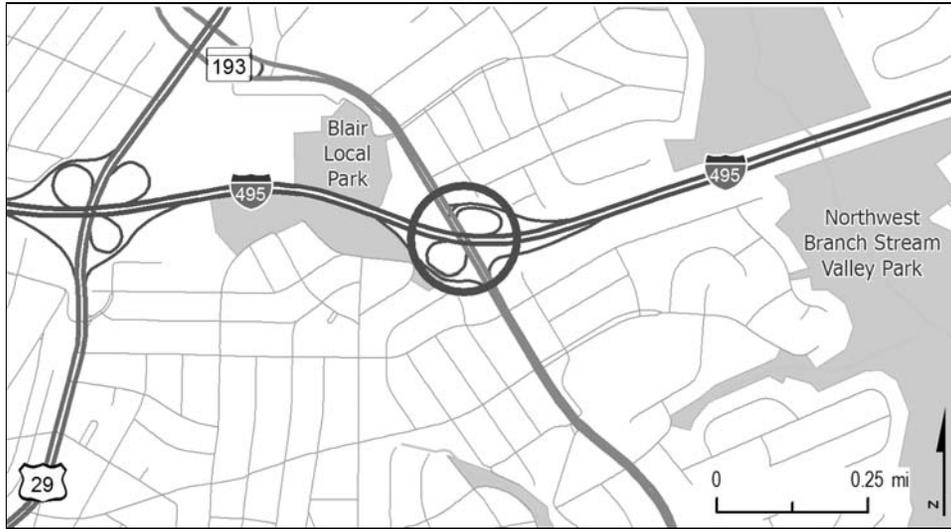
POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL			PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	953	772	90	91	0	0	0	0	0	181	0	
Construction	3,475	1,845	1,543	87	0	0	0	0	0	1,630	0	
Total	4,428	2,617	1,633	178	0	0	0	0	0	1,811	0	
Federal-Aid	4,099	2,477	1,529	93	0	0	0	0	0	1,622	0	

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 40,500 (MD 187)  
 9,700 (West Cedar Lane)  
**PROJECTED (2035) -** 46,100 (MD 187)  
 11,000 (West Cedar Lane)



**PROJECT:** MD 193, University Boulevard

**DESCRIPTION:** Replace Bridge 15136 over I-495.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1958, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, Capital Beltway Study (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 is structurally deficient.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.2 million is due to actual expenditures.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,746	11,757	989	0	0	0	0	0	989	0	0
Total	13,509	12,520	989	0	0	0	0	0	989	0	0
Federal-Aid	12,391	11,435	956	0	0	0	0	0	956	0	0

**CLASSIFICATION:**

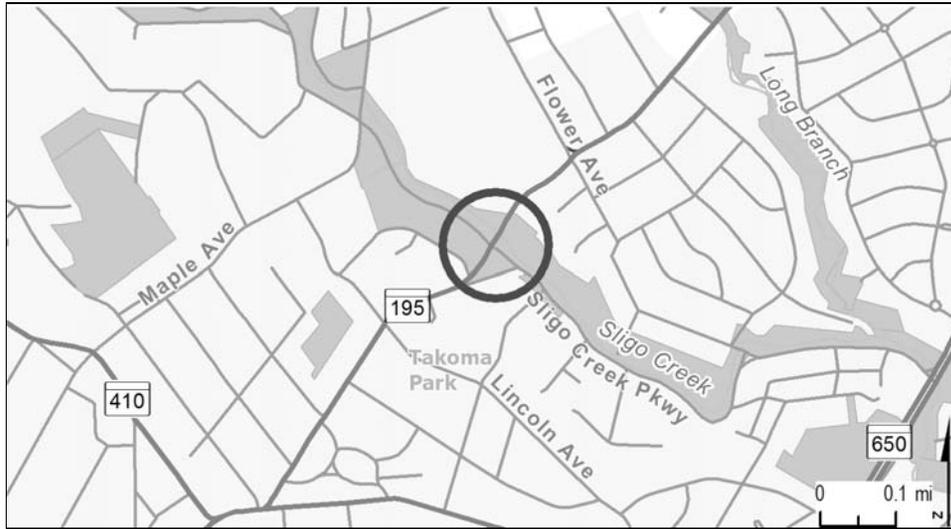
STATE - Intermediate  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 51,000

PROJECTED (2035) - 56,000



**PROJECT:** MD 195, Carroll Avenue

**DESCRIPTION:** Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is structurally deficient.

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

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW						
					FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,146	1,146	0	0	0	0	0	0	0	0	
Right-of-way	262	111	27	62	62	0	0	0	151	0	
Construction	11,001	3,713	4,127	3,138	23	0	0	0	7,288	0	
Total	12,409	4,970	4,154	3,200	85	0	0	0	7,439	0	
Federal-Aid	9,578	3,777	3,300	2,492	9	0	0	0	5,801	0	

**CLASSIFICATION:**

STATE - Major Collector

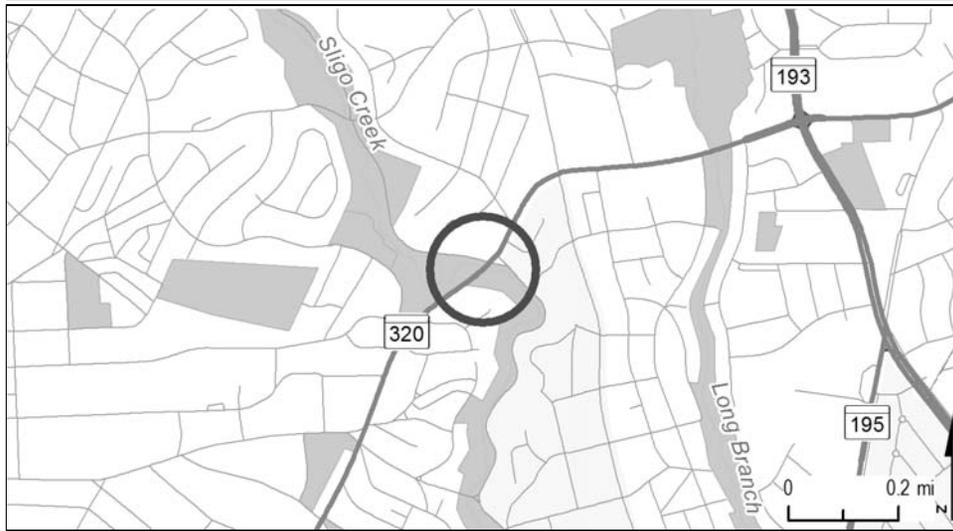
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 7,950

PROJECTED (2035) - 9,200



**PROJECT:** MD 320, Piney Branch Road

**DESCRIPTION:** This is a bicycle and pedestrian improvement project consisting of a new bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** Mitigation of BRAC Right-of-Way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)

**EXPLANATION:** These improvements are required as mitigation for Right-of-Way impacts to Maryland-National Capital Park and Planning Commission properties resulting from BRAC intersection improvements. The new facilities will improve safety and accessibility for trail users.

**STATUS:** Construction underway. The Office of Economic Adjustment is funding \$1.5 million for Construction.

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

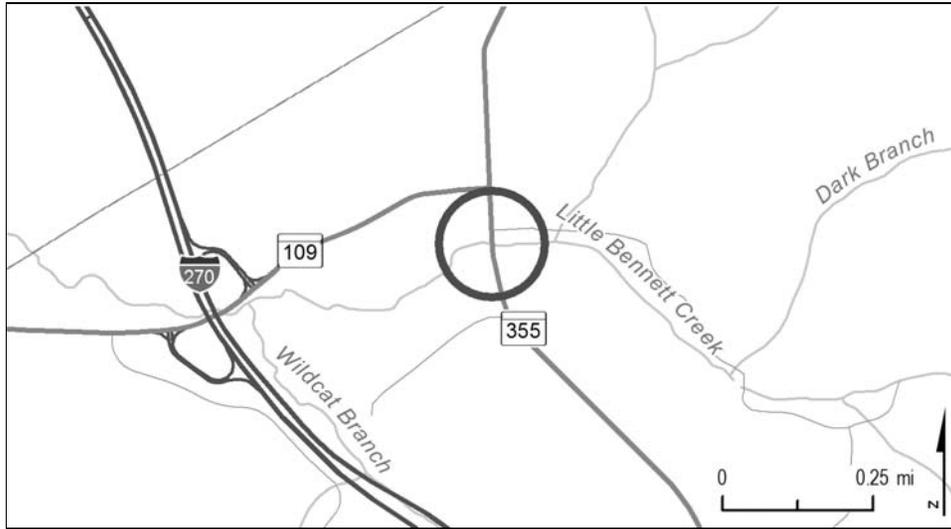
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	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	2,057	619	1,438	0	0	0	0	0	0	1,438	0	0
Total	2,103	665	1,438	0	0	0	0	0	0	1,438	0	0
Federal-Aid	2,029	610	1,419	0	0	0	0	0	0	1,419	0	0

**CLASSIFICATION:**

STATE - Major Collector  
 FEDERAL - Urban Minor Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 21,000  
 PROJECTED (2035) - 25,500



**PROJECT:** MD 355, Frederick Road

**DESCRIPTION:** Replace Bridge 15053 over Little Bennett Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1925, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 structurally deficient.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

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

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					2019	2020	2021	2022			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,117	462	413	242	0	0	0	0	0	655	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,240	2,760	0	0	0	0	4,000	0
Total	5,117	462	413	1,482	2,760	0	0	0	0	4,655	0
Federal-Aid	235	235	0	0	0	0	0	0	0	0	0

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

**CLASSIFICATION:**

STATE - Major Collector

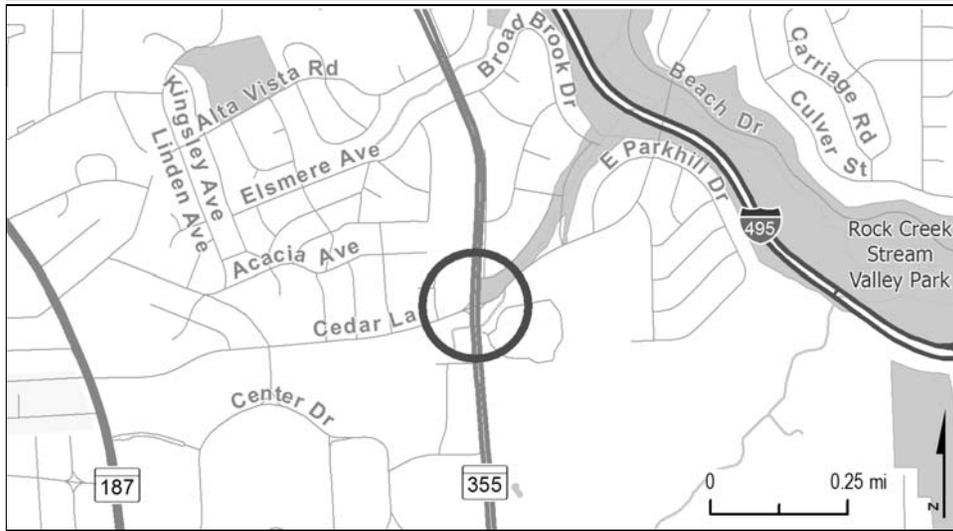
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 7,600

PROJECTED (2035) - 11,175



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 and 2) (1.0 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)
- MD 355, Bus Rapid Transit Study (MTA Line 25)

**EXPLANATION:** Improvements in the vicinity of Naval Support Activity Bethesda are vital to support the congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

**STATUS:** Construction underway. The Office of Economic Adjustment is funding \$6.8 million for Construction.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,163	947	132	1,000	84	0	0	0	1,216	0
Construction	13,958	12,923	1,035	0	0	0	0	0	1,035	0
Total	16,121	13,870	1,167	1,000	84	0	0	0	2,251	0
Federal-Aid	13,932	11,731	1,117	1,000	84	0	0	0	2,201	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 62,000  
 PROJECTED (2035) - 70,000



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to Southwood 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

**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 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Bus Rapid Transit Study, (MTA Line 25)

**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:** Construction to begin during current fiscal year. Office of Economic Adjustments is contributing \$4.3 million towards construction. County will advertise and construct the project.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Construction delayed from FY16 to FY17 due to utility relocations.

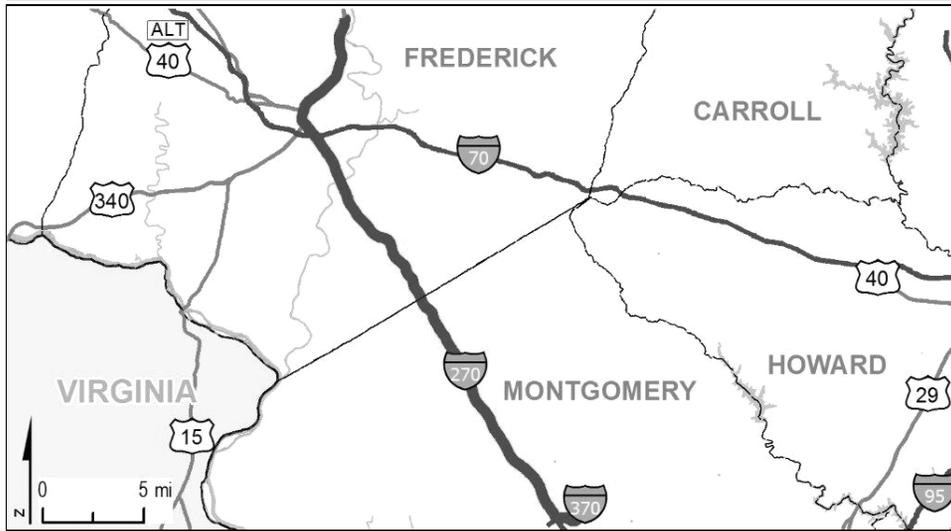
POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,844	0	397	1,260	1,404	783	0	0	3,844	0
Total	3,844	0	397	1,260	1,404	783	0	0	3,844	0
Federal-Aid	3,844	0	397	1,260	1,404	783	0	0	3,844	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 46,250  
 PROJECTED (2035) - 52,000



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

**DESCRIPTION:** Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

**JUSTIFICATION:** I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-270/Watkins Mill Road Extended Interchange (Line 1)
- US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
- US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
- MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick County Line 5)
- I-70, Mount Phillip Road to I-270 (Frederick County Line 10)
- US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 13)

**STATUS:** Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37) first.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	17,431	17,431	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,538	18,538	0	0	0	0	0	0	0	0
Federal-Aid	14,397	14,397	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

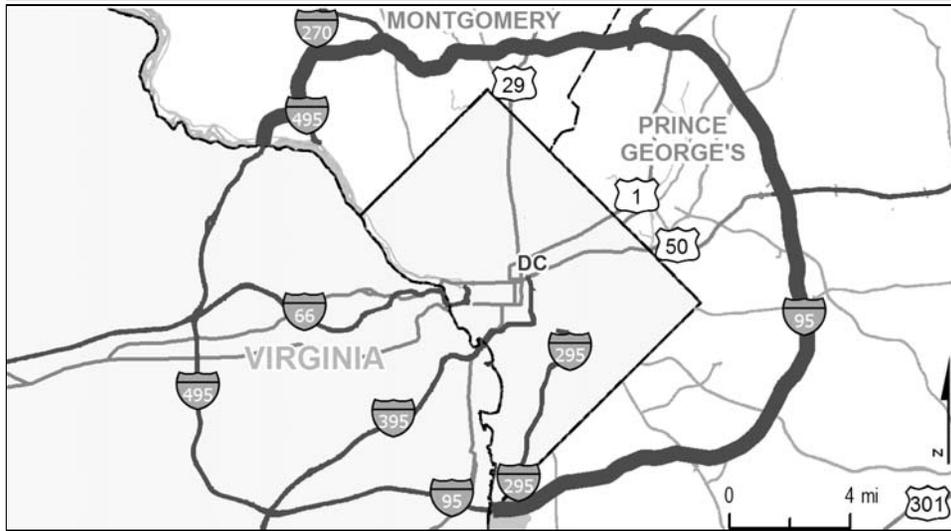
FEDERAL - Urban/Rural Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 42,100 - 104,400 (US 15)  
87,000 - 219,000 (I-270)

**PROJECTED (2035) -** 63,500 - 191,800 (US 15)  
98,000 - 237,000 (I-270)



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-495, Resurface from I-270Y to Seminary Road (Line 3)
- MD 193, I-495 Bridge over I-495 (Line 8)
- I-495, Planning Study (Line 16)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Prince George's County Line 1)
- I-95/I-495, Greenbelt Metro Station (Prince George's County Line 2)
- I-95/I-495, Bridge Replacement over Suitland Road (Prince George's County Line 3)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	11,044	11,044	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,044	11,044	0	0	0	0	0	0	0	0	
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

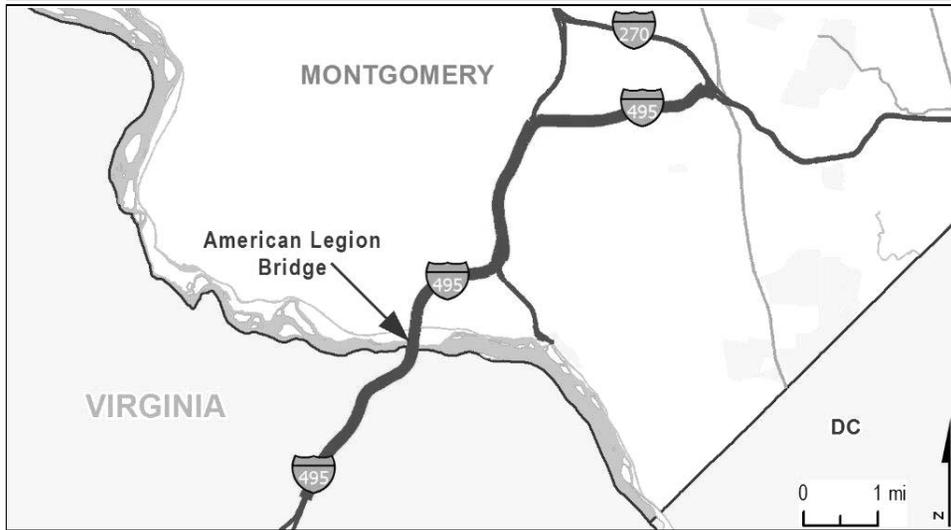
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



**PROJECT:** I-495, Capital Beltway, American Legion Bridge

**DESCRIPTION:** Planning Study of I-495 improvements from I-270 eastern spur to current terminus of High Occupancy Toll (HOT) lane facilities in Virginia, including the American Legion Bridge.

**JUSTIFICATION:** Increasing growth in Montgomery County and the concurrent increase in traffic is causing I-495 to experience severe congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-495, Resurface from I-270Y to Seminary Road (Line 3)  
 I-95/I-495, Capital Beltway (Line 15)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	6,000	1,380	1,050	800	1,250	1,020	500	0	4,620	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	1,380	1,050	800	1,250	1,020	500	0	4,620	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 (2016) - 103,000 - 240,000

PROJECTED (2035) - 110,000 - 260,000



**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, Interchanges (Line 18)  
 US 29, Bus Rapid Transit Study (MTA Line 25)

**STATUS:** Engineering on-hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$1.0 million is due to the deferment of Engineering funding to FY 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,000	5,004	147	0	0	0	0	0	147	1,849
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,079	6,083	147	0	0	0	0	0	147	1,849
Federal-Aid	1,667	1,667	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

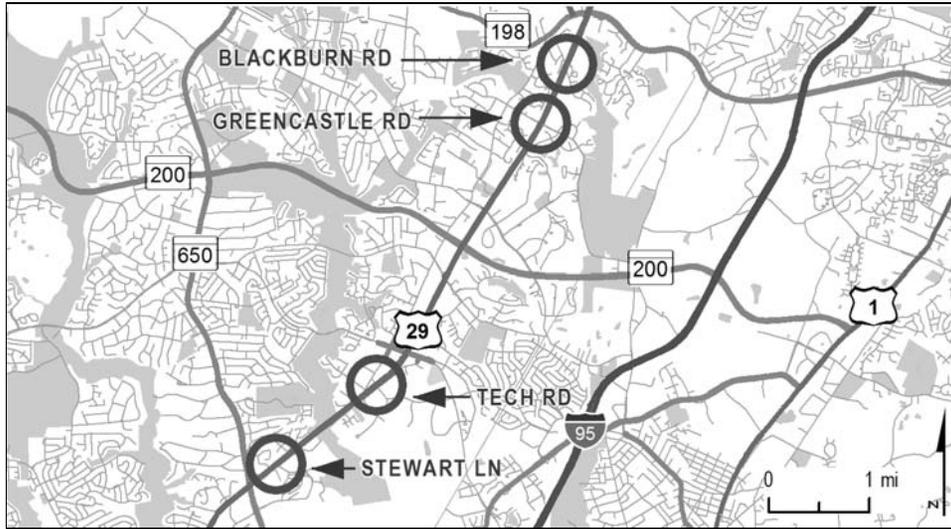
STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 67,000

PROJECTED (2035) - 81,500



**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 at Musgrove and Fairland Road (Line 17)  
 US 29, Bus Rapid Transit Study, (MTA Line 27)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

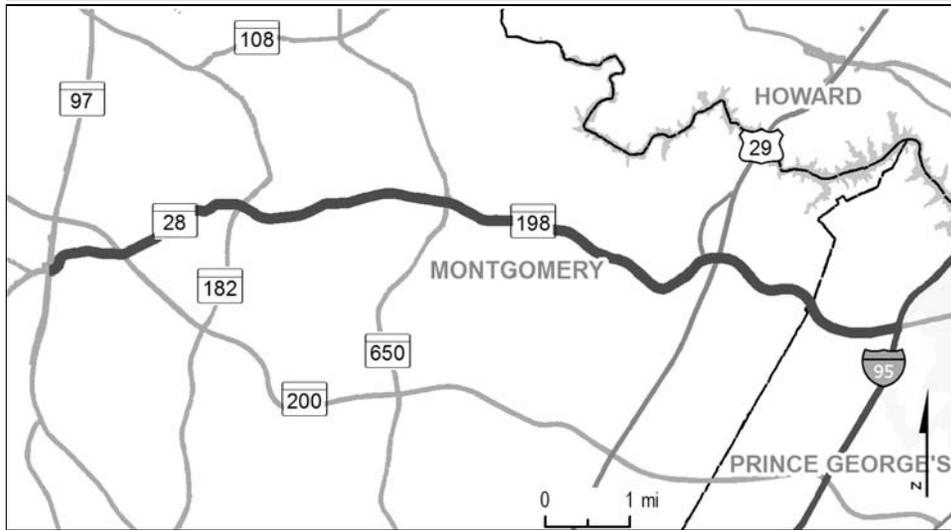
STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 60,000 - 74,000

PROJECTED (2035) - 67,000 - 82,000



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 97/MD 28, Interchange (Line 21)  
 US 29, Bus Rapid Transit Study (MTA Line 27)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

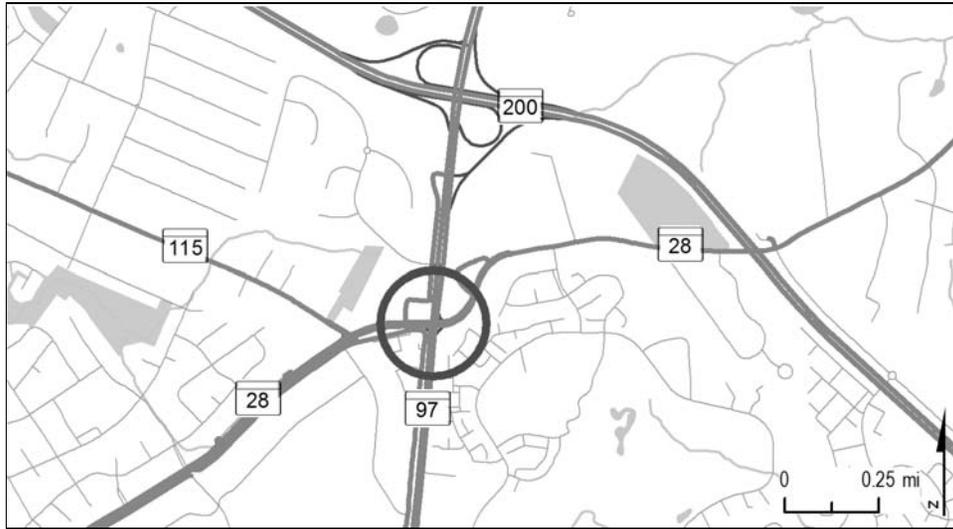
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	7,032	5,613	800	619	0	0	0	0	1,419	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,032	5,613	800	619	0	0	0	0	1,419	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 20,000 - 37,500 (MD 28)  
 16,800 - 47,000 (MD 198)  
**PROJECTED (2035) -** 30,500 - 52,500 (MD 28)  
 30,000 - 58,500 (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, MD 97 to I-95 (Line 19)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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	2,239	2,239	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

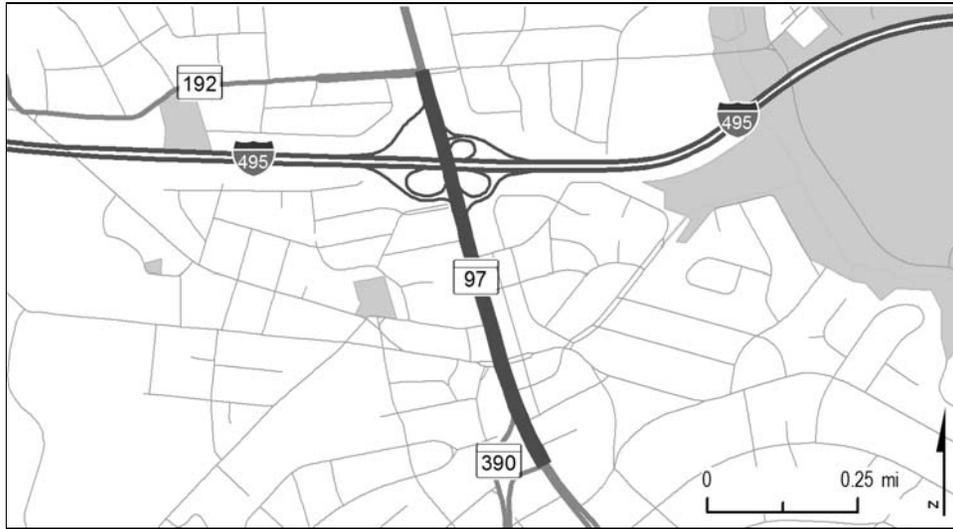
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 47,000

PROJECTED (2035) - 52,000



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** This project will evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will address safety and traffic operations within the study area.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway. County contributed \$3.0 million for Planning.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.0 million is due to additional Engineering needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	3,000	2,804	196	0	0	0	0	0	0	196	0	
Engineering	1,000	0	0	1,000	0	0	0	0	0	1,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,000	2,804	196	1,000	0	0	0	0	0	1,196	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

STATE - Intermediate Arterial

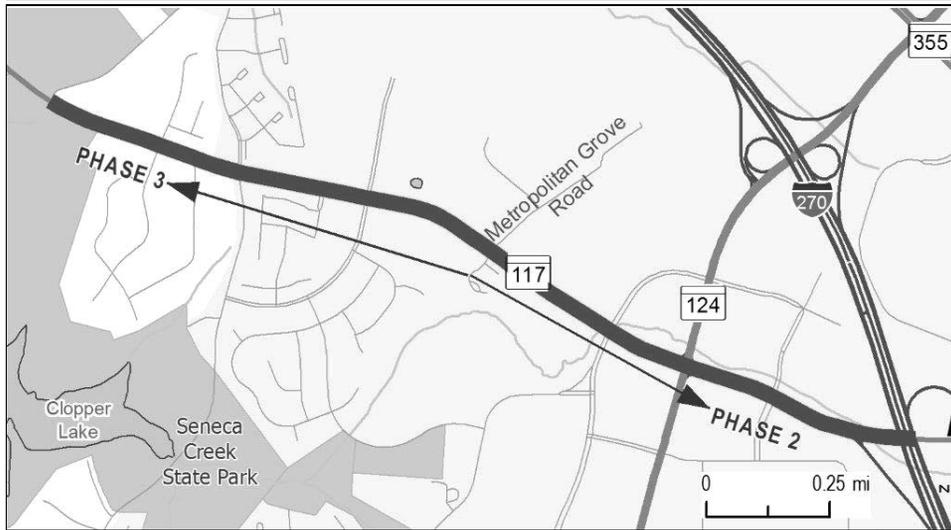
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 84,000

PROJECTED (2035) - 93,000



**PROJECT:** MD 117, Clopper Road/Diamond Avenue

**DESCRIPTION:** Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path on the south side. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-270/Watkins Mill Road Extended Interchange (Line 1)
- I-270, Innovative Congestion Management (Line 2)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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

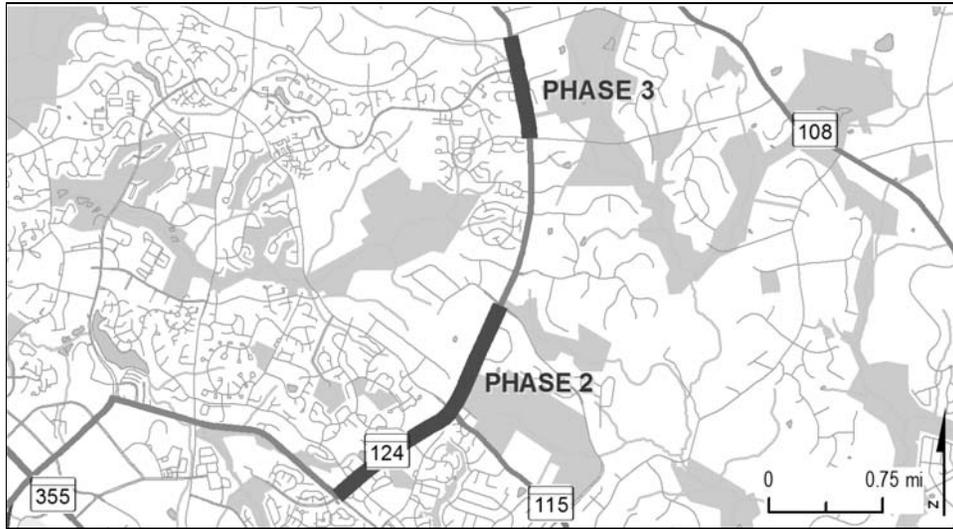
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,000 - 47,000

PROJECTED (2035) - 33,000 - 68,000



**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:** Engineering underway. County is contributing \$5.0 million to Engineering and Right-of-Way.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,609	871	50	800	836	1,052	0	0	2,738	0
Right-of-way	5,024	24	0	0	0	0	2,500	2,500	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,747	3,009	50	800	836	1,052	2,500	2,500	7,738	0
Federal-Aid	653	18	0	0	0	635	0	0	635	0

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 20,000

PROJECTED (2035) - 28,000



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct a grade-separated crossing over CSXT railroad and a interchange at Parklawn Drive. Pedestrian and bicycle accommodations will be included where appropriate.

