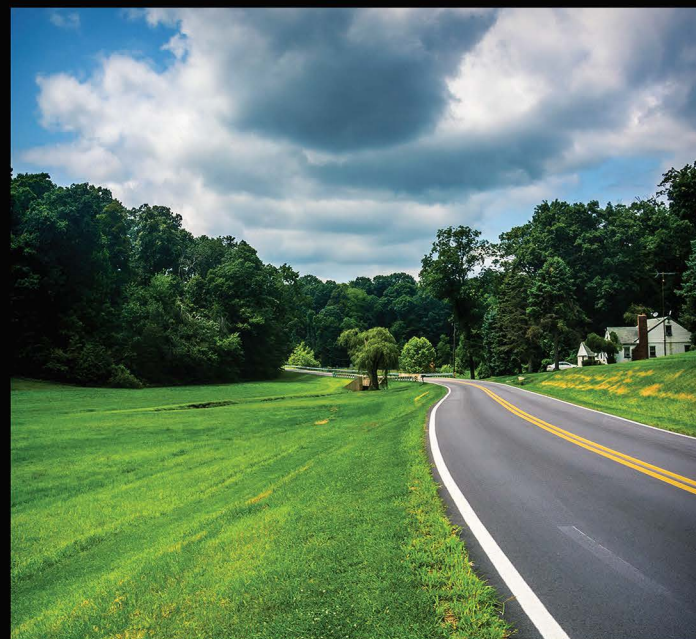


**FY2019 to FY2024**

# Consolidated Transportation Program

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

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

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

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

**For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at: [www.ctp.maryland.gov](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) is pleased to present the State's Final six-year capital investment program for transportation, the Final FY 2019-2024 Consolidated Transportation Program (CTP).

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

- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion

- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

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

## ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of MDOT as embodied in the goals outlined in the MTP, our mission, 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 addressing many needs, MDOT recognizes that these revenues cannot address every need. Consequently, MDOT will use our resources strategically and efficiently to ensure that transportation investments address our mission and goals, as well as to:

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

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) requires MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under

consideration for funding in the Consolidated Transportation Program (CTP). Chapter 30 establishes nine goals and twenty-three measures to evaluate these major projects and required MDOT to develop a scoring model on or before January 1, 2018. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT will utilize in its project selection process. The first project evaluation is now complete and is shown in the appendix of this Final CTP.

MDOT has created a Chapter 30 scoring model that establishes how the twenty-three measures are defined and measured as well as created a weighting structure to score and prioritize the projects. For more information see. [mdot.maryland.gov/newMDOT/Planning/Chapter\\_30\\_Score/Index.html](http://mdot.maryland.gov/newMDOT/Planning/Chapter_30_Score/Index.html) The next round of project applications are due March 1, 2019 so projects can be scored for the Draft FY 2020 – FY 2025 CTP.

## 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. MDOT is currently advancing its largest construction program in its history reflecting unprecedented growth in transportation investments. In the fall of 2018, MDOT had 816 airport, highway, transit, port, bicycle and motor vehicle projects underway at a value of \$8.8 billion.

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

economic development and creating or supporting jobs and minimizing impacts to Marylanders.

The Port of Baltimore is ensuring that Maryland is "Open for Business" by continuing to break cargo records and maintaining its role as one of Maryland's top economic generators. In 2017, the Port's public and private marine terminals handled 38.4 million tons of cargo. This was the most since 1979 and the third-highest tonnage in its history. It is expected that 2018 will be the third consecutive year the state-owned terminals handled more than 10 million tons of general cargo. The Port of Baltimore also set a record in 2017 by handling 807,194 cars and light trucks. It was the first time the Port surpassed 800,000 cars/light trucks and the seventh consecutive year handling more of that cargo commodity than any other U.S. port. The trend for 2018 continues to be higher than previous years.



## Freight

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

movement of goods by all modes of transportation. Further, through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program, MDOT is a recipient of two grant awards. Cecil County has been awarded \$20 million in partnership with MDTA to build a new interchange at I-95 and Belvidere Road creating a direct connection to existing and planned distribution, warehousing, manufacturing and retail business in the Cecil County Principio Enterprise Zone. MDOT MPA was awarded \$6.55 million to add a second berth capable of serving 50-foot draft ultra large container vessels and help modernize the Port.

Cargo activity at BWI Marshall Airport continues to grow as the demand for rapid shipment of consumer goods increases throughout the Nation. Air cargo volumes increase 51% in the last fiscal year. To accommodate this growth, a fast-track construction project expanded the Midfield Cargo Apron with six new aircraft parking positions that allowed for a new carrier to begin service in time for peak 2017 holiday season demand. The success of that venture has resulted in the need for further expansion of the Midfield Cargo Area including an additional 200,000 square foot cargo processing facility and six more aircraft parking positions. Construction of that expansion began in late 2018 and will be operational for the 2019 holiday season bringing an estimated 2,000 new jobs to the region.

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

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

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



### ***MDOT Safety Pledge***

Secretary Pete Rahn first issued a challenge to the more than 10,000 MDOT employees and now to all Maryland citizens to take the traffic safety pledge and agree to follow the State's highway safety guidelines when they drive, ride, or walk. Recent increases in traffic-related deaths prompted the Secretary to announce the pledge and to make sure that traffic safety starts at home. That is why he urges all Marylanders to demonstrate safety behavior by following some simple, common sense rules:

- Have everyone wear a seat belt;
- Always have a safe and sober ride;
- Park the phone before driving;
- Use crosswalks and be seen while walking or biking;
- Look for pedestrians and motorcyclists and give bicyclists three feet of clearance;
- Wear proper protective gear while riding a motorcycle; and
- Allow enough time to get to one's destination safely. Speed is a factor in many crashes and greatly increases crash severity.

Traffic fatalities in Maryland rose from 522 in 2016 to 558 in 2017, continuing a higher trend. For more information, see the safety pledge at: [surveymonkey.com/r/MDOTsafetypledge](http://surveymonkey.com/r/MDOTsafetypledge).

## ***Strategic Highway Safety Plan***

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by the MDOT State Highway Administration (MDOT SHA) and MDOT Motor Vehicle Administration's (MDOT MVA) Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, state, local, and private sector safety stakeholders, the plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities are developing local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has designated this program as a proven countermeasure because it tailors solutions to local issues and needs.

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

In the Summer of 2018, MDOT SHA completed MD 4 urban reconstruction improvements between Forestville Road and MD 458. These included construction of raised curbs, new sidewalks along southbound MD 4, a 10-foot shared-use path along northbound MD 4, and other traffic calming improvements to improve pedestrian and bicyclist safety. This \$26 million investment is one example of how we are working to safely accommodate all users of our roads.

## **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 Administration continues to direct MDOT to address long-standing congestion issues by initiating projects statewide that will serve to increase mobility and move traffic more efficiently. Construction of new highway capacity to accommodate travel has not kept pace with demand.

Maryland has the second-longest commuting times in the country, and the Washington metropolitan region is the most congested region in the nation based on annual delay and congestion cost per auto-commuter data. The Hogan Administration's proposed Washington area Traffic Relief Plan will add new managed or toll lanes to I-270, I-495 (Capital Beltway), and MD 295 (Baltimore-Washington Parkway), leaving the existing lanes untolled. These managed lanes will provide drivers with the choice to pay for a quicker trip, simultaneously reducing delays for those who choose to stay in the existing free lanes. The Hogan Administration's proposed Baltimore area Traffic Relief Plan will extend the Express Toll Lanes (ETLs) on I-95 and provide innovative congestion relief on I-695 (Baltimore Beltway). The third element of the Traffic Relief Plan is the deployment of cutting-edge smart traffic signals to improve traffic operation and ease congestion 14 major corridors across the State. The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving. These improvements are critical to relieve our most congested State roadways, spur economic development, and restore quality of life for countless Marylanders who have been negatively affected by years of traffic congestion. More information on the Traffic Relief Plan is available on the MDOT SHA website at [www.roads.maryland.gov](http://www.roads.maryland.gov).

## **Use Resources Wisely**

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



A key focus area is the condition of bridges across Maryland. MDOT SHA continues to make significant progress in reducing the number of 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. There were 69 bridges identified as structurally deficient when Governor Hogan took office in 2015. All 69 of those bridges have either been addressed or are currently under construction. Each year, additional bridges are identified as structurally deficient. Currently, there are only 12 structurally deficient bridges identified since 2015 that are left to be addressed. Projects are underway in design for the 12 remaining bridges.

In addition, MDOT SHA spent more than \$260 million in FY 2018 on improving roads. MDOT SHA has surpassed the halfway point of improving or treating all state highway lane miles since 2015. This milestone marks the improvement of nearly 8,500 lane miles, calculated by miles of highway multiplied by the number of lanes, improving safety and enhancing the customer experience for millions of drivers across the State.

## Deliver Transportation Solutions and Services of Great Value

MDOT will 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 MDOT MTA's customers to improve the region's transit system.

BaltimoreLink, which redesigned local and express bus systems to create an interconnected transit system, launched in June 2017. The goals were 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. BaltimoreLink is now a unified, interconnected transit network that incorporates LocalLink (Local Bus), Light RailLink and Metro SubwayLink. It also includes dedicated bus lanes, transfer facilities and transit signal priority



A major component is CityLink, which are 12 new high-frequency, color-coded bus routes that 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 run at 10-15 minute frequencies. Buses are branded and travel on color-coded routes with easy-to-read signage and detailed maps making the system easier to use. The BaltimoreLink network is providing more people with access to transit, jobs, and services in the region with an estimated 130,000 additional people within a ¼ mile access to frequent transit operating every 15 minutes or less during peak and midday periods. Eleven percent more jobs are accessible within 30 minutes and BaltimoreLink added a number of public schools, libraries, pharmacies, hospitals, and supermarkets to the frequent transit network.



Since MDOT MTA launched BaltimoreLink, on-time performance has dramatically improved from 59.5 percent in Fall 2016 to 68 percent in May 2018 – a 14.4 percent improvement. Additionally, MDOT MTA has launched a partnership with the Transit app, which allows customers to receive highly accurate location and arrival information for CityLink, LocalLink, and Express BusLink in the BaltimoreLink fleet. To learn more about Transit app, visit [mta.maryland.gov/transit](http://mta.maryland.gov/transit). In partnership with Baltimore City, more than 5.5 miles of dedicated lanes were installed and have improved travel times by up to 25 percent. Transit signal priority sensors on the entire bus fleet and at nearly 50 intersections are improving travel times up to 22 percent. The bus system is safer than ever. Despite providing over 300,000 miles of additional service there have been 20 percent fewer accidents than under the previous system.

To learn more about BaltimoreLink, visit [baltimorelink.com](http://baltimorelink.com).



MDOT officials signed the \$5.6 billion public private partnership contract in April 2016 with the Purple Line Transit Partners to design, build, finance, operate, and maintain the light rail system. The Purple Line will run east-west inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. Construction is now significantly underway along the entire 16-mile light rail corridor. Since the project broke ground in August 2017, utility relocation, earthwork, and tunnel excavation have been ongoing. Light rail vehicle production is also underway.

The P3 alternative delivery approach involves a long-term, performance-based agreement between MDOT MTA and the 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 entered into a Full Funding Grant Agreement (FFGA) in fall 2017 with the Federal Transit Administration; this agreement provides for \$900 million for the construction of the project. Construction began with a groundbreaking ceremony on August 28, 2017. For more information, visit [www.purplelinemd.com](http://www.purplelinemd.com).

## ***Practical Design***

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

Thanks to practical design and innovative project delivery, MDOT SHA has been able to deliver more projects for Marylanders using existing resources. MDOT SHA is increasingly using an innovative cost plus time approach, known as A+B bidding. The A+B bidding considers both the cost and the time to build the improvements to determine the award of a project. This approach minimizes impacts to the traveling public, ensures safety considerations are addressed, and delivers improvements for capacity and economic development faster than a traditional award based solely on low bidding thereby providing better value to the public.

## **Be a Good Neighbor**

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

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

This year's CTP reflects the strength of MDOT's ongoing commitment to improving bicycle and pedestrian safety and access across the State. The \$167 million in the Final CTP includes not only continued commitment to our

key discretionary programs, such as the State's Bikeways Program, but significant investment in MDOT projects that support the improved access and safety of cycling and walking throughout Maryland. Moreover, these program investments will be strengthened by the fresh guidance being provided by the new goals and priorities identified in the 2019 Bicycle and Pedestrian Master Plan. Newly targeted strategies and initiatives identified in this document, along with the 2040 Maryland Transportation Plan, ensure that MDOT is responsive to the changing needs and opportunities to improve bike and walk connectivity and safety for all MDOT customers.



## Be a Good Steward of our Environment

MDOT 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.



Aside from its cargo and cruise responsibilities, the Port of Baltimore has also proven to be environmentally responsible. The MDOT MPA is committed to being a good environmental steward. Its award-winning and nationally renowned dredging program has rebuilt eroded islands in Maryland using sediment removed from channels leading to the Port of Baltimore. There are also green initiatives on the marine terminals that are reducing our carbon footprint. One of these green initiatives, the Port's dray truck replacement program, has resulted in 172 older dray trucks being replaced with newer, cleaner-running engines. In January of 2019, the Port of Baltimore was awarded \$2.4 million from the U.S. Environmental Protection Agency to repower marine engines and upgrade diesel dray trucks and equipment that is used to move cargo. The funding will further reduce emissions at the Port itself and in surround areas. The MDOT MPA's green efforts led to the selection of the Port of Baltimore as the first North American host of the 2018 GreenPort Congress in 2018.

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.

### ***Commuter Choice Maryland***

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

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

Maryland businesses who offer Commuter Benefits can also take advantage of the Maryland Commuter Tax Credit, designed to encourage businesses of all sizes to provide Commuter Benefits to their employees. To learn more, please visit [CommuterChoiceMaryland.com](http://CommuterChoiceMaryland.com) or call: 410-865-1100 or email: [commuterchoice@mdot.maryland.gov](mailto:commuterchoice@mdot.maryland.gov).



## **LEGISLATIVE CHANGES**

The 2018 legislative session brought two significant changes to the Consolidated Transportation Program (CTP). These changes affect local Highway User Revenues (HUR) and Transit funding. As a result of these changes, MDOT's six-year CTP increases by \$1.2 billion, totaling \$16.0 billion.

Chapter 330, Laws of Maryland 2018 increases the allocation of HUR to Baltimore City, the Counties and the Municipalities from 9.6% to 13.5% of the funds credited to the Gasoline and Motor Vehicle Revenue Account (GMVRA). This increased allocation is for five fiscal years (FY 2020 – FY 2025). Chapter 330 also changes the definition of HUR from funds in the GMVRA to capital grants appropriated to the local jurisdictions. The capital grants are to be appropriated only if all debt service requirements and operating expenditures have been funded and sufficient funds are available to fund the Department's capital program. These changes are effective July 1, 2019. This change increases local transportation funding and is now included in the 6-year CTP total funding level. The calculation of local funding will continue to be based on a formula that incorporates roadway lane miles maintained by the jurisdiction and the number of registered vehicles in that jurisdiction.



The second legislative change is the Maryland Metro/Transit Funding Act. In terms of capital funding, the key components of this Act are as follows.

The second legislative change is the Maryland Metro/Transit Funding Act. In terms of capital funding, the key components of this Act are as follows:

- Starting in FY 2020, the Governor is to include a State budget appropriation of \$167 a year million from revenues available for the State capital program in the TTF as a grant to be used to pay WMATA capital costs. The Governor has authority to appropriate general funds for this purpose.
- The Act also calls for an increase of 3% a year of the existing WMATA funding. This increases funding to WMATA by \$28.6 million over the six-year period.
- An additional \$29.1 million a year for FY 2020 – FY 2022 is to be applied towards the capital needs of MDOT MTA

The MDOT MTA funding will be spent on key system preservation projects. The following chart shows how those funds will be allocated.

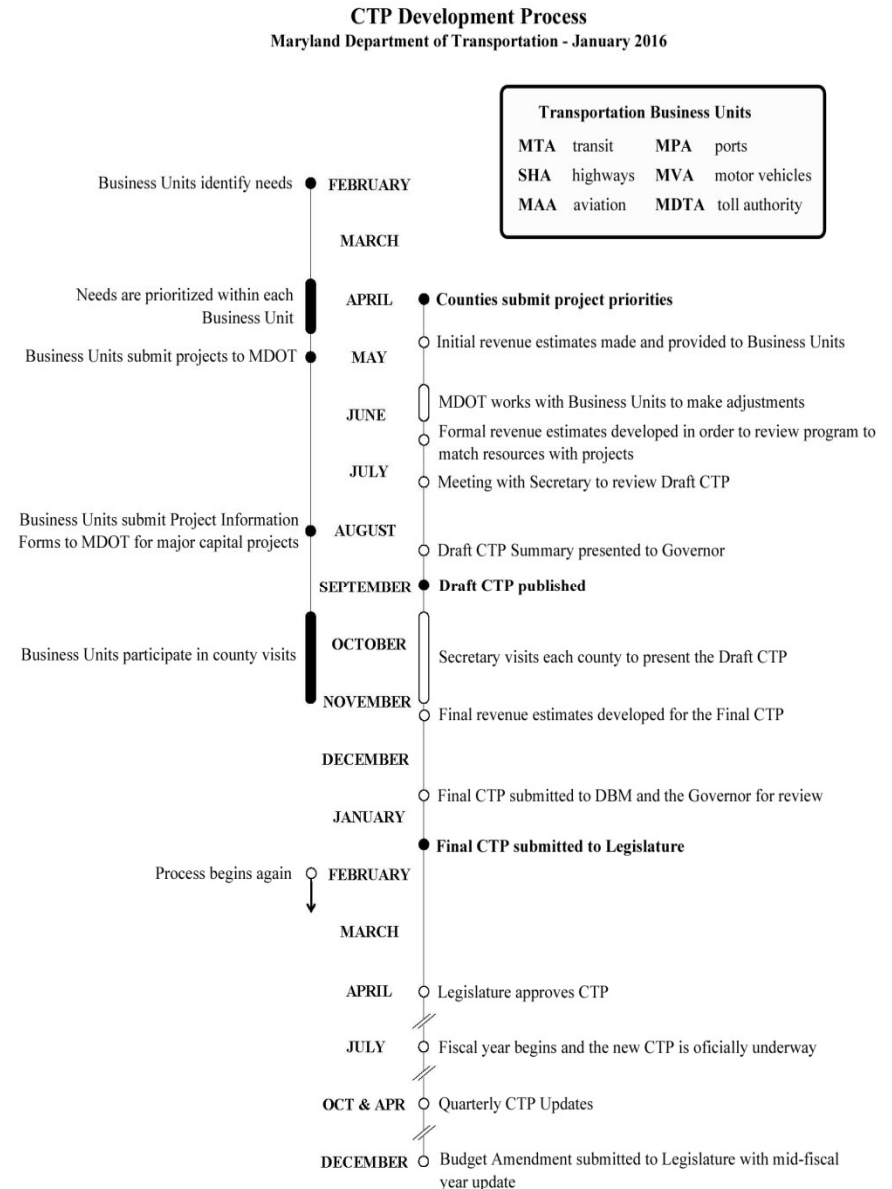
<b>Bus System Preservation</b>  This project includes replacement/repair of bus facility assets including concrete slab floors, electrical, and mechanical components.	\$10.2 million
<b>Light Rail System Preservation</b>  This project includes the replacement/repair of light rail system assets including rail, brackets, ties, electrical, and mechanical components.	\$47.6 million
<b>Metro System Preservation</b>  This project includes the replacement/repair of metro facility and system assets including rail, interlockings, doors, electrical, and mechanical components.	\$18.2 million
<b>Agencywide System Preservation</b>  This project includes the replacement/repair of facility and system assets throughout the agency including server infrastructure and fare collection components beyond useful life.	\$11.3 million
<b>Total allocation</b>	<b>\$87.3 million</b>

# Process for CTP Development

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

These criteria include:

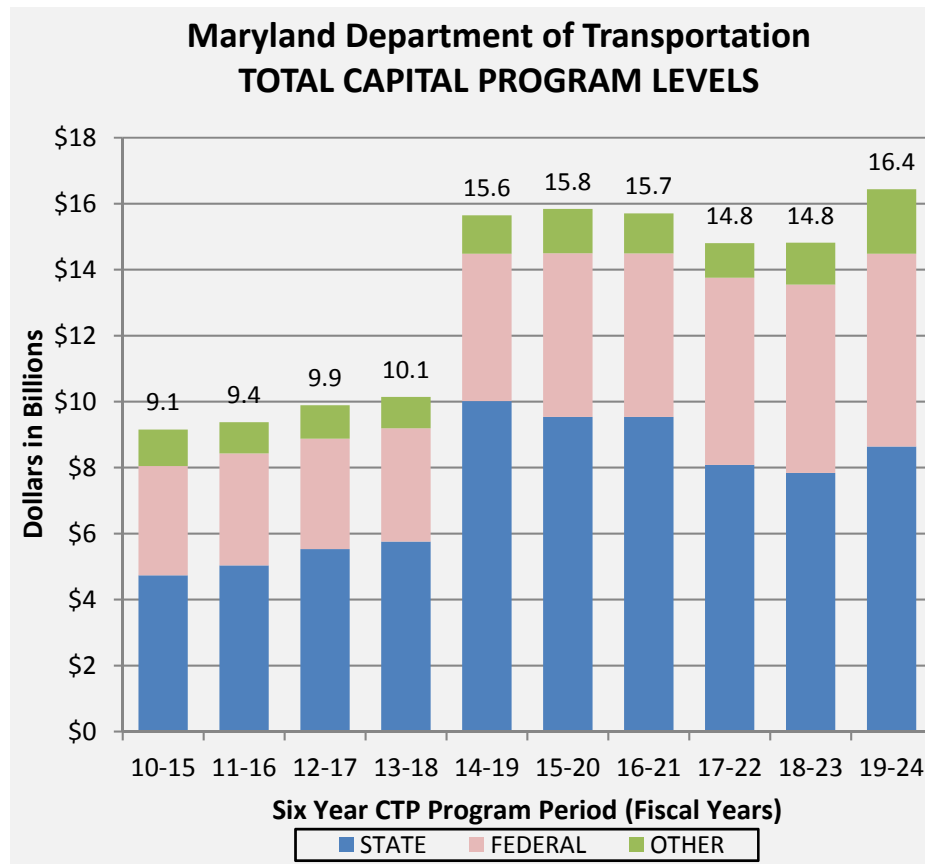
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development,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





## FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

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



## State Revenue Projections

Total projected revenues amount to \$30.9 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$7.1 billion over the six-year period. As of July 1, 2018, the motor fuel tax rates were 35.3 cents per gallon gasoline and the 36.05 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 3.6 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2018 is 9.7 cents per gallon. The rate is estimated to average 10.6 cents per gallon over the program period.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.6 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.2 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$6.5 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$626 million is for operating assistance. Since federal aid

supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.0 billion, with \$1.1 billion from MDOT MTA, \$337 million from MDOT MPA, and \$1.6 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$2.9 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 \$641 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 19, this CTP assumes that Congress will appropriate the FAST Act authorized amounts in the transportation bills for FFY 2019 through FFY 2020 and continue this inflated funding through FFY 2024.

Federal aid, representing 21 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2019 - FY 2024 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 \$648 million in highway formula funding and \$162 million in transit formula funding in FFY 2019 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2018 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$445 million in appropriations from the combined FFY 2016 - FFY 2018 Appropriations bills. In FFY

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 2018 was 91.7 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 2019 through FFY 2024.

## Washington Metropolitan Area Transit Authority — WMATA

Under the Fixing America's Surface Transportation (FAST) Act in FY 2019, the Washington Metropolitan Area Transit Authority (WMATA) anticipates receiving \$311 million in FTA formula grants and \$26.1 million in other federal grants (Congestion Mitigation and Air Quality, and Department of Homeland Security grants) for bus and rail preservation activities. Additionally, FFY 2019 funding of \$148.5 million is provided through the Passenger Rail Investment and Improvement Act (PRIIA).

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. With the recent dedicated funding from all three regional jurisdictions federal funding will be a smaller percentage but still WMATA's largest single source of funding. Overall WMATA's six-year capital budget is \$8.5 billion with \$2.2 billion from federal sources and \$6.3 billion state/local funding.

MDOT's top priority is to restore the safety and reliability of the WMATA system. This is demonstrated through investments in safety and state of good repair. This CTP includes a total of \$300 million (\$50 million each year in FFY 2019 through 2024) 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 2019.



## Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The 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 Extension, Safety, and Security Act of 2016 extended FAA authority to September 30, 2017. Since October 1, 2017, the FAA has operated under two short-term extensions. The Consolidated Appropriations Act of 2018 extended FAA authority to September 30, 2018. In October 2018 the FAA Reauthorization Act of 2018 extended FAA authority to 2023. The MDOT MAA has received entitlement AIP funding of \$3.9 million in FFY 2016 toward the final phase of the Runway Safety Area Standards and Pavement Improvement Program; \$3.1 million in FFY 2017 toward the Concourse E Passenger Boarding Bridges; and in FFY 2018 \$3.4 million toward the Midfield Area Apron Expansion. In addition, the MAA received \$7.8 million of discretionary AIP funding in FFY 2018 toward the Taxiway B Reconstruction Phase 1; and \$7.8 million in FFY 2017 toward the Concourse B Apron Reconstruction.

## Port of Baltimore

During FY 18 the Maryland Port Administration received \$5.2 million in federal assistance through Water Resources Reform and Development Act to support the Port's dredging activities. MPA received approximately \$0.4 million in other environmental-related grants to support its efforts in being a good steward of our environment. MPA expects to receive approximately \$3.0 million in dredging and environmental grants in FY 19.

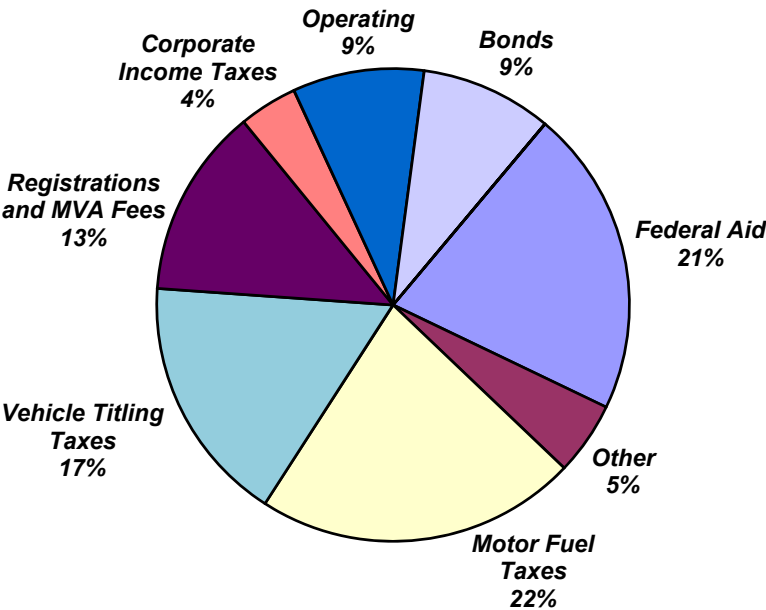
MDOT MPA was awarded a BUILD Grant of \$6.6M in December of 2018 through the U.S. Department of Transportation to support a berth modernization project at Seagirt Marine Terminal (SMT.) This project will increase capacity and improve the Port of Baltimore's economic competitiveness with other East Coast ports. The project includes adding a second 50-foot berth, landside improvements at the new berth, and dredging.

Terminal security efforts are enhanced with federal assistance through the Port Security Grant Program. MPA anticipates federal assistance of approximately \$0.8 million to facilitate several projects to improve security at its terminals.

# WHERE THE MONEY COMES FROM...

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

Where The Money Comes From

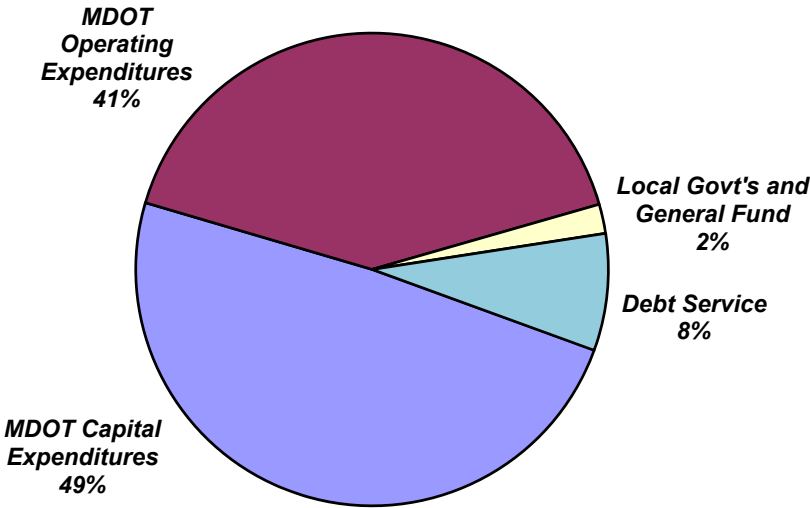


Total projected Trust Fund revenues amount to \$30.9 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

# 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 Final FY 2019 - 2024 CTP totals \$16.4 billion, \$14.4 billion of which comes through the Trust Fund and \$2.0 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, etc.

Where The Money Goes



## Planned Capital Expenditures

FY 2019-2024 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
MDOT TSO	216.0	22.9	5.4	244.3	1.5
MDOT MVA	142.7	0.7	0.0	143.4	0.9
MDOT MAA **	296.3	69.6	278.6	644.5	3.9
MDOT MPA	804.2	19.9	18.4	842.5	5.1
MDOT MTA	1,054.1	1,994.3	261.8	3,310.1	20.1
WMATA	1,182.6	0.0	1,392.2	2,574.8	15.7
MDOT SHA	4,940.7	3,738.0	0.0	8,678.7	52.8
TOTAL	8,636.6	5,845.4	1,956.4	16,438.3	100.0

Note: Figures may not add perfectly due to rounding.

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

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

MDOT TSO – Transportation Secretary's Office

MDOT MVA – Motor Vehicle Administration

MDOT MAA – Maryland Aviation Administration

MDOT MPA – Maryland Port Administration

MDOT MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

MDOT SHA – State Highway Administration

## EVALUATING OUR PERFORMANCE

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

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

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

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

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

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

Finally, MDOT is internally assessing its performance in meeting our customers' needs through our quarterly MDOT Excellerator 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.

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

## **MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2018-2023 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, \$3.69 billion worth of projects have been added to the CTP. Of that amount twenty-one projects at a cost of \$3.65 billion were added to the Construction Program. Three projects at a cost of \$35.9 million were added to the Development and Evaluation Program (D&E). In addition, three projects were moved from the D&E Program to the Construction Program at a cost of \$117.4 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>	
Regional Aviation Assistance Program (Moved from the Minors program to the Construction Program)	14.9
Concourse A Improvements Phase 2 at BWI Marshall Airport (Other funding)	82.3
Taxiway B Pavement Reconstruction at BWI Marshall Airport (FAA Grant)	13.2
<b>Maryland Port Administration</b>	
Seagirt Marine Terminal Modernization - Berth Improvements (BUILD Grant)	34.2
<b>Maryland Transit Administration</b>	
Metro Maintenance Facility Improvements (New FTA funding)	10.6
Beyond the Bus Stop (Discretionary Grant)	5.6
<b>Washington Metropolitan Area Transit</b>	
Series 2017B and 2018 Debt Service (2018 Legislation)	107.3
Governor's Capital Dedicated Funding (2018 Legislation)	835.0
<b>State Highway Administration</b>	
MD 51, Industrial Boulevard; MD 51, Bridge over CSX and Canal Parkway (Allegany) (Bridge added from System Preservation)	11.0
MD 45, York Road; MD 45, Padonia to Wight Avenue (Baltimore) (Resurfacing project greater than \$10 million)	16.4

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>State Highway Administration</b>	
MD 151/MD 151B, Sparrows Point Boulevard; MD 151/151B, Bridges over Wharf Rd. (Baltimore) (Bridge added from System Preservation)	21.0
MD 273; MD 273, Bridge over Big Elk Creek (Cecil) (Bridge added from System Preservation)	8.9
US 301, Crain Highway; US 301, at MD 5 (Prince George's, Charles) (Legislative mandate)	14.1
MD 464, Point of Rocks Road; MD 464, Bridge over Little Catoctin Creek (Frederick) (Bridge added from System Preservation)	4.7
MD 5, Branch Ave; from Curtis Ave. to D.C. Line, and MD 637, Naylor Rd. from Branch Ave. to Suitland Pkwy. (Prince George's) (Streetscape/Pedestrian Safety Phase II)	21.1
MD 364; MD 364, Bridge over Dividing Creek (Somerset) (Bridge added from System Preservation)	3.6
Highway User Revenue; Highway User Revenue (State Wide) (2018 Legislation)	1,326.3
I-70, Eisenhower Memorial Highway; I-70, Bridges over MD 65 and CSX Hagerstown Branch (Washington) (Bridge added from System Preservation)	24.9
<b>Maryland Transportation Authority</b>	
I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension (Part of BaltimoreTraffic Relief Plan)	1,070.3
US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications	15.9
US 50/301 Bay Bridge - Crossover Automated Lane Closure System	13.3
<hr/>	
<b>Total</b>	<b>3,654.6</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>		
Concourse A/B Connector & Baggage Handling System Replacement at BWI Marshall Airport	PE	35.5
<b>Maryland Port Administration</b>		
Seagirt Marine Terminal Modernization - Channel Improvements	PE	0.4
<b>Maryland Transportation Authority</b>		
Traffic Relief Plan: MD 295	PP	0
		<hr/>
	<b>Total</b>	<b>35.9</b>

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

**PROJECT DESCRIPTION**

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

**Maryland Aviation Administration**

Aircraft Maintenance Facility Infrastructure at BWI Marshall Airport	50.0
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**Maryland Transportation Authority**

I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange	22.6
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I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans	44.8
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<b>Total</b>	<b>117.4</b>
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## **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>The Secretary's Office</b>		
Amtrak's Susquehanna River Bridge	PE	Study is complete
Amtrak's Baltimore and Potomac (B&P) Tunnel	PE	Study is complete
<b>Maryland Transit Administration</b>		
Southern Maryland Rapid Transit Study	PP	Study is complete
MARC Northeast Maintenance Facility	PP	Project will not move forward
<b>State Highway Administration</b>		
MD 586, Veirs Mill Road; MD 586, Veirs Mill Road (Montgomery)	PP	Project Complete
MD 355, Rockville Pike; MD 355 at CSXT Railroad (Montgomery); Md 355, Rockville pike (Montgomery)	PE	Engineering Complete
Operational Improvement Studies; Corridor Planning (State Wide)	Planning	Planning complete.

## **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> Airfield Lighting Vault Relocation at BWI Marshall Airport	PE, CO	Project moved to System Preservation and replaced by Concourse A Improvements Phase 2.
<b>Maryland Transit Administration</b> MARC Growth and Investment Program	PP, PE, CO	Projects Moved to MARC improvements on Camden, Brunswick and Penn Line (PIF 2)
<b>State Highway Administration</b> Sound Barrier Program; Noise Abatement (State Wide)	PE,CO	Program moved to Safety, Congestion Relief and Community Enhancements Program.

### **CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2018-2023 CTP, for the following four major projects:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>State Highway Administration</b>		
I-695, Cromwell Bridge Road;I-695, at Cromwell Bridge Road (Baltimore)	Construction delay is due to additional time required to clarify the bids for the project.	FY 2018 to FY 2019
MD 180, Jefferson Pike;MD 180, North of I-70 to Bridge 10140 (Frederick)	Construction delayed from FY 19 to FY 20 due to changes to the project's advertisement schedule.	FY 2019 to FY 2020
MD 185, Connecticut Avenue;MD 185, at Jones Bridge (Phase 3) (Montgomery)	Construction delayed from FY 19 to FY 20 due to the need for advanced utility relocations.	FY 2019 to FY 2020
I-95, Capital Beltway;I-95, Bridge over MD 214 (Prince George's)	Delay due to the need for additional utility relocations.	FY 2018 to FY 2019

### **COST & SCOPE CHANGES**

In total, one-hundred and eighty-seven major construction projects experienced significant changes in project cost or scope, for a net increase of \$893.0 million. One-hundred And Twenty-three projects increased in cost by a total of \$1.11 billion, while fifty-two projects experienced decreases totaling \$326.6 million. The scope of eight projects changed, which caused a net increase totalling \$119.9 million, while two projects experienced a reduction in scope totalling \$12.2 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 2018 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS**

The Department completed twenty-two major projects in FY 2018, at a total cost of \$699.3 million. These projects are listed below:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Consolidated Rental Car Facility Shuttle Bus Fleet Replacement	15.0
<b>State Highway Administration</b>	
US 50, John Hanson Highway; US 50, MD 70 to MD 2 (Anne Arundel)	26.1
I-695, Baltimore Beltway; I-695, MD 41 to MD 147 (Baltimore)	35.5
I-695, Baltimore Beltway; I-695, Bridge over Milford Mill Road (Baltimore)	29.6
MD 295, Baltimore Washington Parkway; MD 295, Riverview/Baltimore Highlands Community (Noise Abatement) (Baltimore)	12.7
MD 331, Dover Road; MD 331, Bridge over Choptank River (Caroline, Talbot)	66.5
MD 404, Shore Highway; MD 404, US 50 to MD 309 and west of Hillsboro Road to Holly Road (Caroline, Queen Anne's, Talbot)	157.8
MD 404, Shore Highway; MD 404, West of MD 309 to Cemetery Road. (Caroline, Queen Anne's)	32.6
MD 234, Budds Creek Road; MD 234, Bridge over Gilbert Swamp Run (Charles)	6.4
Maintenance Facility in Cambridge; City of Cambridge (Dorchester)	24.2
MD 22, Aberdeen Thruway; MD 22, at MD 462 (Harford)	20.1
I-95, Montgomery Road to I-895 Interchange; I-95, Montgomery Road Overpass to I-895 Interchange (Noise Abatement) (Howard)	13.3
MD 195, Carroll Avenue; MD 195, Bridge over Sligo Creek and Sligo Creek Parkway (Montgomery)	14.1
MD 193, University Boulevard; MD 193, Bridge over I-495 (Montgomery)	14.1
MD 187, Old Georgetown Road; MD 187, BRAC Intersection Improvements at West Cedar Lane (Montgomery)	9.0
I-495, Capital Beltway; I-495, Resurface from I-270Y to Seminary Road (Montgomery)	9.4
US 50, John Hanson Highway; US 50, from east of Lottsford Vista Road to Anne Arundel County Line (Eastbound) (Prince George's)	10.5

**FY 2018 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS (Cont'd.)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>State Highway Administration</b>	
MD 4, Pennsylvania Avenue; MD 4, Forestville Road to MD 458 (Silver Hill Road) (Prince George's)	26.6
US 50, John Hanson Highway; US 50, from east of Lottsford Vista Road to Anne Arundel County Line (Westbound) (Prince George's)	10.4
US 301, Blue Star Memorial Highway; US 301, at MD 304 (Queen Anne's)	49.9
US 113, Worcester Highway; US 113, Massey Branch to Five Mile Rd. (Phase 3). (Worcester)	54.6
<b>Maryland Transportation Authority</b>	
US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification	60.9
<b>Total</b>	<b>699.3</b>

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
Rehabilitation and resurfacing of sixty-five (65) segments of highway	271.3
Rehabilitation or replacement of (16) bridges	66.2
Safety and geometric improvements at (13) locations	21.9
Sixty-nine projects including environmental preservation, crash prevention, total maximum daily load, urban reconstruction, traffic management and intersection capacity improvements.	147.4
Forty-seven (47) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	158.6
<b>Total</b>	<hr/> <b>665.4</b>

## **AWARDS**

<u><b>PROJECT DESCRIPTION</b></u>	<u><b>TOTAL COST (\$ MILLIONS)</b></u>
MAA Noise and Operations Monitoring System	.9
MAA Concourse B Apron: Pavement Reconstruction	8.6
MPA Deck Repairs	.4
MPA Stormwater Management - Masonville, Fairfield, & South Locust Point	1.1
MPA Screening Area - Interior Renovations - South Locust Point Cruise Terminal	.8
MTA New Storage Facility - Kirk Division Bus Facility	63.8
MTA Remove & Replace Concrete Grade Crossing, Retaining Rails & Concrete Ties	4.0
MTA BWI MARC Station Renovation and Expansion	4.8
SHA MD 32 Linden Church Road to I-70	98.9
SHA MD 97 Brookeville to N. Brookeville	30.8
SHA MD 140 Office Entrance to N. of Spectrum Drive	64.2
SHA US 50 MD 70 to MD 2 (North)	17.8
<b>Total</b>	296.1



**DEPARTMENT OF TRANSPORTATION  
FY 2020 CAPITAL PROGRAM AND BUDGET  
(\$MILLIONS)**

**THE SECRETARY'S OFFICE**

Construction Program		General Fund Appropriation	General	0
Major Projects	458.2	Facilities and Capital Equipment	J01A0103	48.8
System Preservation Minor Projects	36.7	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	10.1	WMATA Capital Grants	J01A0105	0
<u>Capital Salaries, Wages and Other Support Costs</u>	1.9	WMATA Capital Costs	J01A0105	225.1
		Major IT Development	J01A0108	5.3
		Other Funds	Other	227.7
<b>TSO TOTAL</b>	<u>506.9</u>			<u>506.9</u>

**STATE HIGHWAY ADMINISTRATION**

Construction Program		General Fund Appropriation	General	0
Major Projects	357.3	State System Construction and Equipment	J02B0101	1,355.0
System Preservation Minor Projects	1,273.2	County and Municipality Capital Program	J02B0103	71.8
<u>Development and Evaluation Program</u>	58.2	County and Municipality HUR	J02B0105	255.9
		Major IT Development	J02B0108	6.0
		Other Funds	Other	0
<b>SHA TOTAL</b>	<u>1,688.7</u>			<u>1,688.7</u>

**MOTOR VEHICLE ADMINISTRATION**

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	18.8
Major Projects	26.6	Major IT Development	J04E0008	25.0
System Preservation Minor Projects	15.9			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.3			
<b>MVA TOTAL</b>	43.8			43.8

**MARYLAND TRANSIT ADMINISTRATION**

Construction Program		Transit Facilities and Capital Equipment	J05H0105	638.4
Major Projects	621.2	Major IT Development	J05H0108	15.2
System Preservation Minor Projects	79.7	Other Funds	Other	59.8
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	12.5			
<b>MTA TOTAL</b>	713.4			713.4

**MARYLAND PORT ADMINISTRATION**

Construction Program		Port Facilities and Capital Equipment	J03D0002	137.4
Major Projects	106.2	Major IT Development	J03D0008	0
System Preservation Minor Projects	29.8	Other	Other	16.0
Development and Evaluation Program	12.3			
<u>Capital Salaries, Wages and Other Support Costs</u>	5.1			
<b>MPA TOTAL</b>	153.4			153.4

**MARYLAND AVIATION ADMINISTRATION**

Construction Program		Airport Facilities and Capital Equipment	J06I0003	89.0
Major Projects	153.7	Major IT Projects	J06I0008	0
System Preservation Minor Projects	27.3			
Development and Evaluation Program	24.4	Other Funds	Other	123.4
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>7.0</u>			
<b>MAA TOTAL</b>	<b>212.4</b>			<b>212.4</b>

**DEPARTMENT TOTAL**

Construction Program				
Major Projects	1,723.2			
System Preservation Minor Projects	1,462.6			
Development and Evaluation Program	105.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>27.8</u>			
<b>GRAND TOTAL</b>	<b>3,318.6</b>			<b>3,318.6</b>

**DEPARTMENT OF TRANSPORTATION**  
**SUMMARY OF FY 2020 REQUEST BY BUDGET PROGRAM**  
**OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE**  
**(\$ MILLIONS)**

<b><u>ADMINISTRATION AND PROGRAM</u></b>	<b><u>OPERATIONS</u></b>	<b><u>STATE CAPITAL</u></b>	<b><u>OTHER CAPITAL</u></b>	<b><u>REVENUES</u></b>	<b><u>DEBT SERVICE</u></b>	<b><u>TOTAL</u></b>
<b><u>The Secretary's Office ((J01A01))</u></b>						
The Secretary's Office	32.6	-	-	-	-	32.6
Operating Grants-in Aid	20.1	-	-	-	-	20.1
Facilities and Capital Equipment	-	48.8	2.9	-	-	51.7
WMATA Operating Grants	392.9	-	-	-	-	392.9
WMATA Capital Costs	-	225.1	224.9	-	-	450.0
<u>Information Technology Services</u>	48.3	5.3	-	-	-	53.6
<b>Subtotal</b>	493.9	279.2	227.8	-	-	1,000.9
<b><u>Debt Service Requirements ((J01A04))</u></b>						
Debt Service Requirements	-	-	-	-	354.8	354.8
<b><u>State Highway Administration ((J02B01))</u></b>						
State System Construction and Equipment	-	1,355.0	-	-	-	1,355.0
State System Maintenance	292.5	-	-	-	-	292.5
County and Municipality Capital Program	-	6.0	-	65.9	-	71.9
Highway Safety Operating Program	15.3	-	-	-	-	15.3
County and Municipality Program HUR	-	255.9	-	-	-	255.9
<u>Major IT Development</u>	-	6.1	-	-	-	6.1
<b>Subtotal</b>	307.8	1,623.0	-	65.9	-	1,996.7

**Maryland Port Administration ((J03D00))**

Port Operations	50.8	-	-	-	-	50.8
<u>Port Facilities and Capital Equipment</u>	-	137.4	16.0	-	-	153.4
<b>Subtotal</b>	50.8	137.4	16.0	-	-	204.2

**Motor Vehicle Administration ((J04E00))**

Motor Vehicle Operations	191.7	-	-	-	-	191.7
Facilities and Capital Equipment	-	18.8	-	-	-	18.8
Motor Vehicle Highway Safety Program	15.5	-	-	-	-	15.5
<u>Major IT Development</u>	-	25.0	-	-	-	25.0
<b>Subtotal</b>	207.2	43.8	-	-	-	251.0

**Maryland Transit Administration ((J05H00))**

Transit Administration	93.2	-	-	-	-	93.2
Bus Operations	466.3	-	-	-	-	466.3
Rail Operations (Includes MARC)	236.0	-	-	-	-	236.0
Capital Equipment (Includes MARC)	-	638.4	59.8	-	-	698.2
Statewide Programs Operations	90.8	-	-	-	-	90.8
<u>Major IT Development</u>	-	15.2	-	-	-	15.2
<b>Subtotal</b>	886.3	653.6	59.8	-	-	1,599.7

**Maryland Aviation Administration ((J06I00))**

Airport Operations	205.1	-	-	-	-	205.1
Facilities and Capital Equipment	-	89.1	123.4	-	-	212.5
<u>Major IT Development</u>	-	-	-	-	-	-
<b>Subtotal</b>	205.1	89.1	123.4	-	-	417.6

**DEPARTMENT TOTAL**

2,151.1	2,826.1	427.0	65.9	354.8	5,824.9
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**DEPARTMENT OF TRANSPORTATION  
OPERATING AND CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT YEAR <u>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>AD</sup>	118.2	57.0	27.7	13.6	12.7	15.2	244.4
Motor Vehicle Administration	32.4	43.9	22.7	14.5	14.9	15.0	143.4
Maryland Aviation Administration <sup>D</sup>	165.3	212.4	97.4	67.0	39.6	62.8	644.5
Maryland Port Administration	117.6	153.4	219.6	157.7	103.3	90.9	842.5
Maryland Transit Administration <sup>D</sup>	679.8	713.4	632.6	619.7	337.9	326.6	3,310.0
Washington Metropolitan Area Transit <sup>ACD</sup>	255.8	450.0	459.9	464.7	469.7	474.8	2,574.9
State Highway Administration <sup>B</sup>	1,494.1	1,688.7	1,514.6	1,388.7	1,311.6	1,280.8	8,678.5
<b>TOTAL CAPITAL</b>	2,863.2	3,318.8	2,974.5	2,725.9	2,289.7	2,266.1	16,438.2
Special Funds	1,572.2	1,681.8	1,454.7	1,418.2	1,248.8	1,260.9	8,636.6
Federal Funds	1,049.4	1,210.1	1,165.0	923.5	759.9	737.4	5,845.3
Other Funds <sup>F</sup>	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office <sup>A</sup>	93.1	100.9	101.0	106.0	109.0	112.0	622.0
Motor Vehicle Administration	204.7	207.2	210.0	220.0	227.0	234.0	1,302.9
Maryland Aviation Administration	201.3	205.1	208.0	218.0	225.0	232.0	1,289.4
Maryland Port Administration	50.3	50.8	52.0	54.0	56.0	57.0	320.1
Maryland Transit Administration	849.4	886.4	925.0	966.0	1,079.0	1,142.0	5,847.8
Washington Metropolitan Area Transit	388.9	392.9	405.0	417.0	430.0	443.0	2,476.8
State Highway Administration	293.8	307.8	313.0	329.0	338.0	347.0	1,928.6
<b>TOTAL OPERATING</b>	2,081.5	2,151.1	2,214.0	2,310.0	2,464.0	2,567.0	13,787.6
Special Funds	1,983.1	2,043.1	2,109.0	2,205.0	2,359.0	2,462.0	13,161.2
Federal Funds	98.4	108.0	105.0	105.0	105.0	105.0	626.4
Other Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2019</u>	BUDGET YEAR <u>2020</u>	Planning Years				SIX - YEAR TOTAL
			<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipal Program	178.1	-	-	-	-	-	178.1
County and Municipal Capital	71.8	71.8	71.8	71.8	71.8	77.8	436.8
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	249.9	71.8	71.8	71.8	71.8	77.8	614.9
Special Funds	184.1	6.0	5.9	5.9	5.9	5.3	213.1
Federal Funds	65.8	65.8	65.9	65.9	65.9	72.5	401.8
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
	-	-	-	-	-	-	-
Special Funds	333.8	354.8	421.0	469.0	515.0	486.0	2,579.6
<b><u>DEPARTMENT TOTAL</u></b>	<u>5,194.6</u>	<u>5,541.7</u>	<u>5,260.3</u>	<u>5,107.7</u>	<u>4,825.5</u>	<u>4,910.9</u>	<u>30,840.7</u>
Special Funds	4,073.2	4,085.7	3,990.6	4,098.1	4,128.7	4,214.2	24,590.5
Federal Funds	1,213.6	1,383.9	1,335.9	1,094.4	930.8	914.9	6,873.5
Other Funds	241.5	426.9	354.8	384.4	281.1	267.7	1,956.4

<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 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 FY 21-24.

<sup>F</sup> - Funds not received through the Trust Fund. Includes from Passenger and 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 2019-FY 2024 CTP/STP:

	Federal Fiscal Year					<b><u>TOTAL</u></b>
	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023 - 24</u></b>	
National Highway Performance (NHPP)	426.1	327.7	267.9	312.8	613.0	1,947.5
Surface Transportation Program (STP)	269.2	162.6	168.6	142.6	291.0	1,034.0
Congestion Mitigation / Air Quality (CMAQ)	61.4	57.9	55.8	62.3	94.0	331.4
Highway Safety Improvement Program (HSIP)	25.2	50.4	37.6	40.0	69.0	222.2
Statewide Planning & Research (SPR)	8.2	8.2	8.1	8.1	16.0	48.6
Transportation Alternative Program (TAP)	13.6	13.5	8.2	12.9	26.0	74.2
Special Federal Appropriations	19.5	25.0	17.0	-	-	61.5
NHPP Exempt	8.9	9.0	9.7	9.9	20.0	57.5
Urbanized Area Formula, SEC 9	27.4	26.9	26.4	26.9	55.5	163.1
New Starts, Fixed Guideway, Modernization & Bus	347.4	347.4	347.4	354.3	730.1	2,126.6
Elderly and Persons with Disabilities	3.6	3.7	3.7	3.8	7.9	22.7
Rural Area Formula	10.5	10.7	10.9	11.1	23.0	66.2
<b>TOTALS</b>	1,221.0	1,043.0	961.3	984.7	1,945.5	6,155.5



**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 2019 - FY 2024 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2019	2020	2021	2022	2023 - 24	
<b><u>Environmental Projects</u></b>						
National Highway Performance Program	16.1	13.9	4.5	6.3	13.7	54.5
Surface Transportation Program	35.9	29.6	19.5	11.5	26.9	123.4
Transportation Alternative Program	9.2	13.5	10.5	15.0	30.0	78.2
Highway Safety	1.1	1.2	0.7	0.8	2.3	6.1
<b><u>Safety and Spot Improvements</u></b>						
National Highway Performance Program	12.5	14.8	15.9	16.1	36.4	95.7
Surface Transportation Program	38.6	48.8	50.6	52.0	114.6	304.6
Congestion Mitigation / Air Quality	0.8	1.1	1.0	1.2	2.9	7.0
Highway Safety	9.9	12.2	12.8	12.6	27.3	74.8
<b><u>Resurfacing and Rehabilitation</u></b>						
National Highway Performance Program	48.6	54.3	58.5	58.5	130.7	350.6
Surface Transportation Program	63.4	70.7	76.1	76.1	170.3	456.6
Highway Safety	1.1	1.3	1.4	1.4	3.0	8.2
<b><u>Bridge Replacement and Rehabilitation</u></b>						
National Highway Performance Program	102.2	96.6	96.4	123.6	261.0	679.8
Surface Transportation	6.5	6.2	6.2	7.9	16.7	43.5
<b><u>Urban Reconstruction/Revitalization</u></b>						
National Highway Performance Program	-	-	-	-	-	-
Surface Transportation	10.3	10.3	7.3	3.4	1.6	32.9
<b><u>Congestion Management</u></b>						
National Highway Performance Program	1.6	3.0	3.0	2.4	4.1	14.1
Surface Transportation Program	3.7	7.1	7.1	5.4	9.1	32.4
Congestion Mitigation / Air Quality	3.4	5.8	5.9	4.8	8.8	28.7
<b>TOTALS</b>	<u>364.9</u>	<u>390.4</u>	<u>377.4</u>	<u>399.0</u>	<u>859.4</u>	<u>2,391.1</u>

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

The following listing estimates system preservation program levels for FY 2019 through FY 2024. Anticipated projects for FY 2019 and FY 2020 within these totals are listed in the project detail section of this document.

	<b>CURRENT YEAR</b>	<b>BUDGET YEAR</b>	<b>Planning Years</b>				<b>SIX-YEAR TOTAL</b>
	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>	<b><u>2023</u></b>	<b><u>2024</u></b>	<b><u>TOTAL</u></b>
<b><u>The Secretary's Office</u></b>							
Information Technology	13.5	12.7	4.6	3.5	3.5	2.1	39.9
Program 8 Major IT Projects	2.3	5.7	4.3	0.1	0.2	0.2	12.8
Grants	62.9	2.3	1.7	0.7	0.7	0.6	68.9
The Secretary's Office	<u>14.5</u>	<u>16.0</u>	<u>8.2</u>	<u>1.5</u>	<u>1.6</u>	<u>1.3</u>	<u>43.1</u>
TOTAL	93.2	36.7	18.8	5.8	6.0	4.2	164.7
<b><u>Motor Vehicle Administration</u></b>							
Building Improvements	4.9	8.1	9.3	4.0	4.1	3.9	34.3
Information Technology	10.4	7.7	8.5	7.4	7.6	7.8	49.4
Information Technology Project	1.4	-	1.8	-	-	-	3.2
Safety	<u>0.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.1</u>
TOTAL	16.8	15.8	19.6	11.4	11.7	11.7	87.0
<b><u>Maryland Aviation Administration</u></b>							
Airside Development	11.5	8.1	1.2	-	-	-	20.8
Annual	1.5	1.4	1.8	1.6	0.2	1.5	8.0
Baltimore/Washington	6.2	6.0	10.6	10.6	5.1	45.9	84.4
Consol Rental Car Facility	2.1	0.4	-	-	-	-	2.5
Critical Airport Systems	8.5	2.0	1.2	1.2	1.2	1.2	15.3
Environmental Compliance	1.3	1.3	1.3	1.3	0.1	1.2	6.5

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
<b><u>Maryland Aviation Administration</u></b>							
Equipment	3.4	3.9	2.1	2.0	2.1	2.1	15.6
Information Tech CTIPP	1.1	-	-	-	-	-	1.1
International Infrastructure	0.2	-	-	-	-	-	0.2
Landside Development	4.0	0.9	-	-	-	-	4.9
Martin State	2.9	1.8	0.9	0.8	3.5	0.9	10.8
Security	1.3	0.6	0.6	0.6	-	0.6	3.7
Terminal Development	7.0	0.8	0.8	0.8	0.6	0.8	10.8
Concourse A/B Improvements	<u>3.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.0</u>
TOTAL	54.0	27.2	20.5	18.9	12.8	54.2	187.6
<b><u>Maryland Port Administration</u></b>							
All Terminals	7.2	7.6	20.2	19.1	12.6	9.8	76.5
Dundalk Marine Terminal	4.3	3.5	7.0	6.0	-	-	20.8
Facilities and Equipment	1.2	1.1	1.6	1.2	1.2	1.5	7.8
Masonville Auto Terminal	-	-	6.2	-	-	-	6.2
North Locus Point	-	2.9	5.6	3.0	-	-	11.5
Open-Ended Consulting	9.0	7.9	10.2	7.3	2.0	5.0	41.4
Port Wide	3.4	1.0	0.7	0.3	0.5	0.8	6.7
Safety, Environment and Risk	1.7	0.7	1.6	1.1	1.4	0.7	7.2
Security Projects	1.5	0.8	-	-	0.2	0.2	2.7
South Locus Point	-	2.7	1.0	-	-	-	3.7
World Trade Center	<u>2.8</u>	<u>1.5</u>	<u>1.5</u>	<u>2.4</u>	<u>1.0</u>	<u>1.5</u>	<u>10.7</u>
TOTAL	31.1	29.7	55.6	40.4	18.9	19.5	195.2
<b><u>Maryland Transit Administration</u></b>							
Agency Wide	43.1	35.2	22.2	33.8	22.8	37.8	194.9
Bus	19.5	11.9	10.0	13.2	5.5	6.3	66.4

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

	CURRENT YEAR	BUDGET YEAR	Planning Years				<u>SIX-YEAR TOTAL</u>
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	
<b><u>Maryland Transit Administration</u></b>							
Information Technology	1.3	0.8	-	0.2	-	4.3	6.6
Light Rail	15.9	10.9	10.2	25.1	15.3	13.3	90.7
LOTS	0.5	0.6	1.1	1.2	0.8	0.6	4.8
MARC	6.1	3.4	4.2	5.9	5.3	6.3	31.2
Metro	13.4	14.3	8.4	14.2	10.1	13.8	74.2
Mobility	<u>5.9</u>	<u>2.6</u>	<u>1.0</u>	<u>2.4</u>	<u>2.2</u>	<u>1.1</u>	<u>15.2</u>
TOTAL	105.7	79.7	57.1	96.0	62.0	83.5	484.0
<b><u>State Highway Administration</u></b>							
Safety, Congestion Relief, Highway and Bridge	704.8	654.8	621.7	673.7	669.4	737.5	4,061.9
TMDL Compliance	96.0	112.0	57.8	46.6	53.6	49.6	415.6
Noise Barriers	2.2	2.3	0.8	0.5	0.5	0.5	6.8
Enhancements	10.2	20.2	12.2	18.8	18.9	19.6	99.9
Facilities	25.0	24.9	17.0	18.7	9.8	10.3	105.7
Communications	5.8	7.3	7.4	5.7	5.8	6.1	38.1
Equipment	12.5	30.2	15.5	16.0	16.0	16.5	106.7
Environmental Compliance	3.6	6.8	5.9	6.0	6.1	6.4	34.8
Truck Weight	<u>8.1</u>	<u>12.1</u>	<u>10.2</u>	<u>2.8</u>	<u>2.8</u>	<u>3.0</u>	<u>39.0</u>
TOTAL	868.2	870.6	748.5	788.8	782.9	849.5	4,908.5
<b>CTP SYSTEM PRESERVATION PROJECTS</b>	<b>1,169.0</b>	<b>1,059.7</b>	<b>920.1</b>	<b>961.3</b>	<b>894.3</b>	<b>1,022.6</b>	<b>6,027.0</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.