**JUSTIFICATION:** This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSXT Railroad crossing.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Montrose Parkway East (Montgomery County Project)

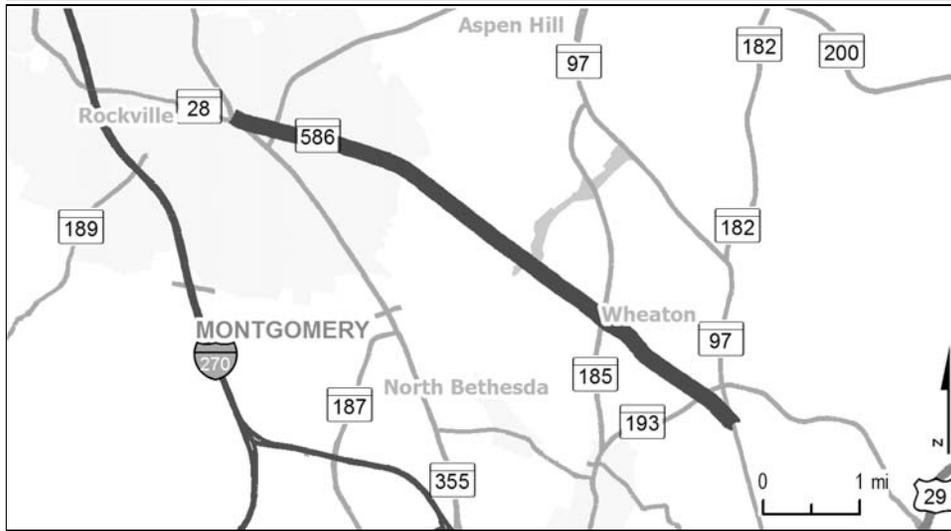
**STATUS:** Engineering underway. Montgomery County is contributing \$9.0 million to Engineering.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,860	1,860	0	0	0	0	0	0	0	0	0
Engineering	9,000	3,373	3,000	2,627	0	0	0	0	0	5,627	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	10,860	5,233	3,000	2,627	0	0	0	0	0	5,627	0
Federal-Aid	0	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: Secondary  
**Annual Average Daily Traffic (vehicles per day)**  
 CURRENT (2016) - 57,750 (MD 355)  
 PROJECTED (2035) - 66,000 (MD 355)



**PROJECT:** MD 586, Veirs Mill Road, and MD 28, Veirs Mill Road

**DESCRIPTION:** Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 586 and MD 28 from Rockville to Wheaton (6.1 miles). Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project will enhance transit connections and improve operational efficiency and travel times. This project supports plans for BRT implementation.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway. Montgomery County is contributing \$6.0 million for Planning.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	6,000	3,839	2,161	0	0	0	0	0	0	2,161	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	6,000	3,839	2,161	0	0	0	0	0	0	2,161	0
Federal-Aid	0	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: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 21,000 - 46,000

PROJECTED (2035) - 24,000 - 50,000

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,297	Completed
2		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Completed
3		East Jefferson/Veirs Mill Road; MD 28 - Monroe Street to MD 911 and MD 355 - MD 28 to MD 911; resurface	2,821	Completed
4	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,116	Completed
5	I 495	Cabin John Parkway; Clara Barton Parkway to I-495; resurface	2,011	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
6		At various locations in Montgomery County; mill and resurface	14,772	FY 2017
7	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,504	FY 2017
8	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,206	Under construction
9	MD 124	Quince Orchard Road; Orchard Ridge Road to MD 355; safety and resurface	2,775	FY 2017
10	MD 190	River Road; MD 614 to DC line; safety and resurface	3,432	FY 2017
11	MD 193	University Boulevard; I-495 to MD 320; resurface	3,194	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
12	I 270	Eisenhower Memorial Highway; MD 121 to Frederick County Line	9,876	FY 2018
13	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	1,359	FY 2017
14	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,246	FY 2017
15	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,212	Completed
16	MD 586	Veirs Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,050	FY 2017
<b><u>Bridge Replacement/Rehabilitation</u></b>				
17		Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges	2,447	FY 2017
18	CO7073	Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	6,200	FY 2018
<b><u>Safety/Spot Improvement</u></b>				
19	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	2,288	FY 2017
20	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	1,404	Completed
21	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	981	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
22	MD 198 WB	Sandy Spring Road; at Riding Stable Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	505	FY 2017
23	I 270	Eisenhower Memorial Highway; Montrose Road to SB I-270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2017
<b><u>Traffic Management</u></b>				
24		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	FY 2017
25		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	770	Under construction
26		Various locations in Montgomery County; signalization	3,760	Under construction
27	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	757	Under construction
28	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	756	Under construction
<b><u>Environmental Preservation</u></b>				
29	MD 190	River Road; Intersection at MD 190 and MD 188; landscape	27	Under construction
30	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	2,123	Under construction
<b><u>Intersection Capacity Improvements</u></b>				
31		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	378	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements (cont'd)</u></b>				
32	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,756	FY 2017
33	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,500	FY 2017
34	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Design Underway
<b><u>Bicycle Retrofit</u></b>				
35	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,980	FY 2017
<b><u>TMDL Compliance</u></b>				
36		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,106	Under construction
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
37		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	FY 2017
38		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	FY 2017
39		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	FY 2018

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

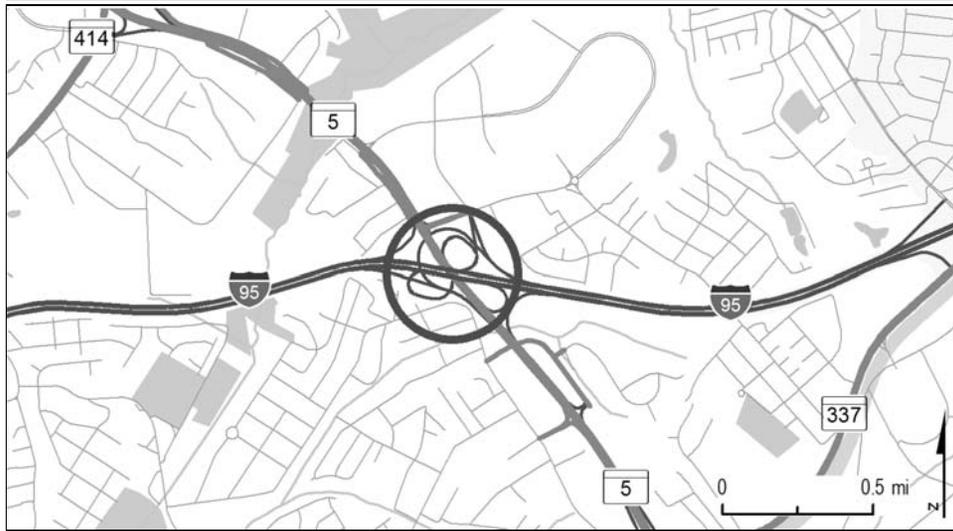
**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
40		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 2018
41		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	FY 2017
<u>Congressional Earmarks</u>				
42		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
43		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	



***PRINCE GEORGE'S COUNTY***





**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge, and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 MD 5, US 301 at T.B. to north of I-95/I-495 (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:** This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	777	777	0	0	0	0	0	0	0	0	0	
Engineering	4,669	4,669	0	0	0	0	0	0	0	0	0	
Right-of-way	4,406	1,499	917	1,102	638	250	0	0	0	2,907	0	
Construction	38,302	29,701	8,601	0	0	0	0	0	0	8,601	0	
Total	48,154	36,646	9,518	1,102	638	250	0	0	0	11,508	0	
Federal-Aid	37,022	27,957	7,487	811	517	250	0	0	0	9,065	0	

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 135,000 (MD 5) 187,475  
 (I-95/495)

**PROJECTED (2035) -** 143,000 (MD 5)  
 209,750 (I-95/495)



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

**PURPOSE & NEED SUMMARY STATEMENT:** This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**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 enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$19.2 million is due to additional design, data collection, infrastructure improvements and environmental mitigation needs associated with future Development.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	10,963	6,369	2,412	2,182	0	0	0	0	0	4,594	0
Right-of-way	8,764	63	283	2,000	3,232	3,186	0	0	0	8,701	0
Construction	150,000	0	505	28,683	40,643	43,501	36,668	0	0	150,000	0
Total	171,288	7,993	3,200	32,865	43,875	46,687	36,668	0	0	163,295	0
Federal-Aid	159,121	5,808	1,881	30,307	40,956	43,501	36,668	0	0	153,313	0

**CLASSIFICATION:**

STATE - Principal Arterial

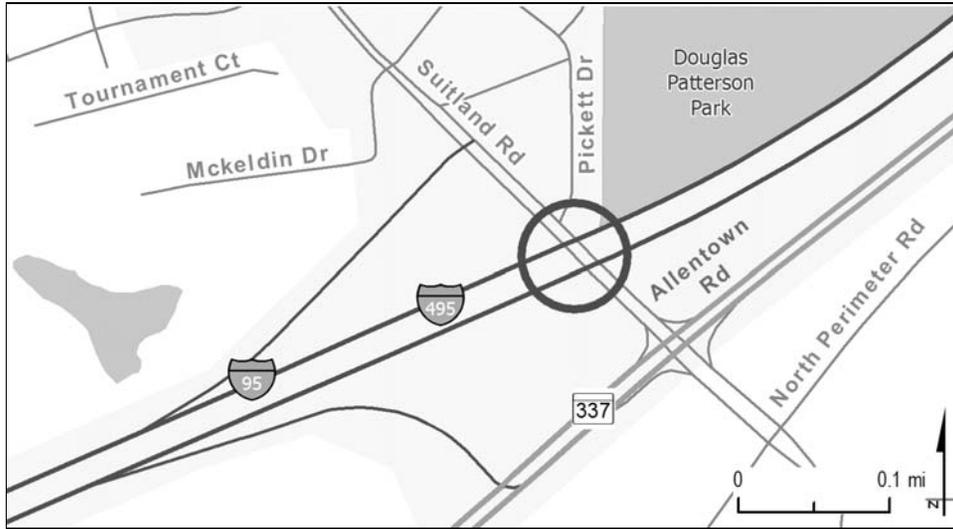
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 220,000

PROJECTED (2035) - 242,100



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Replace Bridges 1616205 and 1616206 over Suitland Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**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 bridges are nearing the end of their useful life and are in need of replacement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.2 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,846	1,846	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,900	29	9,249	9,290	9,290	6,042	0	0	33,871	0
Total	35,746	1,875	9,249	9,290	9,290	6,042	0	0	33,871	0
Federal-Aid	1,423	1,423	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

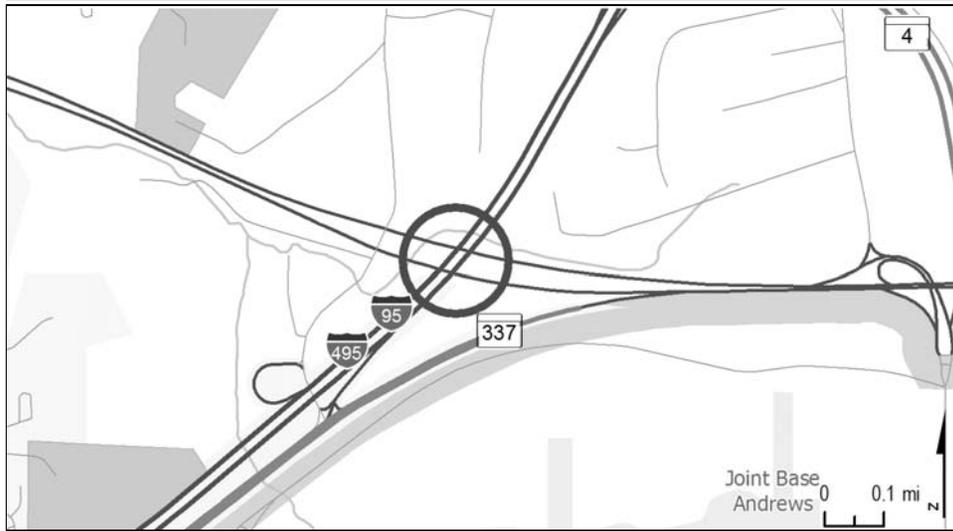
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 176,325

PROJECTED (2035) - 207,650



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Replace Bridges 1616005 and 1616006 over Suitland Parkway.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19).

**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 bridges are nearing the end of their useful life and are in need of replacement.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$16.2 million is due to a Construction estimate increase based on recent bids and the need for additional Engineering funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	0	1,176	0	0	0	0	0	1,176	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	15,300	14,700	0	0	0	30,000	0
Total	31,176	0	1,176	15,300	14,700	0	0	0	31,176	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

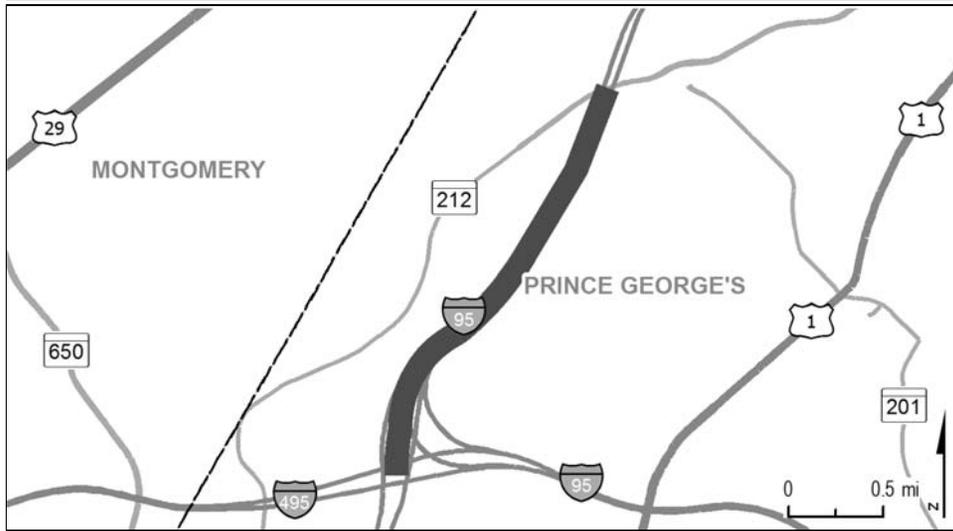
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 201,575

PROJECTED (2035) - 226,350



**PROJECT:** I-95, Capital Beltway

**DESCRIPTION:** Resurface I-95 from I-495 (Capital Beltway) to MD 212.

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surface.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19).

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The resurfacing extends the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	408	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,658	3,436	9,222	0	0	0	0	0	9,222	0
Total	13,066	3,844	9,222	0	0	0	0	0	9,222	0
Federal-Aid	11,665	3,197	8,468	0	0	0	0	0	8,468	0

**CLASSIFICATION:**

STATE - Principal Arterial

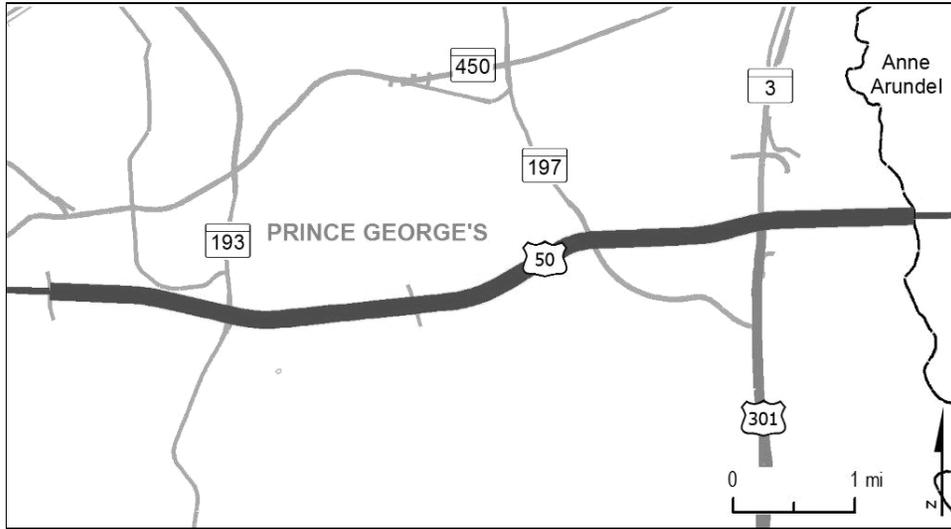
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 200,900

PROJECTED (2035) - 224,800



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Westbound) (7.2 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surfaces.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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:**

- US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 7)
- MD 3, US 50 to MD 32 (Line 20)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, North of Mount Oak Road to US 50 (Line 27)

**EXPLANATION:** The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$1.5 million is due to a favorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	309	309	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	11,092	16	7,631	3,445	0	0	0	0	0	11,076	0	0
Total	11,401	325	7,631	3,445	0	0	0	0	0	11,076	0	0
Federal-Aid	292	292	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

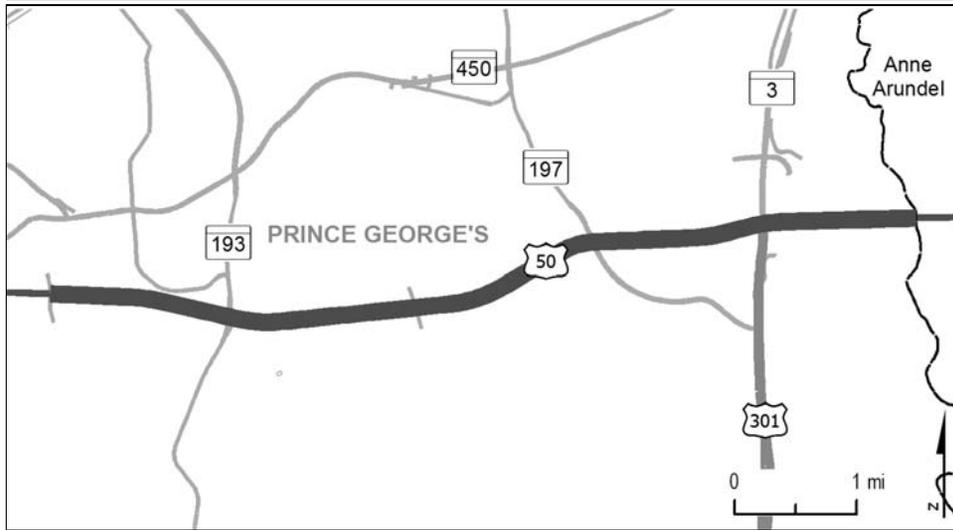
STATE - Intermediate Arterial  
 FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Eastbound) (7.3 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surfaces.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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:**

- US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 6)
- MD 3, US 50 to MD 32 (Line 20)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, North of Mount Oak Road to US 50 (Line 27)
- MD 197, Kenhill Drive to MD 450 Relocated (Line 30)

**EXPLANATION:** The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.7 million is due to additional mobilization, maintenance of traffic, and asphalt and concrete patching.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	178	178	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,049	2,732	9,317	0	0	0	0	0	0	9,317	0
Total	12,227	2,910	9,317	0	0	0	0	0	0	9,317	0
Federal-Aid	9,928	2,434	7,494	0	0	0	0	0	0	7,494	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

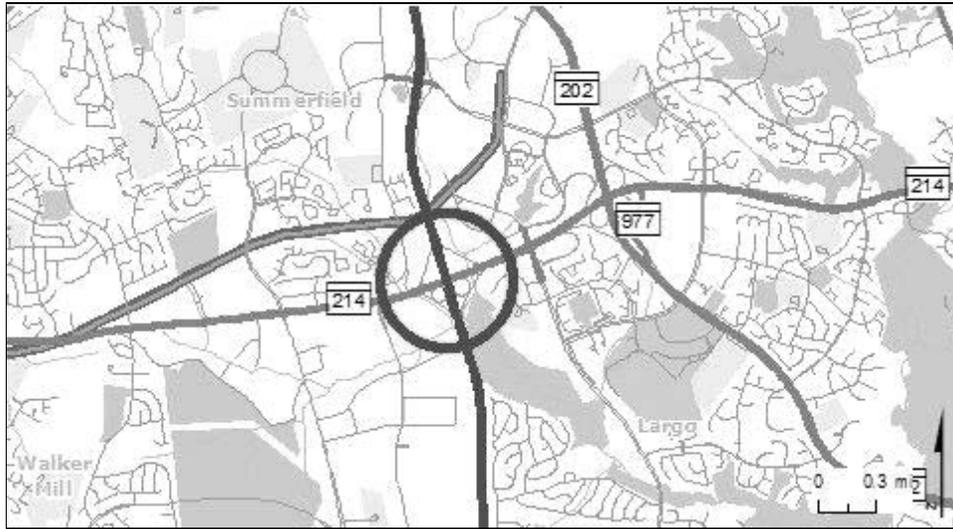
STATE - Intermediate Arterial  
 FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



**PROJECT:** I-95, Capital Beltway

**DESCRIPTION:** Replace Bridge 1615305, 1615306 over MD 214.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**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 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	168	641	367	0	0	0	0	1,008	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,000	0	0	0	8,773	17,671	8,556	0	35,000	0
Total	36,176	168	641	367	8,773	17,671	8,556	0	36,008	0
Federal-Aid	27,300	0	0	0	6,843	13,783	6,674	0	27,300	0

**CLASSIFICATION:**

STATE - Principal Arterial

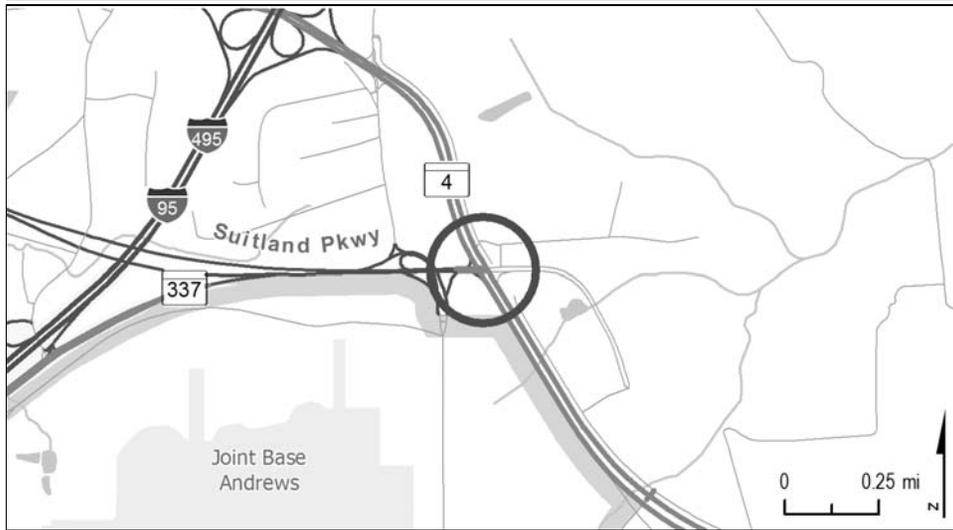
FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 222,125

PROJECTED (2035) - 268,350



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 MD 4, MD 223 to I-95/I-495 (Line 21)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at the existing at-grade intersection.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$8.1 million is due to the implementation of the Governor's Practical Design Initiative.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,761	11,305	456	0	0	0	0	0	0	456
Right-of-way	25,496	10,249	3,231	4,378	4,614	3,024	0	0	0	15,247
Construction	91,484	6,221	7,147	16,221	22,468	22,511	16,916	0	0	85,263
Total	128,741	27,775	10,834	20,599	27,082	25,535	16,916	0	0	100,966
Federal-Aid	93,291	13,329	6,012	15,727	21,706	20,849	15,668	0	0	79,962

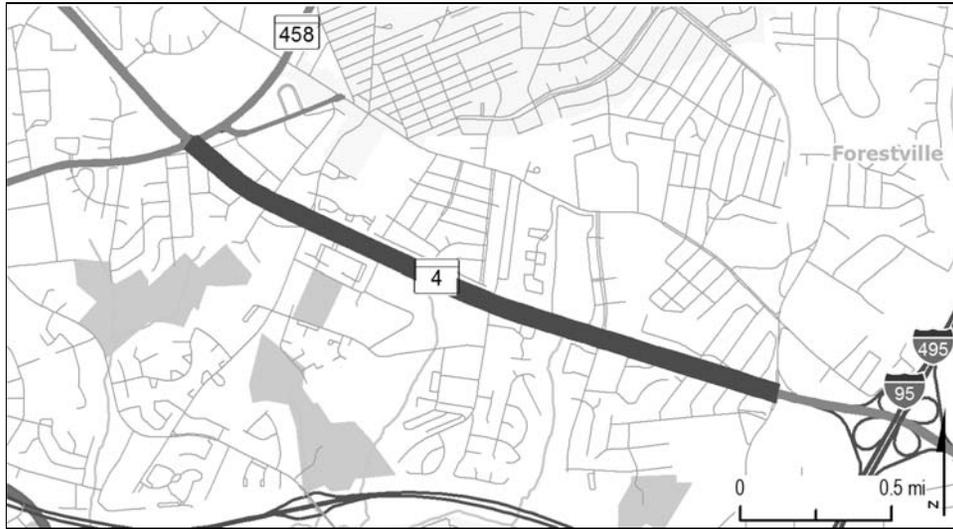
**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
 STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 72,725

PROJECTED (2035) - 99,350



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot multi-use trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 raised curb, sidewalk, and multi-use trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0
Right-of-way	310	310	0	0	0	0	0	0	0	0
Construction	24,325	6,024	18,301	0	0	0	0	0	18,301	0
Total	26,466	8,165	18,301	0	0	0	0	0	18,301	0
Federal-Aid	1,747	1,747	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