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
<b><u>Allegany County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 36, Mount Savage Road -- Secondary	MD 36, Bridge over Jennings Run
2.	MD 51, Industrial Boulevard -- Secondary	MD 51, Bridge over CSX and Canal Parkway
<b><u>Baltimore County</u></b>		
<b><u>Construction Program</u></b>		
1.	I-83, Harrisburg Expressway -- Interstate	I-83, Bridges over Padonia Road
2.	I-695, Cromwell Bridge Road -- Interstate	I-695, at Cromwell Bridge Road
3.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge on Crosby Road over I-695
5.	I-695, Baltimore Beltway -- Interstate	I-695, Bridge over Benson Ave./Leeds Ave./US 1/Amtrak
9.	MD 137, Mount Carmel Road -- Secondary	MD 37, Bridge over I-83
11.	MD 151/MD 151B, Sparrows Point Boulevard -- Secondary	MD 151/151B, Bridges over Wharf Rd.
12.	US 1, Washington Boulevard -- Secondary	US 1, Bridge over CSX
13.	US 40, Pulaski Highway -- Secondary	US 40, Bridges over Little and Big Gunpowder Falls
<b><u>Calvert County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 261, Bayside Road -- Secondary	MD 261, Bridge over Fishing Creek
<b><u>Caroline County</u></b>		
<b><u>Construction Program</u></b>		
1.	MD 331, Dover Road -- Secondary	MD 331, 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 272, Mauldin Ave -- Secondary	MD 272, Bridge over Amtrak
2.	MD 273 -- Secondary	MD 273, Bridge over Big Elk Creek
<b><u>Charles County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 234, Budds Creek Road -- Secondary	MD 234, Bridge over Gilbert Swamp Run
3.	MD 254, Bridge 0803800 over Neale Sound -- Secondary	MD 254, Bridge over Neale Sound
<b><u>Frederick County</u></b>		
<b><u>Construction Program</u></b>		
3.	US 15, Catoctin Mountain Highway -- Secondary	US 15, Bridge over MD 26
6.	MD 140, Main Street -- Secondary	MD 140, Bridge over Flat Run
8.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over Bennett Creek
9.	MD 355, Urbana Pike -- Secondary	MD 355, Bridge over CSX
10.	MD 464, Point of Rocks Road -- Secondary	MD 464, Bridge over Little Catoctin Creek
11.	MD 478, Knoxville Road -- Secondary	MD 478, Bridge over a branch of the Potomac 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>Garrett County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 39, Hutton Road -- Secondary	MD 39, Bridge over Youghiogheny River
<b><u>Montgomery County</u></b>		
	<b><u>Construction Program</u></b>	
7.	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>	
1.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridge over Suitland Road
2.	I-95/I-495, Capital Beltway -- Interstate	I-95/I-495, Bridges over Suitland Parkway
4.	I-95, Capital Beltway -- Primary	I-95, Bridge over MD 214
12.	MD 381, Brandywine Road -- Secondary	MD 381, Bridge over Timothy Branch
<b><u>Somerset County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 364 -- Secondary	MD 364, Bridge over Dividing Creek
<b><u>Talbot County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 331, Dover Road -- Secondary	MD 331, 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, Bridge over Potomac River
2.	I-70, Eisenhower Memorial Highway -- Interstate	I-70, Bridges over MD 65 and CSX Hagerstown Branch

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

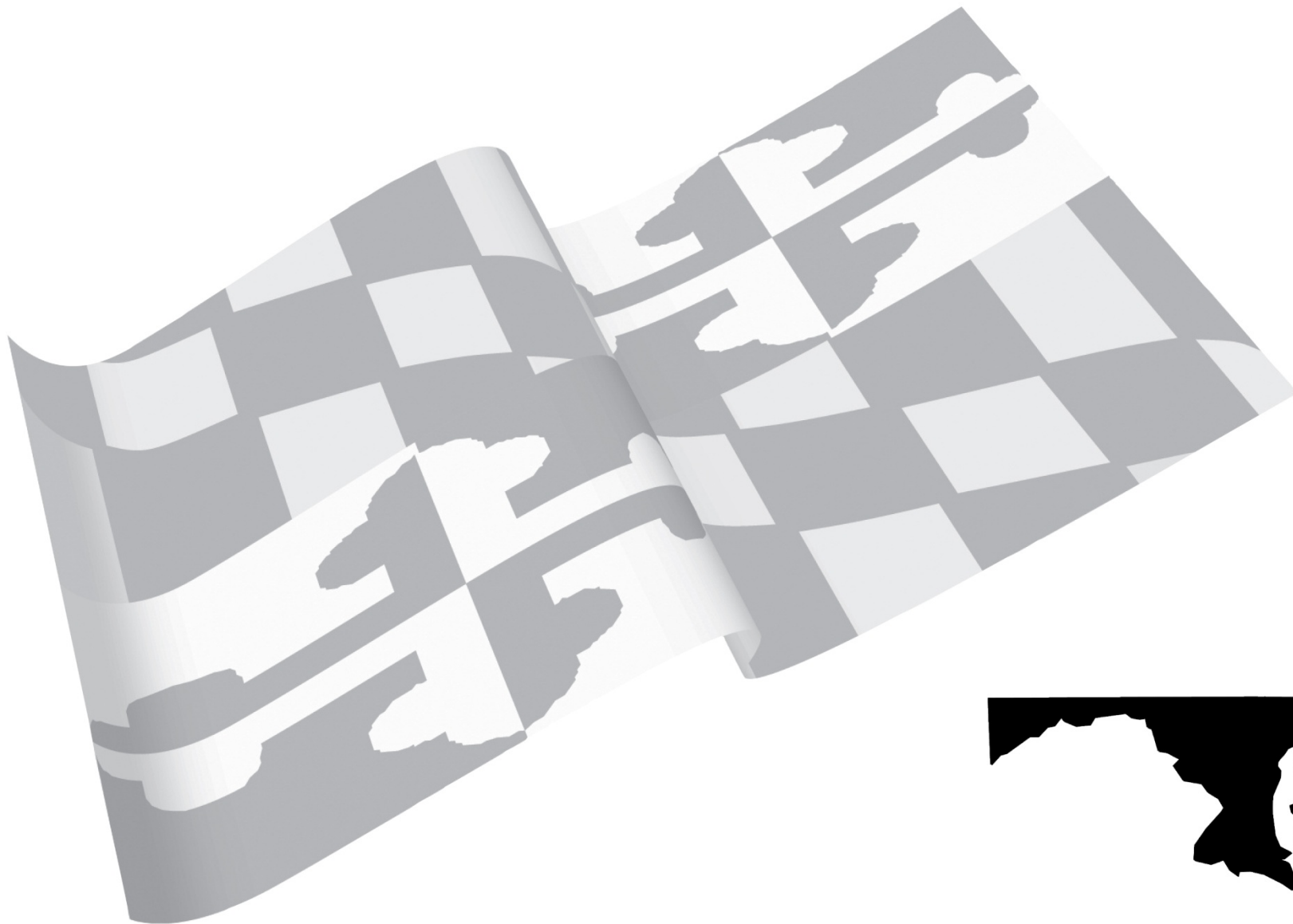
<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>DESCRIPTION</u></b>
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**Worcester County**

**Development and Evaluation Program**

3.	US 50, Ocean Gateway -- Primary	US 50, 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.

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

	Projects currently funded for construction as of Dec 2018	FY19-24 Ped/Bike Programed Funding <sup>^</sup>
MTA	--	1,290,000
MVA - Maryland Highway Safety Office - Bicycle Programs	--	129,000
<b>Retrofit Sidewalk Program</b>	7,339,000	35,700,000
<b>Retrofit Bicycle Program</b>	6,483,000	18,100,000
<b>ADA Program</b>	15,500,000	44,600,000
<b>Urban Reconstruction</b>	3,665,500	4,865,190*
<b>Primary/Secondary Program</b>	9,177,048	9,177,048**
<b>Bikeways Program</b>	--	10,302,000
<b>Transportation Alternatives/Transportation Enhancements/Safe Routes to School</b>	--	37,100,000***
<b>Recreational Trails</b>	--	5,610,000***
<b>Federal Earmark Projects</b>	--	0 <sup>^^^</sup>
<b>Total</b>	<b>42,164,548</b>	<b>166,873,238</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

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

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF December 2018**

The following projects, funded for construction as of December 2018 are typical of projects that will be developed through the bicycle and pedestrian programs.

#### **MARYLAND TRANSIT ADMINISTRATION**

<u>Baltimore City</u> North Avenue Rising (TIGER Grant)	678,000
<u>Statewide</u> Bicycle Initiatives	612,000
<b>TOTAL</b>	<b>1,290,000</b>

#### **STATE HIGHWAY ADMINISTRATION**

##### **Retrofit Sidewalk Program** (Fiscal years 19-20)

<u>Anne Arundel County</u> MD 424 - Duke of Kent Drive to MD 450	3,076,000
<u>Cecil County</u> MD 267 - Market St to MD 7C	1,748,000
<u>Statewide</u> Various locations in District 7	2,515,000
<b>TOTAL</b>	<b>7,339,000</b>

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **Retrofit Bicycle Program** (Fiscal years 19-20)

#### Carroll County

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

#### Montgomery County

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

#### Worcester County

US 50 - MD 611 to bridge over Sinepuxent Bay 1,851,000

**TOTAL 6,483,000**

### **ADA Program** (Fiscal years 19-20)

**TOTAL 15,500,000**

### **Urban Reconstruction** (Fiscal years 19-20)

#### Calvert County

MD 261 - 9th Street to Anne Arundel County line 531,300  
(\$7,000,000 total construction cost, estimated \$531,300 for ped/bike elements)

#### Frederick County

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

MD144FB - West of Royal Oak Drive to Bye Alley 608,100  
(\$8,012,000 total construction cost, estimated \$608,100 for ped/bike elements)

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

#### Kent County

MD 291 - School Street to Crane Street 169,000  
(\$2,226,000 total construction cost, estimated \$169,000 for ped/bike elements)

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### Prince George's County

MD 5 - Curtis Lane to south of Suitland Parkway/Naylor Road, Branch Avenue to south of Suitland Parkway (\$10,109,000 total construction cost, estimated \$767,300 for ped/bike elements)	767,300
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MD 212A - Pine Street to US 1 (\$7,138,000 total construction cost, estimated \$541,800 for ped/bike elements)	541,800
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### Washington County

MD 845 A - South of Keedysville to north of Keedysville (\$5,145,000 total construction cost, estimated \$390,500 for ped/bike elements)	390,500
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<b>TOTAL</b>	<b>3,665,500</b>
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### **Primary/Secondary Program** (Fiscal years 19-20)

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

### Allegany County

MD 36 - Bridge over Jennings Run	shoulders	0.1 miles	15,000
MD 51 - Bridge over CSX and Canal Parkway	shoulders	0.1 miles	15,000
	sidewalks	0.2 miles	27,456

### Anne Arundel County

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

### Baltimore County

MD 140 - Painters Mill to Garrison View	wide curb lanes	0.2 miles	30,000
MD 151/151B - Bridge 030990 on MD 151 and bridge 0335000 and 0335100 on MD 151B			
	sidewalks	0.2 miles	27,456
	shoulders	0.1 miles	15,000

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### Calvert County

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

### Caroline County

MD 404 - US 50 to MD 309 (Caroline/Queen Anne's/Talbot County)	shoulders	9.1 miles	1,365,000
MD 331 - Bridge over Choptank River (Caroline/Talbot County)	shoulders	0.1 miles	15,000

### Carroll County

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

### Cecil County

MD 272 - Bridge over Amtrak	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 273 - Bridge over Big Elk Creek	shoulders	0.1 miles	15,000

### 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

### 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 - Woodmont Ave. to South Wood Road	wide curb lanes	0.5 miles	75,000
	sidewalks	0.5 miles	68,640

### Prince George's County

I-95/I-495 - Bridge 1616205 and 1616206 over Suitland Rd	shoulders	0.1 miles	15,000
I-95/I-495 - Bridge 1616005 and 1616006 over Suitland Rd	shoulders	0.1 miles	15,000
US 1 - College Avenue to MD 193	sidewalks	1.5 miles	205,920
	wide curb lanes	1.5 miles	225,000
I-95 - Bridge 1615305, 1615306 over MD 214	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 4 - at Suitland Parkway	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 4 - Forestville Road to MD 458	sidewalks	2.1 miles	288,288
	wide curb lanes	2.1 miles	315,000
MD 5 - at MD 373 and Brandywine Road Relocated	sidewalks	1.0 miles	137,280
MD 5 - from Curtis Drive to the Washington D.C. Line	sidewalks	2.6 miles	356,928



## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

MD 210 - at Kerby Hill Road/ Livingston Road	sidewalks	0.1 miles	13,728
	wide curb lanes	0.1 miles	15,000
MD 337 - at MD 218 and I-495 NB off ramp	sidewalks	0.2 miles	27,456
	wide curb lanes	0.2 miles	30,000
MD 381 - Bridge over Timothy Branch	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
MD 500 - MD 208 to MD 410	sidewalks	0.2 miles	27,456
MD 500 - MD 208 to DC Line	sidewalks	1.2 miles	164,736
<u>Queen Anne's County</u>			
US 301 - at MD 304	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
<u>Somerset County</u>			
MD 364 - Bridge over 1901000 over Dividing Creek	shoulders	0.1 miles	15,000
<u>Washington County</u>			
I-70 - Bridge over 21118 and 21119 on I-70/MD 65	shoulders	0.1 miles	15,000
<u>Wicomico County</u>			
MD 349 - Bridge over Windsor Creek	sidewalks	0.1 miles	13,728
	shoulders	0.1 miles	15,000
<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

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

wide curb lanes	8.6 miles	sub-total	1,290,000
shoulders	25.1 miles	sub-total	3,765,000
pedestrian bridge	1.0 bridge	sub-total	1,500,000
sidewalks	19.1 miles	sub-total	2,622,048
<b>TOTAL</b>			<b>9,177,048</b>

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

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

#### **Bikeways Program**

Typical projects, awarded FY2019

St. Mary's County - Three Notch Trail Phase 7	624,940
Montgomery County - Emory Lane/Muncaster Mill Rd Shared Use Path Design	300,000
City of College Park - Rhode Island Ave Protected Bike Lanes	112,000
Anne Arundel County - BWI to Odenton Connector	80,000

**TOTAL FY2019 AWARDS\*** **1,996,245**

#### **Recreational Trails Program**

Typical projects, awarded FY2019

Allegany County - Borden Tunnel Off-Grid Lighting	78,660
Dans Mountain State Park - Perimeter Trail	184,000
Patapsco Valley State Park - 2019 Trail Construction	48,160
Cunningham Falls State Park - Campground Trail Phase 2	27,600
Audubon Naturalist Society - Nature Trail for All	223,106
Tuckahoe State Park - New Little Florida Trail Construction	120,000

**TOTAL FY2019 AWARDS\*** **1,259,778**

\* Fiscal Year 2019 Project Awards List: [http://www.mdot.maryland.gov/News/Releases2018/09\\_26\\_2018\\_Hogan\\_Administration\\_17\\_million\\_bike\\_pedestrian\\_grants.html](http://www.mdot.maryland.gov/News/Releases2018/09_26_2018_Hogan_Administration_17_million_bike_pedestrian_grants.html)

Fiscal Year 2019 Project Awards announced in Fall 2018.

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

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

#### Allegany County

Amtrak Station Entryway Improvement	243,000
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#### Anne Arundel County

Broadneck Peninsula Trail II	1,809,000
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#### Baltimore City

Inner Harbor Crosswalks and Bicycle Way Finding	1,050,000
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Baltimore Downtown Bicycle Network	1,684,000
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Potomac Street Cycle Track	418,000
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Jones Falls Greenway - Phase V	2,050,000
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Herring Run Greenway	1,980,000
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#### Cecil County

Bohemia Trail	1,355,000
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#### Charles County

Indian Head Trailhead	360,000
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Indian Head Boardwalk	3,314,000
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#### Frederick County

Ballenger Creek Trail Phase IV	360,000
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#### Howard County

Patuxent Branch Trail	1,092,000
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## **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	548,000
MD 355 - Clarksburg Shared Path	523,000

### Prince George's County

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

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

MD 5 Pedestrian and Bicycle Trail	1,741,000
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### Washington County

Marsh Run Multi-Use Trail	200,000
Western Maryland Rail-Trail - Phase IV	2,495,000

<b>TOTAL</b>	<b>29,452,000</b>
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### **Safe Routes to School**

Typical projects, awarded FY2019

Allegany Co Board of Education - Bel Air Elementary Pedestrian Bridge	320,000
Anne Arundel County - Bicycle Safety Training	145,120
Hagerstown - Miscellaneous Safety Improvements	156,000

<b>TOTAL FY2019 AWARDS*</b>	<b>621,120</b>
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\* Fiscal Year 2019 Project Awards List: [http://www.mdot.maryland.gov/News/Releases2018/09\\_26\\_2018\\_Hogan\\_Administration\\_17\\_million\\_bike\\_pedestrian\\_grants.html](http://www.mdot.maryland.gov/News/Releases2018/09_26_2018_Hogan_Administration_17_million_bike_pedestrian_grants.html)

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **Federal Earmark Projects**

#### Anne Arundel County

South Shore Trail	1,600,000
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#### Baltimore City

Gwynns Falls Trail/CSX Bridge	335,000
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East North Avenue (US 1)	4,000,000
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MLK Boulevard & West Baltimore Street	2,000,000
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Life Science Park (EBDI)	9,000,000
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Midtown Cultural District Streetscape	475,000
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Druid Hill Park Improvements	1,600,000
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Coppin State University ADA Improvements	2,640,000
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#### Montgomery County

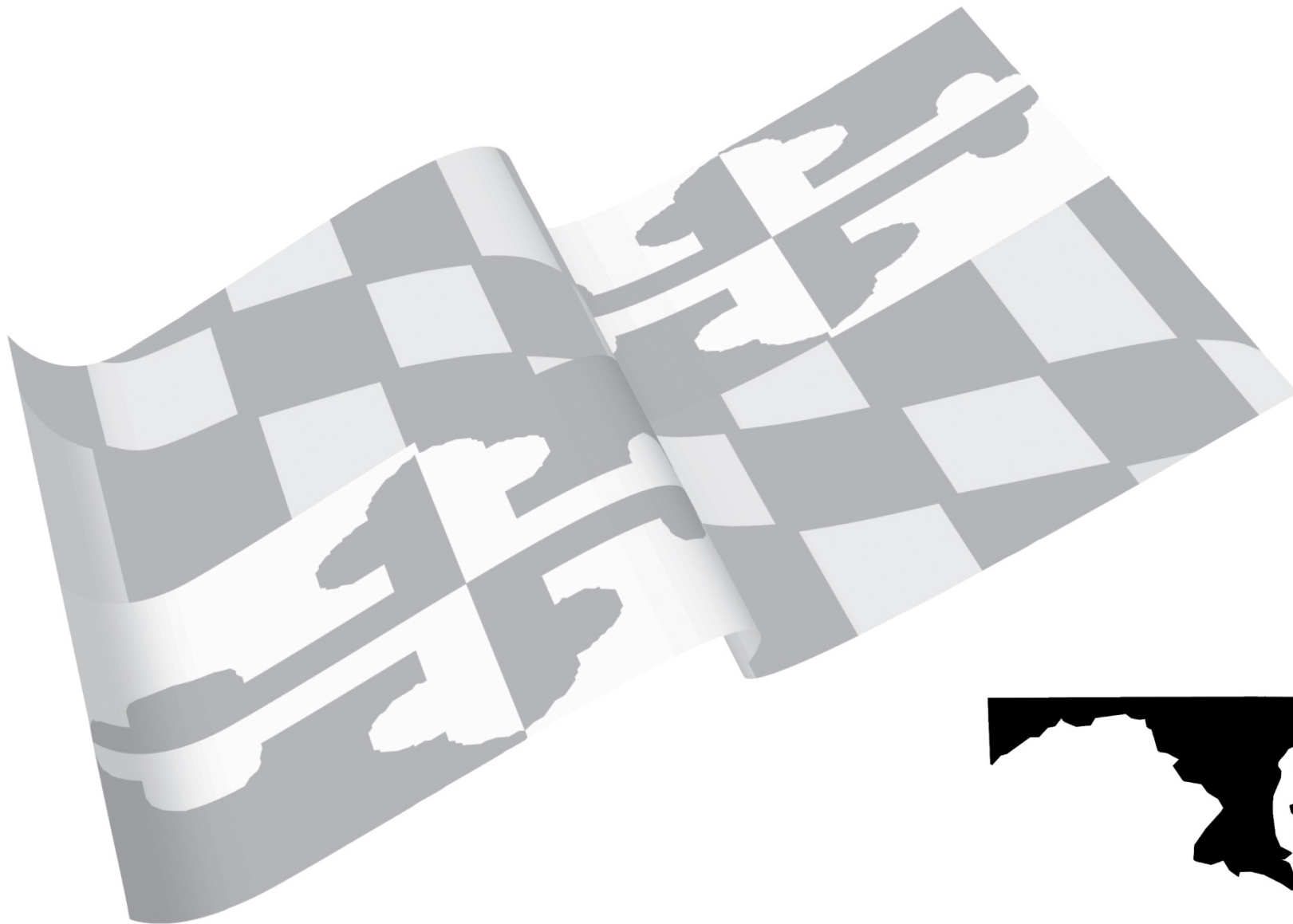
Rockville Intermodal Access, Maryland Avenue and Market Street	4,000,000
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Complete Streets Near Metro Stations	827,200
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Long Branch Village Center Access Improvements	750,000
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<b>TOTAL ALLOCATIONS</b>	<b>27,227,200</b>
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## **REGIONAL AVIATION GRANTS**





**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2019**

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**

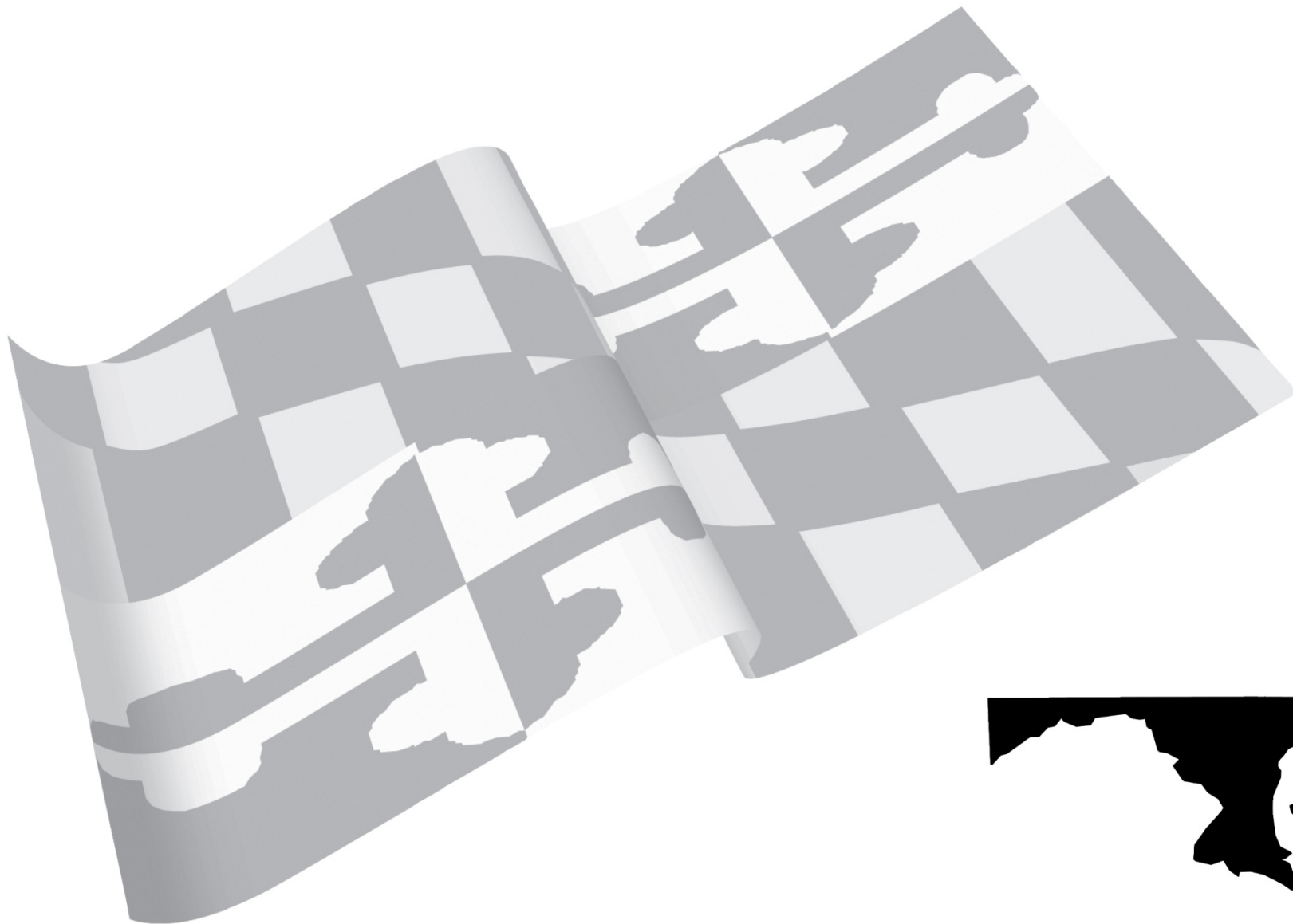
<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b><u>Total</u></b>
		<b><u>Federal</u></b>	<b><u>State</u></b>	<b><u>Local/Owner</u></b>	
Allegany County	Greater Cumberland Regional	6620	368	368	7,356
Anne Arundel County	Tipton Airport	525	29	29	583
Carroll	Carroll County Regional	243	13	14	270
Dorchester County	Cambridge-Dorchester Regional	195	0	11	206
Frederick County	Frederick Municipal Airport	4,519	251	251	5,021
Garrett County	Garrett County Airport	300	17	17	334
Harford County	Harford County Airport	0	3,000	0	3000
Montgomery County	Montgomery County Airpark	0	94	31	125
Prince George's County	College Park Airport	0	1,011	337	1,348
Prince George's County	Potomac Airfield	0	200	23	223
Queen Anne's County	Bay Bridge Airport	491	200	227	918

**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2019**

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>	
Somerset County	Crisfield-Somerset County	164	9	9	182
St. Mary's County	St. Mary's County Regional Airport	6,347	353	353	7,053
Talbot County	Easton Airport	0	63	21	84
Washington County	Hagerstown Regional Airport	1,000	153	88	1,241
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	345	164	68	577
Worcester County	Ocean City Municipal Airport	347	<u>1,575</u>	1,035	2,957
	Total		\$7,500		



## **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 \$3.8 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.

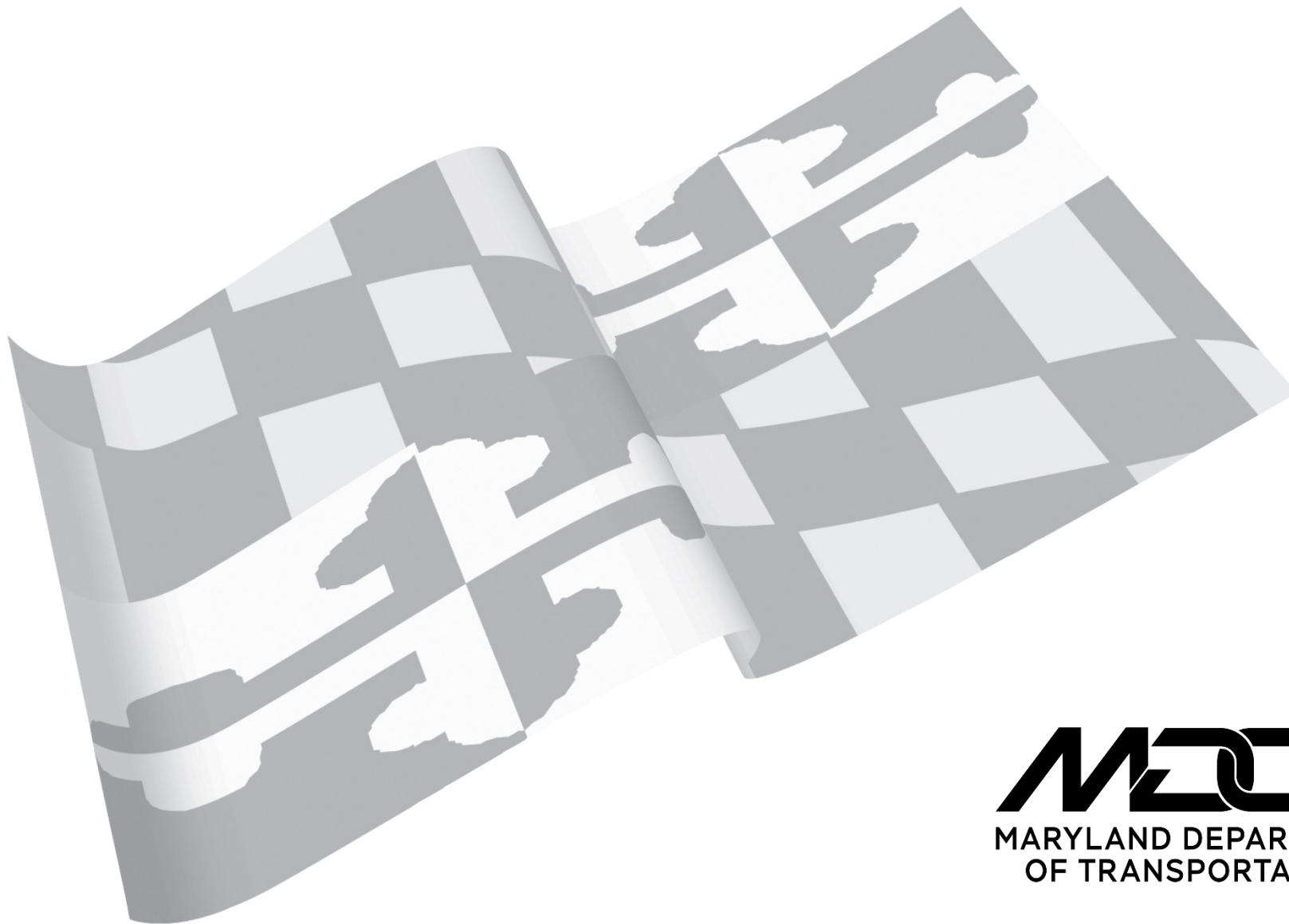
<b>PROJECT</b>	<b>ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)</b>
<b><u>THE SECRETARY'S OFFICE</u></b>	
Intermodal Rail Incentive Program	4,224
Rosedale Grade Crossing Improvement Project	777
<b><u>MARYLAND PORT ADMINISTRATION</u></b>	
Hart-Miller Island Related Projects	23,666
Dredge Material Placement and Monitoring	235,967
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	31,211
Seagirt Marine Terminal-Berth Improvements	33,807
Seagirt Marine Terminal-Channel Improvements	400
Pearce Creek Waterline Project	984
Chrome Ore Processing Residue Remediation	27,138
Marine Terminal Property Acquisition	5,000
Port of Baltimore Export Expansion Project	6,475
Dredge Material Management Program	47,234
Cox Creek Dredged Material Containment Facility Expansion and Related Projects	202,771
Terminal-Wide System Preservation	195,343
<b><u>MARYLAND TRANSPORTATION AUTHORITY</u></b>	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	12
US 301 Replace Harry W. Nice Memorial Bridge	741,348
Deck Rehabilitation – I-95 Bridge over Little Northeast Creek	8,732

Deck Rehabilitation – Various bridges on I-95 in Cecil County (PE)	20,465
Port Covington Access to I-95	27,545
I-95 JFK Memorial Highway – I-95/Belvidere Road Interchange	22,625
I-95 JFK Memorial Highway – Express Toll Lanes (ETL) Northern Extension	747,725
<b><u>STATE HIGHWAY ADMINISTRATION</u></b>	
<b>STATEWIDE</b> Railroad Safety & Spot Improvements	17,900
Truck Weigh Program – Statewide	39,000
Traffic Relief Plan-(Phase 2)- Smart Traffic Signals	50,294
Planning Activities in support of Traffic Relief Plan-I-270 and I-495	129,460
<b>ALLEGANY</b> US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line	2,094
<b>ANNE ARUNDEL</b> US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge MD 175, Annapolis Road (capacity improvements)	52,873
<b>BALTIMORE COUNTY</b> I-83 safety improvements, resurfacing, bridge replacement I-695 upgrades to 8 lanes I-695 Baltimore Beltway Congestion Relief and bridge and interchange improvements at I-70 I-695 bridge replacement, widening, safety improvements	370,946
<b>CALVERT</b> MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	32,858
<b>CAROLINE</b> MD 331 replace bridge over Choptank River (bridge replacement)	8,881
<b>FREDERICK</b> US 15 / US 40 improvement study (operational and safety improvements) MD 180 Jefferson Pike	17,317
<b>HARFORD</b> MD 22, intersection improvements (safety and operational improvements) US 40 intersection improvements (capacity improvements)	14,006



<b>HOWARD</b> US 29 improvements (operational, safety and capacity improvements) MD 32 improvements study (safety and capacity improvements)	143,287
<b>MONTGOMERY</b> 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	187,149
<b>PRINCE GEORGES</b> I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) MD 4, Suitland Parkway Interchange (capacity improvement) MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements)	241,025
<b>QUEEN ANNE'S</b> US 301, construct interchange at MD 304	123
<b>TALBOT</b> MD 331 replace bridge over Choptank River (bridge replacements)	8,881
<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	58,366
<b>WORCESTER</b> US 113, capacity improvements	44,061





## **THE SECRETARY'S OFFICE**

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	7.7	8.2	6.9	5.7	4.7	8.8	42.1
System Preservation Minor Projects	93.2	36.7	18.8	5.9	5.9	4.2	164.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>15.4</u>	<u>10.1</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>25.5</u>
SUBTOTAL	116.3	55.1	25.7	11.6	10.6	13.0	232.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.8</u>	<u>1.9</u>	<u>2.0</u>	<u>2.0</u>	<u>2.1</u>	<u>2.2</u>	<u>12.0</u>
TOTAL	118.2	57.0	27.7	13.6	12.7	15.2	244.3
Special Funds	101.1	46.6	27.5	13.4	12.4	15.0	216.0
Federal Funds	14.5	7.5	0.2	0.2	0.3	0.2	22.9
Other Funds	2.6	2.9	-	-	-	-	5.4

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

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

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

**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

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

Enhancement activities must be directly related to transportation.

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added funding in FY24. The cost increase of \$2.2 million is due to additional Planning needs.

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,692	1,892	300	300	300	300	300	300	1,800	0
Engineering	4,084	184	650	650	650	650	650	650	3,900	0
Right-of-way	714	114	100	100	100	100	100	100	600	0
Construction	100,510	6,910	9,150	19,150	11,150	17,750	17,850	18,550	93,600	0
Total	109,000	9,100	10,200	20,200	12,200	18,800	18,900	19,600	99,900	0
Federal-Aid	86,293	8,200	9,200	13,534	10,492	15,040	14,931	14,896	78,093	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

<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:** Underway.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED									
	COST									
	(\$000)									
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	88,499	60,703	4,529	4,423	4,517	4,802	4,714	4,811	27,796	0
Total	88,499	60,703	4,529	4,423	4,517	4,802	4,714	4,811	27,796	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added FY24 funding.



**PROJECT:** Bikeways Network Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

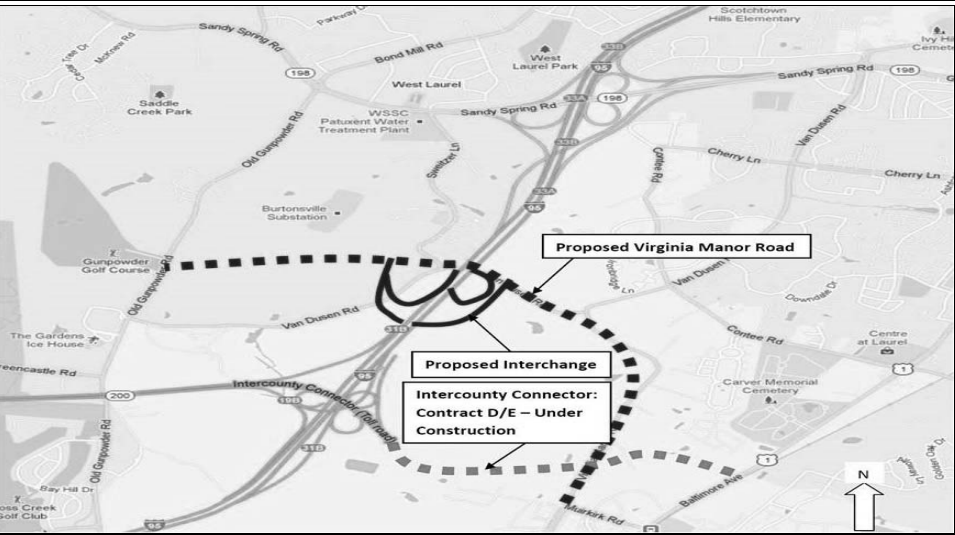
Sidewalk Program (SHA Line SW-2), Transportation Enhancements Program (TSO Line - 1)

**STATUS:** A total of 151 bikeways projects have been awarded since program inception in 2012. 97 bikeways projects have been completed since 2012. Additional projects will be solicited through annual grant cycles.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,189	12,861	3,194	3,774	2,426	934	0	0	10,328	0
Total	23,189	12,861	3,194	3,774	2,426	934	0	0	10,328	0
Federal-Aid	1,295	1,295	0	0	0	0	0	0	0	0



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.

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
MD 200, InterCounty Connector (MdTA Line - 32)

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	3,000	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	27,000	16,001	0	0	0	0	0	3,999	3,999	7,000	
Total	30,000	19,001	0	0	0	0	0	3,999	3,999	7,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	





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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Planning activities are underway.

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	34,749	9,256	15,360	10,133	0	0	0	0	25,493	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,749	9,256	15,360	10,133	0	0	0	0	25,493	0
Federal-Aid	27,800	7,727	12,800	7,273	0	0	0	0	20,073	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### THE SECRETARY'S OFFICE - LINE 6

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions</u></b>		
	<b><u>Grants</u></b>		
1	Buisness & Capital Support at BWI Marshall Airport (0130)	44,752	Complete
2	Maryland Bike Share Program (0172)	2,316	Complete
3	MCCBL Grant to City of Cambridge (0225)	2,500	Complete
	<b><u>The Secretary's Office</u></b>		
4	Baltimore Rail Study (0121)	992	Complete
5	OPCP - 12 Consultant Contract (0169)	9,647	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

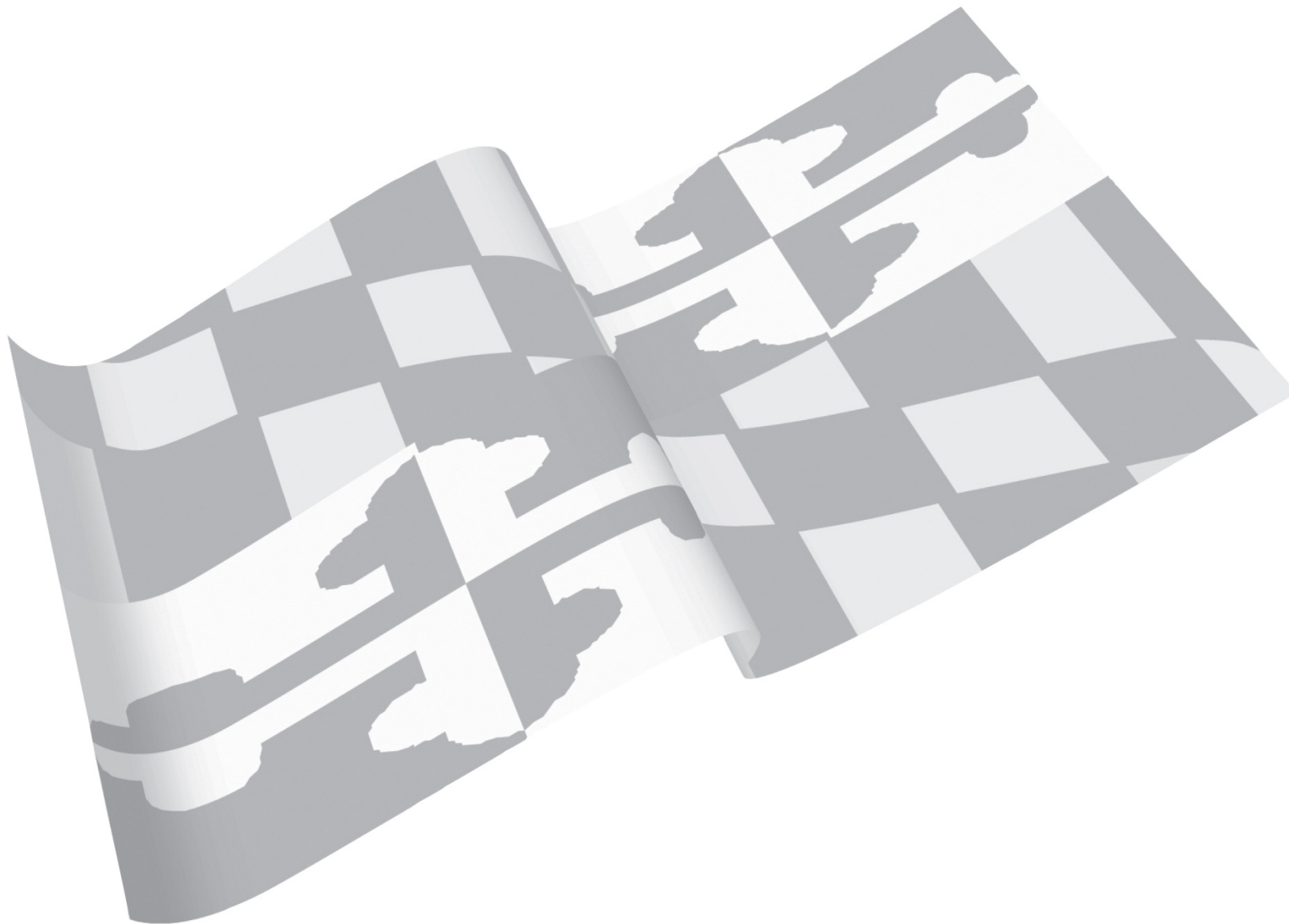
### THE SECRETARY'S OFFICE - LINE 6 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020</u></b>		
	<b><u>Grants</u></b>		
6	Grant to Harford County Airport for Airfield Expansion (0236)	2,000	FY 2019
7	Odenton MARC Paking Lot Land Purchase (0221)	2,500	FY 2019
8	Rosedale Grade Crossing Improvement Grant (0219)	777	FY 2019
9	Airport Citizens Committee (0078)	544	Ongoing
10	MD Department of Planning Grant (0154)	284	Ongoing
11	Grant to Dorchester County (0226)	200	Underway
12	Grants to State Jurisdictions (0215)	57,931	Underway
13	I-95/Forestville Road Improvement Grant (0167)	718	Underway
14	Keep Maryland Beautiful Grant (0228)	185	Underway
15	UMBC MOU - Electronic Vehicle Education Program (0223)	48	Underway
16	Washington County Grant (0194)	52	Underway
	<b><u>Information Technology Project</u></b>		
17	Capital Program Management System Maintenance II (0087)	200	Ongoing
18	Data Center Shared Services (0101)	550	Ongoing
19	Fiber Optic Installations (0203)	425	Ongoing
20	Network Hardware/Software Replacement Costs (0020)	3,175	Ongoing
21	TSO IT Replacements/Enhancements (0099)	450	Ongoing
22	Department IT Improvement Projects (1213)	20,652	Underway
23	Mobile Device Management (0189)	800	Underway
	<b><u>Program 8 - Major IT Projects</u></b>		
24	Capital Management and Programming System (CMAPS) (0211)	2,050	Underway
25	DoIT Oversight Costs on MDOT Projects (0216)	916	Underway
26	New MDOT Human Resources System (0227)	4,800	Underway
27	State Personnel System (Benefits) (0178)	250	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>The Secretary's Office</u></b>		
28	Innovative Stormwater Pond Management Pilot Program (0233)	4,000	FY 2020
29	Environmental Compliance Oversight (0126)	907	Ongoing
30	MDOT Headquarters Building (0081)	2,637	Ongoing
31	Port of Baltimore Incentive Pilot Program (0206)	3,596	Ongoing
32	Program Management (0019)	150	Ongoing
33	Rail Safety Oversight (0032)	660	Ongoing
34	Real Estate Services (0005)	100	Ongoing
35	Security/Emergency Management (0082)	100	Ongoing
36	Special Real Estate Counsel Contract (0133)	794	Ongoing
37	TOD Implementation Projects (0143)	400	Ongoing
38	2021 MBE Disparity Study (0234)	1,200	Summer, 2019
39	Chapter 30 - Major Transportation Project Scoring System (0202)	77	Underway
40	Commuter Choice Program (0060)	300	Underway
41	Department Asset Management Program (0229)	1,435	Underway
42	Department P3 Projects (0224)	50	Underway
43	MBE 2015 Disparity Study (0168)	197	Underway
44	OPCP 17 - Consultant Contract (0218)	11,000	Underway
45	Statewide Household Travel Survey (1232)	900	Underway
46	Transportation Facilitation Consultant Services (0217)	1,666	Underway
47	UMD - NCSG Agreement (0148)	300	Underway



**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	14.4	26.7	1.7	1.7	1.8	1.9	48.2
System Preservation Minor Projects	16.7	15.9	19.6	11.4	11.7	11.7	87.0
<b><u>Development &amp; Evaluation Program</u></b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SUBTOTAL	31.1	42.5	21.3	13.1	13.5	13.6	135.1
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.3</u>	<u>1.3</u>	<u>1.4</u>	<u>1.4</u>	<u>1.4</u>	<u>1.5</u>	<u>8.3</u>
TOTAL	32.4	43.9	22.7	14.5	14.9	15.0	143.4
Special Funds	31.7	43.9	22.7	14.5	14.9	15.0	142.7
Federal Funds	0.7	-	-	-	-	-	0.7

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

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

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

**PROJECT:** Alternative Service Delivery Systems

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

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

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

- |  |   |
|--|---|
| <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:** Customer Connect (MVA Line - 2)

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Planned spending in FY 2024 added \$1.85M to the total estimated cost.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,810	1,234	109	112	115	118	122	0	576	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,865	22,093	1,495	1,536	1,582	1,629	1,677	1,853	9,772	0
Total	33,675	23,327	1,604	1,648	1,697	1,747	1,799	1,853	10,348	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**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:** 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.

**PROJECT:** Customer Connect

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

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

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

- |  |   |
|--|---|
| <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:** Alternative Service Delivery Systems (MVA Line - 1)

**STATUS:** The implementation phase of the project is underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	15,691	11,330	2,159	2,202	0	0	0	0	4,361	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	40,714	7,270	10,604	22,840	0	0	0	0	33,444	0
Total	56,405	18,600	12,763	25,042	0	0	0	0	37,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** An increase of \$25.4M was added to fund additional phases of the project..



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

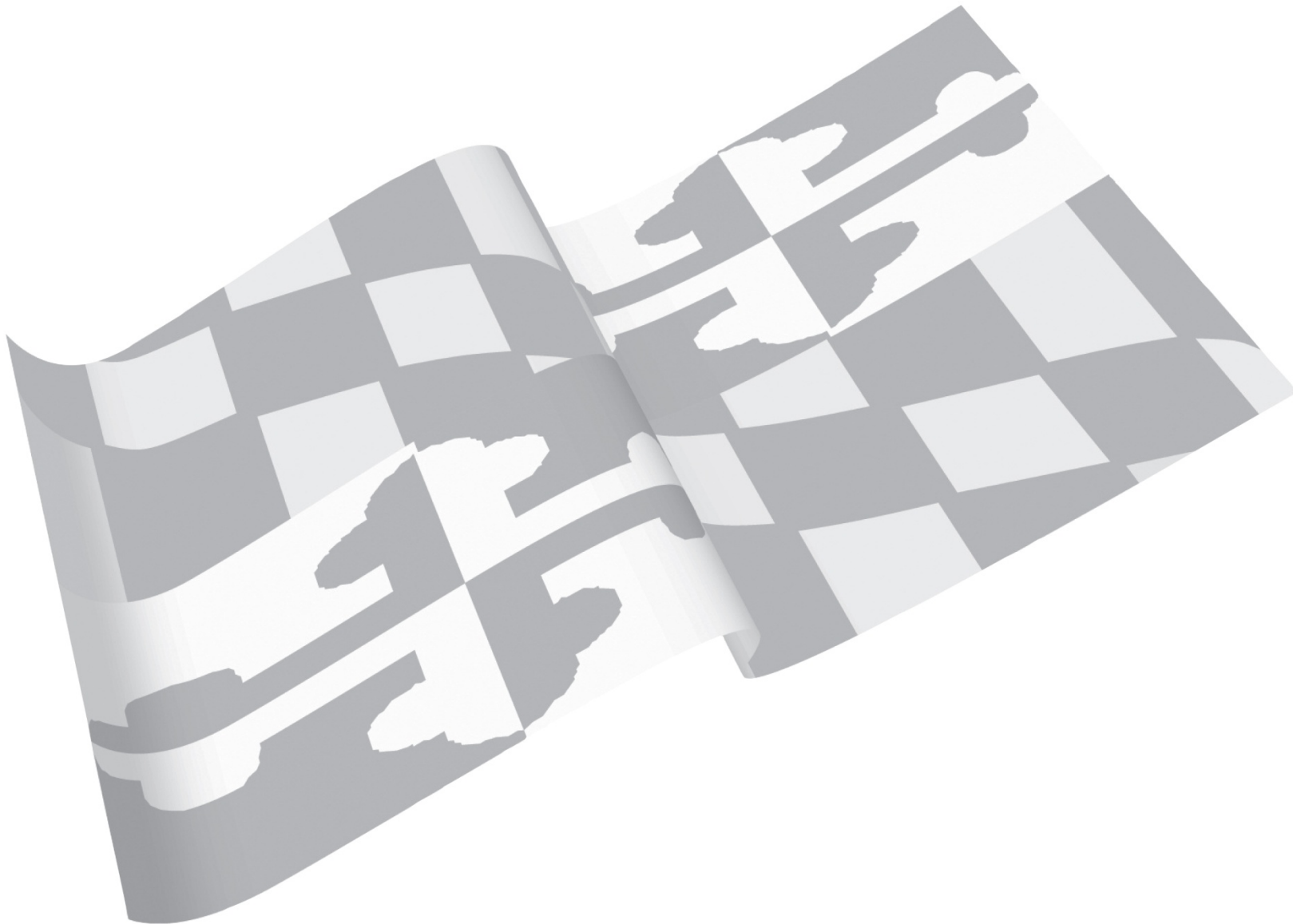
**MOTOR VEHICLE ADMINISTRATION - LINE 3**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
1	<u>Fiscal Year 2018 Completions</u> <u>Information Technology</u> Network Switch System Preservation (0649)	1,841	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MOTOR VEHICLE ADMINISTRATION - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020</u></b>		
	<b><u>Building Improvements</u></b>		
2	Building and Interior Modification (0598)	1,623	Ongoing
3	Comprehensive Planning Services (0536)	865	Ongoing
4	Environmental Management System Improvements (0668)	520	Ongoing
5	Glen Burnie Office Systems Preservation (0512)	2,071	Ongoing
6	OIR Office Systems Preservation (0698)	613	Ongoing
7	VEIP Preservation (0686)	1,402	Ongoing
8	Cumberland Office Interior Modifications and Site Work (0742)	4,532	Underway
9	Glen Burnie Reconstruction (0552)	1,346	Underway
	<b><u>Information Technology</u></b>		
10	Business Process Reengineering (0699)	1,554	Ongoing
11	Central Document Processing System Preservation (0651)	760	Ongoing
12	Computer Equipment System Preservation (0645)	7,580	Ongoing
13	DLS/POS Migration (0681)	213	Ongoing
14	Security System Preservation & Improvement (0518)	836	Ongoing
15	System Preservation (0597)	5,044	Ongoing
16	Telecommunication System Preservation & Improvement (0545)	1,731	Ongoing
17	Facial Recognition IT Screening Pilot (0677)	428	Underway
	<b><u>Information Technology Project (Appr 8)</u></b>		
18	DIWS II (0684)	1,300	Underway
19	Mobile Customer Traffic Management System (0721)	50	Underway
	<b><u>Safety</u></b>		
20	Maryland Highway Safety Office Bicycle Programs (0777)	129	Ongoing



**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	91.8	153.7	70.4	41.6	20.4	1.7	379.6
System Preservation Minor Projects	53.9	27.3	20.4	18.9	12.7	54.2	187.4
<b><u>Development &amp; Evaluation Program</u></b>	<u>12.6</u>	<u>24.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>37.0</u>
<b>SUBTOTAL</b>	158.3	205.4	90.9	60.5	33.2	55.8	604.0
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>7.0</u>	<u>7.0</u>	<u>6.5</u>	<u>6.5</u>	<u>6.5</u>	<u>7.0</u>	<u>40.5</u>
<b>TOTAL</b>	165.3	212.4	97.4	67.0	39.7	62.8	644.5
<b>Special Funds</b>	90.9	74.8	28.8	25.3	17.4	59.3	296.3
<b>Federal Funds</b>	11.1	14.3	14.5	17.4	8.9	3.5	69.6
<b>Other Funding *</b>	63.3	123.4	54.1	24.3	13.4	-	278.6
<b><u>Other Funding Breakdown*</u></b>							
CFC	2.1	0.4	-	-	-	-	2.5
COPS	13.6	11.7	-	-	-	-	25.2
MdTA	-	72.6	18.1	-	-	-	90.7
PFC Bond	35.4	27.8	20.8	20.8	12.1	-	117.0
VW	-	-	12.5	-	-	-	12.5
PFC	<u>12.3</u>	<u>10.8</u>	<u>2.7</u>	<u>3.5</u>	<u>1.3</u>	<u>-</u>	<u>30.7</u>
	63.3	123.4	54.1	24.3	13.4	-	278.6

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**PROJECT:** Regional Aviation Assistance Program

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

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

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

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

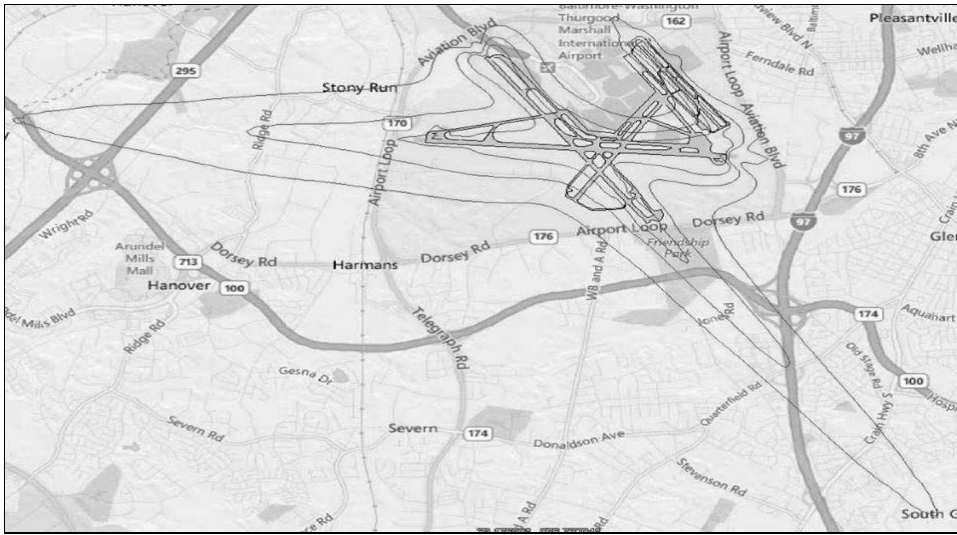
**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Federal fiscal year 2019 grant development underway.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	68,379	56,379	2,350	2,350	2,350	1,650	1,650	1,650	12,000	0
Total	68,379	56,379	2,350	2,350	2,350	1,650	1,650	1,650	12,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program from the System Preservation Minor Projects Program.

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

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

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

**PROJECT:** Residential Sound Insulation Program

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

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

**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:** Application to request Passenger Facility Charge (PFC) funding submitted to FAA December 2018. Federal funds to be requested from the AIP Noise and Environmental Set Aside.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,328	0	331	521	1,623	2,060	793	0	5,328	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,672	0	2,469	3,879	12,079	15,339	5,906	0	39,672	0
Total	45,000	0	2,800	4,400	13,702	17,399	6,699	0	45,000	0
Federal-Aid	36,000	0	2,240	3,520	10,961	13,919	5,360	0	36,000	0

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

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

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

**EXPLANATION:** Passenger ease of movement and travel options are 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.

**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 Airport 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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Open for service.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	11,622	11,622	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,696	90,674	12,022	0	0	0	0	0	12,022	0
Total	114,589	102,567	12,022	0	0	0	0	0	12,022	0
Federal-Aid	3,100	2,768	332	0	0	0	0	0	332	0

Other funding source is Passenger Facility Charge (PFC) revenue.  
2047, 2048, 9693, 9694

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increase of \$1.0 million reflects additional program management and engineering fees.

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

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

**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:** Passenger ease of movement and airport access are 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.

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

**DESCRIPTION:** This project will purchase 20 compressed natural gas powered, 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. In 2016, four used 60 foot articulated buses were purchased to add capacity to the existing fleet. 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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Open for service.

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,973	14,973	0	0	0	0	0	0	0	0
Total	14,973	14,973	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decrease of \$1.0 million based on final project costs.

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

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

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





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

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

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

**PROJECT:** Shuttle Bus Service Fleet Replacement at BWI Marshall Airport

**DESCRIPTION:** This project will purchase a maximum of 50, 40 foot and 60 foot, buses to be powered by clean diesel and electric for shuttle bus services to and from airport operated parking facilities and the Amtrak BWI Rail Station.

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

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

- |  |   |
|--|---|
| <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:** Procurement began in FY 2018 with deliveries beginning in March 2019.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	37,745	0	13,560	11,685	12,500	0	0	0	37,745	0
Total	37,745	0	13,560	11,685	12,500	0	0	0	37,745	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increase of \$1.9 million based on latest replacement fleet mix.

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

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

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



**PROJECT:** Midfield Cargo Area Improvements at BWI Marshall Airport

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

**PURPOSE & NEED SUMMARY STATEMENT:** These improvements will provide additional facility and apron space for expanded cargo operations, and preserve the existing airfield pavement to minimize aircraft exposure to Foreign Object Debris (FOD). The expansion of apron deicing will enable aircraft utilizing the Midfield Cargo area to deice there without having to cross active runways to use other deicing areas during winter 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:**  
None.

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

**STATUS:** Apron expansion completed October 2017. Tenant relocation improvements completed CY 2018. Application to request Passenger Facility Charge (PFC) funding for deicing system expansion submitted to FAA December 2018. Added rehabilitation and extension of Taxiway Z.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increase of \$20.7 million for overlay and extension of Taxiway Z.

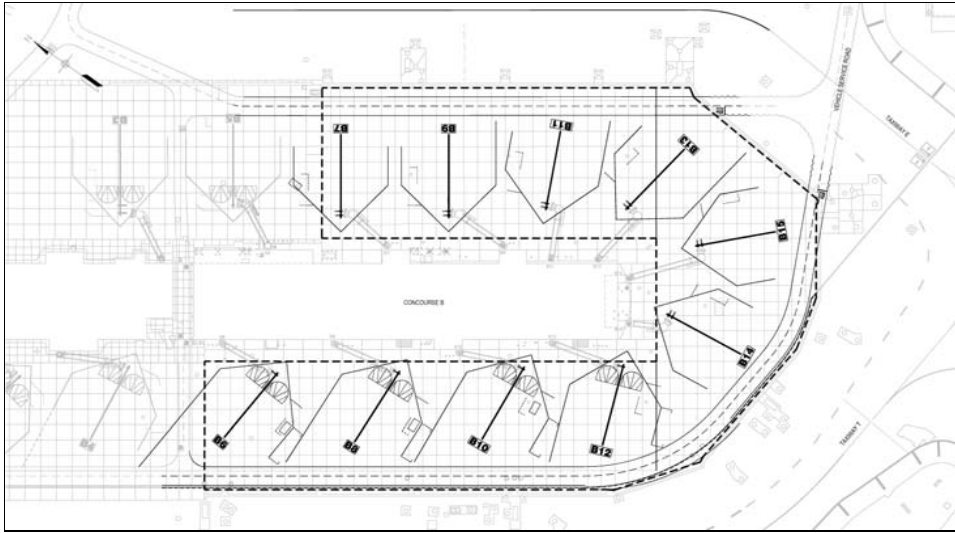
**USAGE:** Accommodate expanded cargo operations.

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

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	75	75	0	0	0	0	0	0	0	0
Engineering	1,700	694	4	1,002	0	0	0	0	1,006	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,768	14,695	9,405	20,668	0	0	0	0	30,073	0
Total	46,543	15,464	9,409	21,670	0	0	0	0	31,079	0
Federal-Aid	3,397	3,397	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue.  
2195, 2203, 2213, 2223

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

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

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

**PROJECT:** Concourse B Apron Pavement Reconstruction at BWI Marshall Airport

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

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

**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:** Construction began spring 2018 with completion targeted for June 2019.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None

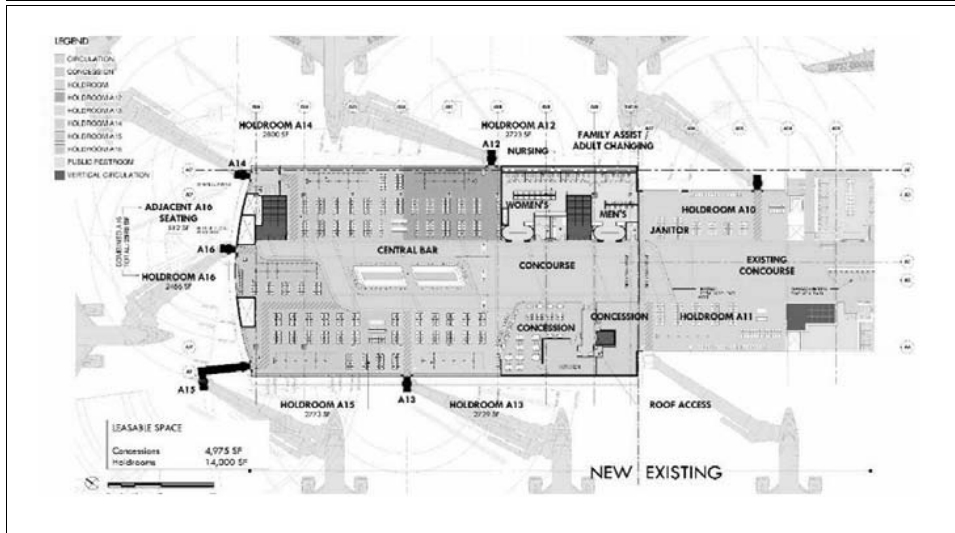
**USAGE:** Accommodate projected annual passenger growth.

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

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	632	353	279	0	0	0	0	0	279	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,802	1,817	7,985	0	0	0	0	0	7,985	0
Total	10,434	2,170	8,264	0	0	0	0	0	8,264	0
Federal-Aid	7,809	1,595	6,214	0	0	0	0	0	6,214	0



**PROJECT:** Concourse A Improvements Phase 2 at BWI Marshall Airport

**DESCRIPTION:** This project represents the second phase of improvements envisioned during the Concourse A/B Expansion completed in 2003. The project adds 5 gates sized for B737-800 aircraft by extending the existing Concourse A approximately 234 feet to the northwest, creating a 55,000 square foot addition. The improvements also include gates, restrooms, loading bridges, concessions, electrical, mechanical and storage.

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
 None.

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

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

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

**STATUS:** Application to request Passenger Facility Charge (PFC) funding submitted to FAA December 2018.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	15	15	0	0	0	0	0	0	0	0
Engineering	15,807	3,254	10,364	2,189	0	0	0	0	12,553	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,691	0	21,255	46,436	0	0	0	0	67,691	0
Total	83,513	3,269	31,619	48,625	0	0	0	0	80,244	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.