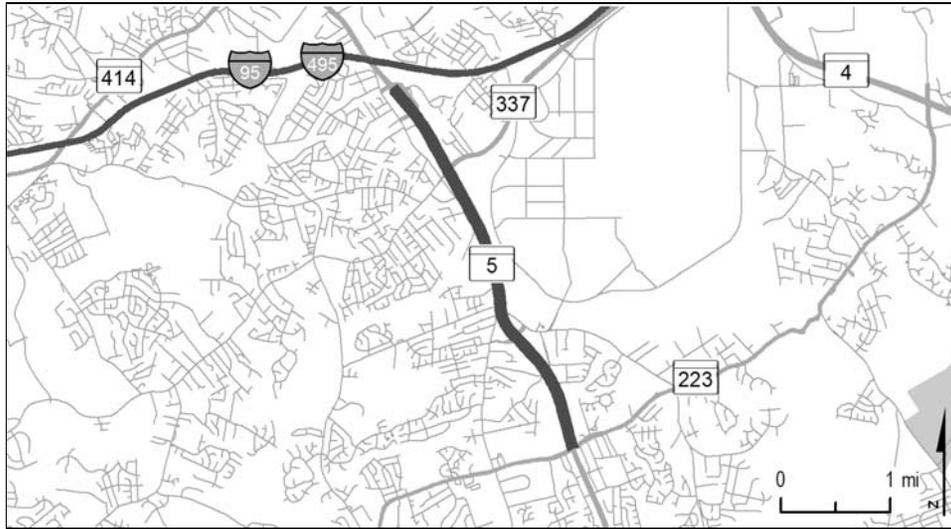
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 44,000

PROJECTED (2035) - 59,100



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95 (4.0 Miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project enhances the longevity of the roadway surface.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 MD 5, US 301 to I-95 (Line 22)

**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:** The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$1.0 million is due to final expenditures.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,965	7,965	0	0	0	0	0	0	0	0	0
Total	8,169	8,169	0	0	0	0	0	0	0	0	0
Federal-Aid	6,744	6,744	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

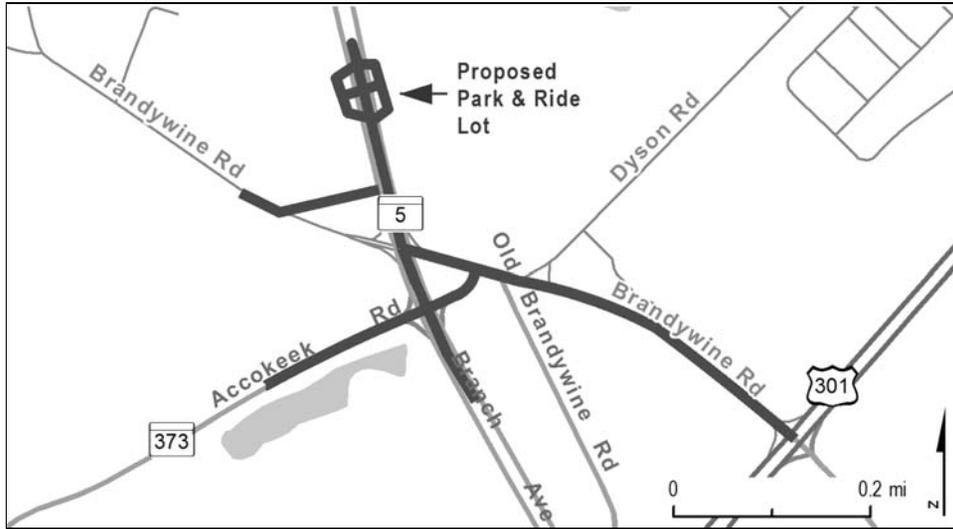
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 145,175

PROJECTED (2035) - 164,375



**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 22)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, Waldorf Area Project (Line 28)

**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. Washington Suburban Sanitary Commission is contributing \$8.6 million towards Construction.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$10.0 million is due to a favorable bid.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,866	6,866	0	0	0	0	0	0	0	0
Right-of-way	6,069	3,814	1,021	1,038	196	0	0	0	2,255	0
Construction	42,841	115	6,709	12,773	13,433	9,811	0	0	42,726	0
Total	55,776	10,795	7,730	13,811	13,629	9,811	0	0	44,981	0
Federal-Aid	35,256	5,899	4,609	8,781	9,290	6,677	0	0	29,357	0

**CLASSIFICATION:**

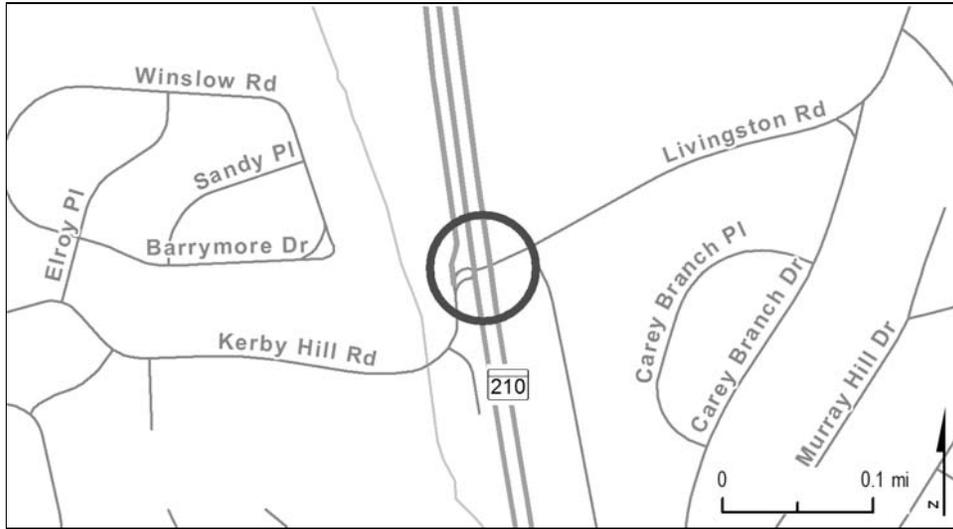
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 65,000

PROJECTED (2035) - 97,700



**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 24)

**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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,331	5,249	20	430	632	0	0	0	1,082	0
Right-of-way	12,084	5,320	1,450	1,775	2,143	1,396	0	0	6,764	0
Construction	97,300	15,894	17,705	26,419	34,203	3,079	0	0	81,406	0
Total	115,715	26,463	19,175	28,624	36,978	4,475	0	0	89,252	0
Federal-Aid	86,775	11,980	15,119	24,750	32,045	2,881	0	0	74,795	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 82,700

PROJECTED (2035) - 102,850



**PROJECT:** MD 337, Allentown Road

**DESCRIPTION:** Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations at the intersection.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	275	105	170	0	0	0	0	0	170	0
Construction	5,575	2,815	2,760	0	0	0	0	0	2,760	0
Total	5,850	2,920	2,930	0	0	0	0	0	2,930	0
Federal-Aid	4,736	2,317	2,419	0	0	0	0	0	2,419	0

**CLASSIFICATION:**

STATE - Major Collector

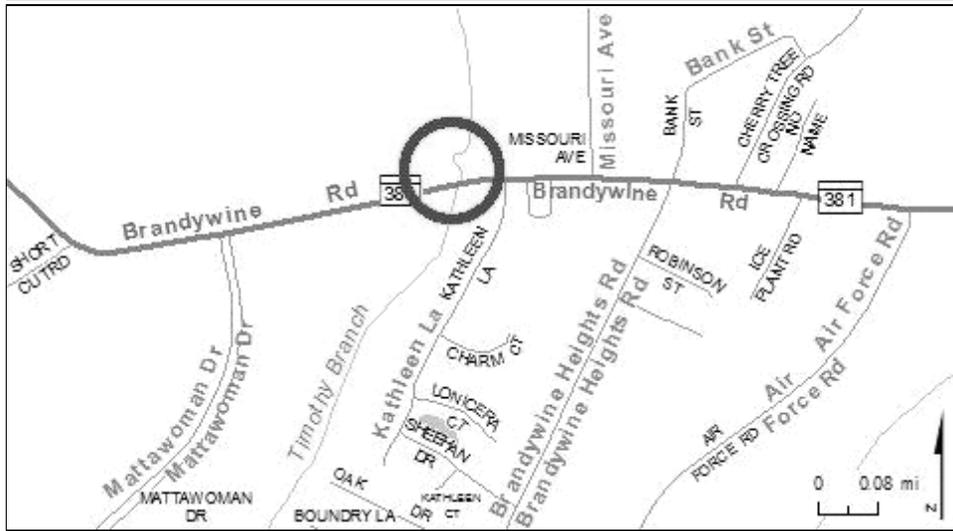
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 32,300

PROJECTED (2035) - 38,000



**PROJECT:** MD 381, Brandywine Road

**DESCRIPTION:** Replace Bridge 1630500 over Timothy Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The project increases the width of the bridge to provide a safer travel area and improves water flow at the roadway crossing.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 replaces a functionally obsolete bridge with a wider bridge that accommodates bicycles. The project also replaces temporary pipes under the bridge that were damaged by storms. The new pipes will adequately handle high water volumes from severe storms.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	2019	2020	2021	2022		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	360	693	123	0	0	0	0	816	0
Right-of-way	95	0	19	19	19	19	19	0	95	0
Construction	2,000	0	365	1,435	200	0	0	0	2,000	0
Total	3,271	360	1,077	1,577	219	19	19	0	2,911	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

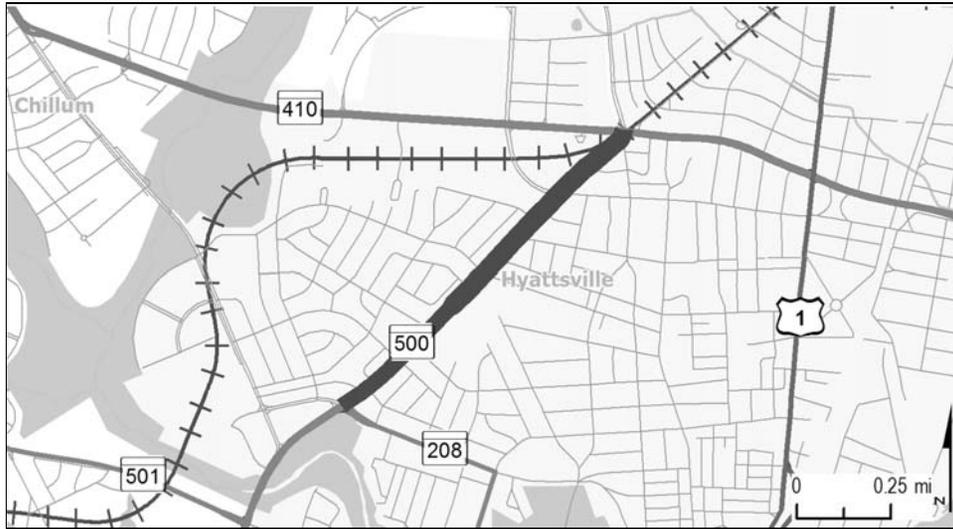
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 9,300

PROJECTED (2035) - 16,900



**PROJECT:** MD 500, Queens Chapel Road

**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (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:**

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                               |
|---------------------------------------------------------|---------------------------------------------------------------|
| <input checked="" type="checkbox"/> Safety & Security   | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity                  |

**EXPLANATION:** The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,033	2,030	3	0	0	0	0	0	0	3	
Right-of-way	254	252	2	0	0	0	0	0	0	2	
Construction	8,655	3,417	4,390	783	65	0	0	0	0	5,238	
Total	10,942	5,699	4,395	783	65	0	0	0	0	5,243	
Federal-Aid	1,934	1,933	1	0	0	0	0	0	0	1	

**CLASSIFICATION:**

STATE - Major Collector

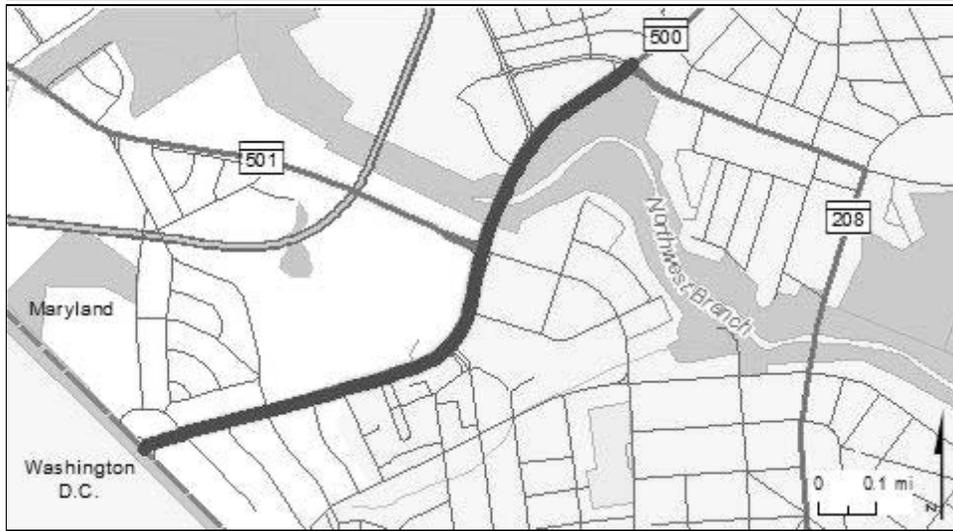
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 23,800

PROJECTED (2035) - 32,800



**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 pedestrians 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 16)

**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 enhance traffic calming and pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,705	2,111	594	0	0	0	0	0	594	0
Right-of-way	5,438	0	823	3,659	425	425	106	0	5,438	0
Construction	15,403	0	0	1,217	7,063	5,098	2,025	0	15,403	0
Total	23,546	2,111	1,417	4,876	7,488	5,523	2,131	0	21,435	0
Federal-Aid	14,956	0	420	3,471	5,509	3,977	1,579	0	14,956	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 21,975

PROJECTED (2035) - 26,550



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 35)

**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:** Engineering and Right-of-Way underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$6.3 million is due to a reduced Right-of-Way estimate.

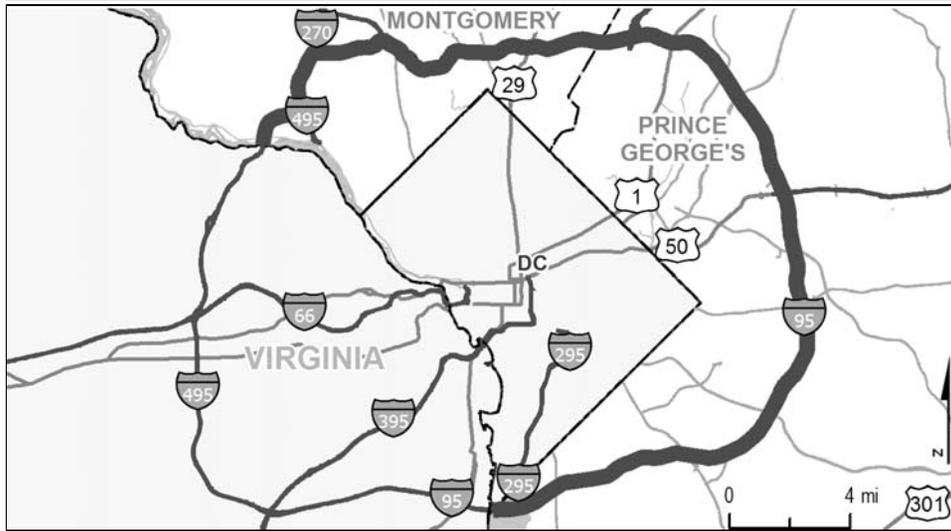
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,289	5,295	1,200	994	800	0	0	0	2,994	0
Right-of-way	9,284	1,034	2,000	4,829	1,421	0	0	0	8,250	0
Construction	32,231	0	0	0	3,589	8,709	9,826	10,107	32,231	0
Total	49,804	6,329	3,200	5,823	5,810	8,709	9,826	10,107	43,475	0
Federal-Aid	300	217	83	0	0	0	0	0	83	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 48,875  
 PROJECTED (2035) - 66,825



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
- I-95/I-495, Greenbelt Metro Station (Line 2)
- I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
- I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
- I-95, Resurface I-95 from I-495 (Capital Beltway) to MD 212 (Line 5)
- MD 4, Interchange at Suitland Parkway (Line 9)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	11,044	11,044	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,044	11,044	0	0	0	0	0	0	0	0	
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

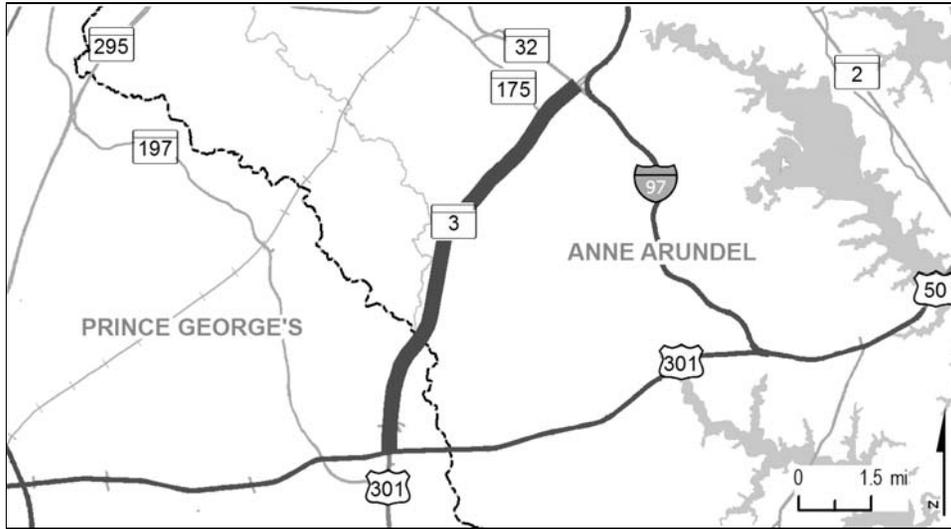
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



**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:**

- I-95, Resurfacing from I-495 (Capital Beltway) to MD 212 (Line 5)
- US 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Road to Anne Arundel County Line - Eastbound (Line 7)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, North of Mount Oak Road to US 50 (Line 27)
- MD 450, Stonybrook Drive to west of MD 3 (Line 34)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
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:**

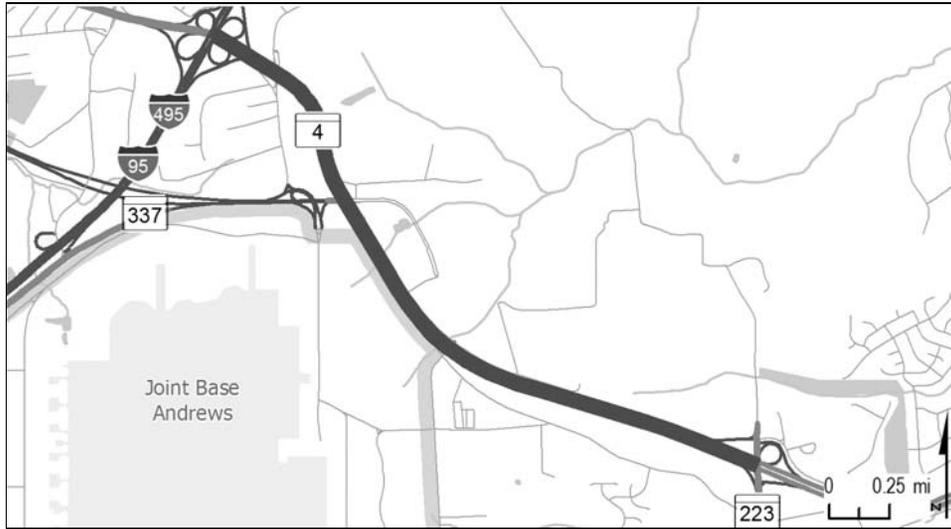
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 65,800 - 84,150

**PROJECTED (2035) -** 78,375 - 124,800



**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

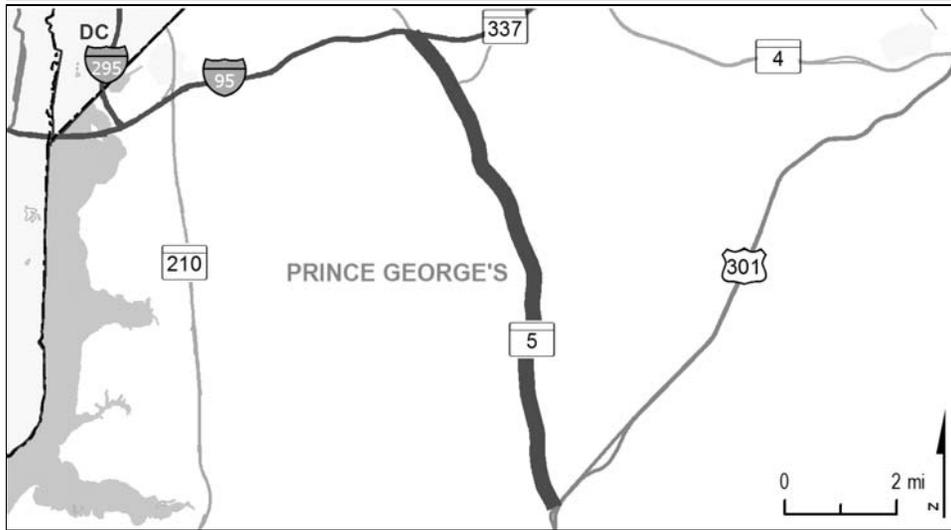
**ASSOCIATED IMPROVEMENTS:**  
 MD 4, Interchange at Suitland Parkway (Line 9)  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 MD 223, Steed Road to MD 4 (Line 33)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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 (2016) - 72,725  
 PROJECTED (2035) - 99,325



**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:**

- I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 11)
- I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 19)
- MD 5, Improvements at Linda Lane (Line 23)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, Waldorf Area Project (Line 28)

**STATUS:** Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	4,091	4,008	83	0	0	0	0	0	0	83	0
Engineering	1,724	1,724	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,901	83	0	0	0	0	0	0	83	0
Federal-Aid	7,212	7,212	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 (2016) - 146,900  
 PROJECTED (2035) - 164,375



**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:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 22)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	365	400	750	742	493	350	0	2,735	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	365	400	750	742	493	350	0	2,735	0
Federal-Aid	3,081	346	400	750	742	493	350	0	2,735	0

**CLASSIFICATION:**

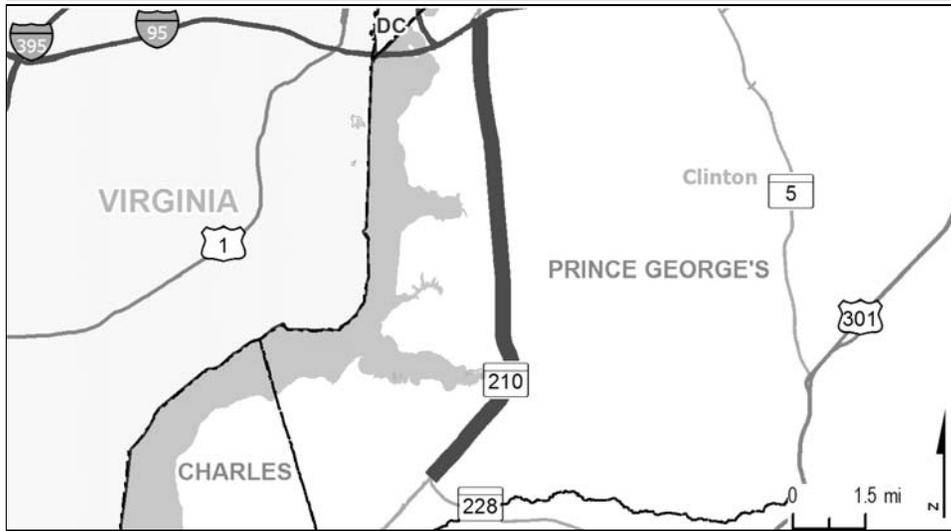
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 135,600

PROJECTED (2035) - 145,000



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Multimodal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

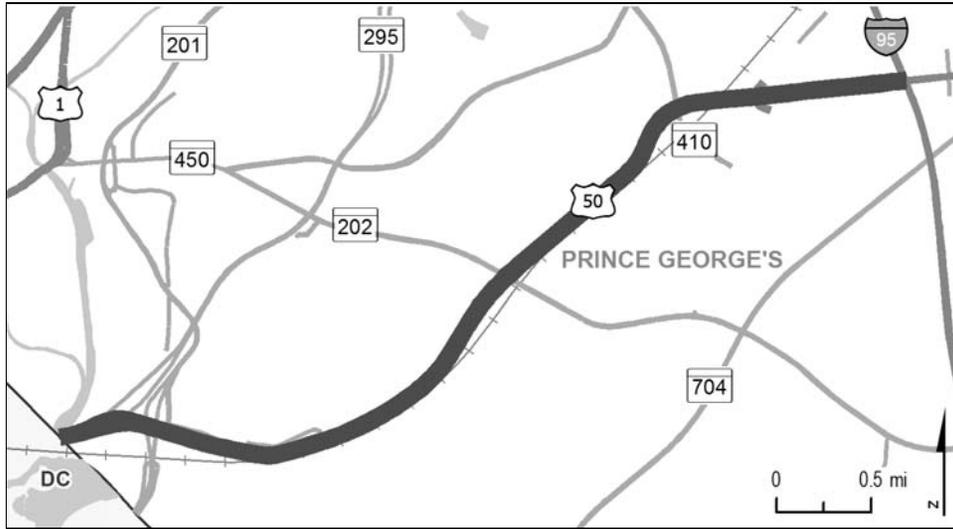
**ASSOCIATED IMPROVEMENTS:**  
 MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 13)  
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Freeway/Expressway  
**STATE SYSTEM:** Primary  
**Annual Average Daily Traffic (vehicles per day)**  
 CURRENT (2016) - 83,450  
 PROJECTED (2035) - 103,875



**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 section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)  
 US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)  
 I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 19)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	500	432	68	0	0	0	0	0	68	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	500	432	68	0	0	0	0	0	68	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

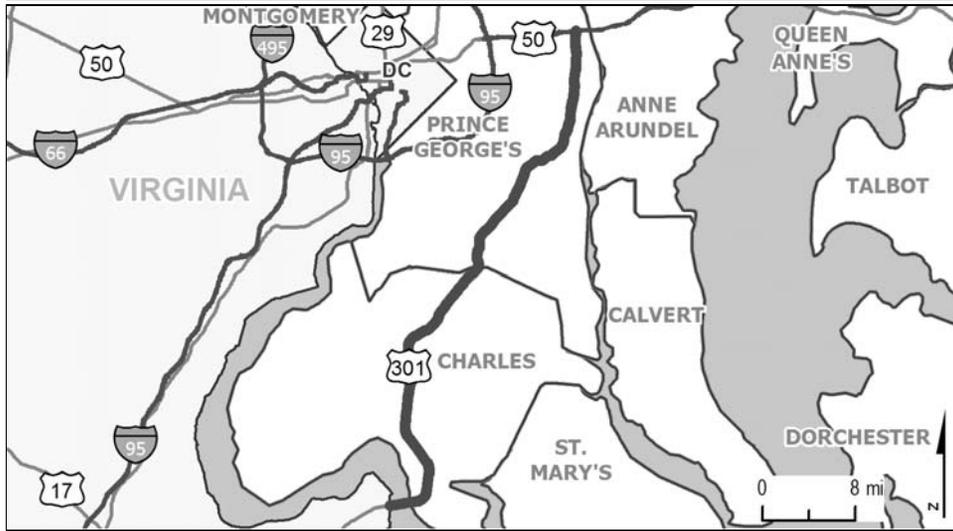
STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 126,875

**PROJECTED (2035) -** 154,800



**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 and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 12)
- MD 3, US 50 to MD 32 (Line 20)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 21)
- US 301, North of Mount Oak Road to US 50 (Line 27)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$15.7 million is due to project being placed on hold.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	10,750	10,750	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,758	55,758	0	0	0	0	0	0	0	0	
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 22,900 (Charles) - 87,800 (Prince George's)

PROJECTED (2035) - 27,300 (Charles) - 122,000 (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:**

- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
- MD 3, US 50 to MD 32 (Line 20)
- US 301, South Corridor Transportation Study (Line 26)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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

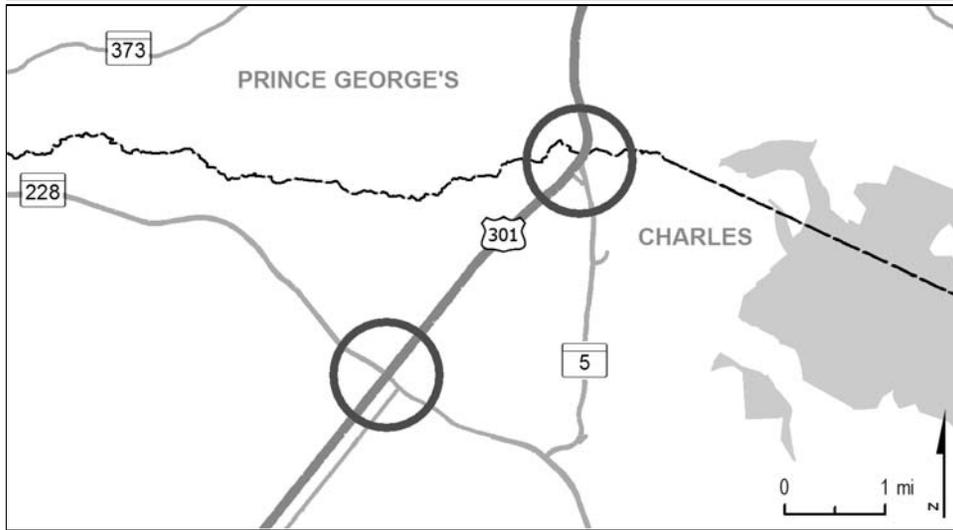
**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 69,175 (US 301)  
 22,500 (MD 197)  
**PROJECTED (2035) -** 122,000 (US 301)  
 33,500 (MD 197)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.