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

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

Other funding is Maryland Transportation Authority loan and revenue bonds supported by Passenger Facility Charge (PFC).  
 9598



**PROJECT:** Concourse D HVAC Replacement at BWI Marshall Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Application to request Passenger Facility Charge (PFC) funding submitted to FAA December 2018.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

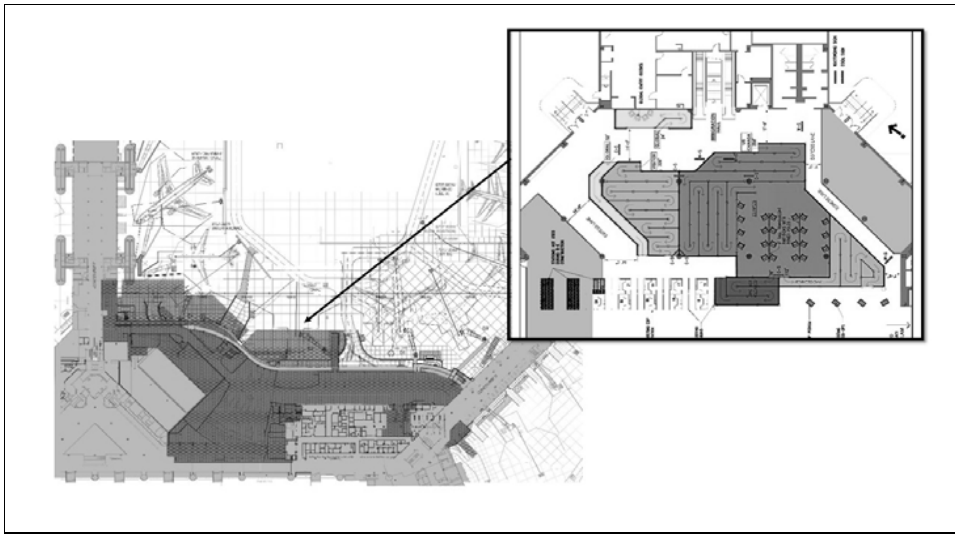
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,175	68	472	548	551	536	0	0	2,107	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,365	0	0	5,787	5,788	5,790	0	0	17,365	0
Total	19,540	68	472	6,335	6,339	6,326	0	0	19,472	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increase of \$2.5 million reflects scope and cost in December 2018 PFC application.

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

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

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



**PROJECT:** FIS Hall Reconfiguration at BWI Marshall Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Application to request Passenger Facility Charge (PFC) funding submitted to FAA December 2018.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	0	0	1,200	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,800	0	0	1,510	3,644	3,646	0	0	8,800	0
Total	10,000	0	0	2,710	3,644	3,646	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

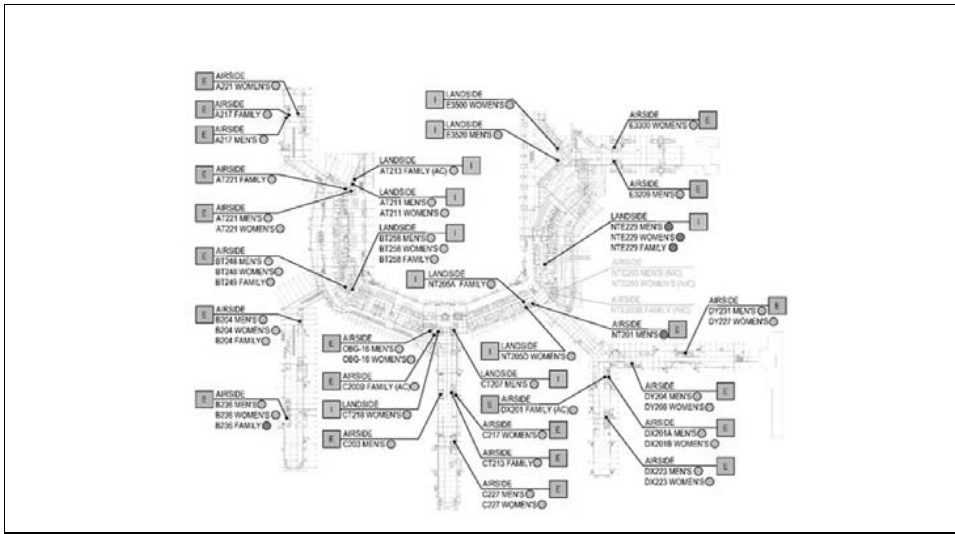
Other funding source is Passenger Facility Charge (PFC) revenue bonds.

2193

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

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



**PROJECT:** Restroom Improvement Program at BWI Marshall Airport

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

**STATUS:** Application to request Passenger Facility Charge (PFC) funding submitted to FAA December 2018.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

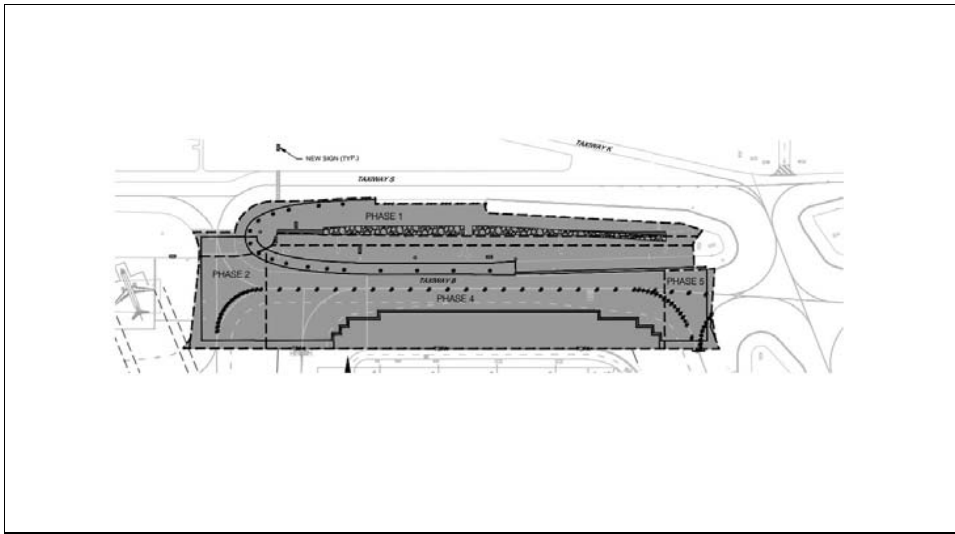
**OPERATING COST IMPACT:** Operating cost mostly recovered through airport user fees.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,596	297	837	1,245	1,245	1,245	727	0	5,299	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	48,604	28	3,245	11,333	11,333	11,333	11,332	0	48,576	0
Total	54,200	325	4,082	12,578	12,578	12,578	12,059	0	53,875	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

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

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

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

**PROJECT:** Taxiway B Pavement Reconstruction at BWI Marshall Airport

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

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

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

- |  |   |
|--|---|
| <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:** Federal AIP grant received August 2018. Construction start October 2018 with completion targeted for November 2019.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.

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

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

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	367	367	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,854	0	3,000	9,854	0	0	0	0	12,854	0
Total	13,221	367	3,000	9,854	0	0	0	0	12,854	0
Federal-Aid	7,831	0	2,250	5,581	0	0	0	0	7,831	0





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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Engineering and design underway.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	558	1,629	1,568	1,245	0	0	0	4,442	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,000	0	0	31,949	18,051	0	0	0	50,000	0
Total	55,000	558	1,629	33,517	19,296	0	0	0	54,442	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**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, MDOT MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

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

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

**ASSOCIATED IMPROVEMENTS:**  
 None.

**STATUS:** Environmental assessment resumed with modified scope and targeted completion in mid 2019.

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,854	2,094	760	0	0	0	0	0	760	0
Engineering	3	3	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,857	2,097	760	0	0	0	0	0	760	0
Federal-Aid	258	258	0	0	0	0	0	0	0	0

2010, 2011, 2012

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:**  
 Expenditure cashflow updated for revised work schedule.



**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, MDOT 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  
☐ Project Outside PFA  
☐ PFA Status Yet to Be Determined

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Environmental assessment began Summer 2016 with targeted completion of mid 2019.

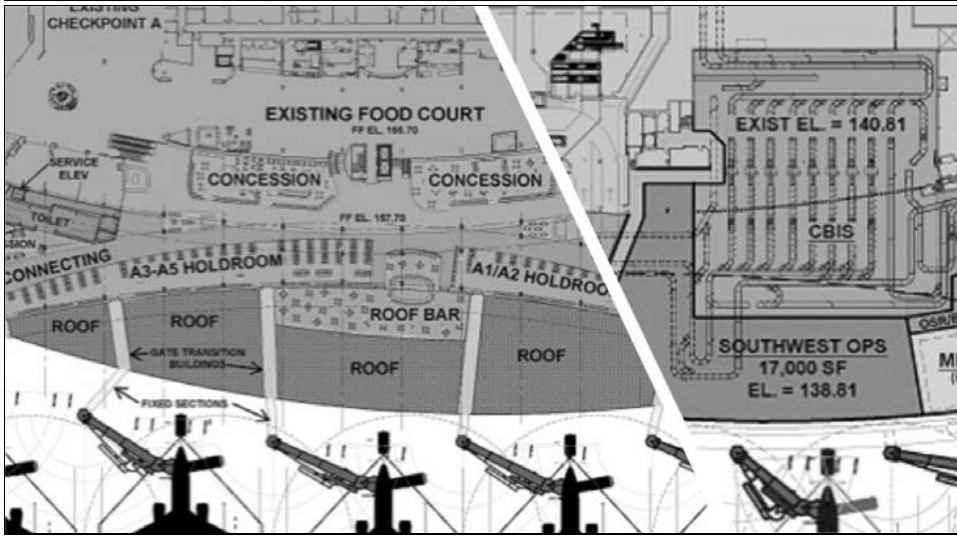
**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,649	2,428	1,221	0	0	0	0	0	1,221	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	3,649	2,428	1,221	0	0	0	0	0	1,221	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:**

Expenditure cashflow updated for revised work schedule.



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Concepts complete. Design to start January 2019.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	35,988	976	10,575	24,437	0	0	0	0	35,012	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	35,988	976	10,575	24,437	0	0	0	0	35,012	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Development and Evaluation Program.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions</u></b>		
	<b><u>Airside Development</u></b>		
1	Concourse D Apron RON (9599)	520	Complete
2	Taxiway T Reconstruction (2204)	90	Complete
	<b><u>Annual</u></b>		
3	Prof Services GIS, SUE and Engineering Data (2016)	1,779	Complete
4	Wildlife Deterrent Unit Inspections (1904)	13	Complete
	<b><u>B/C Connector</u></b>		
5	B/C Connector Program Design (9883)	1,255	Complete
	<b><u>Baltimore/Washington</u></b>		
6	Comp Arch Eng Design Services-1 (1915)	2,162	Complete
7	Comp Arch Eng Design Services-2 (1912)	980	Complete
	<b><u>Consol Rental Car Facility</u></b>		
8	CRCF Bus Maintenance Facility FY16 Bldg Impv (2091)	584	Complete
9	CRCF CSB - BMF - Garage FY16 Bldg Impv (2090)	753	Complete
	<b><u>Environmental Compliance</u></b>		
10	Comp Environmental Planning (1900)	4,032	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions (cont'd)</u></b>		
	<b><u>Equipment</u></b>		
11	ARFF Eqmt Repl - Rescue Truck Unit #30244 (2100)	1,299	Complete
12	Compact Crawler Boom Lift (2107)	141	Complete
13	Equip Repl - MTN Steel Skid Loader #9752 (2101)	91	Complete
14	Portable Snowmelters (New) (9402)	5,158	Complete
15	Procurement Storage Trailers (2102)	390	Complete
16	Snow Equip - Snow Grooming Vehicle New (2105)	231	Complete
17	Snow Equip Repl - De-Icing Truck #9952 (2073)	325	Complete
	<b><u>Information Tech CTIPP</u></b>		
18	Airport Road Electronic Signage Repl - Design Only (2044)	642	Complete
19	Hrly Garage Parking Guidance System Upgrade - Design Only (1931)	335	Complete
	<b><u>Intl Infrastructure</u></b>		
20	International Building Expansion (9700)	9,043	Complete
21	Mobile Lounges (9697)	913	Complete
	<b><u>Landside Development</u></b>		
22	Daily Garage Inspection Repairs (1921)	2,973	Complete
	<b><u>Security</u></b>		
23	IASS SAN Upgrade (2125)	3,303	Complete
24	Security Initiatives (1298)	12,076	Complete

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions (cont'd)</u></b>		
	<b><u>Terminal Development</u></b>		
25	ARC Flash Hazards (2109)	1,590	Complete
26	BWI Website Redevelopment (2080)	570	Complete
27	Concourse B International Ticket Counters (2054)	1,665	Complete
28	Lease Agreement Assets (9884)	1,770	Complete
29	Tenant Terminal Relocations (7504)	9,996	Complete
30	Terminal Interior / Exterior Modifications (2114)	7,158	Complete
31	Terminal Office Relocation Phase 3 (9013)	810	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020</u></b>		
	<b><u>Airside Development</u></b>		
32	BWI Field Maint Wash Rack Cross Connect Repairs (2201)	281	Complete
33	BWI New Air Traffic Control Tower (1939)	265	Complete
34	Snow Removal Driving Simulator Update (2128)	68	Complete
35	Taxiway F Relocation - Design (2221)	2,443	Fall, 2019
36	ALSF-2 Shelter Relocation (2220)	3,000	Underway
37	Alternate 15R Deicing Pad (2325)	439	Underway
38	ARFF Airfield Access Road (7775)	1,500	Underway
39	ARFF Road Reconstruction (2328)	611	Underway
40	BWI Erosion Repairs (2200)	1,714	Underway
41	BWI Snow Equip Storage Building (2331)	730	Underway
42	Comp Pavement Markings FY17 (1909)	1,000	Underway
43	Comprehensive Paving FY 2016 (2108)	1,119	Underway
44	RTR Relocation (2211)	930	Underway
45	Taxilane AA Resurfacing F6 to F9 (2322)	1,092	Underway
46	Taxiway B Patching (2321)	47	Underway
47	Taxiway S Resurfacing (2324)	4,420	Underway
	<b><u>Annual</u></b>		
48	Facility Management Program (7600)	200	Ongoing
49	Parking Garage Structure Inspection (1463)	110	Ongoing
50	Real Estate Administrative Services (7019)	50	Ongoing
51	Real Estate Property Services (7018)	50	Ongoing
52	Bridge Inspection (SHA Consultant) (1023)	210	Underway
53	Comprehensive Regional Air Passenger Survey (1486)	200	Underway
54	MAA Noise Prop AA Sewer Assessment (1905)	96	Underway
55	Prof Services GIS, SUE and Eng Data Part I (2085)	747	Underway
56	Prof Services GIS, SUE and Eng Data Part II (2086)	400	Underway



## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Annual (cont'd)</u></b>		
57	Security and Life Safety Systems CAD Update (2079)	598	Underway
58	Utility Designating (2017)	300	Underway
	<b><u>Baltimore/Washington</u></b>		
59	Building Permits and Inspections (1390)	537	Ongoing
60	Comp Construction Mgmt & Inspection (8016)	800	Ongoing
61	Fire Protection Engineer Services (1173)	500	Ongoing
62	Capital Audit Services (2310)	100	Summer, 2019
63	Comp Airport Planning Services (2187)	300	Summer, 2019
64	Comp Airport Planning Services (2188)	300	Summer, 2019
65	Comp Airport Planning Services (2189)	400	Summer, 2019
66	Comp Arch Eng Design Services (2184)	500	Summer, 2019
67	Comp Arch Eng Design Services (2185)	500	Summer, 2019
68	Comp Arch Eng Design Services (2186)	500	Summer, 2019
69	Comp Const Mgmt Services (2312)	300	Summer, 2019
70	Comprehensive Partnering Services (2122)	100	Summer, 2019
71	Safety Management Support (2311)	50	Summer, 2019
72	BWI Aerial Photogrammetry & Airspace Analysis (1959)	150	Underway
73	Capital Financial Services (2018)	100	Underway
74	Comp Acoustical Services Contract (2118)	100	Underway
75	Comp Acoustical Services Contract (2318)	300	Underway
76	Comp Airport Planning Services (1949)	500	Underway
77	Comp Airport Planning Services (1951)	60	Underway
78	Comp Arch Eng Design Services (1955)	500	Underway
79	Comp Arch Eng Design Services (1956)	747	Underway
80	Comp Arch Eng Design Services (1957)	500	Underway
81	Comp Arch Eng Design Services (1958)	100	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Baltimore/Washington (cont'd)</u></b>		
82	Comp Const Mgmt Services - SBR (1952)	300	Underway
83	Comp Construction Mgmt & Inspection (1953)	600	Underway
84	Comp Financial Planning & Analysis Serv (2082)	200	Underway
85	Comp Professional Program Mgmt (1916)	50	Underway
86	Comp Professional Program Mgmt (2117)	200	Underway
87	Comp Real Estate Services (2119)	200	Underway
88	Comprehensive AIT Services (2115)	588	Underway
89	MBE Support Services (1950)	200	Underway
90	Pavement Management BWI/MTN (1943)	900	Underway
91	Real Estate Consulting Support (Fed) (2317)	200	Underway
92	Wildlife Management Services (2078)	800	Underway
	<b><u>Conc A/B Improvements</u></b>		
93	Terminal AB 737-800 Modifications (9596)	2,982	Underway
	<b><u>Consol Rental Car Facility</u></b>		
94	CRCF - BMF Bus Storage Area Pvmt Expansion (2131)	143	Complete
95	CRCF Pavement Rehabilitation FY16 (2093)	40	Complete
96	CRCF - BMF Bus Wash Replacement (2133)	600	Underway
97	CRCF - BMF Equipment Replacement (2132)	200	Underway
98	CRCF - CSB Bus Entry Gate Replacement (2135)	100	Underway
99	CRCF - CSB Front Lane Pvmt Concrete Rebuild (2134)	300	Underway
100	CRCF - Facility Re-evaluation BMF and CSB (2136)	200	Underway
101	CRCF - Valley Road Power Gate (2137)	500	Underway
102	CRCF Security Improvements (2130)	398	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Critical Airport Systems</u></b>		
103	IT Equipment (1456)	2,400	Ongoing
104	Airport Project Administration System (AirPass) (2040)	1,551	Underway
105	BWI Dispatch System Upgrade (2123)	1,750	Underway
106	BWI Radio System Software Upgrade (2111)	1,200	Underway
107	Public Address System Replacement (2124)	3,593	Underway
	<b><u>Environmental Compliance</u></b>		
108	Comp Environmental Compliance A (2056)	1,000	Underway
109	Comp Environmental Planning (1899)	1,000	Underway
110	Stream & Wetland Restoration Mitigation Services (1948)	300	Underway
111	Terminal Environmental Mitigation (8106)	200	Underway
	<b><u>Equipment</u></b>		
112	Snow Equip Repl - De-Icing Truck #30166 (2098)	325	Complete
113	Snow Equip Repl - Rotary Plow #30097 (2096)	701	Complete
114	BWI Mobile Lounge Refurbishment (2198)	1,580	Spring, 2019
115	BWI Equip Replacement FY 2020 (2225)	1,768	Summer, 2019
116	MTN Equipment Replacement FY 2020 (2224)	743	Summer, 2019
117	Snow Equip Repl - Tandum Dump #9834 (2067)	163	Summer, 2019
118	ARFF Silver Gear Replacement (2205)	270	Underway
119	Glycol Recovery Vehicles - Replacement (3) (2126)	1,230	Underway
120	MTN Snow Equip - Snow Melters New (2) (2099)	247	Underway
121	Operating Vehicles (2053)	300	Underway
122	Snow Equip Repl - Dump Trucks (2) #9937 / #9936 (2002)	46	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

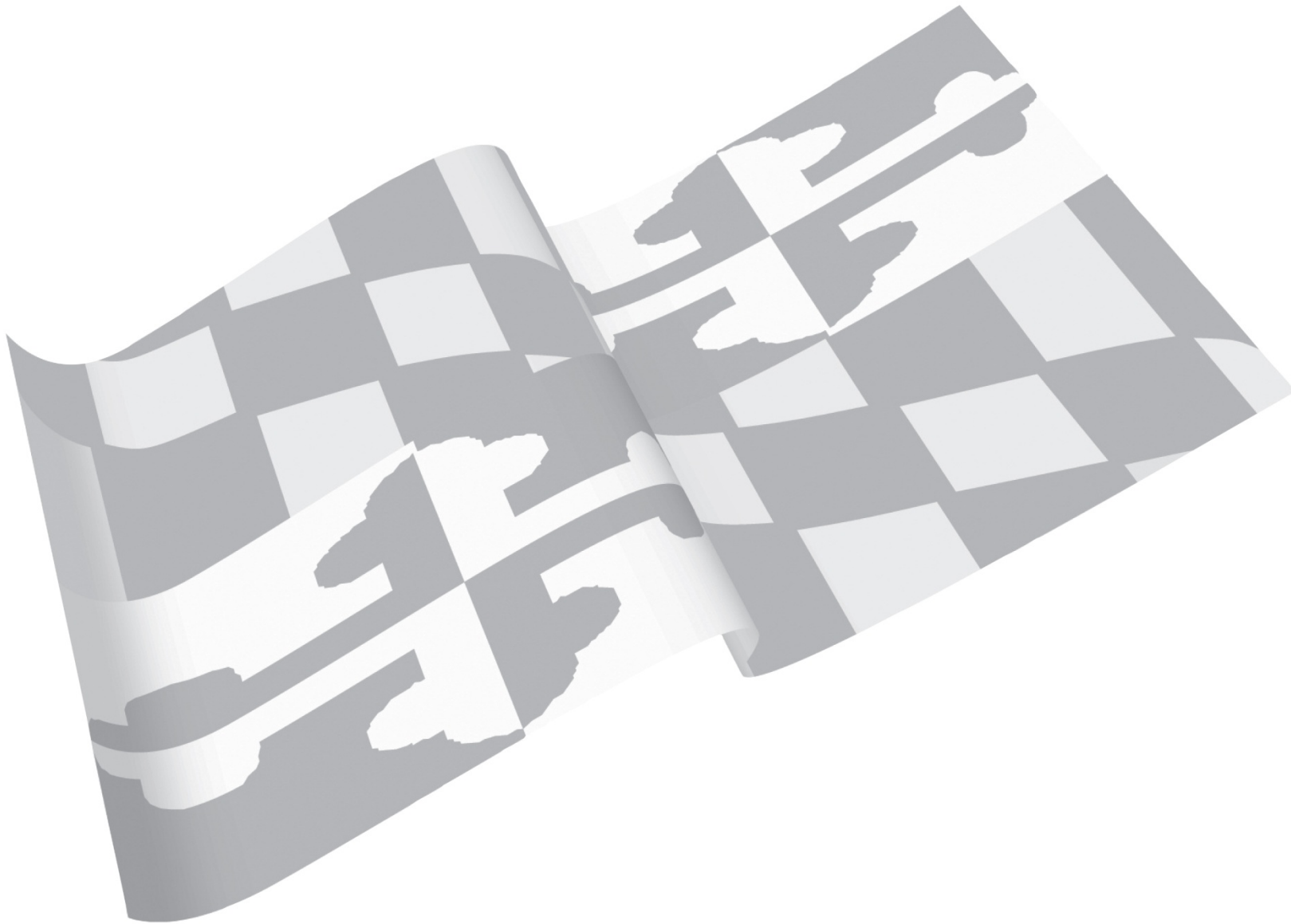
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Information Tech CTIPP</u></b>		
123	Permanent Noise Monitoring System Replacement (7405)	1,087	Underway
	<b><u>Intl Infrastructure</u></b>		
124	Conc Infrastructure Improvements (9695)	95	Complete
125	Concourse E Existing Gate Transition Buildings (2335)	97	Underway
	<b><u>Landside Development</u></b>		
126	Hourly Garage - New Parking Products (2127)	350	Underway
127	Hourly Garage Storm Water Pump Station Repl (2333)	1,669	Underway
128	I-195 Inbound Pavement Rehab (2319)	762	Underway
129	LL Roadway Curbside & Column Marking (2330)	440	Underway
130	Long Term A Parking Concrete Bus Stop Rehab (2320)	1,093	Underway
131	Protective Land Acquisition (1137)	200	Underway
132	Terminal Road Crosswalk Restriping (2327)	341	Underway
	<b><u>Martin State</u></b>		
133	MTN Aircraft Washpad Environmental Repairs (2206)	704	Complete
134	MTN Fire Supp Bldg Fuel Piping & Containment (2207)	273	Complete
135	MTN Obstruction Removal (9431)	319	Summer, 2019
136	MTN Air Traffic Control Tower (1121)	863	Underway
137	MTN Corporate Hangar Stormwater System Impv (2208)	1,190	Underway
138	MTN Emergency Pavement Repairs (2326)	551	Underway
139	MTN Equip Repl - Tug (2202)	60	Underway
140	MTN Strawberry Pt Ramp Patching (2323)	748	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 17 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Security</u></b>		
141	Concourse A/B Anti-Backflow Improvements (2028)	680	Underway
142	Security Initiatives (2218)	1,200	Underway
	<b><u>Terminal Development</u></b>		
143	Airport Art (2217)	594	Complete
144	BWI ATCT HVAC Improvements (2209)	442	Complete
145	County Sewer and Water Capital Improvements (1028)	1,551	Ongoing
146	Terminal Leasehold Modifications (7500)	400	Ongoing
147	C/D Connector Study (2216)	194	Underway
148	Common Use Domestic Facilities (7503)	530	Underway
149	D/E Concourse Patio & Storage Room Impv (2329)	165	Underway
150	Terminal Electronic Wayfinding Signage Ph 1-3 (2199)	2,469	Underway
151	Terminal Interior / Exterior Modifications - SBR (2215)	246	Underway
152	Terminal Interior / Exterior Modifications (2214)	332	Underway
153	Terminal Interior / Exterior Modifications (2314)	888	Underway





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND PORT ADMINISTRATION

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	72.5	106.2	147.9	102.4	76.0	63.9	568.9
System Preservation Minor Projects	31.1	29.8	55.5	40.5	19.0	19.5	195.3
<b><u>Development &amp; Evaluation Program</u></b>	<u>8.9</u>	<u>12.3</u>	<u>11.0</u>	<u>9.6</u>	<u>3.3</u>	<u>2.5</u>	<u>47.6</u>
SUBTOTAL	112.5	148.3	214.4	152.5	98.3	85.9	811.9
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>5.0</u>	<u>5.1</u>	<u>5.2</u>	<u>5.2</u>	<u>5.0</u>	<u>5.0</u>	<u>30.6</u>
TOTAL	117.6	153.4	219.6	157.8	103.3	90.9	842.5
Special Funds	114.5	129.4	213.3	152.8	103.3	90.9	804.2
Federal Funds	3.1	7.9	4.0	5.0	-	-	19.9
Other Funds	-	16.0	2.4	-	-	-	18.4

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

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

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

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

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

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

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

- ☐ Safety & Security ☒ Environmental Stewardship  
☐ System Preservation ☒ Community Vitality  
☐ Quality of Service ☐ 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 2018 - 23 CTP:** Total Project costs increased approximately \$1.25M primarily due to the addition of FY 24 in the program period and revised schedules.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,606	7,418	123	65	0	0	0	0	188	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,480	77,002	4,395	6,352	6,395	2,675	2,031	1,630	23,478	0
Total	108,086	84,420	4,518	6,417	6,395	2,675	2,031	1,630	23,666	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5007



**PROJECT:** Dredged Material Placement and Monitoring

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Hart-Miller Island Related Projects -- Line 1  
 Dredged Material Program -- Line 11

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The total project costs have increased by approximately \$40.5M primarily due to the addition of FY 24 funding and increases in projects evaluating other sites and increased Federal Aid.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	23,665	10,417	1,780	3,371	4,213	3,244	320	320	13,248	0
Engineering	3,210	0	700	1,541	922	47	0	0	3,210	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	621,385	401,876	20,687	22,382	39,397	53,378	41,450	42,215	219,509	0
Total	648,260	412,293	23,167	27,294	44,532	56,669	41,770	42,535	235,967	0
Federal-Aid	14,808	5,898	0	0	3,960	4,950	0	0	8,910	0

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

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

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

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

**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 1930s; 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 and Phase III funds Berth 3.

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

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

- |  |   |
|--|---|
| <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:** Construction for Phase I was completed in December 2006. Berths 1- 4 Reconstruction and Repair project is currently underway to handle urgent repairs. Phase II construction was completed in November 2016. Work on Phase III should start in FY 20.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$5.2M is due to the deletion of a completed project.

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

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	51,540	20,329	0	6,000	17,143	8,068	0	0	31,211	0
Total	51,540	20,329	0	6,000	17,143	8,068	0	0	31,211	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Seagirt Marine Terminal Modernization - Berth Improvements

**DESCRIPTION:** This is phase one of this project which will provide a second 50-foot deep berth at Seagirt Marine Terminal (SMT). Phase Two of the project includes deepening and widening the remainder of the west access channel, known as the Seagirt Loop Channel.

**PURPOSE & NEED SUMMARY STATEMENT:** This project is necessary to remain competitive with other East Coast Ports by increasing the number of deep berths available at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT will help maintain and expand MDOT MPA's successful partnership with Ports America Chesapeake, who are contributing \$18.4M for this project.

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

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

**ASSOCIATED IMPROVEMENTS:**

Seagirt Marine Terminal Improvements - Channel Improvements (Line 12)

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

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

**EXPLANATION:** Having a second deep water berth at Seagirt will allow more frequent calls from the largest container ships. It is estimated that the increase in terminal capacity could lead to approximately 1,950 direct, induced and indirect jobs and an increase of \$195M in total economic capacity.

**STATUS:** MDOT MPA has received a \$6.6M BUILD grant through USDOT-MARAD for this project. Design is ongoing as is coordination with stakeholders.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	868	0	361	507	0	0	0	0	868	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,939	0	0	22,586	10,353	0	0	0	32,939	0
Total	33,807	0	361	23,093	10,353	0	0	0	33,807	0
Federal-Aid	6,555	0	0	6,555	0	0	0	0	6,555	0

Ports America Chesapeake will provide \$18.4M in berth-side improvements.

5251



**PROJECT:** South Locust Point Cruise Terminal

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

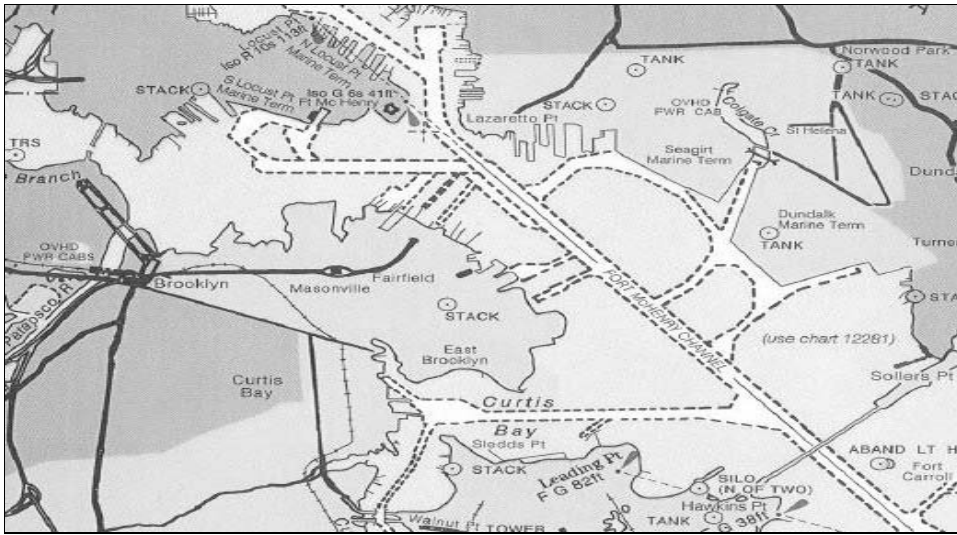
**STATUS:** The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
	(\$000)	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	8,296	6,434	1,386	476	0	0	0	0	1,862	0
Total	8,296	6,434	1,386	476	0	0	0	0	1,862	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

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

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

**PROJECT:** Marine Terminal Property Acquisition

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

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

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

- |  |   |
|--|---|
| <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:** In FY 17, MPA acquired a substantial parcel of land at Point Breeze.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	89,928	84,928	0	5,000	0	0	0	0	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	89,928	84,928	0	5,000	0	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**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 ☒ Environmental Stewardship  
☒ System Preservation ☐ Community Vitality  
☐ Quality of Service ☐ Economic Prosperity

**EXPLANATION:** Remediation of the affected 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 2018 - 23 CTP:** Total project costs have increased by approximately \$2.8 M for the addition of FY 24 costs and a revised schedule.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	873	569	50	50	54	50	50	50	304	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	68,919	42,085	4,762	4,616	4,820	4,286	4,150	4,200	26,834	0
Total	69,792	42,654	4,812	4,666	4,874	4,336	4,200	4,250	27,138	0
Federal-Aid	15	15	0	0	0	0	0	0	0	0

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



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

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

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	21,265	765	500	5,000	5,000	5,000	5,000	0	20,500	0
Engineering	9,050	6,850	2,000	50	50	50	50	0	2,200	0
Right-of-way	1,011	1,011	0	0	0	0	0	0	0	0
Construction	234,712	54,641	30,742	26,166	59,168	25,650	22,900	15,445	180,071	0
Total	266,038	63,267	33,242	31,216	64,218	30,700	27,950	15,445	202,771	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Overall project costs increased primarily for the addition of FY 24 project costs.

5305, 5308, 5309, 5311





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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
 None.

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

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

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

**STATUS:** Contracts for dredging, storm drain relocation, and FMT Rail are complete. Fairfield Basin Filling contract is also complete. The contract for developing the Fairfield Basin was awarded in the Summer of 2018.

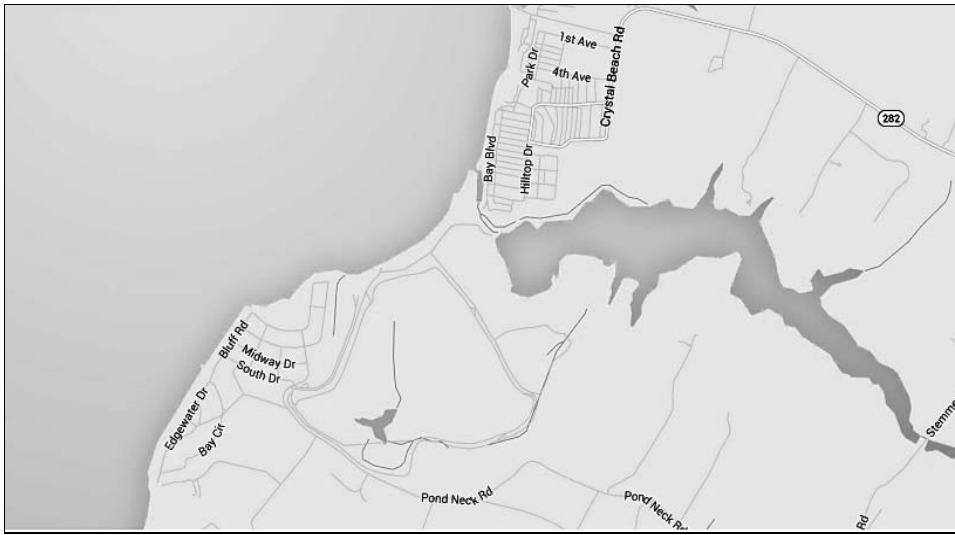
**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**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 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	48,890	42,415	4,475	2,000	0	0	0	0	6,475	0
Total	48,890	42,415	4,475	2,000	0	0	0	0	6,475	0
Federal-Aid	10,000	6,875	2,051	1,074	0	0	0	0	3,125	0

2711, 2712, 5239



**PROJECT:** Pearce Creek Water Line Project

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

**PURPOSE & NEED SUMMARY STATEMENT:** A liner for the Pearce Creek DMCF has been funded and construction has been completed by the Corps of Engineers. The water line 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:

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

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

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

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

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

**STATUS:** Water transmission and distribution lines are complete and in-home connections are nearly complete. The DMCF began receiving dredged material in late 2017.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,011	13,027	584	0	400	0	0	0	984	0
Total	14,011	13,027	584	0	400	0	0	0	984	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Dredged Material Management Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Hart Milller Island Related Projects - Line 1

Dredge Material Placement and Monitoring - Line 2

**STATUS:** Feasibility studies are underway.

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

PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	40,351	29,875	2,799	3,125	2,172	700	860	820	10,476	0
Engineering	63,494	26,736	5,805	9,117	8,780	8,888	2,468	1,700	36,758	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	103,845	56,611	8,604	12,242	10,952	9,588	3,328	2,520	47,234	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** This program has increased by \$2.9M primarily due to adding FY 24 funding.

5217, 5220, 5224, 5246, 5401, 5402, 5419, 5420, 5421,  
5422, 5423, 5425, 5426, 5427



**PROJECT:** Seagirt Marine Terminal Modernization - Channel Improvements

**DESCRIPTION:** This is phase two of the Seagirt Modernization project. Phase two widens and deepens the channel to facilitate improved access at Seagirt Marine Terminal for the larger container ships that are now calling on East Coast Ports. Phase one consists of adding a second 50' berth as well as landside improvements at Seagirt Marine Terminal.

**JUSTIFICATION:** This project is necessary to remain competitive with other East Coast ports by improving access at SMT. Increasing the efficiency and safety of large container vessels entering and exiting SMT will help maintain and expand MDOT MPA's successful partnership with Ports America Chesapeake.

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

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

**ASSOCIATED IMPROVEMENTS:**

Seagirt Marine Terminal Modernization - Berth Improvements (Line 4)

**STATUS:** Engineering Underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	0	300	100	0	0	0	0	400	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	400	0	300	100	0	0	0	0	400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to D & E Program.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions</u></b>		
	<b><u>Dundalk Marine Terminal</u></b>		
1	Demolition of 96 D Hanger & Police Bldg (3145)	1,238	Complete
2	DMT POV Gate Entrance Barrier Upgrade (1934)	198	Complete
3	Facility Inventory Control BLDG. Demo (1140)	7,011	Complete
	<b><u>Open-Ended Consulting</u></b>		
4	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	2,943	Complete
5	Portwide Engineering Design FY 13-15 RK&K (1264)	2,617	Complete
	<b><u>Port - Wide</u></b>		
6	Vessel Berth Tracking and Management System (3214)	604	Complete
	<b><u>Safety, Environment and Risk Management</u></b>		
7	CMAQ Dray Truck Program (1831)	382	Complete
	<b><u>World Trade Center</u></b>		
8	WTC Restroom Renovations (3454)	1,377	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020</u></b>		
	<b><u>All Terminals</u></b>		
9	Open Ended Building Renovation Contract (1832)	1,201	Ongoing
10	Agency Wide Berth Substructure Repairs VI (1839)	1,485	Underway
11	Agency Wide Building Repairs II (1854)	3,500	Underway
12	Agency Wide Substructure Repair V (1865)	3,500	Underway
13	Concrete Deck Repair IV (1838)	563	Underway
14	Concrete Repair Balance (1820)	255	Underway
15	EPC Capital Projects (1829)	700	Underway
16	Paving Repairs (1842)	1,162	Underway
17	Stormwater Construction and Retrofit Program (1411)	1,415	Underway
18	Utility Installation Program (1837)	1,000	Underway
	<b><u>Dundalk Marine Terminal</u></b>		
19	Dunmar South HVAC Upgrades (3166)	1,126	Spring, 2019
20	Berth 1 New Mooring Dolphin (1016)	1,000	Summer, 2019
21	Crane 10 and Water Tower Demolition (3168)	660	Underway
22	DMT Berth 11 & 12 Deck and Beam Replacement (3167)	2,431	Underway
23	DMT C Street Drainage Improvements (1150)	2,494	Underway
24	Repair Floor Shed 4 (1175)	3	Underway
	<b><u>Facilities and Equipment</u></b>		
25	Sprinkler Repairs (3038)	299	Ongoing
26	Facility Capital Equipment (3233)	1,004	Underway
27	Railroad Crane Inspection and Construction (3106)	1,032	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>North Locust Point</u></b>		
28	NLP Lots Redevelopment (1815)	2,000	Spring, 2019
29	Pier 10 Stabilization (1659)	900	Underway
	<b><u>Open-Ended Consulting</u></b>		
30	CMI FY 18 - FY 23 (1281)	1,000	Spring, 2019
31	Berth Inspection Program (1855)	1,000	Underway
32	Construction Management and Inspection FY 15-17 O&L (1273)	475	Underway
33	Construction Management Insp. FY 15 -17 (1271)	659	Underway
34	Construction Management Inspection FY 15-17 WRA (1272)	629	Underway
35	Facility Inspection Diver (1841)	231	Underway
36	GIS CATS - II (1852)	1,200	Underway
37	GIS Deployment (1851)	374	Underway
38	Inspection Surveys (1827)	150	Underway
39	Open Ended Engineering IT Services (1853)	349	Underway
40	Portwide Engineering & Design FY 16 STV (1278)	1,482	Underway
41	Portwide engineering and Design FY 16 WBCM (1277)	2,650	Underway
42	Portwide Engineering and Design FY 16 WRA (1279)	1,122	Underway
43	Portwide Engineering and Design JMT (1276)	2,975	Underway
44	Portwide Engineering and Design M&N (1275)	2,500	Underway
45	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	55	Underway
	<b><u>Port - Wide</u></b>		
46	Network Infrastructure Wifi Access Expansion (3210)	142	Complete
47	North Locust Point Fiber Upgrade and Expansion (3220)	300	Summer, 2019
48	Brass System Upgrade (3120)	220	Underway
49	Broening Highway Project Support (3212)	2,000	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>Port - Wide (cont'd)</u></b>		
50	CTIPP Equipment (3124)	776	Underway
51	Fiber Cable Installation from DMT to FSK/MdTA (3213)	178	Underway
52	IT Database Infrastructure Implementation Support (3215)	337	Underway
53	Open Ended Planning Studies JM (3501)	235	Underway
54	Telecommunications Network & Voicemail System Upgrade (3211)	252	Underway
	<b><u>Safety, Environment and Risk Management</u></b>		
55	Environmental Remediation (1400)	251	Ongoing
56	Hawkins Point O&M (1707)	812	Ongoing
57	Emergency Audible Alert System DMT & SLP (1935)	200	Spring, 2020
58	Algae Bio Gas Demonstration Project (1870)	341	Underway
59	City Zoo TMDL project (1952)	500	Underway
60	FMC Property Masonville Ph Env Assesment (1285)	153	Underway
61	Stormwater Drain Structure Inspection and Rehab Prog (1412)	100	Underway
62	TMDL Project Arlington Echo (1953)	100	Underway
	<b><u>Security Projects</u></b>		
63	Port Security Grant Project 2018 (1942)	330	Summer, 2019
64	Wave Camera System Replacement (1941)	150	Summer, 2019
65	Cyber Vulnerability Assessment II (1933)	490	Underway
66	DMT POV Gate Upgrade (1912)	1,300	Underway
67	Security Systems Integration (1940)	44	Underway
	<b><u>South Locust Point</u></b>		
68	Paving the Fruit Slip (1648)	2,700	Spring, 2020

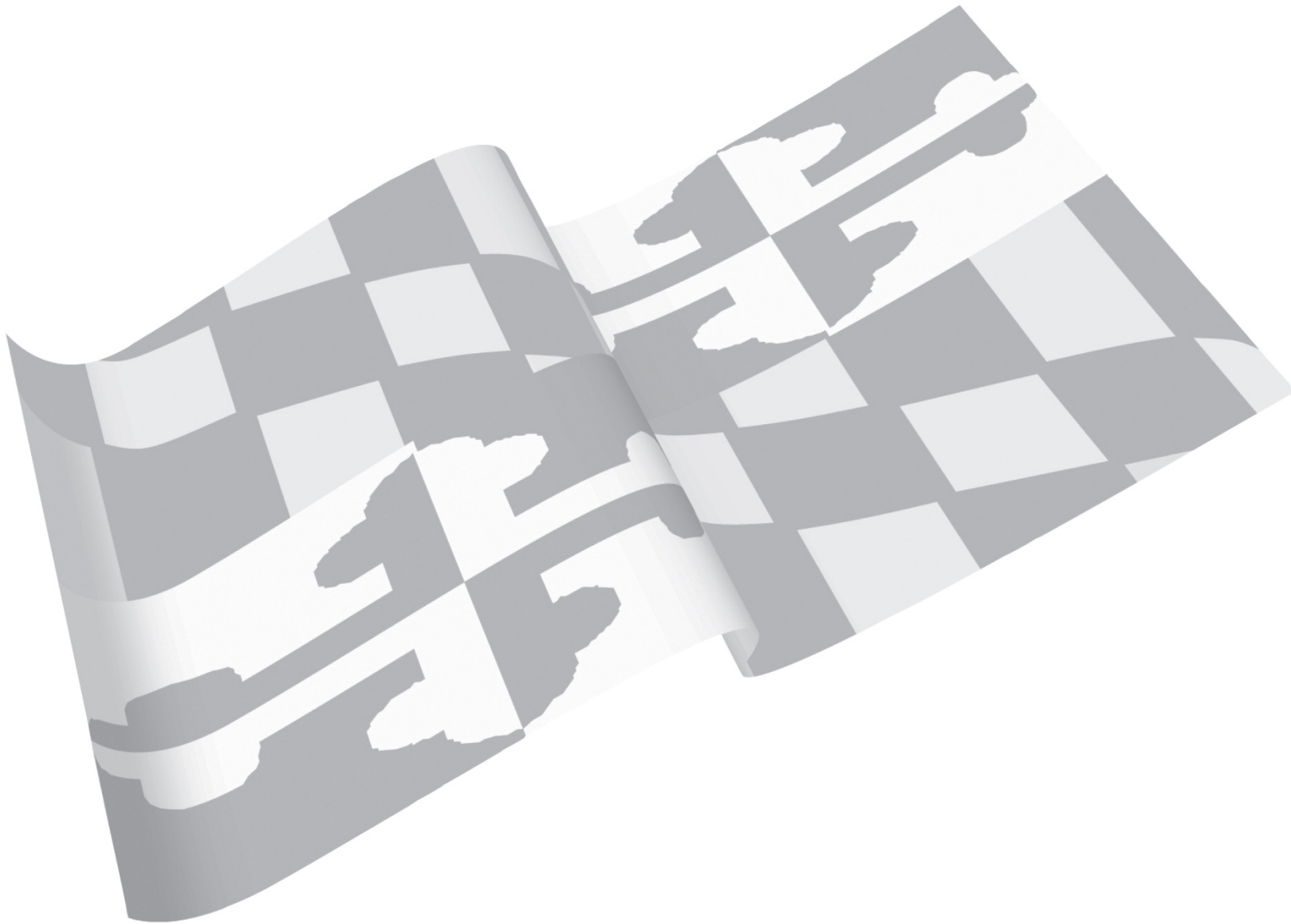


# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
	<u>World Trade Center</u>		
69	Hot Water Recirculation Repairs (3456)	185	Underway
70	Tenant Renovation - Meridian WTC (3107)	3,986	Underway
71	Transformer Replacment - WTC Tenants (3480)	78	Underway
72	World Trade Center Columnar Lights (3440)	81	Underway





**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	559.7	621.2	563.1	511.1	262.8	229.2	2,747.1
System Preservation Minor Projects	105.9	79.7	57.1	96.1	62.1	83.4	484.3
<b><u>Development &amp; Evaluation Program</u></b>	<u>3.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.8</u>
<b>SUBTOTAL</b>	669.4	700.9	620.1	607.3	324.9	312.6	3,235.2
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>10.4</u>	<u>12.5</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>14.0</u>	<u>74.9</u>
<b>TOTAL</b>	679.9	713.4	632.6	619.8	337.9	326.6	3,310.1
<b>Special Funds</b>	235.3	163.3	111.0	227.2	157.9	159.3	1,054.1
<b>Federal Funds</b>	368.9	490.3	490.2	299.3	179.2	166.5	1,994.3
<b>Other Funding</b>	75.7	59.8	31.4	93.2	0.8	0.8	261.8

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**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MARYLAND TRANSIT  
ADMINISTRATION**

## **MDOT 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:**  
None.

**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 documents are at 85% for the Martin State Airport storage tracks. Appraisals for the Riverside Maintenance Facility will begin in FY 2019 and acquisition will take 18 months to complete.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	997	841	156	0	0	0	0	0	156	0
Engineering	2,387	1,453	934	0	0	0	0	0	934	0
Right-of-way	27,760	350	2,213	0	25,197	0	0	0	27,410	0
Construction	12,760	6	0	6,362	6,392	0	0	0	12,754	0
Total	43,904	2,650	3,303	6,362	31,589	0	0	0	41,254	0
Federal-Aid	33,369	1,049	1,962	5,088	25,270	0	0	0	32,320	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security   | <input 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.

**STATUS:** Ongoing projects on the Penn Line include Master Plans for Penn Station and Union Station, and Penn Station platform lighting. Ongoing projects on the Camden and Brunswick lines include improvements to the Brunswick platform and station track, replacement of Carroll and W. Baltimore/Lansdowne Interlockings, and improvements to the Jessup Yard.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$72.2M due to the inclusion of the projects associated with Amtrak and CSX joint benefits and the addition of funding in FY 24 for ongoing improvements.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,573	5,726	551	296	0	0	0	0	847	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	397,292	214,122	38,149	36,629	26,128	26,762	27,415	28,087	183,170	0
Total	403,865	219,848	38,700	36,925	26,128	26,762	27,415	28,087	184,017	0
Federal-Aid	305,394	162,771	27,262	29,539	20,902	21,409	21,932	21,579	142,623	0

0183, 0687, 1460, 1475, 1478, 1485, 1506, 1507



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

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

**DESCRIPTION:** Minor overhaul of 63 MARC III coaches, purchase of 54 MARC IV multi-level coaches, mid-life overhaul of 26 MARC IIA coaches, and five-year overhaul of 54 MARC IV multi-level 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. New railcars will replace 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

- |  |   |
|--|---|
| <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:** Federal Railroad Administration approved high speed testing for the MARC IV coaches. The overhaul of MARC III vehicles is underway, and four coaches are projected to deliver in FY 19. Specification development for the MARC IIA coaches will begin in FY 20.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$10.7M due to the addition of funds in FY 24 for the MARC IV overhaul (\$12.3M) that will allow MDOT MTA to meet manufacturer's maintenance schedule requirements, a project cost increase for MARC III Coaches Overhaul (\$800K), a project cost increase for the procurement of MARC IV multi-level vehicles (\$200K) and a decrease in expected total project cost for the MARC IIA overhaul (\$2.6M).

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,598	598	0	1,000	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	244,863	175,247	12,224	23,905	10,312	7,800	3,075	12,300	69,616	0
Total	246,461	175,845	12,224	24,905	10,312	7,800	3,075	12,300	70,616	0
Federal-Aid	185,242	131,869	8,709	19,924	7,871	6,240	789	9,840	53,373	0

1263, 1304, 1450, 1502



**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.

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

**DESCRIPTION:** Procure eight new diesel SC-44 locomotives, overhaul six GP39H-2 diesel locomotives, complete mid-life overhaul for 26 MP36PH-3C diesel locomotives, and overhaul eight SC-44 diesel locomotives at seven years of service life per manufacturer's requirements and federal regulations.

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** All (8) SC-44 diesel locomotives are in revenue service. Notice to proceed for the repower of the GP-39 Locomotives is expected in FY 19.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$50.0M due to the allocation of funds to the MP-36 diesel locomotive overhaul project (\$52.1M) and minor adjustments to total project cost on other associated projects.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,350	450	200	0	0	0	0	650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	143,088	46,216	17,172	5,850	16,500	22,125	19,875	15,350	96,872	0
Total	145,088	47,566	17,622	6,050	16,500	22,125	19,875	15,350	97,522	0
Federal-Aid	110,765	36,866	13,736	4,680	9,808	17,685	15,710	12,280	73,899	0

1440, 1444, 1500, 1501, 1503



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

**PROJECT:** MARC Positive Train Control

**DESCRIPTION:** Implementation and development of Positive Train Control (PTC) for MARC as required by the Federal Railroad Administration. Positive Train Control incorporates an on-board computer that ensures all signals are received by the various parts of the system to prevent collision, maintain speed limits, and train spacing, while also protecting track workers who have been given exclusive use of the tracks. 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:** PTC for MARC will create a safeguard against train collisions through proper train spacing on the tracks and active speed limit oversight.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Construction is underway.

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	224	24	200	0	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,551	16,844	14,607	5,100	0	0	0	0	19,707	0
Total	36,775	16,868	14,807	5,100	0	0	0	0	19,907	0
Federal-Aid	27,976	13,463	10,433	4,080	0	0	0	0	14,513	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$5.0M due to the addition of funds for the server infrastructure required to support PTC.



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Construction is underway. Anticipated completion in FY 19.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**USAGE:** In FY 2017 MARC annual ridership was 9.2 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	405	405	0	0	0	0	0	0	0	0
Engineering	3,296	2,646	370	0	0	0	0	280	650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,045	2,844	6,819	237	0	0	0	145	7,201	0
Total	13,746	5,895	7,189	237	0	0	0	425	7,851	0
Federal-Aid	7,413	1,573	5,651	189	0	0	0	0	5,840	0



**PROJECT:** MARC Camden Station Improvements

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Construction is underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,875	774	976	125	0	0	0	0	1,101	0
Right-of-way	25	0	25	0	0	0	0	0	25	0
Construction	5,300	3	4,247	1,050	0	0	0	0	5,297	0
Total	7,200	777	5,248	1,175	0	0	0	0	6,423	0
Federal-Aid	4,164	0	3,401	763	0	0	0	0	4,164	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**USAGE:** In FY 2017 MARC annual ridership was 9.2 million.



**PROJECT:** Homeland Security

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
 None

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

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

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

**STATUS:** Construction for the FY 15, FY 16, FY 17, and FY 18 Homeland Security Grants are underway. The FY 14 grant was completed in FY 17.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	600	468	132	0	0	0	0	0	132	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,514	2,733	4,600	181	0	0	0	0	4,781	0
Total	8,114	3,201	4,732	181	0	0	0	0	4,913	0
Federal-Aid	7,953	3,144	4,628	181	0	0	0	0	4,809	0

1468, 1490, 1512, 1539



**PROJECT:** Freight Rail Program

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

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

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

None

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project costs increased by \$3.9M due to the addition of FY 24.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	46	21	25	0	0	0	0	0	25	0
Engineering	20,638	11,562	3,339	1,559	1,323	739	616	1,500	9,076	0
Right-of-way	3	3	0	0	0	0	0	0	0	0
Construction	48,493	30,255	6,450	3,961	1,787	1,820	1,820	2,400	18,238	0
Total	69,180	41,841	9,814	5,520	3,110	2,559	2,436	3,900	27,339	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0212, 0213, 0590



**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.

**PROJECT:** Light Rail Vehicle Overhaul

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** The mid-life overhaul began in FY 14. The first five overhauled cars have been received: four are in revenue service and one is undergoing testing. Ongoing minor overhauls are underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$6.1M due to increased costs for ongoing minor overhauls (\$2.8M) and additional support for the mid-life overhaul (\$3.3M).

**USAGE:** In FY 2017 Light Rail annual ridership was 7.4 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,618	3,145	23	100	100	0	0	250	473	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	199,588	99,120	26,229	25,077	25,637	21,400	350	1,775	100,468	0
Total	203,206	102,265	26,252	25,177	25,737	21,400	350	2,025	100,941	0
Federal-Aid	111,464	51,946	19,162	18,543	13,240	6,953	0	1,620	59,518	0





**PROJECT:** Light Rail Safety Improvements

**DESCRIPTION:** Funding to implement safety enhancements and improve Light Rail operations throughout the system. Projects include Maintenance of Way improvements such as grade crossing replacements and track repairs, cable replacement, train control signals uninterruptible power supply (UPS) upgrade, catenary surge protection device grounding replacement, and replacement of the 5kV signal power system..

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Howard Street Rail and Interlocking Replacement project - Line 12.

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

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

**STATUS:** Construction is underway for the Maintenance of Way Improvements and the cable replacement project.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$60.3M for Maintenance of Way preservation efforts.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	221	221	0	0	0	0	0	0	0	0
Engineering	9,828	5,088	1,590	50	0	0	0	3,100	4,740	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	76,662	9,226	16,434	22,478	14,700	7,503	1,083	5,238	67,436	0
Total	86,711	14,535	18,024	22,528	14,700	7,503	1,083	8,338	72,176	0
Federal-Aid	1,435	271	-48	0	0	0	0	1,212	1,164	0

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

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

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

**PROJECT:** Howard Street Rail Replacement

**DESCRIPTION:** Full rehabilitation of the light rail tracks throughout Baltimore Central Business District (CBD) area from Camden Yards to Martin Luther King Boulevard. The project is approximately 1.2 miles along Howard Street. Planning activities include evaluating the potential to realign the light rail tracks to remove several conflict points and improve operations.

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Light Rail Safety Improvements - Line 11.

**STATUS:** Design is underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	750	625	125	0	0	0	0	0	125	0
Engineering	1,422	515	907	0	0	0	0	0	907	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,828	0	500	0	0	22,831	16,497	0	39,828	0
Total	42,000	1,140	1,532	0	0	22,831	16,497	0	40,860	0
Federal-Aid	6,871	0	0	0	0	0	6,871	0	6,871	0



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Metro Maintenance Facility Improvements - Line 16.

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

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

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

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$5.6M due to the addition of funds for ongoing overhauls and repairs.

**USAGE:** In FY 2017 Metro annual ridership was 10.9 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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,926	5,058	868	0	0	0	0	0	868	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	523,744	74,295	37,265	83,213	84,142	139,632	58,120	47,077	449,449	0
Total	529,670	79,353	38,133	83,213	84,142	139,632	58,120	47,077	450,317	0
Federal-Aid	370,423	51,106	24,949	66,032	64,913	83,343	45,122	34,958	319,317	0

0091, 1281, 1415, 1477



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

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

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

**PROJECT:** Metro Safety Improvements

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Metro Interlocking Renewals - Line 15.

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

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,879	2,932	1,446	832	651	418	600	0	3,947	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,093	15,765	4,978	7,101	2,199	1,200	0	2,850	18,328	0
Total	40,972	18,697	6,424	7,933	2,850	1,618	600	2,850	22,275	0
Federal-Aid	11,815	1,986	1,948	5,601	0	0	0	2,280	9,829	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$9.8M for Maintenance of Way preservation efforts.



**PROJECT:** Metro Interlocking Renewals

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

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Metro Safety Improvements - Line 14

**STATUS:** Construction expected to begin at Johns Hopkins in FY 19. Interlockings at Charles and State Center are in the procurement process. Design is underway for all remaining interlockings.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$18.6M due to the addition of interlockings at Owings Mills, Old Court, Milford Mill, Rogers Avenue, Reisterstown Plaza, and the Northwest 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,079	6,368	2,041	700	250	250	250	220	3,711	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,714	18,146	4,468	14,600	14,400	0	0	15,100	48,568	0
Total	76,793	24,514	6,509	15,300	14,650	250	250	15,320	52,279	0
Federal-Aid	34,841	13,978	2,647	12,239	5,777	0	200	0	20,863	0



**PROJECT:** Metro Maintenance Facility Improvements

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

**PURPOSE & NEED SUMMARY STATEMENT:** Upgrades and replacement of heavy maintenance equipment is required to reduce equipment failures and to support the new metro fleet which will begin to arrive in late FY 20 to early FY 21.

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

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

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

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

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

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

**STATUS:** Design will be underway in FY 19.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	350	0	350	0	0	0	0	0	350	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,249	0	0	1,915	3,578	1,496	2,250	1,010	10,249	0
Total	10,599	0	350	1,915	3,578	1,496	2,250	1,010	10,599	0
Federal-Aid	6,474	0	280	1,532	2,862	0	1,800	0	6,474	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project added to construction program.



**PROJECT:** Kirk Bus Facility Replacement

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

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

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

**STATUS:** Phase II 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 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,366	3,366	0	0	0	0	0	0	0	0
Engineering	13,265	12,886	0	379	0	0	0	0	379	0
Right-of-way	6,806	4,123	802	1,017	864	0	0	0	2,683	0
Construction	158,727	80,037	26,071	37,810	14,809	0	0	0	78,690	0
Total	182,164	100,412	26,873	39,206	15,673	0	0	0	81,752	0
Federal-Aid	113,914	55,788	20,938	31,248	5,940	0	0	0	58,126	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$8.1M to reflect expected total project cost.



**PROJECT:** Bus Procurement

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Bus Network Improvements - Line 20

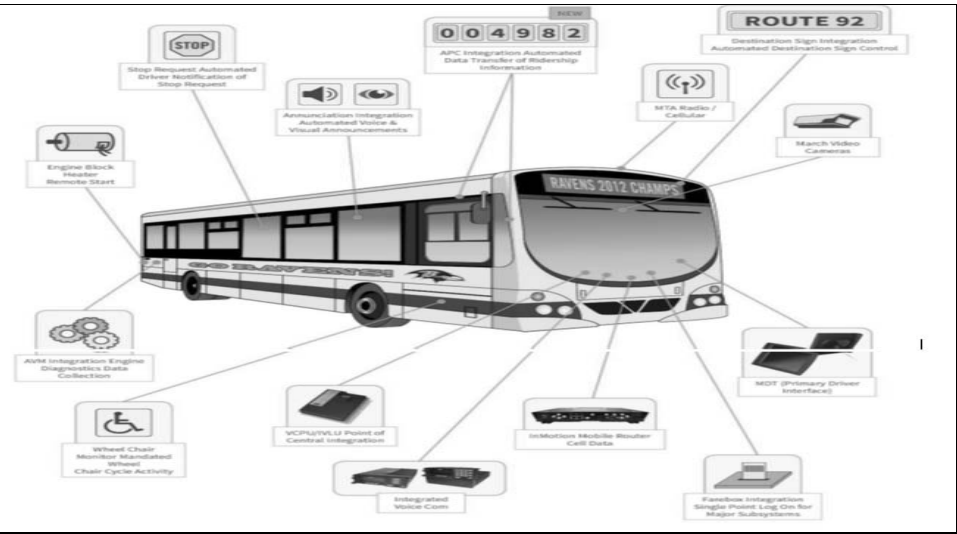
**STATUS:** 140 buses began delivery in FY 18 and continue into FY 19. Notice to Proceed has been awarded for a five-year procurement of 350 clean diesel buses.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost decreased by \$142.7M due to the removal of completed project for the procurement of hybrid diesel electric buses (\$187.7M) and the addition of FY 24 (\$45M).