**JUSTIFICATION:** US 301 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, Interchange at MD 373 and Brandywine Road Relocated (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 22)
- US 301, South Corridor Transportation Study (Line 26)
- US 301, North of Mount Oak Road to US 50 (Line 27)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

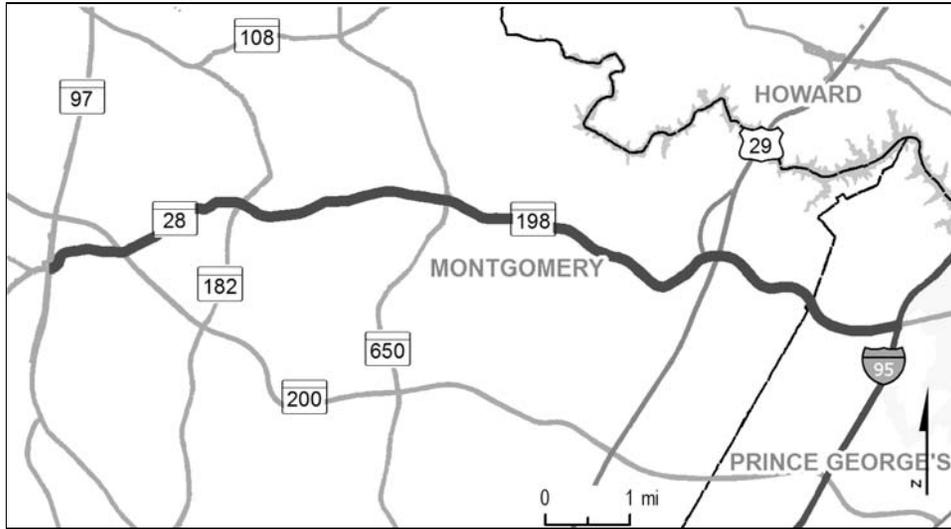
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	14,636	11,023	800	800	1,613	400	0	0	3,613	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	11,023	800	800	1,613	400	0	0	3,613	0
Federal-Aid	9,269	7,669	800	800	0	0	0	0	1,600	0

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 63,400 (Charles) -  
 87,800 (Prince George's)  
**PROJECTED (2035) -** 78,100 (Charles) -  
 122,000 (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 would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 97/MD 28, Interchange (Montgomery County Line 19)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	7,032	5,613	800	619	0	0	0	0	1,419	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,032	5,613	800	619	0	0	0	0	1,419	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 20,000 - 37,500 (MD 28)  
 16,800 - 47,000 (MD 198)

PROJECTED (2035) - 30,500 - 52,500 (MD 28)  
 30,000 - 58,500 (MD 198)



**PROJECT:** MD 197, Collington Road

**DESCRIPTION:** Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering on-hold. County contributed \$1.0 million to planning study.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$9.3 million is due to the deferment of Engineering funding to FY 2023.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,595	1,595	0	0	0	0	0	0	0	0
Engineering	10,554	1,569	900	2,285	2,700	3,100	0	0	8,985	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,149	3,164	900	2,285	2,700	3,100	0	0	8,985	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

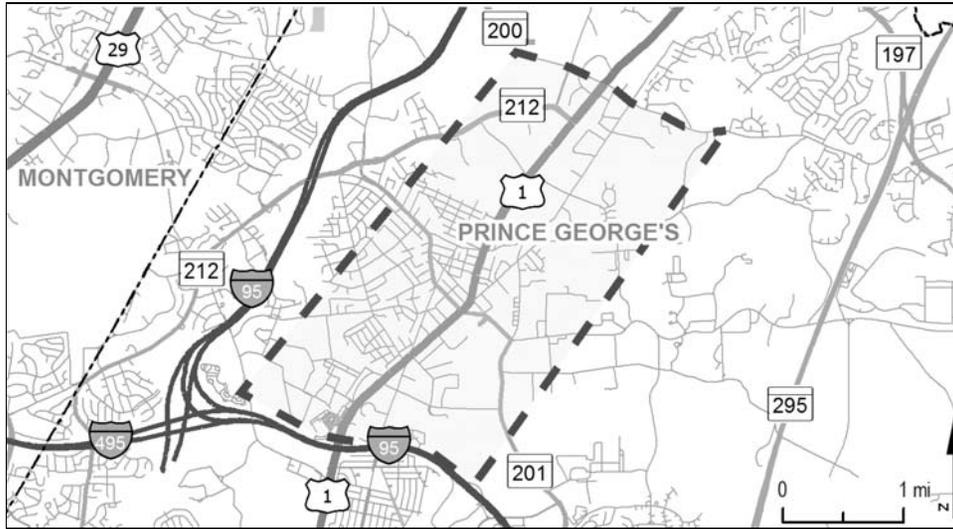
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 33,000

PROJECTED (2035) - 40,700



**PROJECT:** MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

**DESCRIPTION:** Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

**JUSTIFICATION:** US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 35)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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

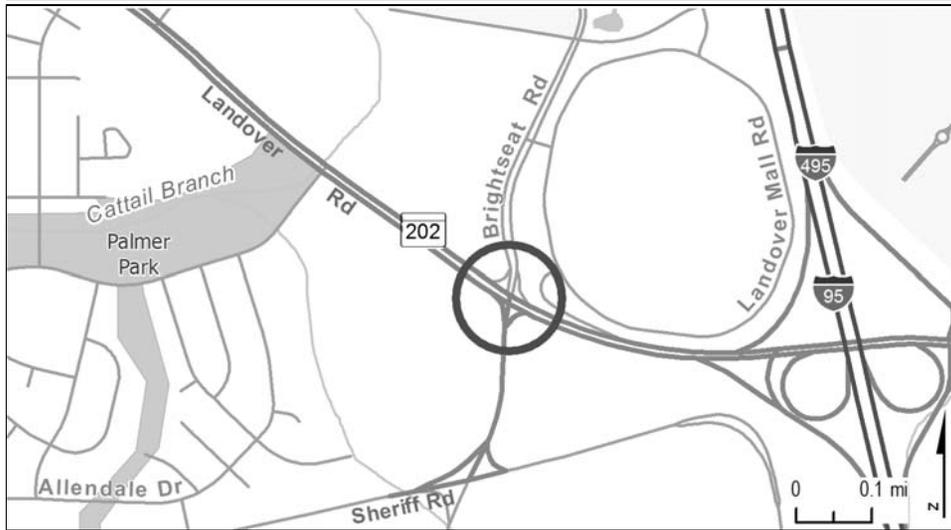
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 47,750

PROJECTED (2035) - 65,500



**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 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:**  
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 19)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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:**

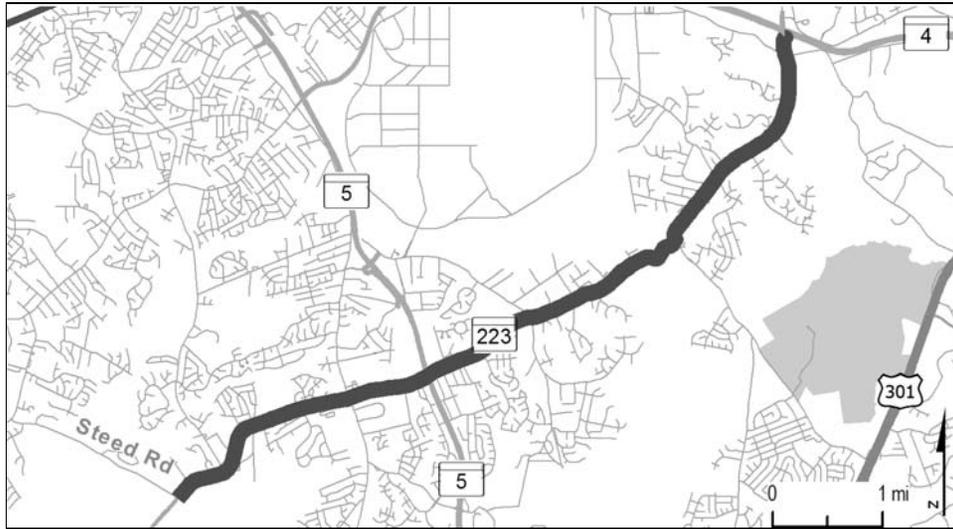
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 55,850

**PROJECTED (2035) -** 72,050



**PROJECT:** MD 223, Piscataway Road

**DESCRIPTION:** A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 21)  
 MD 5, US 301 at TB to I-95/495 (Line 22)

**STATUS:** Corridor Study complete.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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	594	594	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

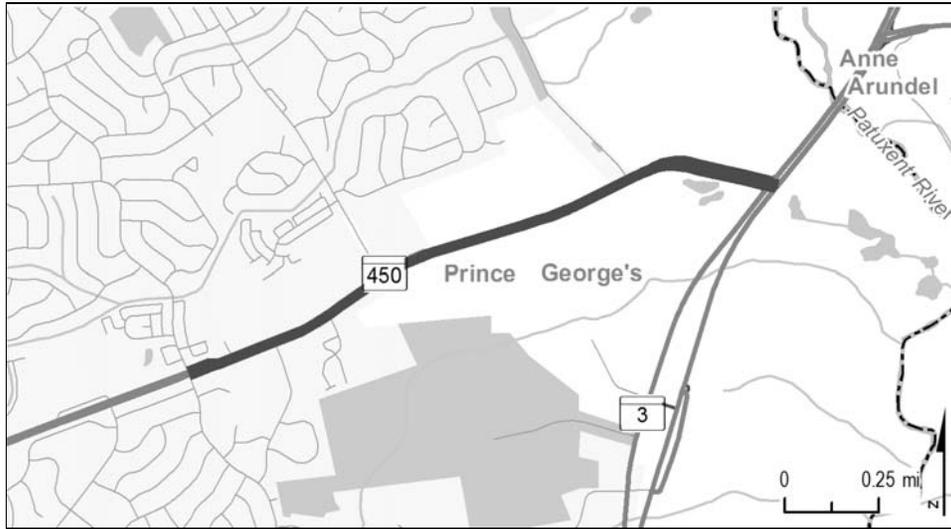
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 42,450

**PROJECTED (2035) -** 52,400



**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 20)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,486	1,486	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	1,486	1,486	0	0	0	0	0	0	0	0
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

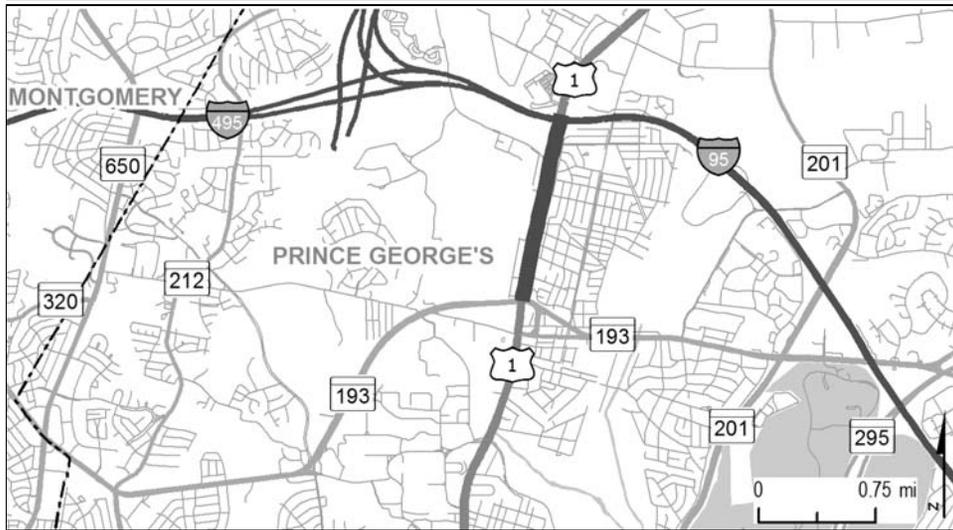
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 29,750

PROJECTED (2035) - 61,850



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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, American Legion Bridge to Woodrow Wilson Bridge (Line 19)  
 US 1, College Avenue to MD 193 (Segment 1) (Line 18)  
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 34)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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 (2016) -** 48,875

**PROJECTED (2035) -** 66,825

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 36**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	3,766	Completed
2	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,704	Completed
3	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	7,150	Completed
4	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	4,026	Completed
5	MD 210 NB	Indian Head Highway; MD 373 to Farmington; resurface	3,131	Completed
6	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,526	Completed
7	US 301	Crain Highway; Old Crain Highway to Railroad crossing 529576U; resurface	2,875	Completed
<b><u>Environmental Preservation</u></b>				
8	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
9		At various locations in Prince George's County; mill and resurface	14,458	Under construction
10	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,021	Under construction
11	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,526	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 36 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
12	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,012	FY 2017
13	MD 193	University Boulevard; Campus Drive to US 1; resurface	5,494	Under construction
14	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	2,828	Under construction
15	MD 202	Largo Road; Brightseat to MD 704; resurface	2,308	Under construction
16	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	7,914	FY 2018
17	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,736	FY 2017
18	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,048	Under construction
19	MD 414	St. Barnabas Road; I-95 to MD 5; resurface	5,114	Under construction
20	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,846	Completed
21	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,106	Under construction
22	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,841	Under construction
23	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	1,349	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 36 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
24		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean/paint bridges	2,207	Completed
25	I 95	Bridge 1619701 and 1619702 over Patuxent River; clean/paint bridges	2,095	Completed
26	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,144	Under construction
<b><u>Safety/Spot Improvement</u></b>				
27		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
28		On MD 4 and MD 214; drainage improvement	1,775	Under construction
29	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	8,123	Under construction
30	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2017
31	MD 198	Sandy Spring Road; Riding Stable Road to I-95 and mainline I-95 south of ICC to Howard County line; resurface	6,570	Under construction
32	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	560	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 36 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Urban Reconstruction</u></b>				
33	MD 5	Branch Avenue; Curtis Drive to north of Suitland Parkway/Naylor Road from Branch Avenue; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,707	Under construction
34	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,623	Under construction
35	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction	7,138	FY 2018
<b><u>Noise Barriers</u></b>				
36	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,235	Under construction
<b><u>Traffic Management</u></b>				
37		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,852	Under construction
38	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,350	Completed
39	I 95	At I-495 interchange; lighting	2,122	Under construction
40	I 95	Capital Beltway; at I-595 interchange; lighting	2,268	Completed
41	MD 214	Central Avenue; I-495 and MD 202; signing	1,522	FY 2017
42	US 301	Crain Highway; at MD 214; lighting	1,054	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

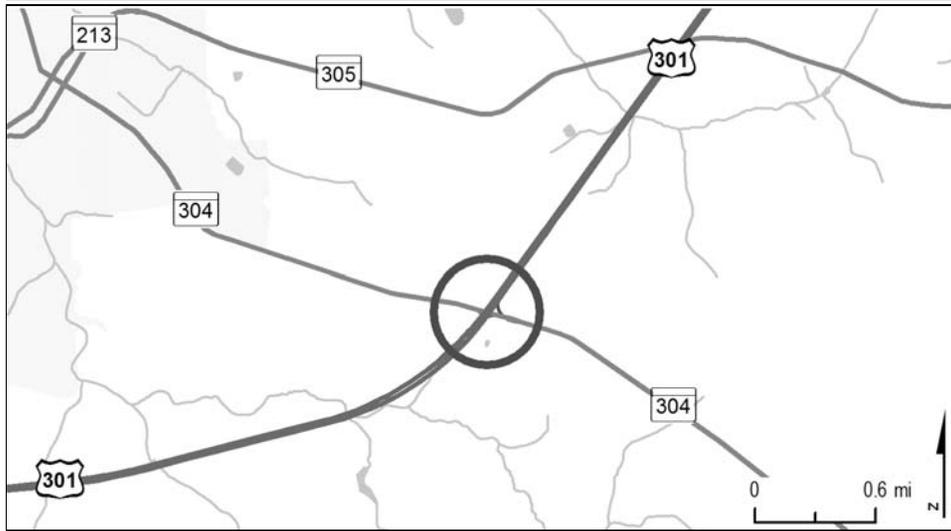
**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 36 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Environmental Preservation</u></b>				
43		IRVM, native plants - 1000 feet west of I-495/95 to AA County line - Phase 2; landscape	1,056	FY 2018
44		Anacostia Gateway Park ; landscape	453	Under construction
45	US 50	John Hanson Highway; West of I-95 to the AA County line; landscape	2,207	Under construction
46	I 495	Capital Beltway; IRVM, VEG MGMT - MO/PG County line to MD/VA line - Phase 1; landscape	4,347	FY 2018
<b><u>Truck Weight</u></b>				
47		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,235	Under construction
<b><u>TMDL Compliance</u></b>				
48		Rosaryville State Park; drainage improvement (reimbursed by DNR)	241	FY 2017
49		Charles Branch Tributaries; wetlands replacement	4,490	FY 2017
50	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,193	Under construction
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
51		Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge	404	FY 2017
52		Central Avenue Connector - Phase III; 0.32 miles of pedestrian and bicycle bridge structures (preliminary engineering)	109	



***QUEEN ANNE'S COUNTY***





**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians. J-turns at the intersection of US 301 and MD 305 are also being constructed as a part of the project.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 by removing an at-grade conflict point along a high speed arterial.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,100	1,100	0	0	0	0	0	0	0	0	0
Engineering	3,612	3,612	0	0	0	0	0	0	0	0	0
Right-of-way	4,544	3,199	707	638	0	0	0	0	0	1,345	0
Construction	35,200	17,370	17,830	0	0	0	0	0	0	17,830	0
Total	44,456	25,281	18,537	638	0	0	0	0	0	19,175	0
Federal-Aid	4,637	4,359	117	161	0	0	0	0	0	278	0

**CLASSIFICATION:**

STATE - Principal Arterial

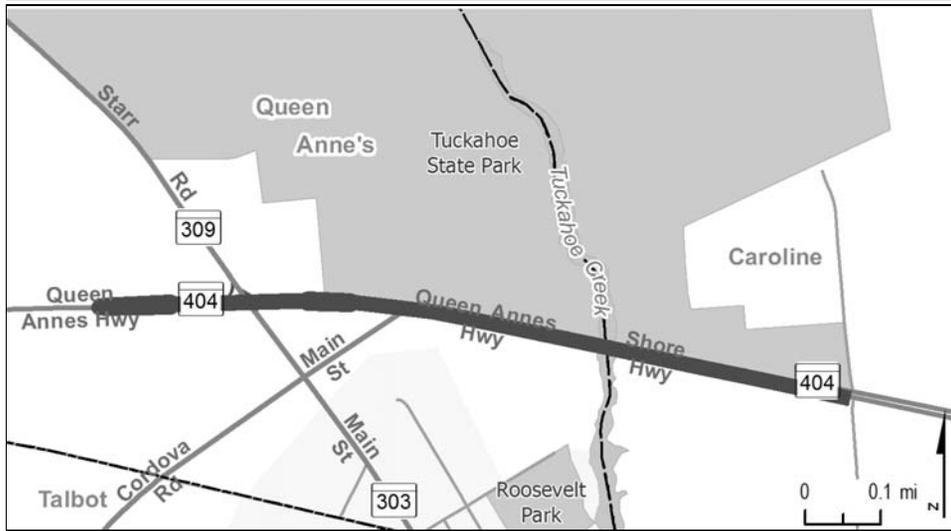
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 22,600 (US301)  
5,400 (MD 304)

PROJECTED (2035) - 35,900 (US 301)  
8,050 (MD 304)



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 404, US 50 to MD 309 Business (Line 3)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,184	3,184	0	0	0	0	0	0	0	0
Right-of-way	6,160	4,450	1,075	335	300	0	0	0	1,710	0
Construction	21,858	18,301	3,557	0	0	0	0	0	3,557	0
Total	31,202	25,935	4,632	335	300	0	0	0	5,267	0
Federal-Aid	25,911	21,460	3,816	335	300	0	0	0	4,451	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

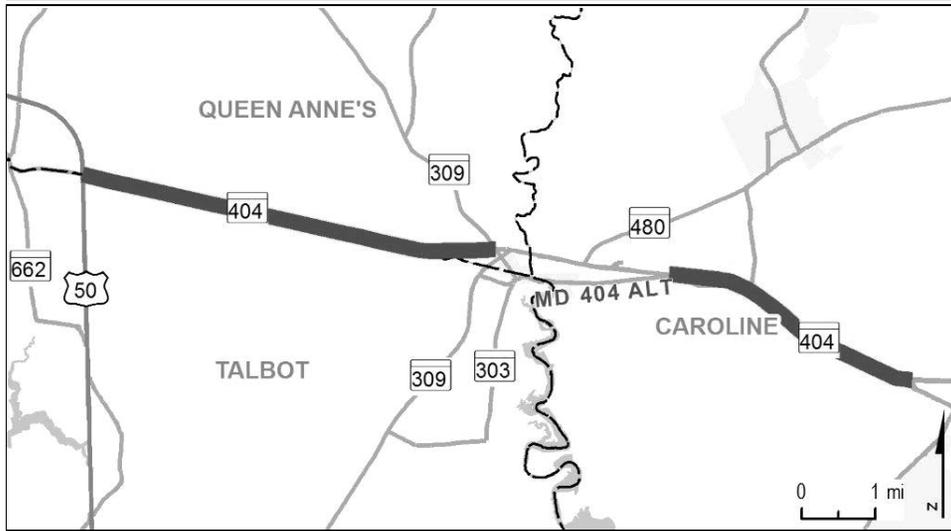
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 17,050

PROJECTED (2035) - 27,700



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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:**

- US 50, US 301 to MD 404 (Line 4)
- MD 404, West of MD 309 to Cemetery Road (Caroline County Line 1)

**EXPLANATION:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$2.0 million is due to reduced Right-of-Way needs.

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							
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,779	11,779	0	0	0	0	0	0	0	0
Right-of-way	18,839	2,978	4,499	5,697	4,354	1,311	0	0	15,861	0
Construction	127,289	11,245	46,929	69,115	0	0	0	0	116,044	0
Total	158,466	26,561	51,428	74,812	4,354	1,311	0	0	131,905	0
Federal-Aid	119,331	19,713	39,245	55,951	3,400	1,022	0	0	99,618	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

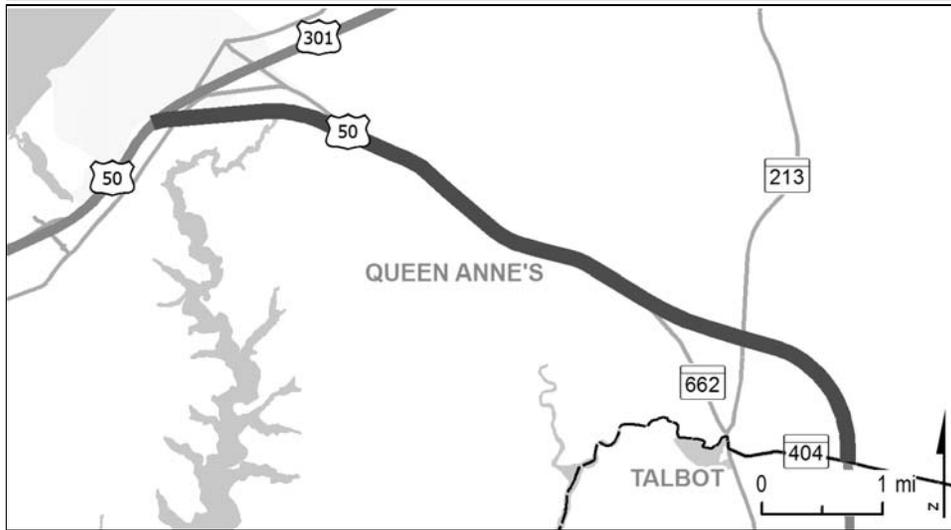
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,175  
19,900 (Summer)

PROJECTED (2035) - 21,875  
26,900 (Summer)



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will provide increased capacity to relieve traffic congestion and improve safety.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 404, US 50 to MD 404 Business (Line 3)

**STATUS:** Advanced Right-of-Way acquisition underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	12,014	9,791	2,000	223	0	0	0	0	2,223	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,295	18,072	2,000	223	0	0	0	0	2,223	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 53,500  
 74,500 (Summer)

**PROJECTED (2035) -** 86,850  
 100,650 (Summer)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Queen Anne's County; mill and resurface	5,949	FY 2017
2		At various locations in Queen Anne's County; resurface	6,803	Under construction
3	US 50	Blue Star Memorial Highway; Beginning on SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	4,925	FY 2017
4	US 50	Blue Star Memorial Highway; Structure 17046 over Kent Narrows to US 301; safety and resurface	3,224	FY 2017
5	US 50 EB	Blue Star Memorial Highway; SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	5,050	FY 2018
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	US 301	Blue Star Memorial Highway; bridge 1701101 and 1701201 over MD 290 and Red Lion Branch; bridge deck replacement Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,569	FY 2017
<b><u>Urban Reconstruction</u></b>				
7	MD 303	Main Street; MD 309 to MD 404 Alt, MD 303 to Caroline County line; urban reconstruction (Funded for preliminary engineering)	823	Design Underway
<b><u>Traffic Management</u></b>				
8		East of MD 8 to West of US 50/301 Split; lighting	3,007	Under construction
<b><u>Environmental Preservation</u></b>				
9	MD 544	McGinnes Road; 0.14 miles east of Jim Jungle Road to Jim Jungle Road; landscape	192	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
10		<p><u>Fiscal Years 2017 and 2018 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>	3,431	FY 2018
		<p>Cross County Connector Trail - Grasonville; construct 6,150 foot extension of Queen Anne's County Cross County Connector Trail</p>		



***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 as appropriate, and includes adding a left turn lane at 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 5)

**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:** Engineering and Right-of-Way underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$1.0 million is due to a more detailed estimate.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,151	731	900	520	0	0	0	0	0	1,420	0
Right-of-way	3,925	21	1,000	1,419	1,360	125	0	0	0	3,904	0
Construction	6,603	0	0	603	1,520	3,168	1,312	0	0	6,603	0
Total	12,679	752	1,900	2,542	2,880	3,293	1,312	0	0	11,927	0
Federal-Aid	4,679	0	0	0	1,185	2,471	1,023	0	0	4,679	0

**CLASSIFICATION:**

STATE - Minor Arterial

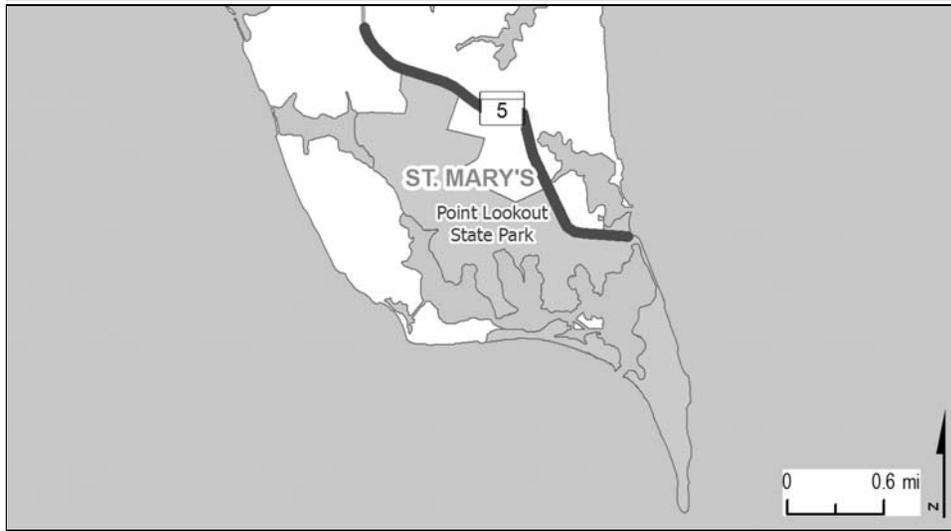
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 26,650