**USAGE:** In FY 2017 Bus annual ridership was 69.6 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	341	341	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	399,740	110,262	43,016	49,260	61,000	48,202	43,000	45,000	289,478	0
Total	400,081	110,603	43,016	49,260	61,000	48,202	43,000	45,000	289,478	0
Federal-Aid	312,934	87,853	34,294	39,408	48,800	32,248	34,331	36,000	225,081	0





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.

PROJECT: Bus Communications Systems Upgrade

DESCRIPTION: Retrofit of MDOT 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 MDOT MTA to upgrade equipment and systems to enhance the delivery of safe and reliable customer service.

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

- 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 20

STATUS: Construction began 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 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,951	4,951	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	40,652	5,437	20,123	15,092	0	0	0	0	35,215	0	
Total	45,603	10,388	20,123	15,092	0	0	0	0	35,215	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.



**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.

**PROJECT:** Bus Network Improvements

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

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

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

- |  |   |
|--|---|
| <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 18  
 Bus Communications Systems Upgrade - Line 19  
 North Avenue Rising - Line 22

**STATUS:** Transit Signal Priority (TSP) and Dedicated Bus Lane projects are ongoing. Design is underway for concrete bus pads. Planning will begin on the Charles Center Downtown Transfer Center in FY 19.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$2.7M due to the addition of funds for priority corridors.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,646	5,878	668	100	0	0	0	0	768	0
Engineering	5,847	3,915	782	1,150	0	0	0	0	1,932	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,462	17,976	3,203	1,816	2,467	1,000	0	0	8,486	0
Total	38,955	27,769	4,653	3,066	2,467	1,000	0	0	11,186	0
Federal-Aid	15,670	14,248	661	761	0	0	0	0	1,422	0

1463, 1469, 1470, 1471, 1517, 1519, 1537



**PROJECT:** Beyond the Bus Stop

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

**PURPOSE & NEED SUMMARY STATEMENT:** With the launch of real-time information on the Transit mobile application, real-time information signage will extend that availability to the users of the BaltimoreLink system who do not have access to mobile technology. MDOT MTA bus operators currently lack sufficient restrooms while operating their routes; in-service, plumbed bathrooms represent a dramatic enhancement to our operators' comfort while executing a challenging job.

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

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

**ASSOCIATED IMPROVEMENTS:**  
 None.

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

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

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

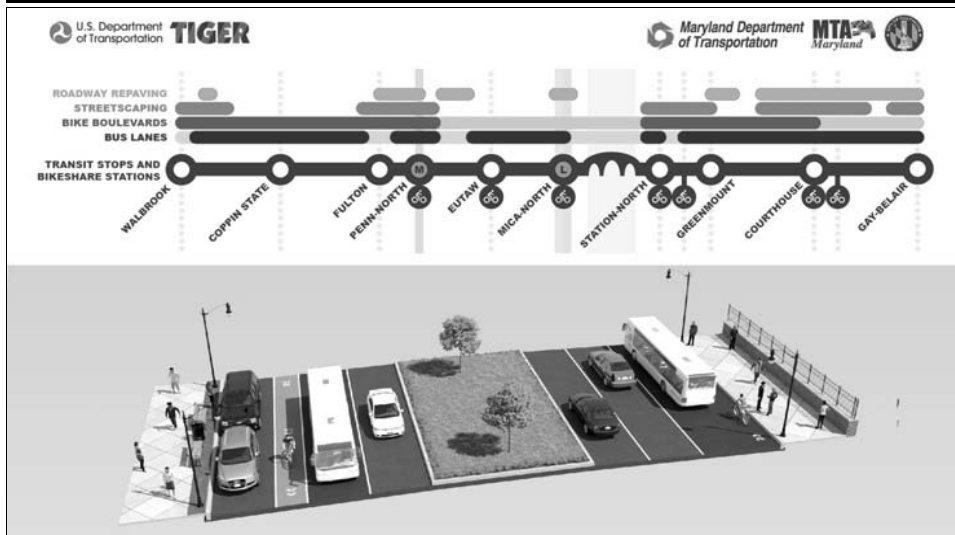
**STATUS:** Design is underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	100	0	50	50	0	0	0	0	100	0
Engineering	580	0	180	400	0	0	0	0	580	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,920	0	0	0	4,920	0	0	0	4,920	0
Total	5,600	0	230	450	4,920	0	0	0	5,600	0
Federal-Aid	2,600	0	0	0	2,600	0	0	0	2,600	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project added to construction program.



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

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

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

**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

- |  |   |
|--|---|
| <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 Network Improvements - Line 20.

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	804	638	166	0	0	0	0	0	166	0
Engineering	3,548	1,153	2,064	331	0	0	0	0	2,395	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,978	193	354	6,000	13,233	3,198	0	0	22,785	0
Total	27,330	1,984	2,584	6,331	13,233	3,198	0	0	25,346	0
Federal-Aid	10,000	562	1,111	2,517	5,810	0	0	0	9,438	0

This project will be funded with \$1.0M from Baltimore City and \$1.6M from Federal Highway Administration.



**PROJECT:** Mobility Vehicle Procurement

**DESCRIPTION:** Procurement of paratransit services vehicles for service expansion and vehicle replacement.

**JUSTIFICATION:** Mobility vehicles are required to meet service demand and adhere to performance standards. 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:** 25 small cutaway vehicles and 75 large cutaway vehicles will deliver in FY 19.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$6.3M to adhere to expected fleet requirements.

**USAGE:** In FY 2017 Demand Response Mobility annual ridership was 2.7 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	126,249	66,211	8,420	8,588	8,760	10,666	10,845	12,759	60,038	0
Total	126,249	66,211	8,420	8,588	8,760	10,666	10,845	12,759	60,038	0
Federal-Aid	73,085	26,879	6,188	6,870	7,008	8,532	8,676	8,932	46,206	0



**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

**DESCRIPTION:** Funding to rural and small urban jurisdictions for transit vehicles, equipment, and facilities. In addition, MDOT MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MDOT MTA facilitates federal funds for locally-sponsored projects.

**JUSTIFICATION:** Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

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

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

**ASSOCIATED IMPROVEMENTS:**

Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities - Line 25  
 Montgomery County Local Bus Program - Line 26  
 Prince George's County Local Bus Program - Line 27

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

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	285	126	22	49	22	22	22	22	159	0
Engineering	41,344	29,572	2,375	3,417	1,495	1,495	1,495	1,495	11,772	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	274,634	153,365	24,172	23,220	26,419	12,568	13,877	21,013	121,269	0
Total	316,263	183,063	26,569	26,686	27,936	14,085	15,394	22,530	133,200	0
Federal-Aid	265,160	155,428	20,218	21,030	23,625	12,011	13,220	19,628	109,732	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$28.7M due to the addition of FY 24, additional federal funds, and additional contribution from others.

0045, 0211, 0217, 0218, 1347, 1348, 1355, 1356, 1373,  
 1426, 1431, 1437, 1443, 1455, 1461, 1467, 1509, 1543



**PROJECT:** Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

**DESCRIPTION:** Federal funding is available to assist non-profit agencies with transportation for the elderly and persons with disabilities. MDOT MTA works with non-profits to apply for federal aid and meet compliance requirements.

**JUSTIFICATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

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

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 24

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

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	68,576	40,885	2,663	5,748	5,005	6,405	3,870	4,000	27,691	0
Total	68,576	40,885	2,663	5,748	5,005	6,405	3,870	4,000	27,691	0
Federal-Aid	54,485	32,333	2,130	4,598	4,004	5,124	3,096	3,200	22,152	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$4.5M due to the addition of FY 24, additional federal funds, and additional contribution from others.



**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacements and preventive maintenance..

**JUSTIFICATION:** These investments will make the Ride On bus system more reliable and efficient while improving passenger access to the Metrorail system.

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

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) - Line 24  
 Corridor Cities Transitway (CCT) - Line 35

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

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

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	4,100	4,009	91	0	0	0	0	0	91	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,152	59,259	2,000	2,000	2,893	2,000	2,000	2,000	12,893	0
Total	76,252	63,268	2,091	2,000	2,893	2,000	2,000	2,000	12,984	0
Federal-Aid	25,873	15,564	1,600	1,600	2,309	1,600	1,600	1,600	10,309	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost decreased by \$4.2M due to the removal of the completed project for compressed natural gas buses and an increase due to the addition of FY 24.





**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 24

**STATUS:** Project funding will support annual bus replacements and improvements to bus stops throughout the county.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,327	7,092	1,534	733	984	984	500	500	5,235	0
Total	12,327	7,092	1,534	733	984	984	500	500	5,235	0
Federal-Aid	5,199	1,012	1,227	586	787	787	400	400	4,187	0



**PROJECT:** Fare Collection System Enhancements and Equipment Preservation

**DESCRIPTION:** Upgrade existing fare collection hardware and software to ensure security compliance, improve customer satisfaction, maximize return on investment on existing system, and provide on-going overhaul and replacement of system components while preparing for next generation system.

**PURPOSE & NEED SUMMARY STATEMENT:** As the existing fare collection system ages it is imperative that MDOT MTA upgrade software and overhaul critical system components to ensure reliable system operation.

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

- |   |  |
|---|--|
| <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 updates and preserves the equipment, ensures the ability to receive and install software security patches, and will improve customer satisfaction by ensuring system reliability.

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

- |  |   |
|--|---|
| <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:** Operating system software and various component overhauls are underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	337	187	150	0	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	65,689	10,943	5,906	1,548	865	13,500	2,500	1,800	26,119	28,627
Total	66,026	11,130	6,056	1,548	865	13,500	2,500	1,800	26,269	28,627
Federal-Aid	6,701	2,320	4,256	125	0	0	0	0	4,381	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased by \$1.8M due to the addition of FY 24.



**PROJECT:** Agencywide Roof Replacement

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

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

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Design is underway for roof replacements.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,031	3,151	1,180	100	300	500	500	1,300	3,880	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,776	10,783	1,526	2,867	2,200	3,400	3,400	2,600	15,993	0
Total	33,807	13,934	2,706	2,967	2,500	3,900	3,900	3,900	19,873	0
Federal-Aid	18,418	7,778	187	2,373	2,000	0	2,960	3,120	10,640	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project increase of \$3.2M due to the addition of FY 24 (\$3.9M) and decrease in required FY 19 budget (\$700K).



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

**PROJECT:** Agencywide Elevator and Escalator Rehabilitation

**DESCRIPTION:** Funding for the rehabilitation and replacement of system wide elevators and escalators that have reached the end of their useful life. Activities include bringing elevators and escalators up to current ADA and safety standards.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide safety critical upgrades to the elevator and escalator infrastructure. Upgrades will also bring all elevators and escalators up to full compliance with modern ADA requirements.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Design will be underway in FY 19.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	223	274	1	1	1	0	0	277	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,500	1,484	417	0	4,699	32,900	16,000	0	54,016	0
Total	56,000	1,707	691	1	4,700	32,901	16,000	0	54,293	0
Federal-Aid	28,483	0	0	0	3,309	12,374	12,800	0	28,483	0

1457, 1458

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

**PROJECT:** Agencywide Radio and Telecommunications Upgrade

**DESCRIPTION:** This project will migrate all MDOT MTA radio users from 490 MHz to the Maryland (MD) First responders Interoperable Radio System Team (FiRST) Statewide 700 MHz Radio Communications System. This includes upgrading the current MD FiRST Baltimore cell with additional channel capacity to safely accommodate the additional MDOT MTA users, installation of new dispatching consoles, and installation of new subscriber radios.

**PURPOSE & NEED SUMMARY STATEMENT:** The 490 MHz network will no longer be useable beginning in FY 2022 due to Federal Law, 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. MDOT MTA will be joining the Maryland Statewide network.

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

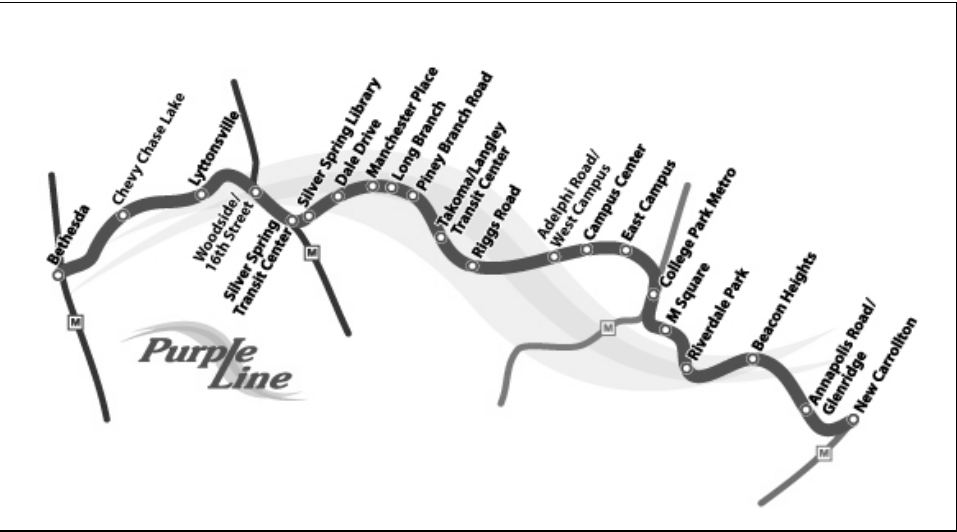
**STATUS:** Construction is underway.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	382	218	0	0	0	0	0	218	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,580	7,284	3,900	7,331	4,934	6,131	0	0	22,296	0
Total	30,180	7,666	4,118	7,331	4,934	6,131	0	0	22,514	0
Federal-Aid	5,864	0	0	5,864	0	0	0	0	5,864	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** 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 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.

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

ASSOCIATED IMPROVEMENTS:

Purple Line: Third-Party Funded Projects - Line 33.

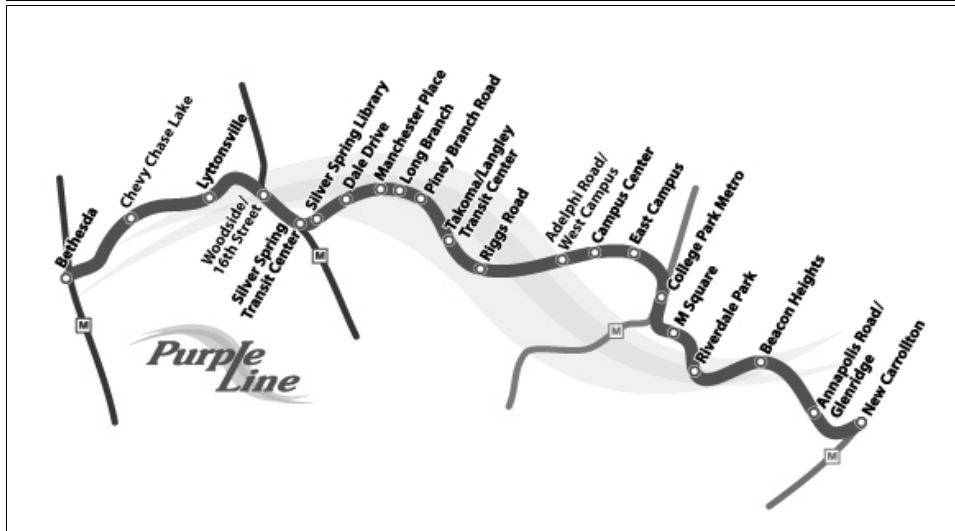
**STATUS:** Design activities and construction are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	300,945	227,372	22,573	19,000	19,000	13,000	0	0	73,573	0
Right-of-way	229,600	178,533	51,067	0	0	0	0	0	51,067	0
Construction	894,704	409,809	78,852	156,133	127,446	89,600	32,864	0	484,895	0
Total	1,478,256	868,721	152,492	175,133	146,446	102,600	32,864	0	609,535	0
Federal-Aid	960,432	321,447	136,242	187,623	230,372	84,748	0	0	638,985	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost decreased by \$2.1M due to credits received to offset expenditures.

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

Note: Total estimated cost does not include investments by concessionaire or future availability payments.  
1042



**PROJECT:** Purple Line: Third-Party Funded Projects

**DESCRIPTION:** Montgomery County has elected to fund a program of projects that will be implemented through and associated with the Purple Line. Projects include a new southern entrance to the Bethesda Red Line station, Capital Crescent Trail, and the Silver Spring Green Trail along Wayne Avenue. In addition, the University of Maryland has funded a project to pave a .95 mile bicycle path.

**PURPOSE & NEED SUMMARY STATEMENT:** To further enhance the transportation and quality of life benefits of the Purple Line and Capital Crescent Trail, Montgomery County and the University of Maryland are adding additional access features.

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

- |  |   |
|--|---|
| <input 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       |

**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

- |  |   |
|--|---|
| <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:**  
Purple Line - Line 32.

**STATUS:** Design activities and construction are underway.

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	190	190	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	144,331	34,607	37,608	33,064	27,468	11,584	0	0	109,724	0
Total	144,521	34,797	37,608	33,064	27,468	11,584	0	0	109,724	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



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

**PROJECT:** Statewide Transit Innovation Grant

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

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

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

- |  |   |
|--|---|
| <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:** Awards were made to Baltimore City for signage and maps, Cecil County to develop the Easy Pay Mobile Ticketing and Transfer System, Charles County to install security camera systems at two park and ride facilities, Howard County for the rollout of a modern mobile fare payment system for the Regional Transportation Agency of Central Maryland (RTA), and Queen Anne's County to purchase a scheduling software system.

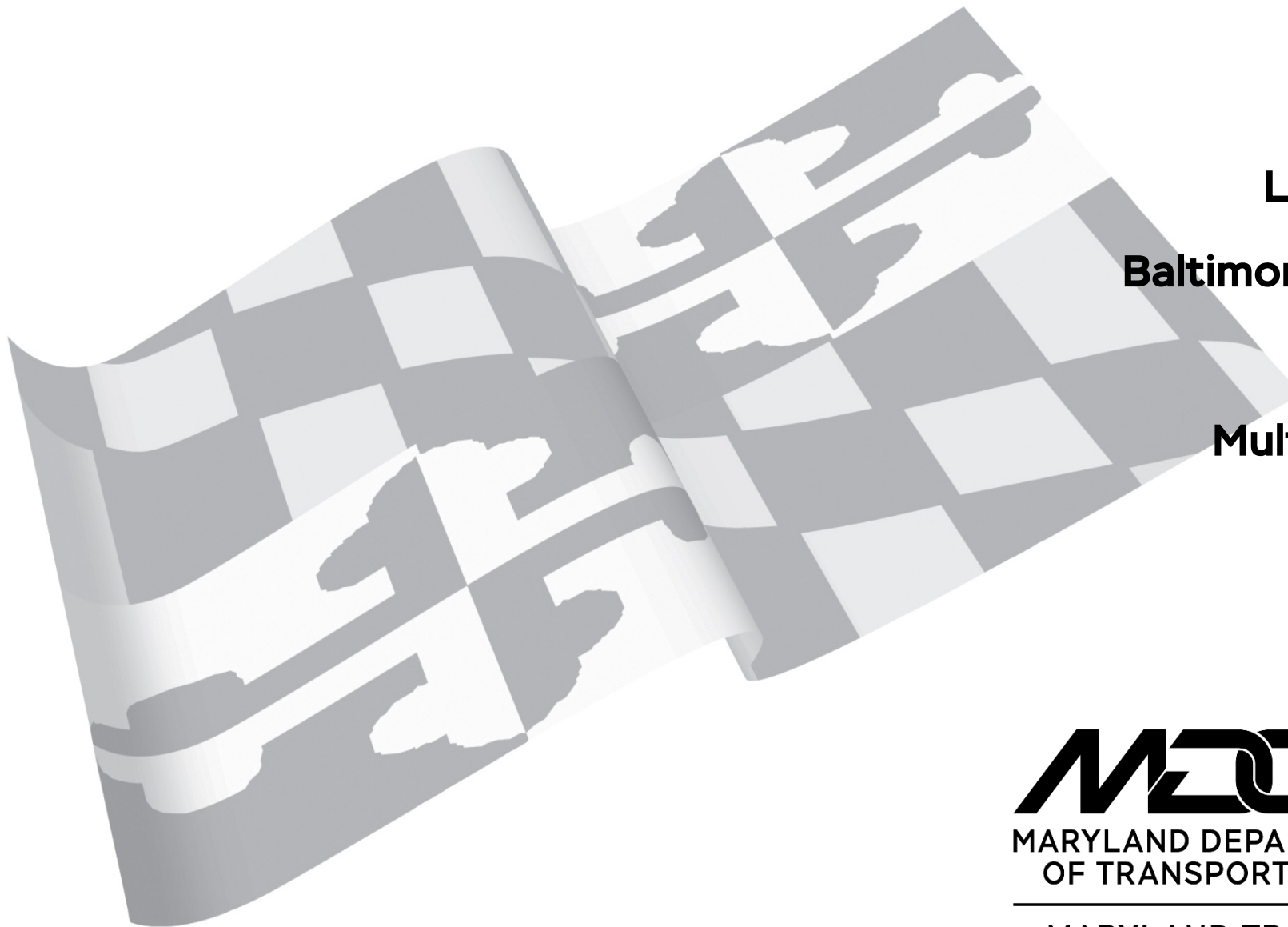
**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	2,000	0	500	1,500	0	0	0	0	2,000	0
Total	2,000	0	500	1,500	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**MARC**

**Light Rail**

**Baltimore Metro**

**Bus**

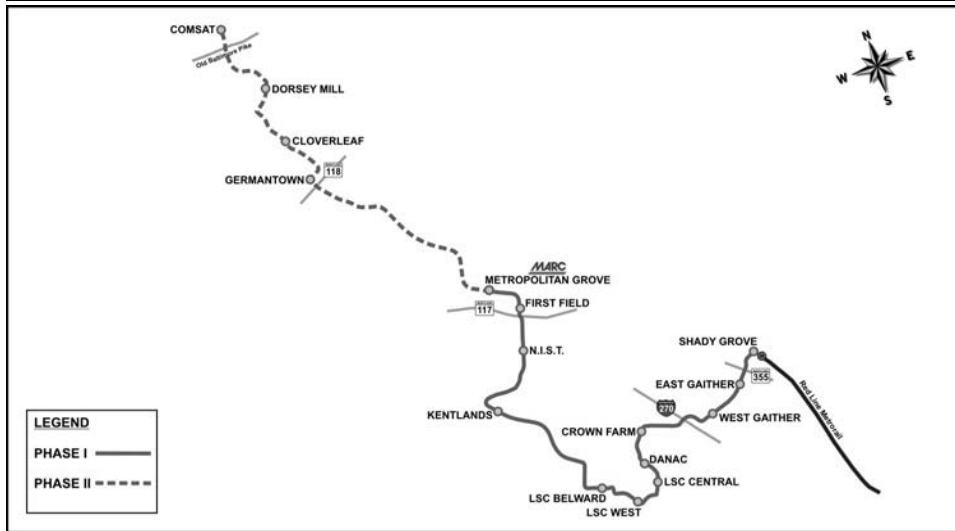
**Multi-Modal**



**MARYLAND TRANSIT  
ADMINISTRATION**

## **MDOT 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 ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet to Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

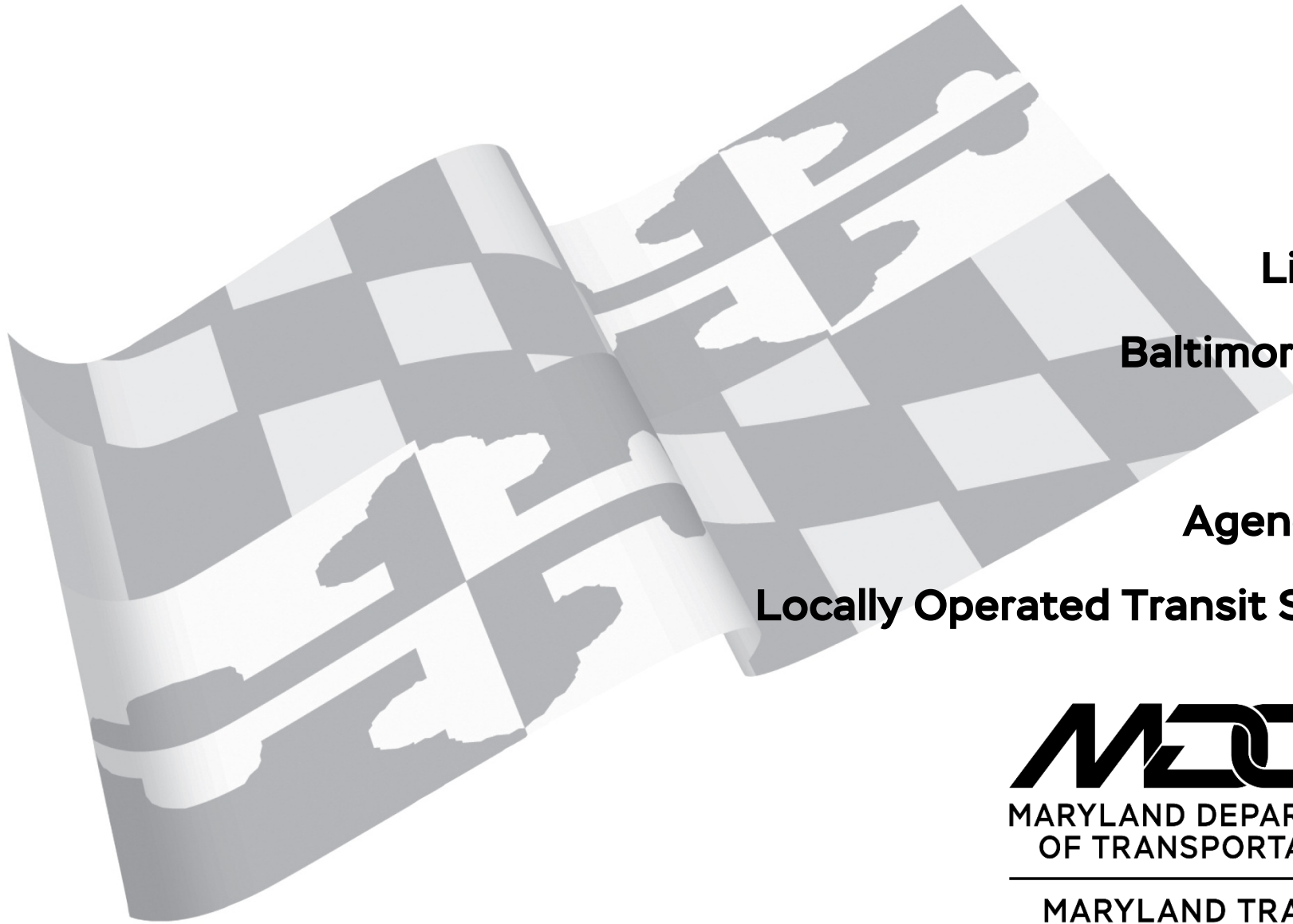
Montgomery County Local Bus Program - Line 26.  
 SHA-M-1 - I-270/Watkins Mill Road Extended  
 SHA-F-14 - US 15 (D&E)  
 SHA-M-14 - MD 117 (D&E)

**STATUS:** Updates to the 30% design are ongoing. This project will be transferred to Montgomery County at the end of calendar year 2018.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	42,408	38,565	3,843	0	0	0	0	0	3,843	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
Total	260,811	38,565	3,843	0	0	0	0	0	3,843	218,403
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0





**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MARYLAND DEPARTMENT  
OF TRANSPORTATION**

**MARYLAND TRANSIT  
ADMINISTRATION**

**MDOT MTA MINOR PROJECTS**



## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSIT ADMINISTRATION - LINE 36

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>AGENCY WIDE IMPROVEMENTS FY 2019 AND 2020</u></b>		
1	AGY ADA COMPLIANCE (0266)	2,220	Ongoing
2	AGY BICYCLE INITIATIVES (1449)	1,479	Ongoing
3	AGY BRIDGE & SUBWAY INSPECTION FUND (0608)	2,793	Ongoing
4	AGY CAPITAL PROGRAM SUPPORT FUND (1239)	6,371	Ongoing
5	AGY CORROSION CONTROL SERVICES PROGRAM (0752)	1,830	Ongoing
6	AGY CTIPP IT EQUIPMENT (1103)	2,057	Ongoing
7	AGY ENERGY SAVINGS INITIATIVES (1422)	1,140	Ongoing
8	AGY ENVIRONMENTAL COMPLIANCE FUND (1149)	5,725	Ongoing
9	AGY ENVIRONMENTAL PLANNING FUND (1523)	500	Ongoing
10	AGY INFORMATION TECHNOLOGY PRESERVATION FUND (1396)	1,015	Ongoing
11	AGY MISC ENGINEERING PROJECTS (1070)	1,213	Ongoing
12	AGY NON-REVENUE VEHICLES FUND (1079)	4,593	Ongoing
13	AGY OWNER CONTROLLED INSURANCE PROGRAM FUND (0832)	2,492	Ongoing
14	AGY PARKING LOT INITIATIVES (0177)	5,298	Ongoing
15	AGY PAVEMENT INSPECTION FUND (0470)	978	Ongoing
16	AGY PLANNING STUDIES FUND (0510)	4,117	Ongoing
17	AGY RAIL PURCHASE FUND (0660)	3,229	Ongoing
18	AGY STANDARD SPECS & DETAILS FUND (0221)	494	Ongoing
19	AGY TELECOMMUNICATIONS PRESERVATION FUND (0493)	1,002	Ongoing
20	AGY TOD & SMART GROWTH FUND (1190)	808	Ongoing
21	AGY TRANSIT OPERATIONS SUPPORT (1213)	1,795	Ongoing
22	AGY TRAPEZE INSTALLS AND UPGRADES (1482)	1,400	Ongoing
23	AGY WICOMICO DEMOLITION AND HAZMAT ABATEMENT (1392)	50	Ongoing
24	AGY CCTV BUS VAULTING LANES (1496)	525	Underway
25	AGY COMMUNICATIONS SYSTEMS UPGRADES & SUPPORT (1367)	862	Underway
26	AGY FIBER OPTIC CONNECTION (1486)	1,761	Underway
27	AGY GUARANTEED RIDE HOME (1419)	107	Underway
28	AGY HOWARD COUNTY BRT (1481)	700	Underway
29	AGY MTA POLICE VIDEO MGMT SYSTEM REPLACEMENT (1516)	225	Underway
30	AGY REGIONAL TRANSIT PLAN (1515)	4,000	Underway
31	AGY SAFETY AND CLAIMS MANAGEMENT SYSTEMS (1473)	515	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 36 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<u><b>AGENCY WIDE IMPROVEMENTS FY 2019 AND 2020 (cont'd)</b></u>		
32	AGY SIGNAGE IMPROVEMENTS (0843)	3,843	Underway
33	AGY STATION ACCESS IMPROVEMENTS (1540)	450	Underway
34	AGY TICC & MOBILITY CONTACT CENTER SOFTWARE UPGRADE (1497)	350	Underway
35	AGY TMDL COMPLIANCE (1452)	10,066	Underway
36	AGY TRANSIT ASSET MANAGEMENT (1435)	2,796	Underway



# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND TRANSIT ADMINISTRATION - LINE 37