PROJECTED (2035) - 32,525



**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 creating unsafe conditions.

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	456	456	0	0	0	0	0	0	0	0
Engineering	2,794	1,409	750	635	0	0	0	0	1,385	0
Right-of-way	2,884	3	50	1,002	595	1,234	0	0	2,881	0
Construction	13,011	0	0	0	2,446	6,629	3,936	0	13,011	0
Total	19,145	1,868	800	1,637	3,041	7,863	3,936	0	17,277	0
Federal-Aid	12,690	295	39	782	2,372	6,133	3,069	0	12,395	0

**CLASSIFICATION:**

STATE - Major Collector

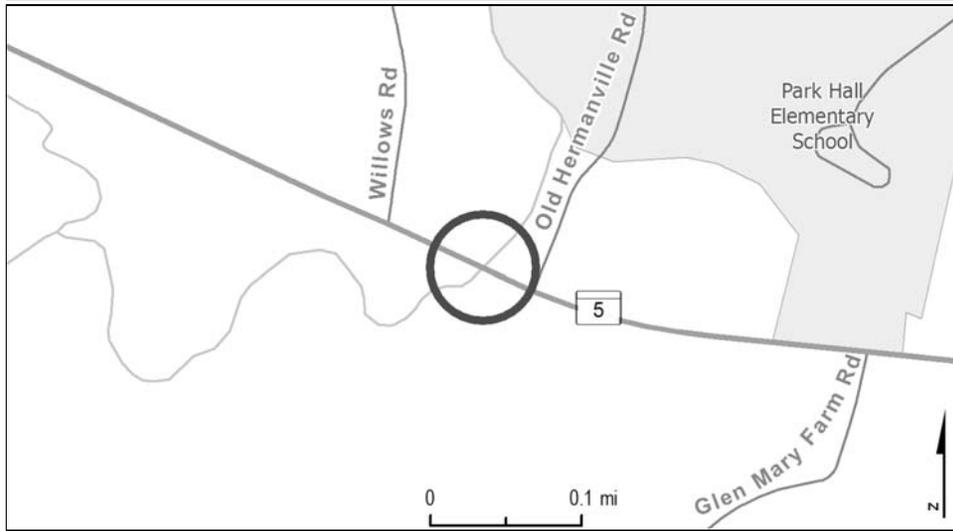
FEDERAL - Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 4,900 (Summer Peak)

PROJECTED (2035) - 7,000 (Summer Peak)



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Replace Bridge 18008 over Eastern Branch. This project will accommodate cyclists and pedestrians as appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge structure, built in 1936, is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 structurally deficient.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				YEAR 2022			
					2019	2020	2021	2022				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,219	1,219	0	0	0	0	0	0	0	0	0	0
Right-of-way	81	81	0	0	0	0	0	0	0	0	0	0
Construction	4,700	2,832	1,868	0	0	0	0	0	0	1,868	0	0
Total	6,000	4,132	1,868	0	0	0	0	0	0	1,868	0	0
Federal-Aid	4,112	2,988	1,124	0	0	0	0	0	0	1,124	0	0

**CLASSIFICATION:**

STATE - Major Collector

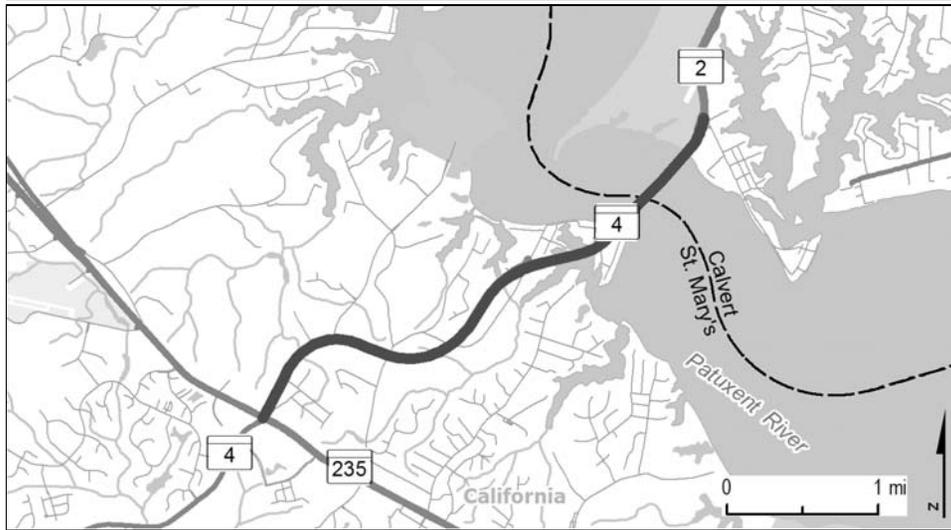
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 11,100

PROJECTED (2035) - 18,100



**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:** Planning is complete. Engineering underway for the bridge.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	5,035	4,921	114	0	0	0	0	0	0	114	0
Engineering	15,000	21	660	3,840	3,750	3,379	2,183	1,167	14,979	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	20,035	4,942	774	3,840	3,750	3,379	2,183	1,167	15,093	0	0
Federal-Aid	3,552	3,438	114	0	0	0	0	0	0	114	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,550

PROJECTED (2035) - 36,650



**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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	2,172	2,172	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	2,172	2,172	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

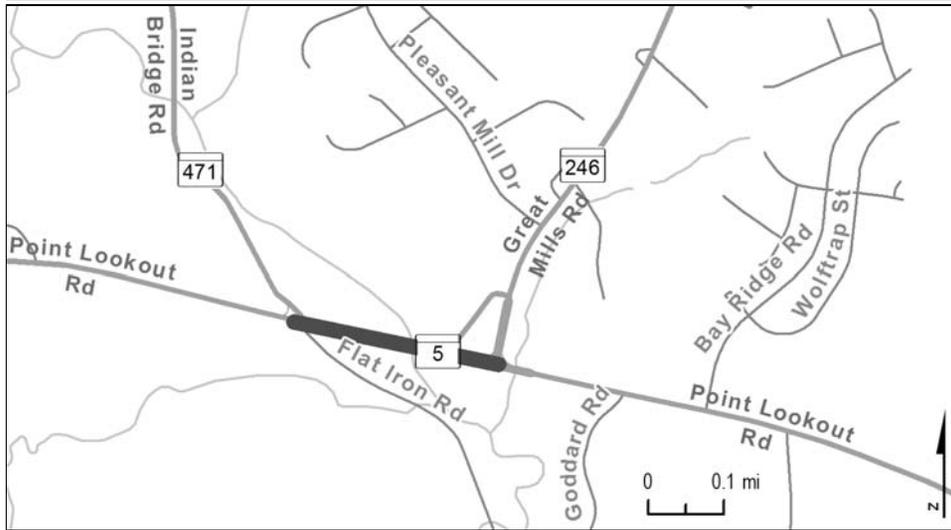
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 30,200

PROJECTED (2035) - 50,750



**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:** MD 5 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:** Planning and Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,342	830	250	262	0	0	0	0	512	0
Engineering	3,658	182	100	470	880	920	750	356	3,476	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	1,012	350	732	880	920	750	356	3,988	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 (2016) - 21,950

PROJECTED (2035) - 25,900

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Year 2016 Completions</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
1		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,789	Completed
		<b><u>Congressional Earmarks</u></b>		
2		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.4 million ; CO) (complete)	0	
		<b><u>Fiscal Years 2017 and 2018</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3		At various locations in St. Mary's County; mill and resurface	11,400	Under construction
4		At various locations in St. Mary's County; resurface	10,409	Completed
		<b><u>Safety/Spot Improvement</u></b>		
5	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,847	Completed
6	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	499	FY 2017
		<b><u>Sidewalks</u></b>		
7	MD 245	Hollywood Road; MD 5 to Baldrige Street - Phase 1; sidewalks	765	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7 (cont'd)**

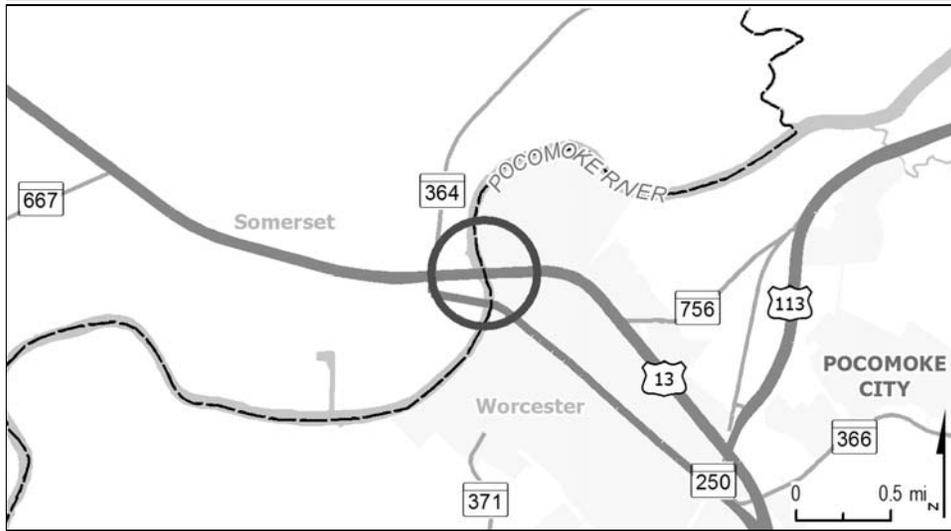
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
		<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>		
		<b><u>Intersection Capacity Improvements</u></b>		
8	MD 234	Budds Creek Road; at MD 242; roundabout	2,821	FY 2017
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
9		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	FY 2018
		<b><u>Congressional Earmarks</u></b>		
10		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark \$1.5 million) and (Earmark \$500,000; CO) (complete)	0	

**SHA**



***SOMERSET COUNTY***





**PROJECT:** US 13, Ocean Highway

**DESCRIPTION:** Rehabilitation of Bridges 2301601, built in 1966, and 2301602, built in 1959, over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.2 million is due to the replacement of bearings that were not included in the original scope of 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,818	18,230	588	0	0	0	0	0	588	0
Total	19,328	18,740	588	0	0	0	0	0	588	0
Federal-Aid	15,288	14,845	443	0	0	0	0	0	443	0

**CLASSIFICATION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 14,350

PROJECTED (2035) - 17,100

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

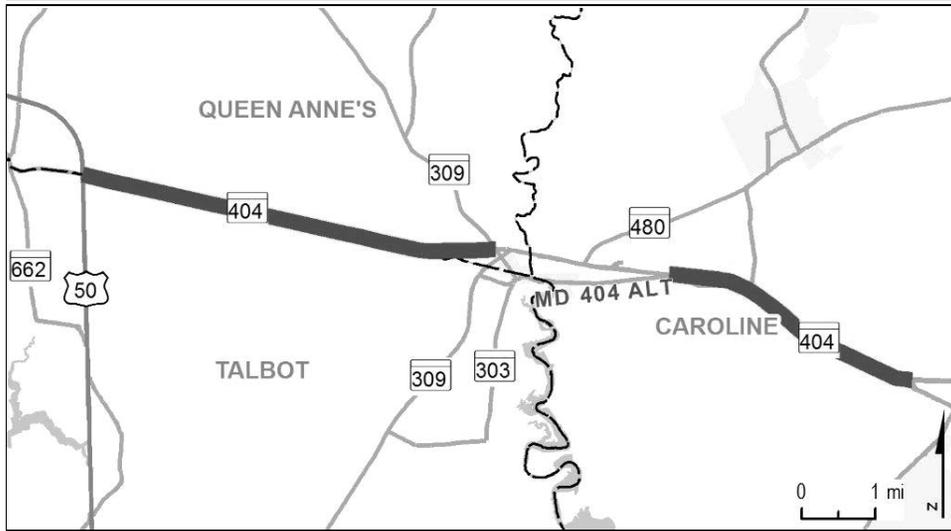
**STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Somerset County; resurface	9,025	FY 2017
2		At various locations in Somerset County; resurface	7,924	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
3	US 13	Ocean Highway; Bridge 1900302 over Kings Creek; bridge rehabilitation	2,028	Completed
<b><u>Safety/Spot Improvement</u></b>				
4	MD 413	Crisfield Highway; At Tulls Corner Road; geometric improvements	3,500	FY 2018



***TALBOT COUNTY***





**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 50, US 301 to MD 404 (Queen Anne's County - Line 4)  
 MD 404, West of MD 309 to Cemetery Road (Caroline County 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:** This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$2.0 million is due to reduced Right-of-Way needs.

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							
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	11,779	11,779	0	0	0	0	0	0	0	0
Right-of-way	18,839	2,978	4,499	5,697	4,354	1,311	0	0	15,861	0
Construction	127,289	11,245	46,929	69,115	0	0	0	0	116,044	0
Total	158,466	26,561	51,428	74,812	4,354	1,311	0	0	131,905	0
Federal-Aid	119,331	19,713	39,245	55,951	3,400	1,022	0	0	99,618	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

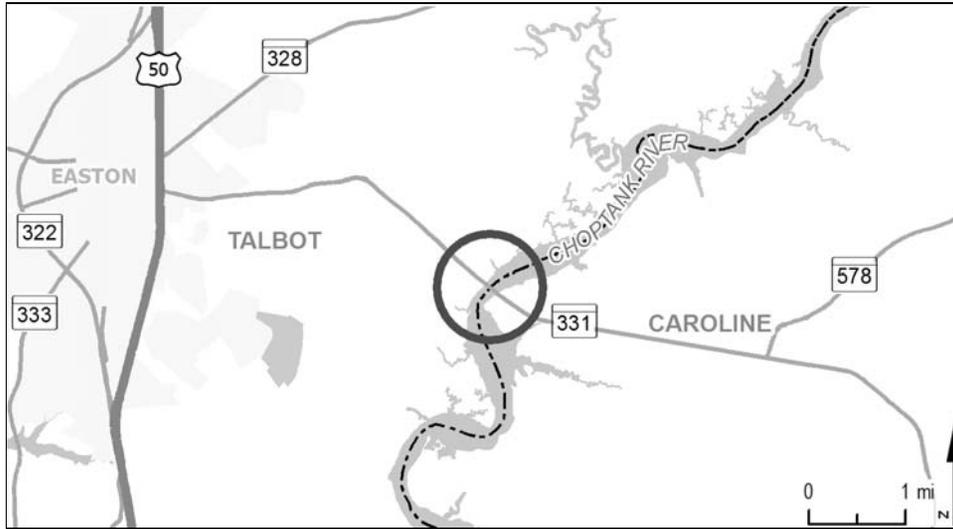
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,175  
 19,900 (Summer)

PROJECTED (2035) - 21,875  
 26,900 (Summer)



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span will be located south of the existing roadway and provide a 50 foot river clearance. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River accommodating both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge, built in 1932, is functionally obsolete.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	584	584	0	0	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,432	0	2,206	1,226	0	0	0	0	0	3,432	0	0
Construction	56,373	38,483	9,401	8,489	0	0	0	0	0	17,890	0	0
Total	62,064	40,742	11,607	9,715	0	0	0	0	0	21,322	0	0
Federal-Aid	48,696	31,777	8,244	8,675	0	0	0	0	0	16,919	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 16,750

PROJECTED (2035) - 22,650

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3**

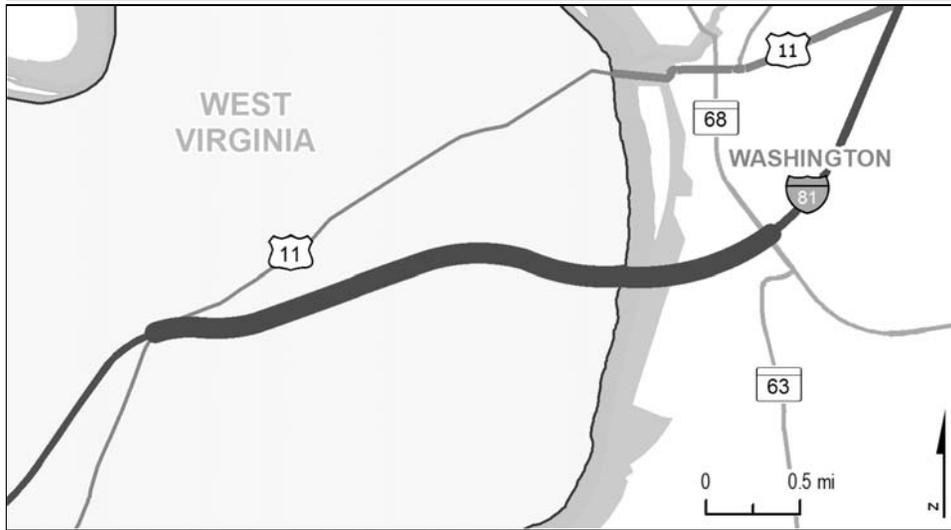
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Talbot County; mill and resurface	5,945	FY 2017
2		At various locations in Talbot County; resurface	7,077	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
3	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	259	Under construction
<b><u>Urban Reconstruction</u></b>				
4	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
5		Dutchman's Lane Sidewalk; complete missing pedestrian link on Dutchman's Lane between Windmill Branch Culvert to Easton Club East	600	FY 2017
6		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2017





***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 3)

**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:** Engineering underway. Construction to begin during current fiscal year. West Virginia is contributing \$38.0 million for the additional widening to the Maryland State line.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$9.7 million is due to an unfavorable bid cost.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,212	2,092	3,120	0	0	0	0	0	3,120	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,594	2	18,003	32,784	30,948	18,857	0	0	100,592	0
Total	105,806	2,094	21,123	32,784	30,948	18,857	0	0	103,712	0
Federal-Aid	52,535	1,464	11,321	15,779	14,895	9,076	0	0	51,071	0

**CLASSIFICATION:**

STATE - Principal Arterial

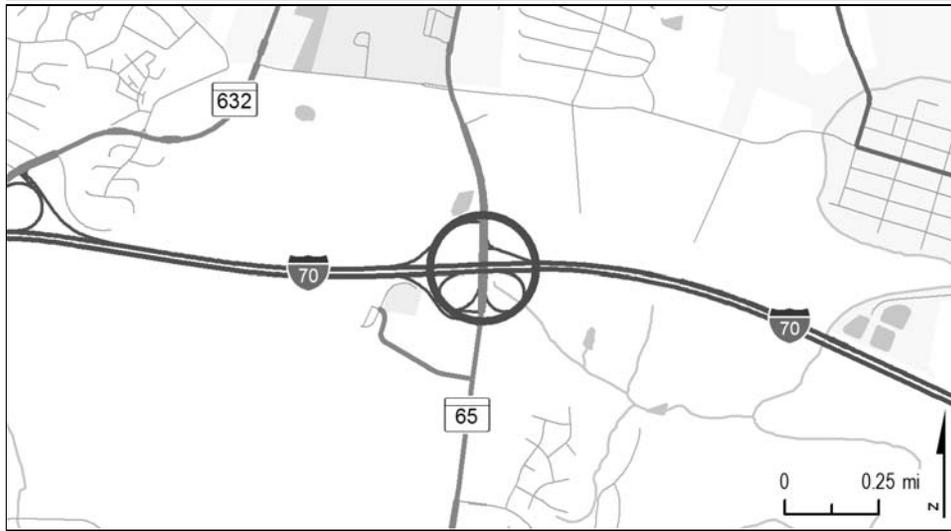
FEDERAL - Rural Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 63,400

PROJECTED (2035) - 91,850



**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:**

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,529	437	700	100	292	0	0	0	1,092	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,529	437	700	100	292	0	0	0	1,092	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

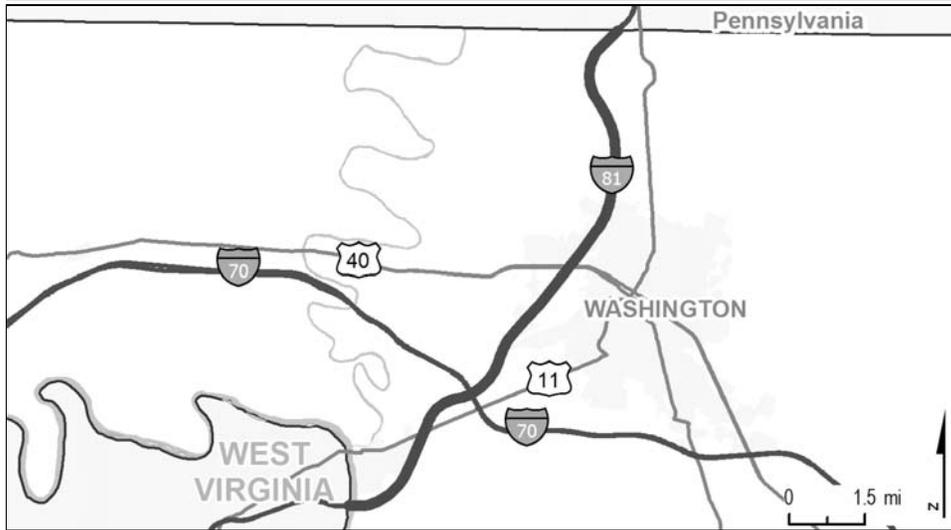
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 64,800

PROJECTED (2035) - 77,150



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Study to upgrade and widen I-81 to a 6 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)
- I-81, Feasibility Study (Pennsylvania)
- I-81, Northbound Auxillary Lane, I-70 to Halfway Boulevard (System Preservation Program)
- I-81, Southbound Auxillary Lane, MD 58 to US 40 (System Preservation Program)

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$5.0 million is due to adding Engineering funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,529	3,529	0	0	0	0	0	0	0	0
Engineering	5,000	0	800	1,200	1,000	1,000	1,000	0	5,000	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	8,529	3,529	800	1,200	1,000	1,000	1,000	0	5,000	0
Federal-Aid	7,056	3,056	640	960	800	800	800	0	4,000	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Urban/Rural Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 45,450 - 80,850

PROJECTED (2035) - 50,800 - 117,850

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Washington County; resurface	6,975	Completed
2	US 40	National Pike; Walnut Street to Crest View Road; resurface	2,445	Completed
3	I 81 NB	Maryland Veterans' Memorial Highway; Halfway Boulevard Bridge to Pennsylvania state line; resurface	3,797	Completed
<b><u>Safety/Spot Improvement</u></b>				
4	I 70	Eisenhower Memorial Highway; US 40 Alt to 0.5 miles east of Black Rock Road Bridge; guard rail	811	Completed
5	I 81	Maryland Veterans' Memorial Highway; Halfway Boulevard to PA state line; guard rail	2,259	Completed
6	US 340	Jefferson Pike; Valley Road to Keep Tryst Road; guard rail	243	Completed
<b><u>Congressional Earmarks</u></b>				
7		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark \$0.3 million; PE) (Complete)	0	
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8		At various locations in west Washington County; mill and resurface	4,421	Under construction
9		At various locations in east Washington County; mill and resurface	5,695	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
10	US 40	National Pike; Nottingham Drive to Cannon Avenue; sidewalks	1,305	FY 2017
11	I 70	Eisenhower Memorial Highway; Bridge 21113 over CSX to MD 632; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,047	Under construction
12	I 70	Eisenhower Memorial Highway; 0.28 miles east of MD 56 to 0.44 miles east of Boyd Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,514	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
13		Bridge 2105100, 2105203/04, 2105301/02, 2105401/02 and 2105601/02 on I-81; clean/paint bridges	2,028	FY 2017
14		Bridge 2108300 over I-81; bridge deck overlay	2,495	FY 2017
15		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean/paint bridges	1,464	Under construction
16	MD 63	Spielman Road; Structure 21047X0 over St. James Run; small structure replacement	2,000	FY 2017
17	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	6,000	FY 2017
18	I 70	Bridge 2112900 over Beaver Creek; bridge rehabilitation	1,862	Under construction
19	I 70	Eisenhower Memorial Highway; Bridge 2106900, 2109203, 2109204 and 2111400; clean/paint bridges	1,321	Completed
20	I 70 EB	Eisenhower Memorial Highway; Bridge 2108900 over I-70 Ramp A in I-70/I-68 Interchange; bridge rehabilitation	4,880	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
21	I 68	National Freeway; 0.9 miles east of Mountain Road to Sideling Hill Rest Area; slope protection	3,492	FY 2017
22	I 81	Maryland Veterans Memorial Highway; Pennsylvania state line to Halfway Boulevard; construct ramp Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,342	Under construction
<b><u>Urban Reconstruction</u></b>				
23	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	6,900	FY 2017
<b><u>Environmental Preservation</u></b>				
24		IRVM, VEG MGMT along I-70 & I-68 & I-70/US 40, I-70/MD 65, I-70/MD 68 - Phase 1; landscape	1,592	FY 2018
<b><u>Intersection Capacity Improvements</u></b>				
25	US 40 AL	E Baltimore Street; at New Intersection Southern Boulevard; geometric improvements	2,300	FY 2017
26	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	2,800	FY 2017
27	I 81	Maryland Veterans Memorial Highway; I-70 to Halfway Boulevard; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,270	Under construction
<b><u>TMDL Compliance</u></b>				
28		At various locations in Washington County - Group 1B; drainage improvement	5,114	FY 2017
29		Tree planting at various locations; landscape	2,985	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)**

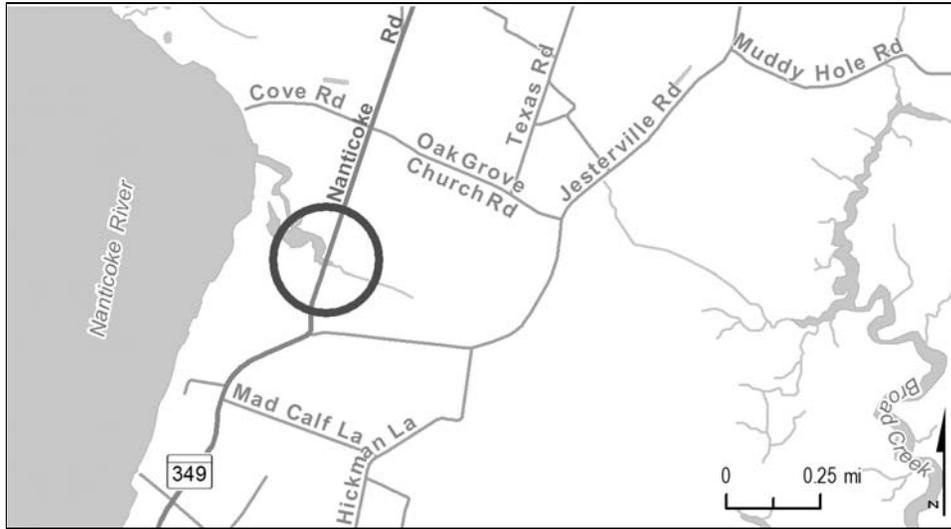
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>TMDL Compliance (cont'd)</u></b>				
30		Chesapeake Bay Watershed implementation plan - tree establishment at various locations; landscape	625	FY 2017
31		At various locations in Washington County - Group 1; drainage improvement	2,491	FY 2017
32		At various locations in Washington County - Group 1A; drainage improvement	5,194	FY 2017
33	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,736	Under construction
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Pedestrian/Bicycle Facilities (cont'd)</u></b>				
34		Marsh Run Multi-Use Trail; construct a trail between Summit Avenue and Potomac Street	200	FY 2018
35		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2017
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
36		Conococheague Creek; rehabilitate the Conococheague Creek Aqueduct	6,240	FY 2018
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
37		Rehabilitate C&O Canal Interpretive Water Intake	297	Completed





***WICOMICO COUNTY***





**PROJECT:** MD 349, Nanticoke Road

**DESCRIPTION:** Replace Bridge 22015, built in 1931, over Windsor Creek. Project will include bicycle and pedestrian accommodations where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 bridge substructure and superstructure requires reconstruction.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$0.8 million is due to reduced Engineering needs.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	340	340	0	0	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0	0	0
Construction	2,562	48	2,514	0	0	0	0	0	0	2,514	0	0
Total	2,937	423	2,514	0	0	0	0	0	0	2,514	0	0
Federal-Aid	258	258	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 (2016) - 850

PROJECTED (2035) - 1,150

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		Various locations in Wicomico County; resurface	4,567	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
2	MD 349	Nanticoke Road; Small structure 22078X0 over Dennis Creek; miscellaneous	336	Completed
<b><u>Safety/Spot Improvement</u></b>				
3		Melson Road; drainage improvement	60	Completed
4	US 13 BUS	South Fruitland Boulevard; At Division Street; geometric improvements	2,640	Completed
5	US 13 BUS	Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,045	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
6		At various locations in Wicomico County; resurface	9,830	FY 2017
7		At various locations in Wicomico County; resurface	8,060	Under construction
8	US 50	Ocean Gateway; East of Walston Switch Road to west of White Richardson Road; resurface	2,150	FY 2018
9	US 50 BU	Salisbury Parkway; Boundary Street to Ward Street; resurface	1,316	FY 2017
10	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	2,224	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2 (cont'd)**

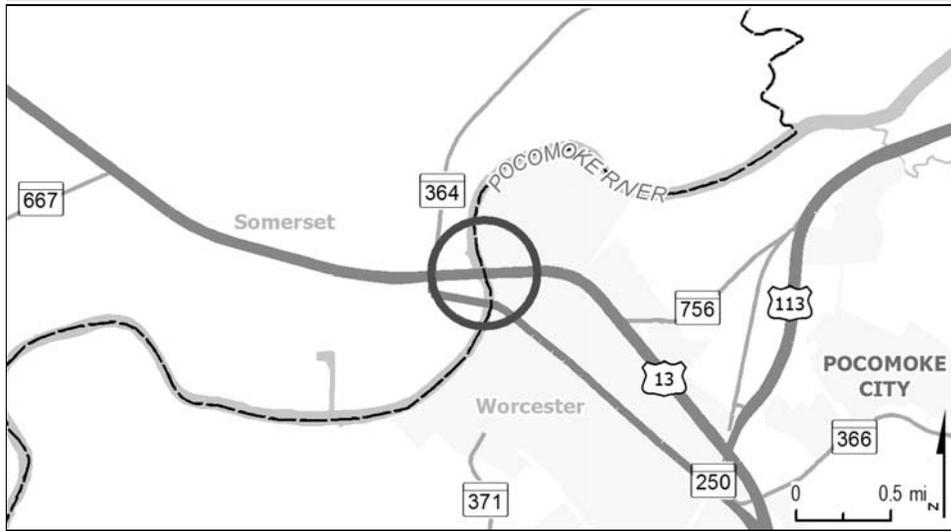
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
11	US 13	Salisbury Bypass; US 13 Business to south of US 50; bridge deck replacement	28,123	FY 2017
12	MD 54	Delmar Road; Bridge 22029X0 over Mockingbird Creek; miscellaneous	2,329	FY 2017
<b><u>Safety/Spot Improvement</u></b>				
13	US 50 BU	East Salisbury Parkway; Ward Street to Main Street; geometric improvements	2,340	FY 2017
14	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,671	Under construction
15	US 13 BUS	Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	7,595	Under construction
<b><u>Intersection Capacity Improvements</u></b>				
16	US 13 BUS	South Fruitland Boulevard; Dogwood Drive to West College Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,174	Under construction
<b><u>Truck Weight</u></b>				
17	US 13	North Salisbury Boulevard; Mallard Drive to Winner Boulevard; weigh station (project on hold)	9,000	
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
18		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2017





***WORCESTER COUNTY***





**PROJECT:** US 13, Ocean Highway

**DESCRIPTION:** Rehabilitation of Bridges 2301601, built in 1966, and 2301602, built in 1959, over the Pocomoke River. Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$2.2 million is due to the replacement of bearings that were not included in the original scope of work.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	510	510	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	18,818	18,230	588	0	0	0	0	0	588	0	
Total	19,328	18,740	588	0	0	0	0	0	588	0	
Federal-Aid	15,288	14,845	443	0	0	0	0	0	443	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 14,350

PROJECTED (2035) - 17,100



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365 (Phase 4), Public Landing Road, to Five Mile Branch (4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  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 3)

**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 decrease travel time and delay for local and seasonal traffic and improve safety.

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decrease of \$4.1 million is due approved appraisal values and a revised engineer's estimate.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,015	4,965	50	0	0	0	0	0	0	0	50	0
Right-of-way	11,683	1,034	1,000	4,000	4,000	1,300	349	0	0	0	10,649	0
Construction	65,558	0	5,143	18,258	22,559	19,598	0	0	0	0	65,558	0
Total	82,256	5,999	6,193	22,258	26,559	20,898	349	0	0	0	76,257	0
Federal-Aid	78,112	5,156	5,783	21,111	25,412	20,380	270	0	0	0	72,956	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2016) -** 9,275 - 9,800

**PROJECTED (2035) -** 13,775 - 17,000



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway, Massey Branch to Five Mile Branch (Phase 3) (4.6 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 113, Public Landing Rd. to Five Mile Branch (Phase 4) (Line 2)

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** This project will decrease travel time and delay for local and seasonal traffic and improve safety.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost increase of \$1.6 million is due to utilities being relocated underground.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,207	3,207	0	0	0	0	0	0	0	0
Right-of-way	11,616	3,777	4,099	3,551	189	0	0	0	7,839	0
Construction	37,121	10,843	26,278	0	0	0	0	0	26,278	0
Total	51,944	17,827	30,377	3,551	189	0	0	0	34,117	0
Federal-Aid	41,950	11,464	27,915	2,571	0	0	0	0	30,486	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 9,275 -9,800

PROJECTED (2035) - 13,775-17,000



**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:** The drawspan is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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

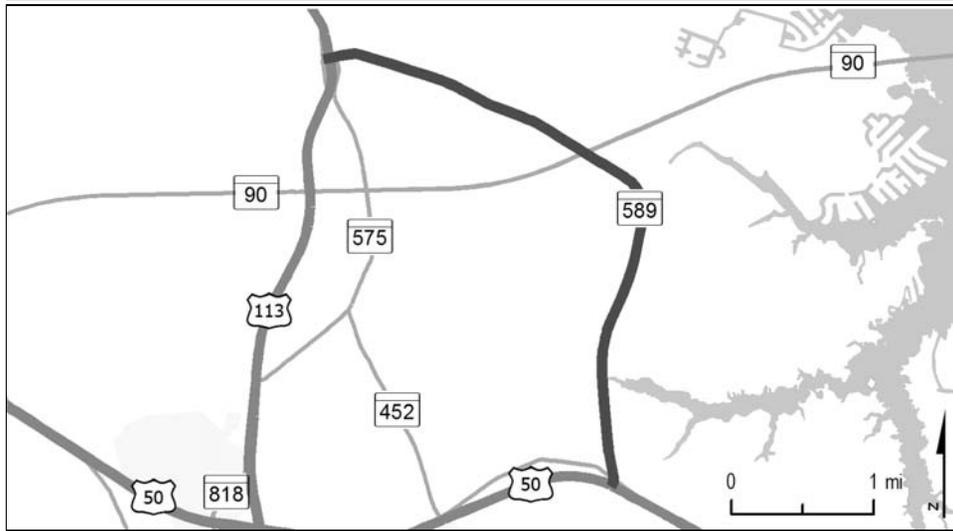
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2016) - 17,900  
51,400 (Summer)

PROJECTED (2035) - 21,950  
65,650 (Summer)



**PROJECT:** MD 589, Racetrack Road

**DESCRIPTION:** Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

**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 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	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 (2016) - 21,900  
28,800 (Summer)

PROJECTED (2035) - 28,800  
48,950 (Summer)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6**

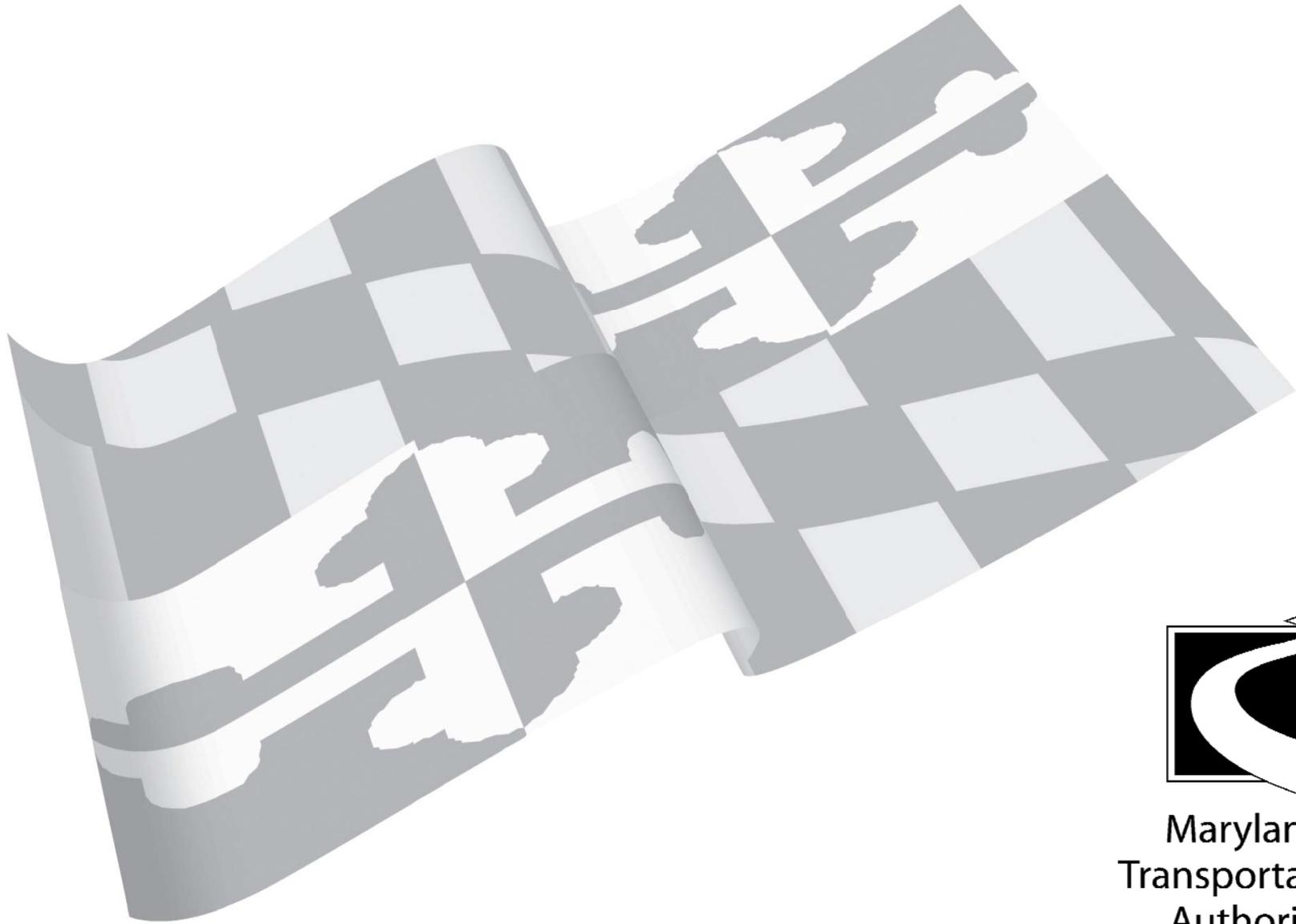
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Worcester County; resurface	8,233	Completed
2		Various locations in Worcester County; resurface	4,623	Completed
3	MD 528	Coastal Highway; Delaware state line to 62nd Street; resurface	3,811	Completed
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
4		At various locations in Worcester County; mill and resurface	11,798	FY 2017
5	US 113	Worcester Highway; North of US 13 to south of US 113 Business; resurface	3,300	FY 2017
6	MD 528	Coastal Highway; 62nd Street to 26th Street; resurface	2,400	FY 2018
<b><u>Bridge Replacement/Rehabilitation</u></b>				
7	MD 90	Ocean City Expressway; Bridge 2302000 over St. Martins River and Bridge 2302100 over Assawoman Bay; bridge rehabilitation	2,391	FY 2017
<b><u>Safety/Spot Improvement</u></b>				
8	US 13 BUS	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	186	FY 2017
<b><u>Urban Reconstruction</u></b>				
9	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; urban reconstruction	5,474	FY 2017

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2016
10		<p align="center"><u>Fiscal Years 2017 and 2018 (cont'd)</u></p> <p align="center"><u>C.H.A.R.T. Projects</u></p> <p>US 50 and MD 90 - CHART DMS deployment; miscellaneous</p>	957	FY 2017





Maryland  
Transportation  
Authority



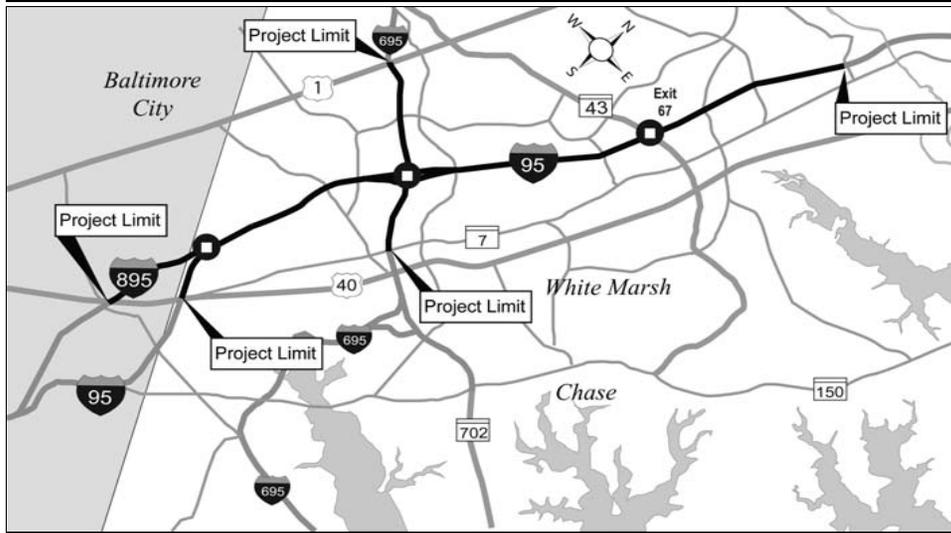
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	227.7	270.4	241.9	231.0	259.6	279.8	1,510.5
System Preservation Minor Projects	100.7	134.9	196.6	131.8	158.0	206.7	928.8
<b><u>Development &amp; Evaluation Program</u></b>	<u>3.5</u>	<u>4.5</u>	<u>0.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8.2</u>
<b>TOTAL</b>	331.9	409.8	438.7	362.8	417.6	486.5	2,447.5

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**PROJECT:** I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

**DESCRIPTION:** Constructed two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improved the interchanges with I-895, I-695 and MD 43. (BRAC related.)

**PURPOSE & NEED SUMMARY STATEMENT:** The Express Toll Lanes have helped to reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split that occurs during morning and afternoon rush hours, weekends, holidays, incidents and other peak periods. Prior to the opening of the Express Toll Lanes, this segment of I-95 was the most congested section of I-95 in Maryland north of Baltimore City. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                        |                                                         |
|--------------------------------------------------------|---------------------------------------------------------|
| <input type="checkbox"/> Safety & Security             | <input type="checkbox"/> Environmental Stewardship      |
| <input type="checkbox"/> System Preservation           | <input type="checkbox"/> Community Vitality             |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

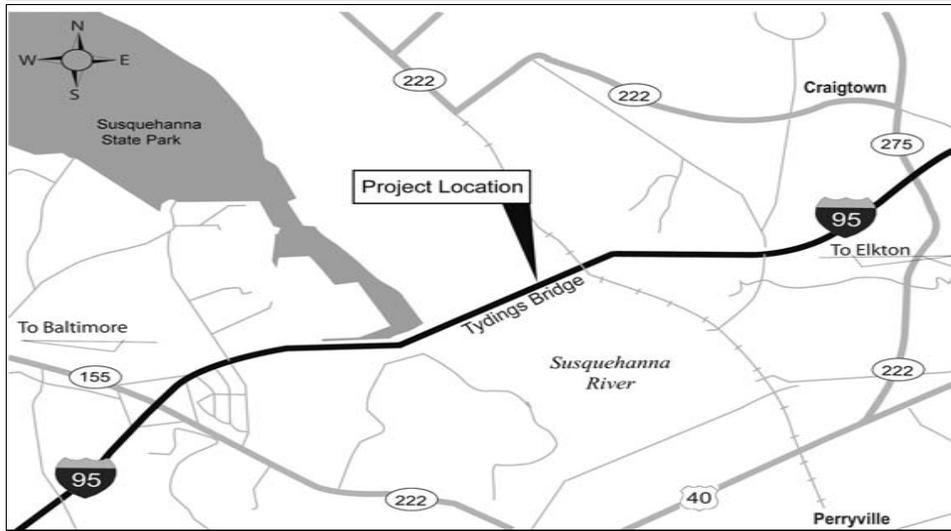
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The reconstruction of three interchanges and the addition of the Express Toll Lanes have helped reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split.

**STATUS:** The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	6,032	6,032	0	0	0	0	0	0	0	0	
Engineering	120,212	120,181	31	0	0	0	0	0	31	0	
Right-of-way	47,443	47,095	348	0	0	0	0	0	348	0	
Construction	924,032	887,919	36,113	0	0	0	0	0	36,113	0	
Total	1,097,719	1,061,227	36,492	0	0	0	0	0	36,492	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

**DESCRIPTION:** Clean and paint rusted seams and crevices and paint the flat surfaces of the Tydings Bridge where the paint is showing wear. Also, perform necessary structural repairs.

**PURPOSE & NEED SUMMARY STATEMENT:** Paint throughout the bridge is showing wear. This project will address existing wear and prevent further wear.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

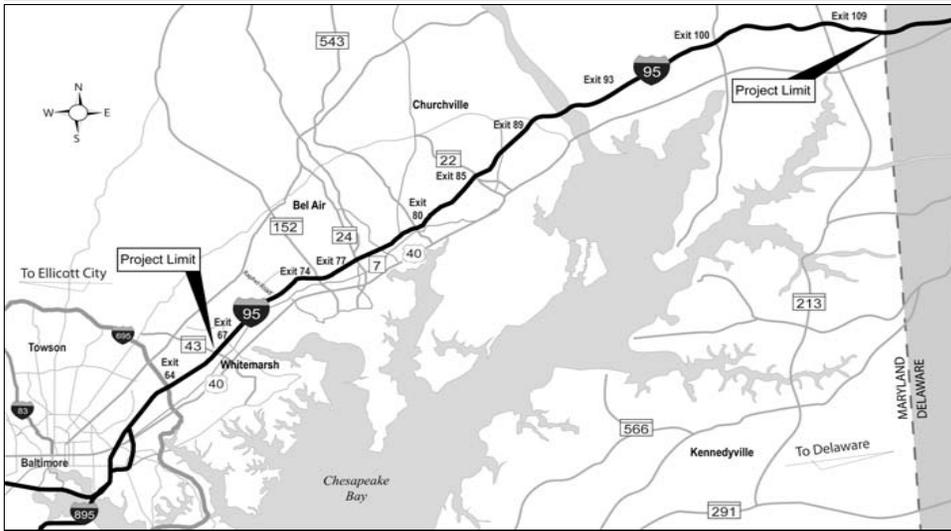
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

**EXPLANATION:** This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	827	827	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,383	8,404	1,979	0	0	0	0	0	1,979	0	
Total	11,210	9,231	1,979	0	0	0	0	0	1,979	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Resurfacing

**DESCRIPTION:** Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**PURPOSE & NEED SUMMARY STATEMENT:** The I-95 roadway north of MD 43 is in need of resurfacing. Only Phases I and II are funded for construction at this time. Phase III is funded for engineering only.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge - Construction Program (Line 2)

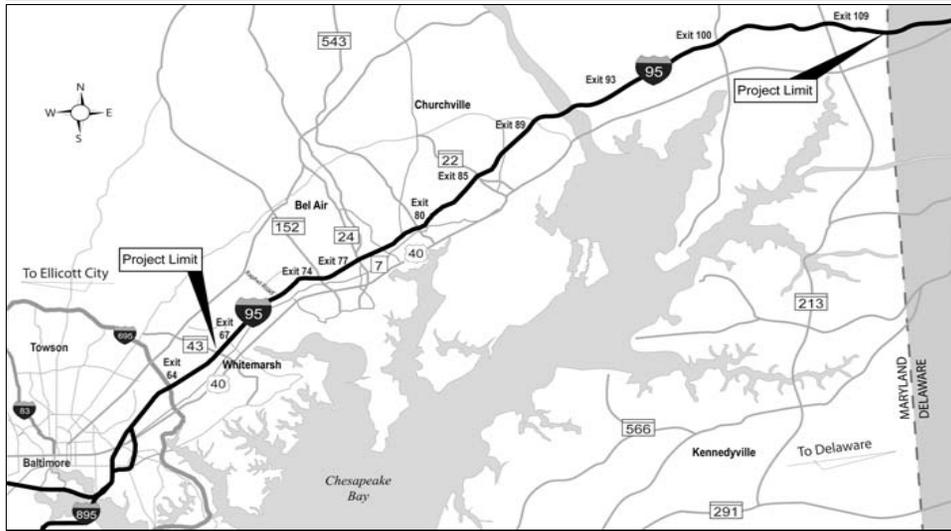
**EXPLANATION:** The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

**STATUS:** Construction of Phase I is complete. Engineering is complete and construction is underway for Phase II. Engineering for Phase III is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	378	358	20	0	0	0	0	0	20	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,186	24,894	6,292	0	0	0	0	0	6,292	0	
<b>Total</b>	<b>31,564</b>	<b>25,252</b>	<b>6,312</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,312</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

2261, 2312, 2393, 2394



**PROJECT:** I-95 Kennedy Highway - Repair Substructure and Superstructure

**DESCRIPTION:** Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore, Harford, and Cecil counties. 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

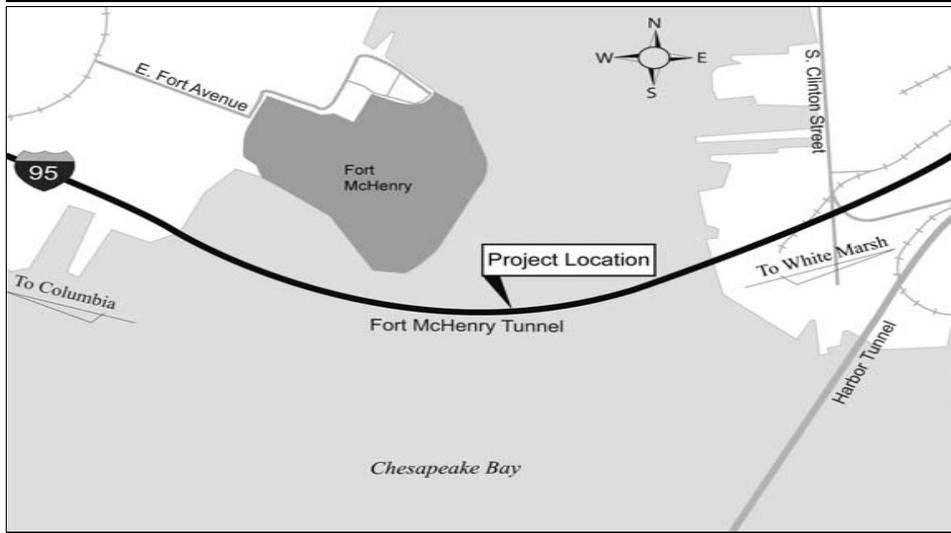
**EXPLANATION:** The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

**STATUS:** Engineering is complete. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,062	2,062	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,336	0	2,000	8,000	6,336	0	0	0	16,336	0
<b>Total</b>	<b>18,398</b>	<b>2,062</b>	<b>2,000</b>	<b>8,000</b>	<b>6,336</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,336</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2382, 2383



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

**DESCRIPTION:** Rehabilitate the tunnel deck for all four bores.

**PURPOSE & NEED SUMMARY STATEMENT:** The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

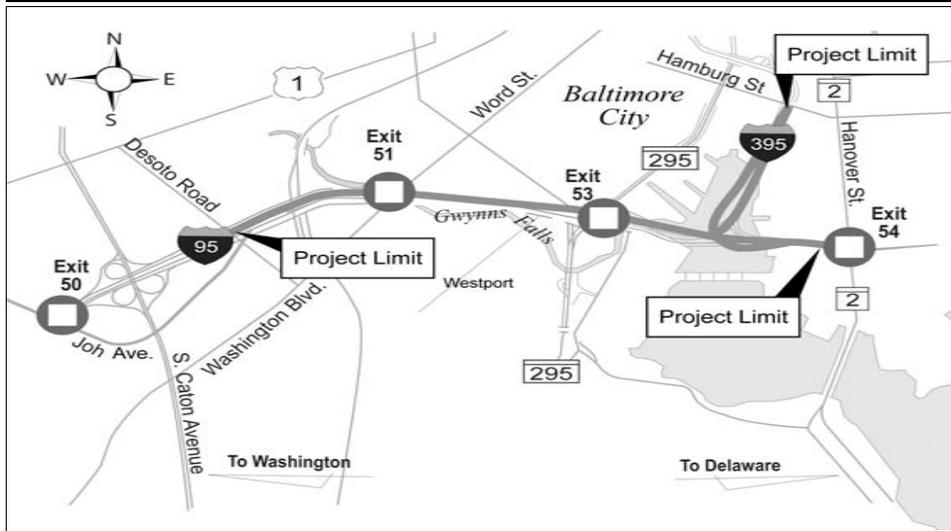
**ASSOCIATED IMPROVEMENTS:**

- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Progr. (Line 12)

**STATUS:** Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	826	826	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,660	33,898	1,762	0	0	0	0	0	1,762	0
Total	36,486	34,724	1,762	0	0	0	0	0	1,762	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

**DESCRIPTION:** Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges north and south of the Fort McHenry Tunnel.

**PURPOSE & NEED SUMMARY STATEMENT:** The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <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:** Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

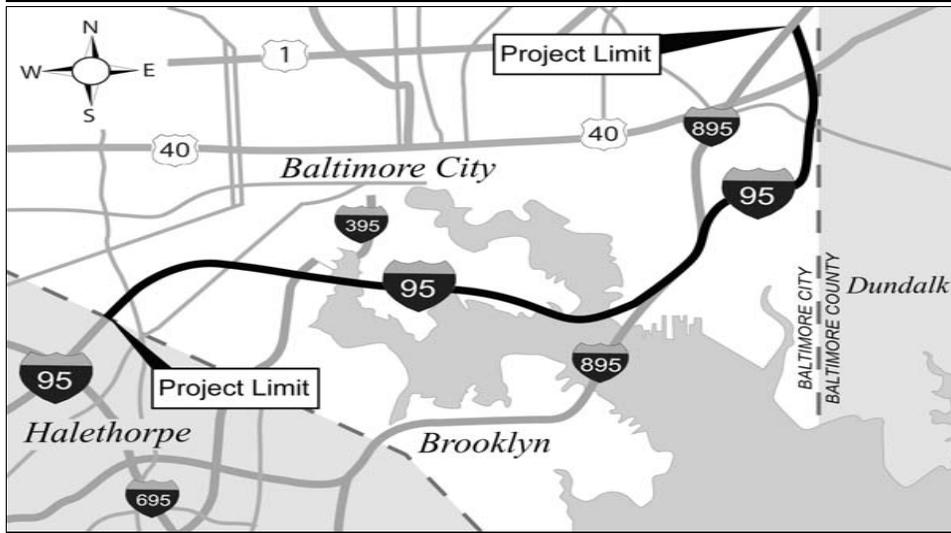
**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehab - Construction Program (Line 12)

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,108	10,108	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,372	88,620	6,752	0	0	0	0	0	6,752	0
<b>Total</b>	<b>105,480</b>	<b>98,728</b>	<b>6,752</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,752</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$11.5 million for scope change including pier foundation type revision from micro-pile to H-pile design, additional bridge overlay, and additional construction management inspection (CMI) due to complexity of project.



**PROJECT:** I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

**DESCRIPTION:** Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built in 1985.

**PURPOSE & NEED SUMMARY STATEMENT:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

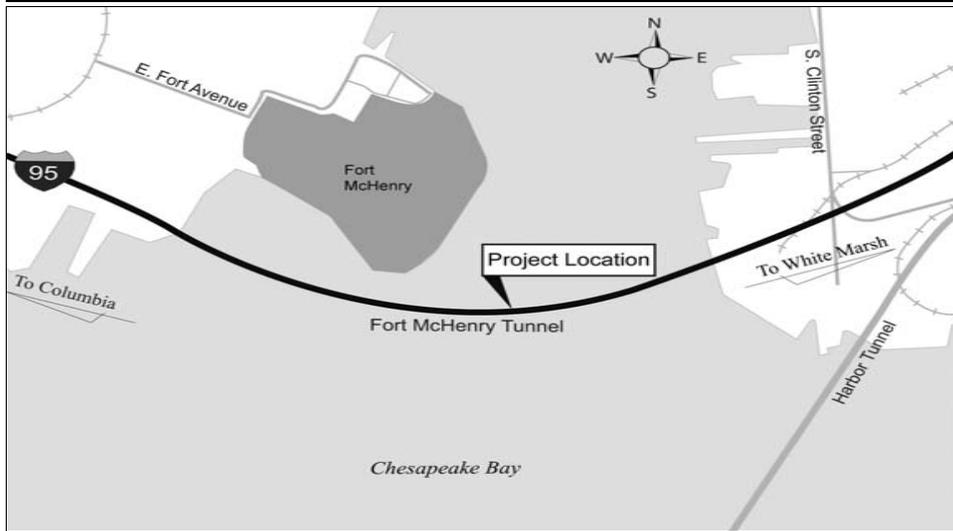
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,092	1,092	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,175	6,747	9,428	0	0	0	0	0	9,428	0
<b>Total</b>	<b>17,267</b>	<b>7,839</b>	<b>9,428</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,428</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

**DESCRIPTION:** Replace the Fort McHenry Tunnel lighting system.

**PURPOSE & NEED SUMMARY STATEMENT:** The lights throughout this tunnel are an integral part of the tunnel system. The lighting system, which is approaching the end of its useful life, needs to be replaced.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** Old and/or inadequate lighting will be replaced throughout the Fort McHenry Tunnel, which will enhance safety for both workers and drivers.

**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Progr. (Line 12)

**STATUS:** Engineering is underway. Construction is scheduled to begin in early 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,634	1,582	52	0	0	0	0	0	52	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,441	0	20,030	18,411	0	0	0	0	38,441	0
<b>Total</b>	<b>40,075</b>	<b>1,582</b>	<b>20,082</b>	<b>18,411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38,493</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

**DESCRIPTION:** Rehabilitate forty-eight ventilation fans in the East and West Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the the existing fans and extend the service life of the ventilation system in the tunnel.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

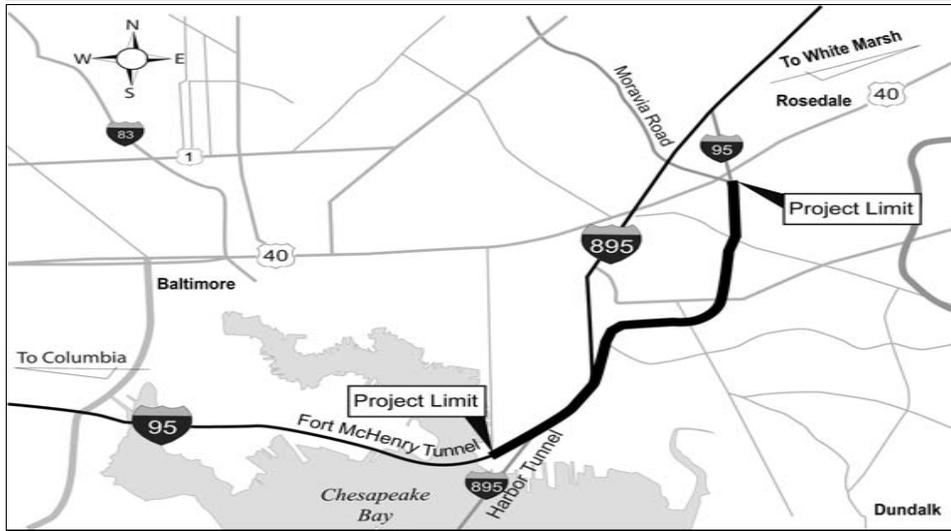
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Rehabilitating the fans will extend the useful life of the existing ventilation system.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,149	911	936	281	21	0	0	0	1,238	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,245	0	17,358	8,708	8,179	0	0	0	34,245	0
Total	36,394	911	18,294	8,989	8,200	0	0	0	35,483	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 will reconfigure I-95 to provide four continuous mainline lanes in each direction from north of the Fort McHenry Toll Plaza to the southern end of the I-95 ETL. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETL. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that will result from MDTA's Canton Viaduct Project. It will also improve safety by providing higher roadside concrete traffic barriers and bridge parapets.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** This project will provide southbound and northbound lane continuity from the southern limits of the ETL to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

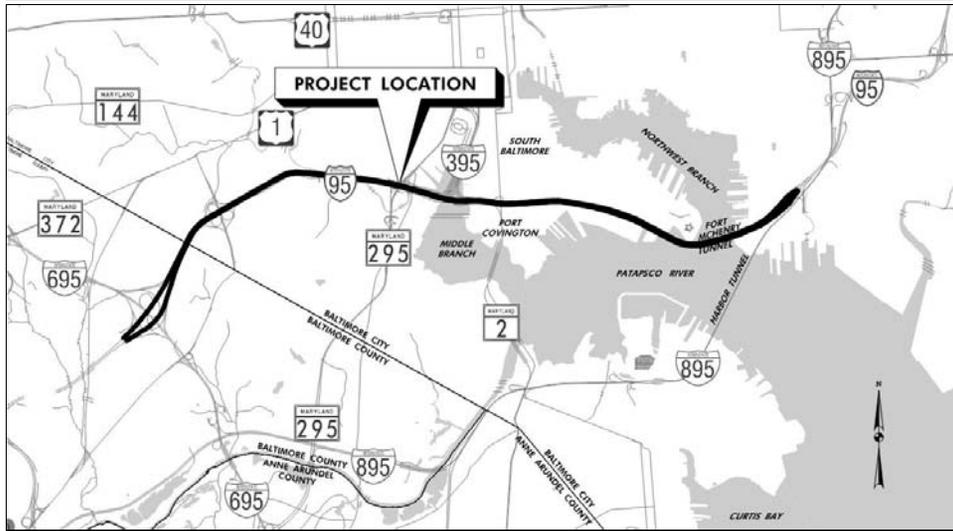
**ASSOCIATED IMPROVEMENTS:**

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)

**STATUS:** Phase 1 southbound is open to service. Planning is complete and engineering is underway for Phase 1 northbound and Phase 2 northbound and southbound. Construction is to begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	555	555	0	0	0	0	0	0	0	0	
Engineering	4,755	3,443	1,156	156	0	0	0	0	1,312	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	60,874	13,022	0	26,597	21,255	0	0	0	47,852	0	
<b>Total</b>	<b>66,184</b>	<b>17,020</b>	<b>1,156</b>	<b>26,753</b>	<b>21,255</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,164</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-95 Fort McHenry Tunnel - Port Covington I-95 Access

**DESCRIPTION:** This project includes a comprehensive evaluation of potential improvements 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:** The first phase of this project is the National Environmental Policy Act (NEPA) study. A 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

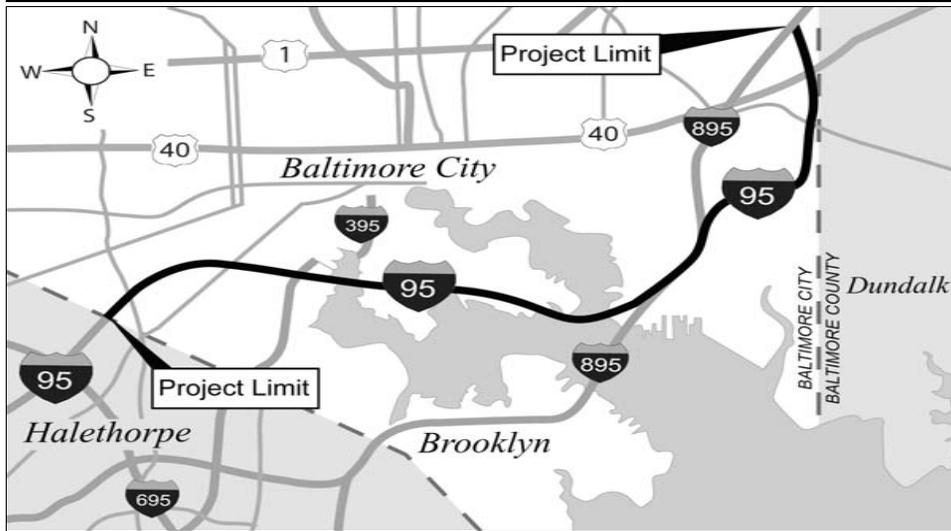
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

**STATUS:** Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for FASTLANE Grant application (pending).

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	400	0	400	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,000	0	0	11,000	11,000	11,000	0	0	33,000	0
<b>Total</b>	<b>33,400</b>	<b>0</b>	<b>400</b>	<b>11,000</b>	<b>11,000</b>	<b>11,000</b>	<b>0</b>	<b>0</b>	<b>33,400</b>	<b>0</b>
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       |

**EXPLANATION:** Repairs are needed to correct current wear and to prevent further wear of the decks.

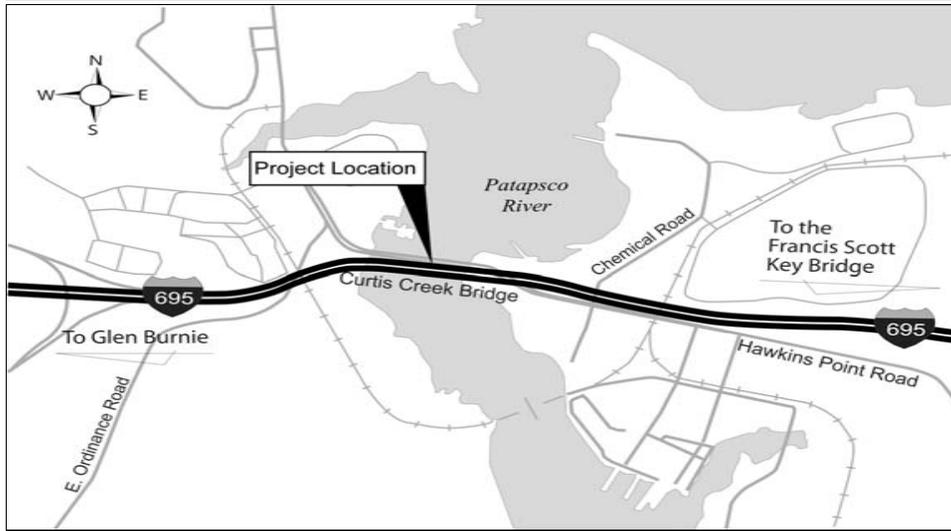
**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	158	592	0	0	0	0	0	592	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,872	0	0	12,372	2,500	0	0	0	14,872	0
<b>Total</b>	<b>15,622</b>	<b>158</b>	<b>592</b>	<b>12,372</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,464</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

**DESCRIPTION:** Clean and paint the structural steel at the approach spans of the inner loop and outer loop bridges on MD 695 over Curtis Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** Paint throughout the spans is deteriorating. These bridges have not been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

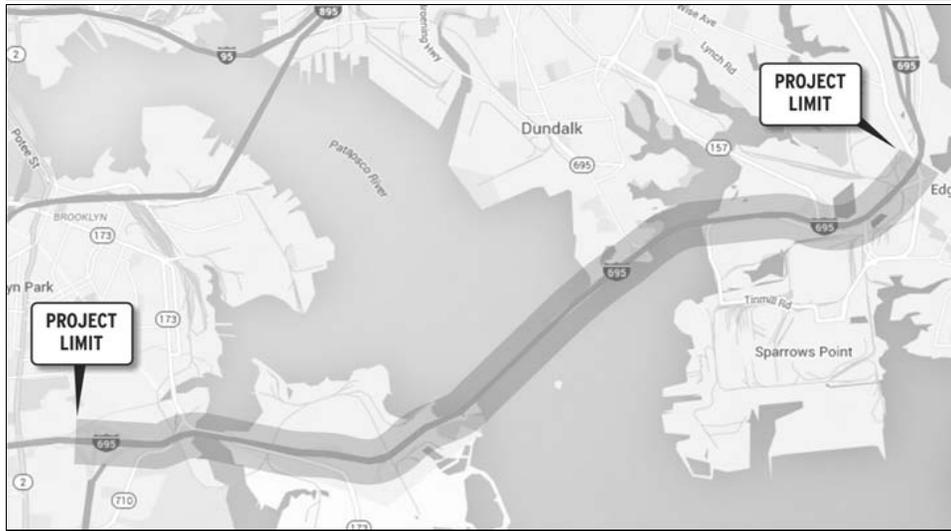
MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges - Construction Program (Line 14)

**EXPLANATION:** Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	526	526	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,614	5,070	544	0	0	0	0	0	544	0
Total	6,140	5,596	544	0	0	0	0	0	544	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges

**DESCRIPTION:** Perform substructure and superstructure rehabilitation at twenty bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City. The work includes structural weld repairs; structural steel repairs; roadway joint repairs; concrete spall/delaminated areas repair; concrete crack repair; applying concrete protective coatings; slope protection repairs; substructure (jacketing of piers) repairs; and other miscellaneous items of work.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection as well as findings and issues noted by MDTA Operations have necessitated a project to perform a comprehensive substructure and superstructure rehabilitation at various bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:**

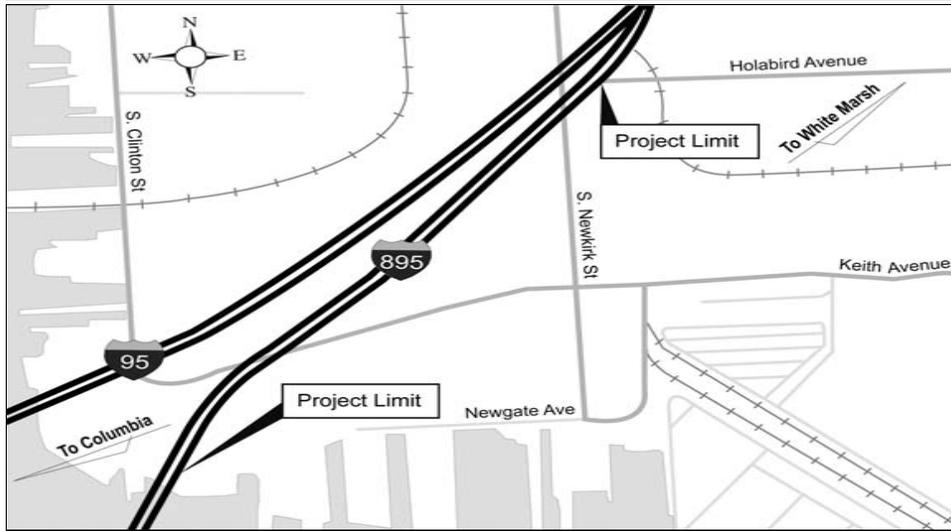
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 13)

**EXPLANATION:** Comprehensive substructure and superstructure rehabilitation at the twenty bridges identified in the annual inspection and by MDTA Operations will correct current wear and prevent further wear.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	915	865	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,141	0	1,000	8,000	8,141	0	0	0	17,141	0
<b>Total</b>	<b>18,056</b>	<b>865</b>	<b>1,050</b>	<b>8,000</b>	<b>8,141</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,191</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

**DESCRIPTION:** Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The bridge deck, substructure and superstructure are experiencing various degrees of wear.

**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 10)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

**STATUS:** Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,107	16,545	1,125	1,325	860	252	0	0	3,562	0
Right-of-way	10,920	1,085	9,835	0	0	0	0	0	9,835	0
Construction	242,070	1,070	0	24,100	74,710	101,220	40,970	0	241,000	0
<b>Total</b>	<b>273,097</b>	<b>18,700</b>	<b>10,960</b>	<b>25,425</b>	<b>75,570</b>	<b>101,472</b>	<b>40,970</b>	<b>0</b>	<b>254,397</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

**DESCRIPTION:** Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** Replacing the vent fans will extend the life of the existing ventilation system.

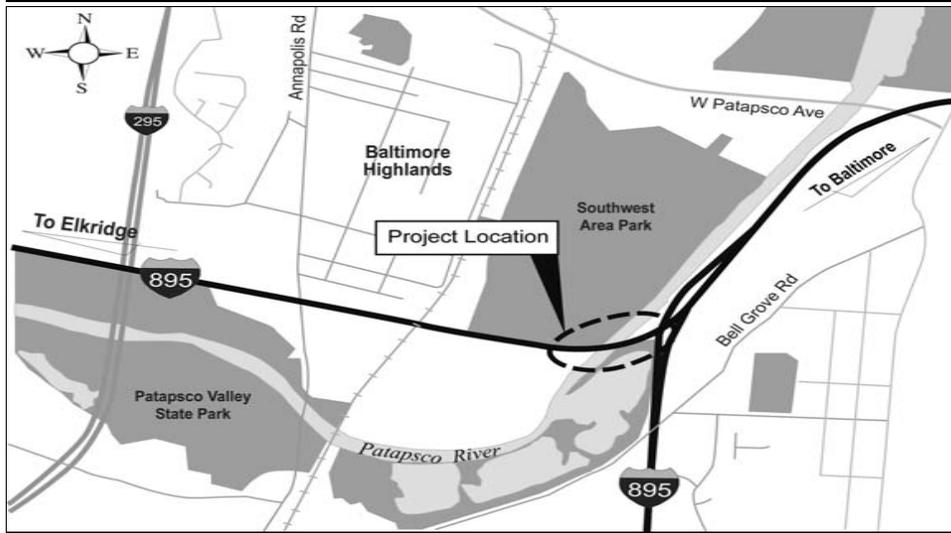
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

**STATUS:** Design is complete. Construction is scheduled to begin in late 2016.

<u>POTENTIAL FUNDING SOURCE:</u>										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	FOR PLANNING PURPOSES ONLY	2019		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,837	2,720	117	0	0	0	0	0	117	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,694	0	8,761	10,366	12,654	11,094	14,905	9,914	67,694	0
<b>Total</b>	<b>70,531</b>	<b>2,720</b>	<b>8,878</b>	<b>10,366</b>	<b>12,654</b>	<b>11,094</b>	<b>14,905</b>	<b>9,914</b>	<b>67,811</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$6.9 million to reflect actual bid price.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

**DESCRIPTION:** Replace the deck and superstructure of the bridge over the Patapsco Flats.

**PURPOSE & NEED SUMMARY STATEMENT:** This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

**STATUS:** Design is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,458	2,458	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	58,815	56	16,979	19,600	19,500	2,680	0	0	58,759	0
<b>Total</b>	<b>61,273</b>	<b>2,514</b>	<b>16,979</b>	<b>19,600</b>	<b>19,500</b>	<b>2,680</b>	<b>0</b>	<b>0</b>	<b>58,759</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** The cost decreased by \$7.4 million. This is the result of a decrease of \$9.5 million to reflect actual bid price and an increase of \$2.1 million for scope change to add modification to under-clearances at MD-295 and I-895 spur overpasses.



**PROJECT:** I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems

**DESCRIPTION:** The project is the rehabilitation of mechanical, electrical, and plumbing systems required to provide a code compliant standpipe system for fire protection in the tunnel. The existing sump pumps and supporting drain pipe network will be upgraded.

**PURPOSE & NEED SUMMARY STATEMENT:** The mechanical, electrical, and plumbing systems are reaching the end of their useful life and are in need of rehabilitation.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** A standpipe is a vertical pipe to which fire hoses can be connected. The project addresses aging mechanical, electrical, and plumbing systems required to provide a code compliant system of standpipes.

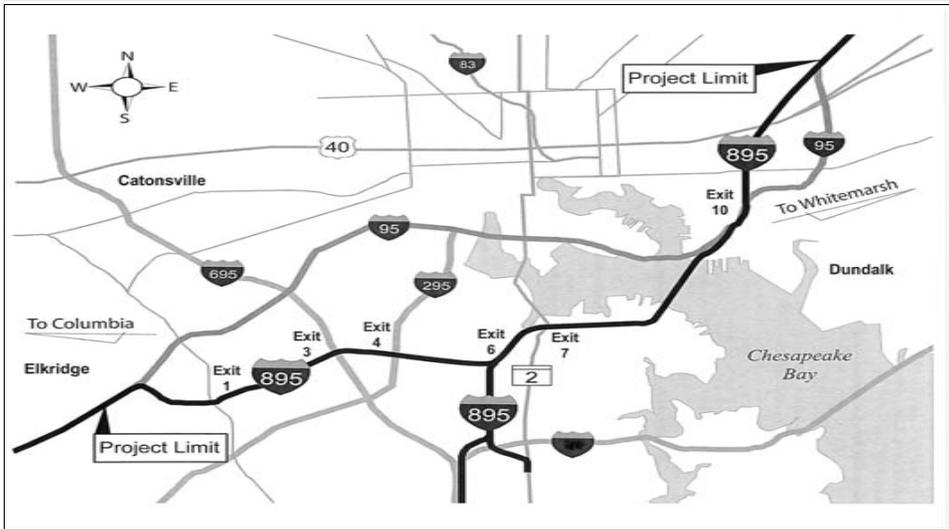
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

**STATUS:** Engineering is complete. Construction is scheduled to begin in FY 2020.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	354	354	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,738	0	0	0	0	8,407	4,331	0	12,738	0
Total	13,092	354	0	0	0	8,407	4,331	0	12,738	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges

**DESCRIPTION:** Rehabilitate substructure and superstructure of various bridges on I-895 north and south of the Baltimore Harbor Tunnel including the Glen Burnie spur.

**PURPOSE & NEED SUMMARY STATEMENT:** The substructures and superstructures of the bridges are experiencing various degrees of wear. The improvements will considerably increase the useful life of these structures.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <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 project will extend the life cycles and usefulness of the structures associated with this tunnel system.

**ASSOCIATED IMPROVEMENTS:**

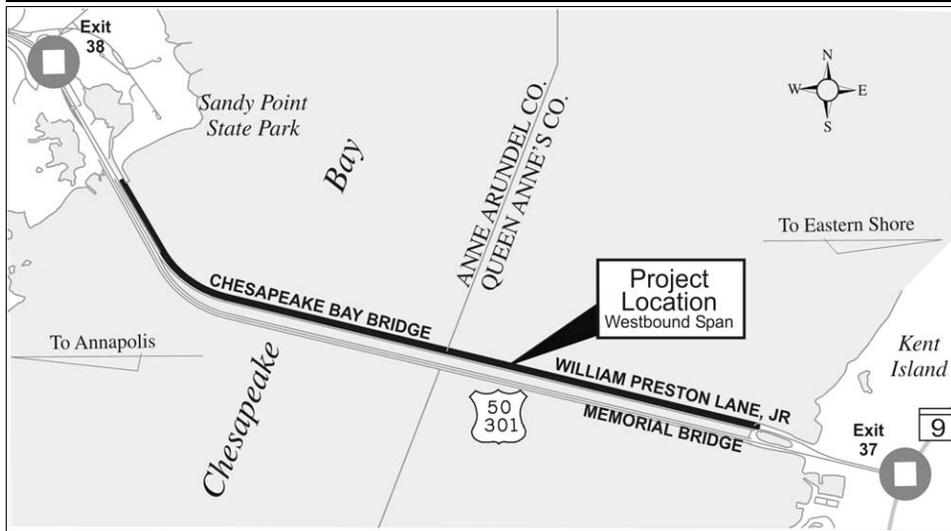
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,621	3,621	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,376	0	8,100	10,300	6,976	0	0	0	25,376	0
<b>Total</b>	<b>28,997</b>	<b>3,621</b>	<b>8,100</b>	<b>10,300</b>	<b>6,976</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,376</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decreased by \$14.9 million to reflect actual bid price.

2370, 2371, 2372



**PROJECT:** US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

**DESCRIPTION:** Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

**ASSOCIATED IMPROVEMENTS:**

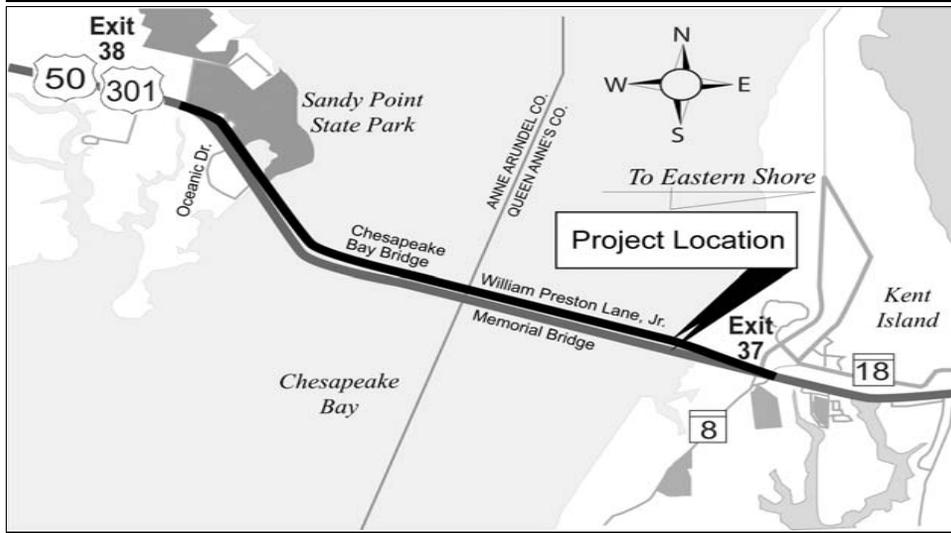
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

**STATUS:** Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$1.1 million for additional construction management inspections (CMI).

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	780	35	0	0	0	0	0	35	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	104,734	77,031	8,200	12,000	7,503	0	0	0	27,703	0
<b>Total</b>	<b>105,549</b>	<b>77,811</b>	<b>8,235</b>	<b>12,000</b>	<b>7,503</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27,738</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224, 2259, 2260



**PROJECT:** US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

**DESCRIPTION:** Rewrap and dehumidify the main cables and anchorages on both spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** Cable wrapping is nearing the end of its useful life and needs to be replaced.

**ASSOCIATED IMPROVEMENTS:**

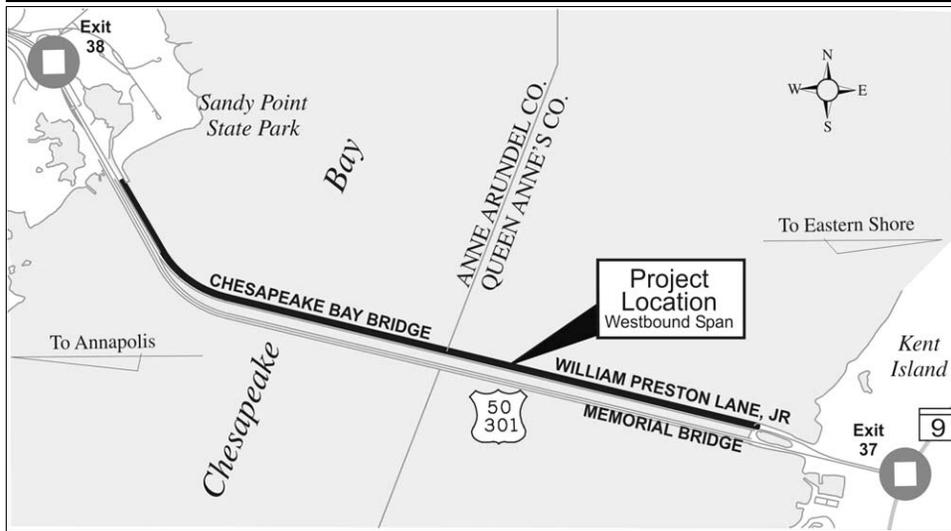
- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 32)

**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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,230	2,216	14	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,716	58,016	1,700	0	0	0	0	0	1,700	0
<b>Total</b>	<b>61,946</b>	<b>60,232</b>	<b>1,714</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,714</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$1.5 million for additional construction management inspections (CMI) and system preservation management expenditures.



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

**DESCRIPTION:** Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

**PURPOSE & NEED SUMMARY STATEMENT:** The main suspension cable investigation of the westbound Chesapeake Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <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.

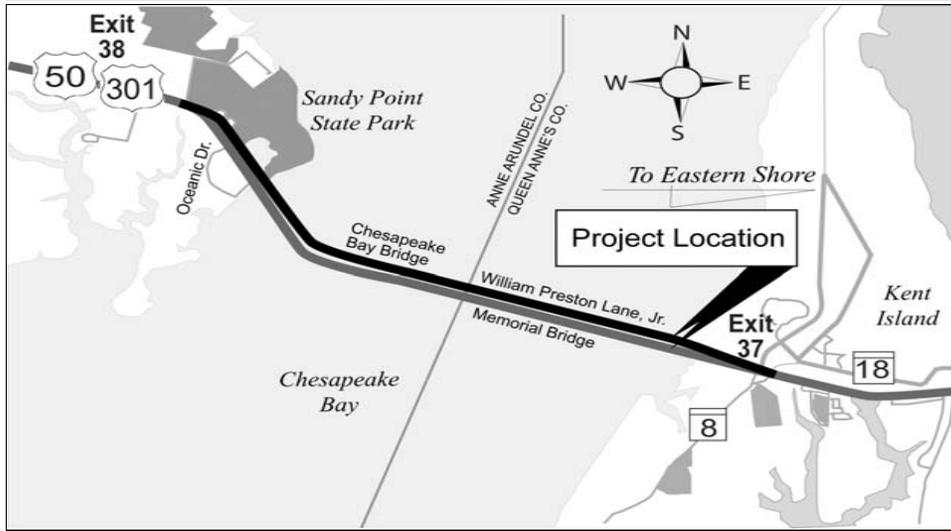
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

**STATUS:** Engineering and construction are underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	838	2,257	105	0	0	0	0	2,362	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,839	103	19,461	15,275	0	0	0	0	34,736	0
<b>Total</b>	<b>38,039</b>	<b>941</b>	<b>21,718</b>	<b>15,380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,098</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decreased by \$9.2 million to reflect actual bid price.



**PROJECT:** US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

**DESCRIPTION:** This project includes structural concrete and steel repairs to eastbound and westbound Bay Bridges. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access.

**PURPOSE & NEED SUMMARY STATEMENT:** The routine inspections of the eastbound and westbound Bay Bridges found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the components.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** This project will repair areas of wear and extend the useful life of the components.

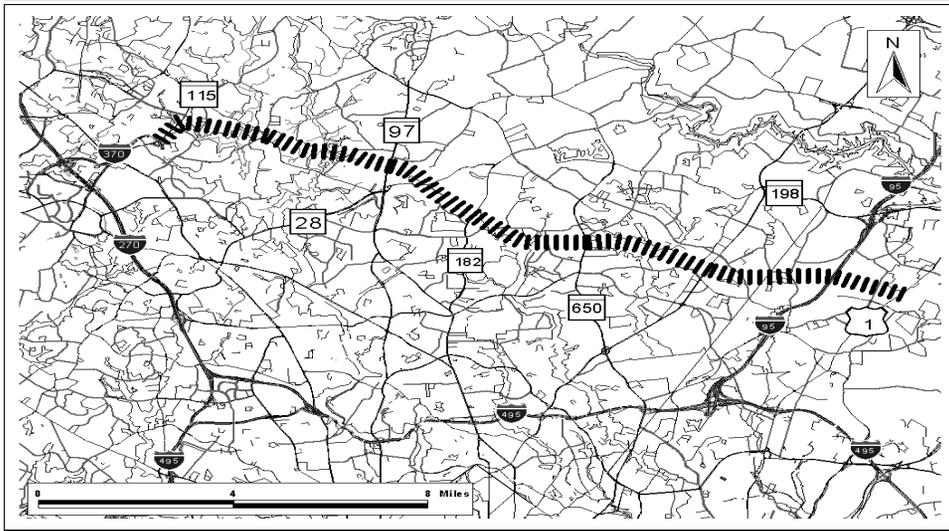
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 32)

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,800	479	1,241	425	425	230	0	0	2,321	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	48,036	14,263	5,485	10,664	10,000	7,624	0	0	33,773	0
<b>Total</b>	<b>50,836</b>	<b>14,742</b>	<b>6,726</b>	<b>11,089</b>	<b>10,425</b>	<b>7,854</b>	<b>0</b>	<b>0</b>	<b>36,094</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$32.4 million for increase in scope to address recent inspection findings.



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Constructed a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                        |                                                               |
|--------------------------------------------------------|---------------------------------------------------------------|
| <input checked="" type="checkbox"/> Safety & Security  | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation           | <input checked="" type="checkbox"/> Community Vitality        |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

- US 29 Interchanges (Lines 17, 18 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 19, Montgomery County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 31, Prince George's County - SHA)

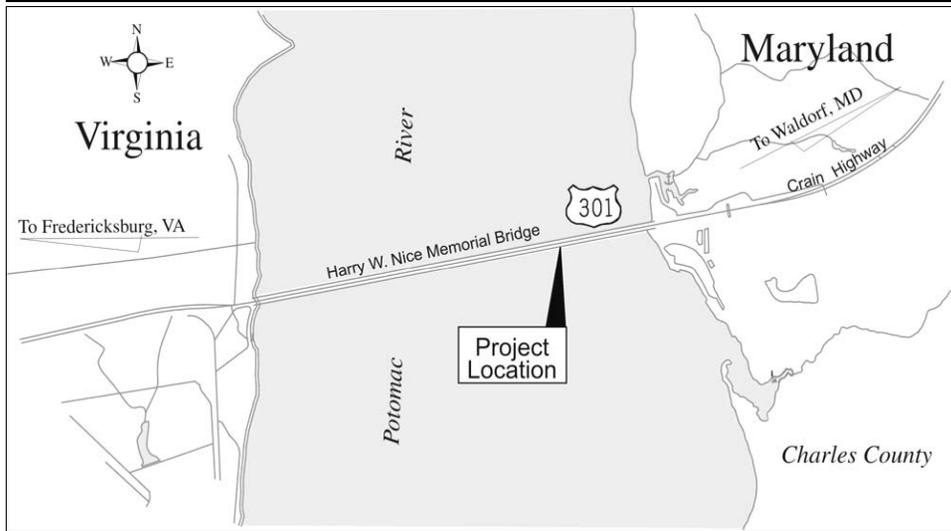
**EXPLANATION:** The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

**STATUS:** The facility is open to service. Final construction elements and environmental mitigation and stewardship projects are underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	28,889	28,889	0	0	0	0	0	0	0	0	
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	
Right-of-way	246,000	244,082	1,918	0	0	0	0	0	1,918	0	
Construction	2,036,518	2,003,150	10,602	15,608	6,318	480	240	120	33,368	0	
<b>Total</b>	<b>2,386,588</b>	<b>2,351,302</b>	<b>12,520</b>	<b>15,608</b>	<b>6,318</b>	<b>480</b>	<b>240</b>	<b>120</b>	<b>35,286</b>	<b>0</b>	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.  
1982



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - Replace Nice 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

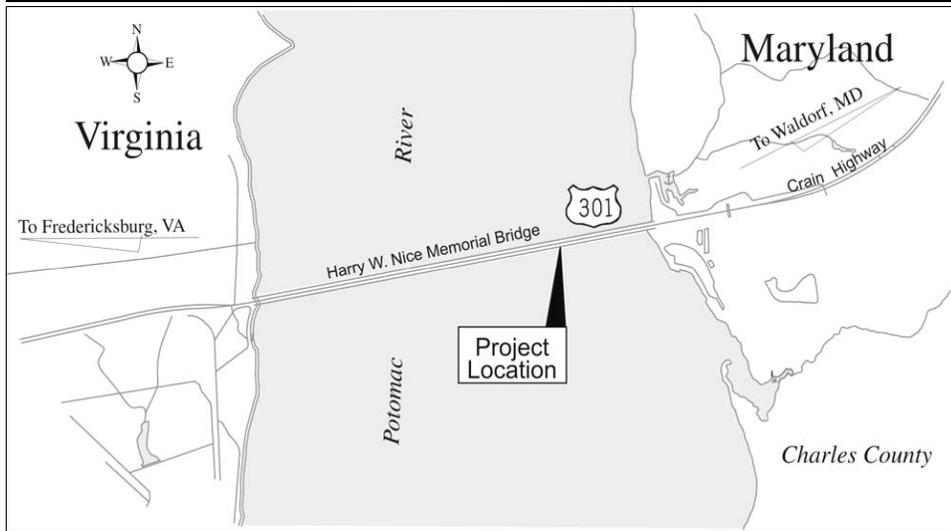
**ASSOCIATED IMPROVEMENTS:** None.

**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 FY 2020.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Moved from the Development & Evaluation Program to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	43,800	13,253	9,547	10,100	10,900	0	0	0	30,547	0
Right-of-way	10,605	89	2,761	1,825	2,825	2,025	1,080	0	10,516	0
Construction	708,900	0	0	0	0	83,800	196,900	268,600	549,300	159,600
<b>Total</b>	<b>768,600</b>	<b>18,637</b>	<b>12,308</b>	<b>11,925</b>	<b>13,725</b>	<b>85,825</b>	<b>197,980</b>	<b>268,600</b>	<b>590,363</b>	<b>159,600</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

**DESCRIPTION:** Spot painted as required throughout the full length of the bridge and zone painted at locations of roadway joints. Repaired miscellaneous structural elements.

**PURPOSE & NEED SUMMARY STATEMENT:** Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge had wear. This improvement extended the useful life of the structural steel.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |                                                         |                                                    |
|---------------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Paint throughout the bridge had wear. This improvement addressed existing wear and is preventing further wear.

**STATUS:** Open to service.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	761	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	12,337	49	0	0	0	0	0	49	0
Total	13,186	13,098	88	0	0	0	0	0	88	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** Point Breeze - Renovate Building 2330

**DESCRIPTION:** Renovate Point Breeze Building 2330 to provide office space for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) moving from the 5th floor of the Fort McHenry Tunnel East Vent Building.

**PURPOSE & NEED SUMMARY STATEMENT:** Renovations to the Point Breeze Building 2330 will provide essential operational space in a secured environment required for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions. Integrating the space to provide continuity between AOC and TCO - Dispatch Center will improve communication and efficiency.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The Authority Operations Center (AOC) is the primary traffic and systems monitoring center for various MDTA facilities. The Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions works closely with AOC. Providing an integrated work space will allow maximum efficiency.

**STATUS:** Engineering is complete. Construction is scheduled to begin in late 2016.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost increased by \$2.0 million to add equipment and utility site work.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	FOR PLANNING PURPOSES ONLY	2019		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	792	792	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,495	0	4,000	8,495	0	0	0	0	12,495	0
<b>Total</b>	<b>13,287</b>	<b>792</b>	<b>4,000</b>	<b>8,495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,495</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

**DESCRIPTION:** Installed electronic security systems and video surveillance at five major bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

**STATUS:** Open to service.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	616	616	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,624	11,472	152	0	0	0	0	0	152	0
Total	12,240	12,088	152	0	0	0	0	0	152	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

**DESCRIPTION:** Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

**PURPOSE & NEED SUMMARY STATEMENT:** The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

**STATUS:** Engineering is complete. Construction is underway.

**POTENTIAL FUNDING SOURCE:**  SPECIAL  FEDERAL  GENERAL  OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,274	1,274	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,851	11,367	2,484	0	0	0	0	0	2,484	0
Total	15,125	12,641	2,484	0	0	0	0	0	2,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.



**PROJECT:** Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

**DESCRIPTION:** The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2018.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:										
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	....2019....	....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,500	4,277	1,055	1,056	1,056	1,056	0	0	4,223	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	70,000	0	0	28,450	28,450	1,180	1,180	1,180	60,440	9,560
Total	78,500	4,277	1,055	29,506	29,506	2,236	1,180	1,180	64,663	9,560
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Remove, Replace, and Upgrade Sign Structures - Northern Region

**DESCRIPTION:** Update and replace sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** Existing sign structures date from the early 1980's and are approaching the end of their useful life.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

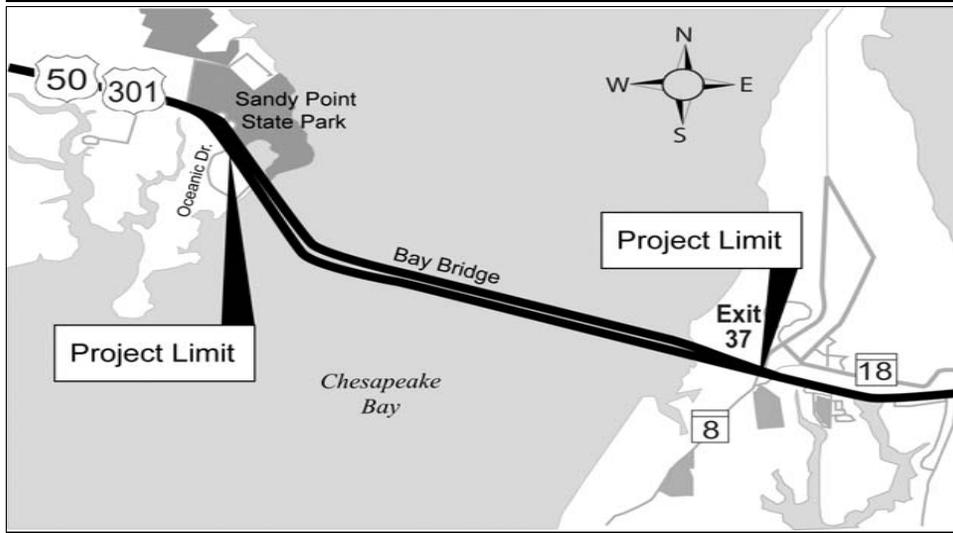
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Aging sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge will be updated or replaced.

**STATUS:** Engineering is complete. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Cost decreased by \$5.6 million based on refined cost estimate.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	588	12	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,455	2	4,959	7,206	2,288	0	0	0	14,453	0
Total	15,055	590	4,971	7,206	2,288	0	0	0	14,465	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

**DESCRIPTION:** Preliminary engineering for the rehabilitation and/or replacement of the eastbound bridge deck.

**JUSTIFICATION:** The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

**STATUS:** Engineering is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR	YEAR	FOR PLANNING PURPOSES ONLY			
			2017	2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,900	2,730	3,500	4,462	208	0	0	0	8,170	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,900</b>	<b>2,730</b>	<b>3,500</b>	<b>4,462</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,170</b>	<b>0</b>
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. Develop cost per mile estimates. Evaluate alternative project delivery approaches and develop preliminary financial plan. Prepare economic and land use study. This study is financed in the MDTA Operating budget.

**JUSTIFICATION:** The purpose of this study is to evaluate the feasibility of alternative project delivery approaches and to select a preferred alternative. In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders which will help gain consensus on the approach and allow MDTA to quickly move into Tier II NEPA. It will include detailed technical analyses for the chosen location and would secure formal agency agreement on the NEPA preview process and on the proposed Purpose and Need.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Planning is underway.

**SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP:** Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	EXPEND THRU 2016				....2019....	....2020....	....2021....	....2022....			
Planning	5,000	0	500	1,000	1,500	1,500	500	0	5,000	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,000	0	500	1,000	1,500	1,500	500	0	5,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2016 Completions</u></b>			
<b><u>F.S.KEY BRIDGE</u></b>			
1	Replace HVAC at Campus and OEC Building Roof (Engineering only) (2319)	634	Complete
<b><u>FORT MCHENRY TUNNEL</u></b>			
2	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,689	Complete
<b><u>HATEM BRIDGE</u></b>			
3	Replace HVAC at Administration Building and Scale Houses (2303)	1,004	Complete
<b><u>KENNEDY HIGHWAY</u></b>			
4	Rehabilitate Corrugated Pipe Culverts (2359)	1,017	Complete
5	Zone Paint Various Bridges - Phase III (2281)	3,924	Complete
<b><u>MULTI-AREA</u></b>			
6	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	4,451	Complete
7	On-Call Structural Repairs and Miscellaneous Modifications (2291)	16,011	Complete
<b><u>POINT BREEZE</u></b>			
8	Point Breeze Renovations Final Phase (2356)	4,040	Complete
9	Rehabilitate Parking Lots (2365)	588	Complete
<b><u>W. P. LANE BRIDGE</u></b>			
10	Replace Acoustic Monitoring on Eastbound Span (2341)	1,494	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018</u></b>			
<b><u>BALTIMORE HARBOR TUNNEL</u></b>			
11	Establish Authority Operations Center (AOC) at BHT (2434)	678	Spring, 2017
12	Administration Building Roof Replacement and Envelope Rehabilitation (Engineering only) (2439)	500	Underway
13	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	530	Underway
14	Mill and Overlay Bridge Decks for BCY081, BCY082, HOY013 and HOY014 (Engineering only) (2437)	200	Underway
15	Rehabilitate K-Truss Approach Spans (2334)	798	Underway
16	Rehabilitate Three Pipe Culverts (2454)	150	Underway
17	Rehabilitate Tunnel Deck (Engineering only) (2389)	234	Underway
18	Repaint Switchgear Enclosures (2330)	246	Underway
19	Repair Slopes and Drainage (2380)	3,845	Underway
20	Replace 15KV Feeders (Engineering only) (2447)	400	Underway
21	Replace Fuel Tank at BHT Administration Facility (Engineering only) (2443)	400	Underway
22	Replace HVAC at Administration Building (2308)	99	Underway
23	Replacement of Concrete Median Barrier along I-895 (Engineering only) (2423)	155	Underway
24	Slope Stabilization of Various Locations on I-895 BHT Thruway (Engineering only) (2427)	415	Underway
<b><u>F.S.KEY BRIDGE</u></b>			
25	Deck Rehabilitation (Engineering only) (2425)	534	Underway
26	Drainage Improvements on I-695 at Quarantine Road (Engineering only) (2451)	500	Underway
27	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	500	Underway
28	Maintenance & Repair of Curtis Creek Drawbridges (2420)	1,349	Underway
29	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	716	Underway
30	Police Headquarters Building Envelope and Interior Renovations (Engineering only) (2438)	600	Underway
31	Rehabilitate Curtis Creek Bridges (2375)	1,163	Underway
32	Renovate Second Floor of Administration Building 303 (2406)	7,283	Underway
33	Replace Underground Storage Tanks (2202)	1,770	Underway
34	Resurface Approach Roadways (Engineering only) (2277)	350	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>FORT MCHENRY TUNNEL</u></b>			
35	Fatigue Retrofits on I-95 (Engineering only) (2449)	500	Underway
36	Install Fresh Air Duct Lighting (2367)	3,003	Underway
37	Pavement Rehabilitation along Moravia Road from I-895 to US 40 (Engineering only) (2419)	133	Underway
38	Rehab of Holding Tank and Construction of Flood Wall at FMT West Vent Building (Engineering only) (2435)	485	Underway
39	Rehab Substructure and Superstructure of Various Bridges (Engineering Only) (2397)	1,155	Underway
40	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	261	Underway
41	Renovate 1st and 5th Floors at East Vent Building (2364)	8,606	Underway
42	Replace Generator at Maintenance Building (2348)	10	Underway
43	Replace Underground Storage Tanks at Administration Building (2381)	854	Underway
44	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	5,644	Underway
<b><u>HATEM BRIDGE</u></b>			
45	Rehabilitate Substructure and Superstructure (2368)	4,341	Underway
<b><u>KENNEDY HIGHWAY</u></b>			
46	Deck Rehabilitation to Various Bridges on I-95 in Cecil County (Engineering only) (2429)	492	Underway
47	Deck Replacement of I-95 Bridge over Little Northeast Creek (Engineering only) (2428)	569	Underway
48	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	7,201	Underway
49	I-95 Northern Transition - Express Toll Lanes to MD 152 (Engineering only) (2453)	750	Underway
50	JFK Maintenance Facility 2 Building Renovations (Engineering only) (2440)	400	Underway
51	Prepare Travel Plaza Redevelopment Specification Design/Construction Prep & Management Documents (2055)	299	Underway
52	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	754	Underway
53	Rehabilitate Parking Lots and Access Roads at Administration Building (2379)	1,966	Underway
54	Replace Bridge on I-95 over CSXT (Engineering only) (2436)	200	Underway
55	Replace Generator at Police Barracks (2410)	426	Underway
56	Replace Light Poles North of ETL into Cecil County (2323)	1,875	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>KENNEDY HIGHWAY (cont'd)</u></b>			
57	Replace Navigational Lighting on the Tydings Bridge (2332)	517	Underway
58	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 - JFK (Engineering only) (2452)	400	Underway
<b><u>MULTI-AREA</u></b>			
59	Allocated Reserve - System Preservation Projects (2325)	48,020	Ongoing
60	Equipment Budget (1702)	17,696	Ongoing
61	On-Call Signs, Sign Lights and Sign Structures (2426)	1,912	Spring, 2017
62	Update Phone System to NECSV9500 (2433)	1,524	Summer, 2017
63	Bay TMDL Stormwater Retrofits - Phase IV (2404)	1,657	Underway
64	Bay TMDL Stormwater Retrofits - Phase VI (Engineering only) (2444)	700	Underway
65	Deck Sealing and Miscellaneous Repairs to Bridges on FMT and FSK Approaches (2326)	2,387	Underway
66	DYNAC Traffic Control System Software and Hardware Upgrade (2455)	485	Underway
67	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	574	Underway
68	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	2,389	Underway
69	Facility-Wide Culvert and Pipe Rehabilitation - Phase II (2441)	240	Underway
70	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Underway
71	Furnish and Install License Plate Recognition Systems (2360)	1,514	Underway
72	Install E-ZPass Back-Up Site (2225)	638	Underway
73	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	6,473	Underway
74	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	2,600	Underway
75	Mainline Small Drainage System Preservation (Engineering only) (2421)	333	Underway
76	Modifications to Toll Plaza Signing at All Facilities (2405)	1,639	Underway
77	On-Call Drainage and Stormwater Remediation (2366)	427	Underway
78	On-Call Drainage and Stormwater Remediation (2422)	414	Underway
79	On-Call Electrical and ITS - #3 (2418)	4,574	Underway
80	On-Call Electrical and ITS (2345)	3,861	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)**

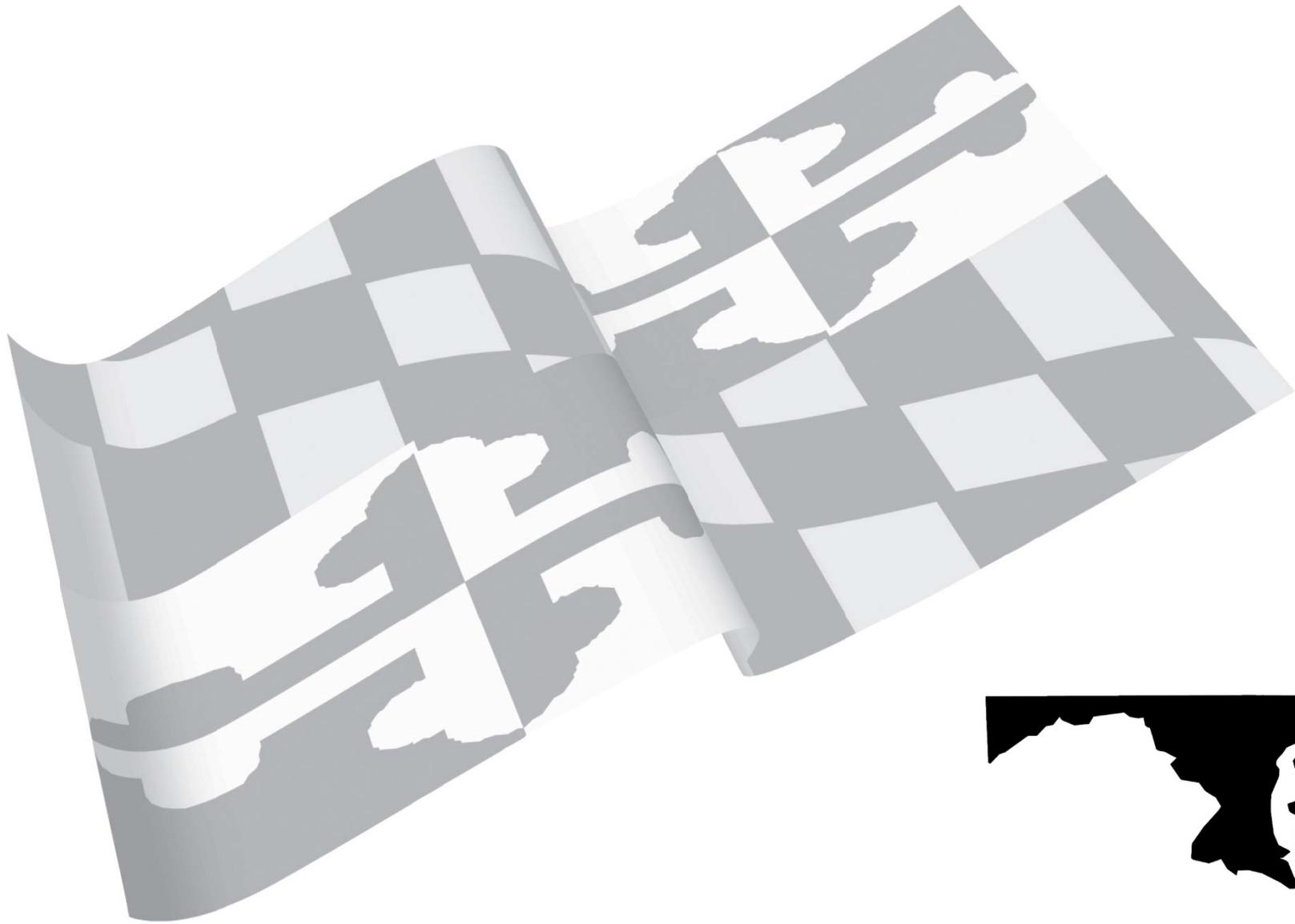
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
81	On-Call Facility/Building Repairs (2240)	594	Underway
82	On-Call Facility/Building Repairs (2411)	2,496	Underway
83	On-Call Miscellaneous Electrical Repairs (2236)	356	Underway
84	On-Call Miscellaneous Paving Repairs (2335)	851	Underway
85	On-Call Miscellaneous Paving Repairs (2417)	4,425	Underway
86	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	379	Underway
87	On-Call Sign Structures (2298)	1,242	Underway
88	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	2,800	Underway
89	On-Call Structural Repairs and Miscellaneous Modifications (2254)	1,967	Underway
90	On-Call Structural Repairs and Miscellaneous Modifications (2296)	54	Underway
91	On-Call Structural Repairs and Miscellaneous Modifications (2387)	3,513	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2388)	6,559	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2415)	8,768	Underway
94	On-Call Structural Repairs and Miscellaneous Modifications (2416)	8,308	Underway
95	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	340	Underway
96	Program Management Services for System Preservation (Engineering only) (2235)	6,000	Underway
97	Replace Generators at JFK, WPL, BHT and FSK (2265)	79	Underway
98	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	8	Underway
99	Replace Uninterruptible Power Supplies (2413)	436	Underway
100	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	1,616	Underway
101	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	1,784	Underway
102	Upgrade Fire Alarm and Security Systems (2358)	2,480	Underway
<b><u>NICE BRIDGE</u></b>			
103	Install Communications Tower (2424)	1,307	Underway
104	Rehabilitate Substructure and Superstructure (2395)	4,160	Underway
105	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	122	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>Fiscal Year 2017 and 2018 (cont'd)</u></b>			
<b><u>POINT BREEZE</u></b>			
106	Demolition of Power Plant Building (Engineering only) (2398)	171	Underway
107	On-Call Facility and Building Repairs (2400)	737	Underway
108	Replace Rooftop HVAC at Headquarters Building (2399)	101	Underway
<b><u>W. P. LANE BRIDGE</u></b>			
109	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	4	Underway
110	Modify Lane Use System (2340)	924	Underway
111	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	356	Underway
112	Renovate Conduit Hangers - Westbound Span (2267)	149	Underway
113	Repair Toll Plaza Concrete Paving (2318)	678	Underway
114	Replace 5KV Feeder on EB Span and Add Redundant Cable to EB & WB Spans (Engineering only) (2329)	276	Underway
115	Replace Bay Bridge Staging Dock (2392)	1,136	Underway
116	Replace HVAC at Campus Buildings (2362)	5,455	Underway
117	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	30	Underway
118	Seal Deck of Westbound Span (Engineering only) (2369)	470	Underway





**GLOSSARY**



***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY***

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.