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>BUS IMPROVEMENTS FY 2019 AND 2020</u></b>		
37	BUS FACILITIES MAINTENANCE AND EQUIPMENT FUND (1096)	3,140	Ongoing
38	BUS FACILITIES PRESERVATION FUND (0193)	4,661	Ongoing
39	BUS ROLLING STOCK PRESERVATION FUND (0554)	3,584	Ongoing
40	BUS BALTIMORELINK BUS SHELTER (1536)	2,149	Underway
41	BUS BUSH DIVISION HISTORIC GABLE WINDOW REPLACEMENT (1527)	1,750	Underway
42	BUS DIVISION WIRELESS UPGRADE (1504)	780	Underway
43	BUS HYBRID BATTERY REPLACEMENT (1436)	6,344	Underway
44	BUS MINI OVERHAUL (1510)	762	Underway
45	BUS WASHINGTON BLVD PAINT BOOTH REPLACEMENT (1528)	1,538	Underway
46	BUSH BUILDING 5 HVAC MECHANICAL EQUIPMENT REPLACEMENT (1529)	87	Underway
47	S WASHINGTON BLVD BLDGS 3 & 4 UPGRADES AND RENOVATION (1520)	6,624	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSIT ADMINISTRATION - LINE 38

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LIGHT RAIL IMPROVEMENTS FY 2019 AND 2020</u></b>		
48	LTR ACCESS ROAD AND GATE PRESERVATION FUND (1189)	520	Ongoing
49	LTR BRIDGE PRESERVATION FUND (0248)	2,715	Ongoing
50	LTR CATENARY PRESERVATION FUND (1254)	1,733	Ongoing
51	LTR DRAINAGE IMPROVEMENTS FUND (0856)	6,897	Ongoing
52	LTR ELECTRICAL BOX REPLACEMENT ALL LTR STATIONS FUND (1187)	396	Ongoing
53	LTR GRADE CROSSING REPLACEMENT FUND (1048)	1,116	Ongoing
54	LTR INTERLOCKING RENEWALS FUND (1451)	788	Ongoing
55	LTR PRESERVATION FUND (0005)	3,637	Ongoing
56	LTR RAIL INSTALLATION FUND (0797)	1,419	Ongoing
57	LTR RAILROAD WORKER PROTECTION EQUIPMENT FUND (1364)	470	Ongoing
58	LTR REFURBISHING OF CARWASH FUND (1188)	787	Ongoing
59	LTR SUBSTATION PRESERVATION FUND (1227)	578	Ongoing
60	ATENARY SURGE PROTECTION DEVICE GROUNDING REPLACEMENT (1522)	357	Underway
61	ATION TRAIN DETECTION AND WORKER WARNING SYSTEM (SRD) (1508)	3,388	Underway
62	HT RAIL NORTH END 5KV SIGNAL POWER SYSTEM REPLACEMENT (1531)	3,234	Underway
63	LTR FLEXI FLOW (1538)	12	Underway
64	LTR TRAIN CONTROL SIGNALS UPS UPGRADE (1521)	222	Underway
65	LTR TRAIN TRAFFIC MANAGEMENT UPGRADE (1499)	1,147	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 39**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>MARC IMPROVEMENTS FY 2019 AND 2020</u></b>		
66	MARC FACILITY IMPROVEMENT FUND (0199)	2,606	Ongoing
67	MARC PARKING LOT PRESERVATION FUND (1006)	1,976	Ongoing
68	MARC ROLLING STOCK PRESERVATION FUND (0634)	4,332	Ongoing
69	MARC STRUCTURAL INSPECTION SERVICES D&E (1376)	84	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 40**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
70	<u>METRO IMPROVEMENTS FY 2018 COMPLETIONS</u> METRO THIRD RAIL COVER BOARD (1425)	2,248	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>METRO IMPROVEMENTS FY 2019 AND 2020</u></b>		
71	METRO BRIDGE & ELEVATED STRUCTURES PRESERVATION FUND (0239)	2,911	Ongoing
72	METRO RAIL INSTALLATION FUND (0868)	3,829	Ongoing
73	METRO SYSTEM PRESERVATION FUND (0179)	5,354	Ongoing
74	METRO TUNNEL PRESERVATION FUND (0529)	4,425	Ongoing
75	RO SIGNAL AND TRACTION POWER SYSTEM PRESERVATION FUND (0840)	2,440	Ongoing
76	YEARLY TESTING AND REPAIR OF FIRE PROTECTION SERVICES (1186)	1,259	Ongoing
77	METRO STAT X FIRE EXTINGUISHING AGENT REPLACEMENT (1480)	2,021	Underway
78	METRO TUNNEL AND STATION DOOR REPAIR/REPLACEMENT (1498)	832	Underway
79	METRO UPS BATTERY REPLACEMENT (1535)	2,775	Underway
80	METRO WAYSIDE EMERGENCY TELEPHONE SYSTEMS (1288)	8,187	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 42**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
81	<u><b>MOBILITY IMPROVEMENTS FY 2019 AND 2020</b></u> MOL MISC. IMPROVEMENTS FUND (1166)	2,650	Ongoing
82	MOBILTY CAD/AVL SYSTEM REPLACEMENT (1483)	6,400	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 43**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
83	<u>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2018 COMPLETIONS</u> ITP REAL TIME PASSENGER INFORMATION SYSTEM (1418)	5,267	Complete

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 44**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
84	<u><b>INFORMATION TECHNOLOGY IMPROVEMENTS FY 2019 AND 2020</b></u> ITP DISASTER RECOVERY ENVIRONMENT FOR VMWARE (1495)	88	Underway
85	ITP SWITCH REPLACEMENT (1494)	1,531	Underway



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
86	<u>LOTS IMPROVEMENTS FY 2019 AND 2020</u> LOTS JOB ACCESS AND REVERSE COMMUTE PROGRAM - HB 1468 (1542)	400	Underway
87	LOTS TDP (1442)	780	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46

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 2018 COMPLETIONS</u></b>		
1	1 Small Replacement Bus - 293 (FY18)	80	Complete
2	Preventive Maintenance (FY16)	350	Complete
3	Preventive Maintenance (FY17)	350	Complete
4	Replacement Bus 12/2 (FY15)	55	Complete
5	Replacement Bus 8/2 (FY15)	50	Complete
6	Security System for Transit Facility (FY16)	8	Complete
7	Small Cutaway Replacement 297 (FY17)	65	Complete
8	Small Cutaway Replacement 302 (FY17)	75	Complete
	<b><u>ANNAPOLIS FY 2018 COMPLETIONS</u></b>		
1	1 Small Replacement Bus - 2112 (FY18)	79	Complete
2	1 Small Replacement Bus - 2212 (FY18)	80	Complete
3	Heavy Duty Floor Jacks (FY17)	9	Complete
4	Maintenance Shop Rehabilitation	105	Complete
5	Scan Tool (FY18)	6	Complete
6	Support Vehicle Replacement 76 (FY17)	25	Complete
	<b><u>ANNE ARUNDEL COUNTY FY 2018 COMPLETIONS</u></b>		
1	4 Small Buses for Ft. Meade Shuttle (FY17)	320	Complete
2	Ridesharing (FY17)	197	Complete
3	Ridesharing (FY18)	197	Complete
	<b><u>BALTIMORE CITY FY 2018 COMPLETIONS</u></b>		
1	Ridesharing (FY16)	31	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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>BALTIMORE COUNTY FY 2018 COMPLETIONS</u></b>		
1	BMC Ridesharing (FY16)	170	Complete
	<b><u>CALVERT COUNTY FY 2018 COMPLETIONS</u></b>		
1	1 Small Expansion Bus (FY18 5339)	70	Complete
2	1 Small Replacement Bus - 131 (FY18 5339)	70	Complete
3	1 Small Replacement Bus - 133 (FY18 5339)	70	Complete
4	1 Small Replacement Bus (FY17 5339)	67	Complete
5	2 Fleet Radios (FY14)	5	Complete
6	AVL Equipment (FY18 5339)	4	Complete
7	Dispatch Software (FY14)	32	Complete
8	Electronic Farebox (FY18 5339)	14	Complete
9	Electronic Fareboxes (FY15 5339)	30	Complete
10	In-Vehicle Camera System (FY13)	50	Complete
11	Ridesharing (FY17)	9	Complete
	<b><u>CARROLL COUNTY FY 2018 COMPLETIONS</u></b>		
1	1 Small Replacement Bus - 3380 (FY18)	61	Complete
2	2 Small Expansion Buses (FY14 5307)	122	Complete
3	2 Small Replacement Buses (FY14 5307)	120	Complete
4	6 Small Bus Replacements (FY15)	366	Complete
5	6 Small Bus Replacements (FY17)	383	Complete
6	Preventive Maintenance (FY16)	200	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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>CECIL COUNTY FY 2018 COMPLETIONS</u></b>			
1	2 Small Replacement Buses (FY16)	152	Complete
2	3 Bus Wraps (FY15)	13	Complete
3	3 Surveillance Cameras	61	Complete
4	Annunciators (FY17)	17	Complete
5	Automated Stop Annunciator (AVA) (FY16)	82	Complete
6	Mobile Radios (FY16)	29	Complete
7	2 Small Replacement Buses (FY13)	200	Ongoing
8	1 Small Replacement Bus - 222 (FY18)	77	Underway
9	1 Small Replacement Bus - 228 (FY18)	200	Underway
<b><u>CHARLES COUNTY FY 2018 COMPLETIONS</u></b>			
1	1 Expansion Bus (FY15) Converted to 2 Small Expansion Buses	148	Complete
2	3 Medium Replacement Buses (FY16) Converted to 6 Small Replacement Buses	466	Complete
3	GFI Fareboxes (2) (FY18)	31	Complete
4	Onboard Security Camera System (FY16)	138	Complete
5	Preventive Maint (FY17)	227	Complete
6	Preventive Maintenance (FY18)	227	Complete
7	Small Cutaway CS46 (FY17)	67	Complete
8	Small Cutaway CS57 (FY17)	67	Complete

# **LOCALLY OPERATED TRANSIT SYSTEMS**

## **MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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>DORCHESTER COUNTY FY 2018 COMPLETIONS</u></b>		
1	1 Small Replacement Bus - 156 (FY18)	78	Complete
2	1 Small Replacement Bus - 163 (FY18)	78	Complete
3	3 Small Cutaway Replacement Buses (FY16)	210	Complete
4	Preventive Maintenance (FY18)	75	Complete
5	Small Cutaway 155 (FY17)	68	Complete
6	Small Cutaway 157 (FY17)	68	Complete
7	Small Cutaway 160 (FY17)	68	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS</u></b>			
1	Action in Maturity - 1 Small Replacement Bus (FY16/17)	60	Complete
2	Action in Maturity - 1 Small Replacement Bus (FY17 SS)	60	Complete
3	Action in Maturity - Preventive Maintenance (FY16/17)	12	Complete
4	Adult Day Care Corp of Calvert County - Preventive Maintenance (FY16/17)	3	Complete
5	Allegany County HRDC, Inc. - Preventive Maintenance (FY16/17)	27	Complete
6	Allegany County HRDC, Inc. - Small Expansion Bus (FY18/19)	65	Complete
7	Appalachian Parent Assoc - Small Replacement Bus - 15 (FY18/19)	65	Complete
8	Appalachian Parent Assoc - 1 Small Replacement Bus (FY16/17)	60	Complete
9	ARC of Carroll County - 1 Small Expansion Bus (FY16/17)	60	Complete
10	ARC of Carroll County - 1 Small Replacement Bus (FY16/17)	60	Complete
11	ARC of Carroll County - 2 Small Replacement Buses (FY18/19)	130	Complete
12	ARC of Northern Chesapeake - Preventive Maintenance (FY16/17)	22	Complete
13	ARC of Northern Chesapeake Region - 1 Small Expansion Bus (FY18/19)	65	Complete
14	ARC of Northern Chesapeake Region - 1 Small Replacement Bus (FY18/19)	65	Complete
15	ARC of Northern Chesapeake Region - 2 Small Replacement Buses (FY16/17)	120	Complete
16	ARC of Washington County - 1 Small Replacement Bus (FY16/17)	60	Complete
17	ARC of Washington County - 1 Small Replacement Bus (FY18/19)	65	Complete
18	Arundel Lodge - 1 Small Replacement Bus - 6 (FY18/19)	65	Complete
19	Associated Catholic Charities - 1 Small Expansion Bus (FY16/17)	60	Complete
20	Associated Catholic Charities - 1 Small Replacement Buses (FY18/19)	65	Complete
21	Associated Catholic Charities - 2 Small Replacement Buses (FY16/17)	120	Complete
22	Associated Catholic Charities - Preventive Maintenance (FY16/17)	18	Complete
23	Athelas - 2 Small Replacement Buses (FY18/19)	130	Complete
24	Bay Community Support Services - 1 Small Expansion Bus (FY18/19)	65	Complete
25	Bay Community Support Services - 3 Small Replacement Buses (FY18/19)	195	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS (cont'd)</u></b>		
26	Bayside Community Network - 1 Small Replacement Bus (FY16/17)	60	Complete
27	Bayside Community Network - 1 Small Replacement Bus (FY17 SS)	60	Complete
28	Bayside Community Network - 2 Small Replacement Buses (FY18/19)	130	Complete
29	Center for Life Enrichment - 2 Small Replacement Buses (FY16/17)	120	Complete
30	Center for Life Enrichment - 2 Small Replacement Buses (FY17 SS)	120	Complete
31	Change, Inc. - 2 Small Replacement Buses (FY18/19)	130	Complete
32	Charles County Nursing and Rehabilitation - 1 Small Replacement Bus (FY16/17)	60	Complete
33	Charles County Nursing and Rehabilitation - 2 Small Replacement Buses (FY18/19)	130	Complete
34	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY16/17)	24	Complete
35	Chesapeake Care Resources, Inc. - 1 Small Replacement Bus (FY17 SS)	60	Complete
36	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses (FY16/17)	120	Complete
37	Chesapeake Care Resources, Inc. - 2 Small Replacement Buses (FY18/19)	130	Complete
38	Chesapeake Care Resources, Inc. - 6 Wheelchair Accessibility Systems (FY17 SS)	3	Complete
39	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY16/17)	33	Complete
40	Comprehensive Housing Assistance - 1 Small Expansion Bus (FY16/17)	60	Complete
41	Comprehensive Housing Assistance - 1 Small Expansion Bus (FY17 SS)	60	Complete
42	Daybreak Adult Day Services - 1 Small Replacement Bus (FY16/17)	60	Complete
43	Daybreak Adult Day Services - Preventive Maintenance (FY16/17)	21	Complete
44	Delmarva Community Services - Mobility Management (FY18/19 5310)	325	Complete
45	Delmarva Community Transit - 1 Small Replacement Bus (FY16/17)	60	Complete
46	Delmarva Community Transit - 3 Small Replacement Buses (FY17 SS)	180	Complete
47	Delmarva Community Transit - 3 Small Replacement Buses (FY18/19)	195	Complete
48	Diakon - 1 Small Replacement Bus (FY16/17)	60	Complete
49	Diakon - 1 Small Replacement Bus (FY18/19)	65	Complete
50	Dorchester County Comm on Aging (Pleasant Day) - 1 Small Replacement Bus (FY16/17)	60	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS (cont'd)</u></b>		
51	Dorchester County Comm on Aging (Pleasant Day) - 1 Small Replacement Bus (FY17 SS)	60	Complete
52	Dorchester County Comm on Aging (Pleasant Day) - Preventive Maintenance (FY16/17)	17	Complete
53	Dove Pointe, Inc. - 2 Small Replacement Buses (FY16/17)	120	Complete
54	Dove Pointe, Inc. - 2 Small Replacement Buses (FY17 SS)	120	Complete
55	Dove Pointe, Inc. - 2 Small Replacement Buses (FY18/19)	130	Complete
56	Dove Pointe, Inc. - Preventive Maintenance (FY16/17)	57	Complete
57	Easter Seals Baltimore - 2 Small Expansion Buses (FY16/17)	120	Complete
58	Easter Seals Baltimore - 2 Small Expansion Buses (FY17 SS)	120	Complete
59	Easter Seals Hagerstown - 1 Small Expansion Bus (FY18/19)	65	Complete
60	Easter Seals Hagerstown - 1 Small Replacement Bus (FY16/17)	60	Complete
61	Easter Seals Hagerstown - Preventive Maintenance (FY16/17)	18	Complete
62	Family & Children's Services of Central MD - 1 Small Expansion Bus (FY16/17)	60	Complete
63	Freedom Landing - 2 Expansion Minivans (FY16/17)	80	Complete
64	Friends Aware - 1 Small Replacement Bus (FY16/17)	60	Complete
65	Friends Aware - 1 Small Replacement Bus (FY17 SS)	60	Complete
66	Friends Aware - 1 Small Replacement Bus (FY18/19)	65	Complete
67	Harford Center - 1 Small Expansion Bus (FY18/19)	65	Complete
68	Harford Center - 2 Small Replacement Buses (FY18/19)	130	Complete
69	Hopkins Elder Plus - 1 Small Replacement Bus (FY18/19)	65	Complete
70	Hopkins Elder Plus - 2 Small Replacement Buses (FY16/17)	120	Complete
71	HUMANIM - 1 Small Replacement Bus (FY18/19)	65	Complete
72	HUMANIM - 1 Small Replacement Bus + Optional Equipment (FY17 SS)	63	Complete
73	HUMANIM - 2 Small Replacement Buses (FY16/17)	120	Complete
74	HUMANIM - Preventive Maintenance (FY16/17)	20	Complete
75	Kent Center - 1 Small Replacement Bus (FY16/17)	60	Complete



## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS (cont'd)</u></b>			
76	Kent Center - 2 Small Replacement Buses (FY17 SS)	120	Complete
77	Kent Center - Preventive Maintenance (FY12)	2	Complete
78	LifeBridge Health - 1 Small Expansion Bus (FY16/17)	60	Complete
79	LifeBridge Health - 2 Small Replacement Buses (FY16/17)	120	Complete
80	LifeBridge Health - 2 Small Replacement Buses (FY18/19)	130	Complete
81	Lifestyles, Inc. - 1 Small Expansion Bus (FY16/17)	60	Complete
82	Lifestyles, Inc. - 1 Small Expansion Bus (FY17 SS)	60	Complete
83	Lower Shore Enterprises - 2 Small Replacement Buses (FY16/17)	120	Complete
84	Lower Shore Enterprises - 2 Small Replacement Buses (FY18/19)	130	Complete
85	Mosaic - 1 Small Replacement Bus (FY18/19)	65	Complete
86	Partners In Care - 2 Small Expansion Buses (FY18/19)	130	Complete
87	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY17 SS)	60	Complete
88	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY18/19)	65	Complete
89	Progress Unlimited, Inc. - 2 Small Expansion Buses (FY16/17)	120	Complete
90	Progress Unlimited, Inc. - 2 Small Expansion Buses (FY18/19)	130	Complete
91	Providence Center - 3 Small Expansion Buses (FY18/19)	195	Complete
92	Providence Center - Equipment - radios (FY16/17)	58	Complete
93	Shore Up! - 2 Small Replacement Buses (FY18/19)	130	Complete
94	Spring Dell - 1 Small Replacement Bus (FY17 SS)	60	Complete
95	Spring Dell - 1 Small Replacement Bus (FY18/19)	65	Complete
96	Spring Dell - 2 Small Replacement Buses (FY16/17)	120	Complete
97	St. Mary's Adult Medical Day Care - 1 Small Replacement Bus (FY18/19)	65	Complete
98	Star Community - 1 Small Replacement Bus (FY16/17)	60	Complete
99	The League for People with Disabilities - 2 Small Expansion Buses (FY18/19)	130	Complete
100	The League for People with Disabilities - 3 Small Replacement Buses (FY18/19)	195	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS (cont'd)</u></b>			
101	Unified Community Connections - Preventive Maintenance	12	Complete
102	Unified Community Connections - 1 Small Replacement Bus (FY16/17)	60	Complete
103	Unified Community Connections - 3 Small Expansion Buses (FY18/19)	195	Complete
104	Unified Community Connections - 4 Small Replacement Buses (FY17 SS)	240	Complete
105	Union Hospital of Cecil County - 1 Small Replacement Bus (FY18/19)	65	Complete
106	Washington County CAC = 1 Small Replacement Bus (FY18/19)	65	Complete
107	Washington County HDC - Preventive Maintenance (FY16/17)	6	Complete
108	Way Station - 1 Small Expansion Bus (FY18/19)	65	Complete
109	Way Station - 1 Small Replacement Bus (FY18/19)	65	Complete
110	Winter Growth - 1 Small Replacement Bus (FY16/17)	60	Complete
111	Winter Growth - 1 Small Replacement Bus (FY17 SS)	60	Complete
112	Worcester County Developmental Center - Preventive Maintenance (FY16/17)	42	Complete
113	Worcester County Developmental Center - Preventive Maintenance (FY17 SS)	42	Complete
<b><u>FREDERICK COUNTY FY 2018 COMPLETIONS</u></b>			
1	1 Small Expansion Bus (No. Fred. Shuttle) (FY18)	72	Complete
2	3 Small Replacement Buses - 37833, 37834, 37903 (FY18)	217	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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 2018 COMPLETIONS</u></b>			
1	1 Small Replacement Bus (FY14)	48	Complete
2	2 Small Cutaway Replacement Buses (FY16)	120	Complete
3	3 Small Bus Replacements - 179, 180, 182 (FY18)	188	Complete
4	3 Small Bus Replacements (FY15)	180	Complete
5	On Board Cameras (FY16)	75	Complete
6	Preventive Maintenance (FY16)	215	Complete
7	Small Cutaway 172 (FY17)	67	Complete
8	Small Cutaway 176 (FY17)	67	Complete
9	Small Cutaway 181 (FY17)	67	Complete
10	Two-way radio (FY17)	29	Complete
<b><u>HARFORD COUNTY FY 2018 COMPLETIONS</u></b>			
1	Bus Stop Info Signs (FY13)	15	Complete
2	Preventive Maintenance (FY17)	325	Complete
3	Preventive Maintenance (FY18)	425	Complete
4	Rideshare (FY17)	88	Complete
5	Vehicle Video Security Sys Funds (FY17)	55	Complete
6	Vehicle Video Security System (FY15)	150	Complete
<b><u>HOWARD COUNTY FY 2018 COMPLETIONS</u></b>			
1	Diesel Paratransit Cutaway Buses (FY16)	874	Complete
2	Ridesharing (FY18)	131	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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>MONTGOMERY COUNTY FY 2018 COMPLETIONS</u></b>		
1	Bus Replacement (FY16)	2,000	Complete
2	Bus Replacement (FY17)	2,000	Complete
3	Preventive Maintenance (FY18 WAG)	5,600	Complete
4	Ridesharing (FY16)	372	Complete
5	Ridesharing (FY17)	372	Complete
	<b><u>OCEAN CITY FY 2018 COMPLETIONS</u></b>		
1	1 ADA Cutaway Bus (FY17 5339)	68	Complete
2	1 Heavy Duty Bus 40' (FY16 5311)	454	Complete
3	2 Heavy Duty Buses (FY17 5339)	935	Complete
4	2 Heavy Duty Replacement Buses - 1752, 1756 (FY18 5339)	935	Complete
5	3 Heavy Duty Buses 40' (FY16 5339)	1,362	Complete
6	3 Large Replacement Buses (FY14 5309)	1,362	Complete
7	Bus Surveillance System (FY17 5339)	500	Complete
8	Preventive Maintenance (FY18 5311)	600	Complete
	<b><u>PRINCE GEORGE'S COUNTY FY 2018 COMPLETIONS</u></b>		
1	Ridesharing (FY16)	269	Complete
2	Ridesharing (FY17)	269	Complete
	<b><u>QUEEN ANNE'S COUNTY FY 2018 COMPLETIONS</u></b>		
1	2 Small Replacement Buses - 262, 350 (FY18)	134	Complete
2	Preventive Maintenance (FY18)	65	Complete

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (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>ST. MARY'S COUNTY FY 2018 COMPLETIONS</u></b>			
1	2 Medium Duty Replacement Buses (FY14 5307) Converted to 5 Small Rpcmt Buses	387	Complete
2	2 Medium Replacement Buses (FY13) Converted to 3 Small Rpcmt Buses	233	Complete
3	3 Small Replacement Buses - 41, 42, 44 (FY18)	269	Complete
<b><u>TALBOT COUNTY FY 2018 COMPLETIONS</u></b>			
1	2 Small Replacement Buses - 201, 940 (FY18 5339)	158	Complete
2	3 Small Cutaway Buses (FY17)	206	Complete
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2018 COMPLETIONS</u></b>			
1	3 Small Cutaway Replacement Buses (FY16)	210	Complete
2	Expansion - Small Expansion Small Bus (FY15 5339)	62	Complete
3	Expansion Bus (FY15 5307)	62	Complete
4	Mobility Management (FY17)	143	Complete
5	Mobility Management (FY18 5307)	143	Complete
6	Preventive Maintenance (FY18 5307)	826	Complete
7	Small Cutaway 45 (FY17)	71	Complete
8	Small Cutaway 46 (FY17)	71	Complete
9	Small Cutaway 70 (FY17)	71	Complete
<b><u>WASHINGTON COUNTY FY 2018 COMPLETIONS</u></b>			
1	1 Small Replacement Bus (FY16)	74	Complete
2	Fuel Monitoring System (FY16)	16	Complete
3	On-Board Surveillance Cameras	80	Complete
4	On-Vehicle Video Surveillance	82	Complete
5	Small Bus Replacement (FY15)	70	Complete

## **LOCALLY OPERATED TRANSIT SYSTEMS**

### **MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<p style="text-align: center;"><b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b></p> <p style="text-align: center;"><b><u>WICOMICO COUNTY FY 2018 COMPLETIONS</u></b></p> <p>1     See Tri-County Council for the Lower Eastern Shore for Projects</p> <p style="text-align: center;"><b><u>WORCESTER COUNTY FY 2018 COMPLETIONS</u></b></p> <p>1     See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects</p>		

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ALLEGANY COUNTY FY 2019 AND 2020</u></b>			
1	3 Small Replacement Buses (FY13)	205	Complete
2	Preventive Maintenance (FY19)	350	FY 2019
3	Small Replacement Bus - 630 (FY19)	60	FY 2019
4	Transportation Development Plan (FY19)	100	FY 2019
5	Vehicle Cameras APC (FY15)	237	FY 2019
6	Vehicle Parking Addition (FY16)	12	FY 2019
7	1 Medium Replacement Bus - 304 (FY18)	300	FY 2020
8	1 Medium Replacement Bus - 305 (FY18)	300	FY 2020
9	1 Medium Replacement Bus (FY13)	309	FY 2020
10	Medium Duty under 30' Replacement 303 (FY17)	175	FY 2020
11	Medium Replacement Bus - 307 (FY19)	249	FY 2020
12	Passenger Facility Construction (FY17)	350	Ongoing
13	Preventive Maintenance (FY18)	350	Ongoing
<b><u>ANNAPOLIS FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19)	400	FY 2019
2	Small Cutaway Replacement Bus - 300 (FY19)	87	FY 2019
3	Small Cutaway Replacement Bus - 301 (FY19)	87	FY 2019
4	Preventive Maintenance (FY17)	350	Ongoing
5	Preventive Maintenance (FY18)	400	Ongoing
6	40 Bus Stop Shelters	422	Underway
7	Electronic Farebox System (FY13)	300	Underway
8	Electronic Farebox System (FY16)	200	Underway

# **LOCALLY OPERATED TRANSIT SYSTEMS**

## **MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>ANNE ARUNDEL COUNTY FY 2019 AND 2020</u></b>		
1	Mobile Radios (FY19 5339)	35	FY 2019
2	Ridesharing (FY19)	197	FY 2019
3	1 Medium Replacement Bus - 9548 (FY19 5339)	180	FY 2020
4	1 Medium Replacement Bus - 9548 (FY19 5339)	180	FY 2020
5	1 Medium Replacment Bus - 9548 (FY18)	194	FY 2020
6	1 Medium Replacment Bus - 9549 (FY18)	194	FY 2020
	<b><u>BALTIMORE CITY FY 2019 AND 2020</u></b>		
1	Ridesharing (FY19)	82	FY 2019
2	Ridesharing (FY17)	80	Ongoing
3	Ridesharing (FY18)	82	Ongoing
	<b><u>BALTIMORE COUNTY FY 2019 AND 2020</u></b>		
1	BMC Ridesharing (FY19)	170	FY 2019
2	BMC Ridesharing (FY17)	170	Ongoing
3	BMC Ridesharing (FY18)	170	Ongoing



## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CALVERT COUNTY FY 2019 AND 2020</u></b>			
1	D & E Transit Center	2,000	FY 2019
2	Preventive Maintenance (FY19 5307)	36	FY 2019
3	Preventive Maintenance (FY19 5311)	137	FY 2019
4	Ridesharing (FY19)	9	FY 2019
5	Small Replacement Bus - 134 (FY19 5339)	66	FY 2019
6	1 Medium Replacement Bus (FY16 5311 & 5307)	148	FY 2020
7	Preventive Maintenance (FY17 5307 & 5311)	173	Ongoing
8	Preventive Maintenance (FY18 5307)	36	Ongoing
9	Preventive Maintenance (FY18 5311)	137	Ongoing
10	Ridesharing (FY18)	9	Ongoing
<b><u>CARROLL COUNTY FY 2019 AND 2020</u></b>			
1	1 Small Replacement Bus - 3374 (FY19 5339)	61	FY 2019
2	1 Small Replacement Bus - 3382 (FY19 5339)	61	FY 2019
3	1 Small Replacement Bus - 3386 (FY19 5339)	61	FY 2019
4	Preventive Maintenance (FY19)	200	FY 2019
5	Replacement Tablets (18) (FY18)	9	FY 2019
6	Preventive Maintenance (FY17)	200	Ongoing
7	Preventive Maintenance (FY18)	200	Ongoing
8	Transportation Development Plan (FY18)	95	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CECIL COUNTY FY 2019 AND 2020</u></b>			
1	1 Medium Replacement Bus - 225 (FY18)	210	FY 2019
2	1 Replacement Bus 35' (FY15)	226	FY 2019
3	2 Expansion 35' HD Buses	451	FY 2019
4	Bus Wraps for Cutaway Buses (FY16)	7	FY 2019
5	Hub Study - Phase II	175	FY 2019
6	Medium duty 35' Expansion (FY17)	300	FY 2019
7	Medium duty 35' Expansion (FY17)	300	FY 2019
8	Medium Replacement Bus - 229 (FY19 5307)	274	FY 2019
9	Mobile Radios (FY17)	7	FY 2019
10	Preventive Maintenance (FY19)	150	FY 2019
11	Small Replacement Bus - 231 (FY19 5307)	76	FY 2019
12	Preventive Maint (FY17)	592	Ongoing
13	Preventive Maintenance (FY18)	150	Ongoing
14	11 Tablets	7	Underway
15	Transit Hub Study Needs FY16)	105	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CENTRAL MD NON-PROFIT FY 2019 AND 2020</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	Central MD Regional Transit (FY16/17 5310) - Travel Training	464	Ongoing
4	Central MD Regional Transit (FY18/19 5310) - Mobility Management	411	Ongoing
5	Central MD Regional Transit (FY18/19 5310) - Travel Training	38	Ongoing
6	Job Access and Reverse Commute (JARC) Program	368	Ongoing
7	New Freedom Program	369	Ongoing
8	Partners in Care - Mobility Management (FY18/19 5310)	337	Ongoing
9	Partners In Care (FY16/17 5310) - Mobility Management	294	Ongoing
<b><u>CHARLES COUNTY FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19)	227	FY 2019
2	Shelter and Bus Stop Improvements (FY17)	50	FY 2019
3	1 Medium Replacement Bus - T29 (FY19 5339)	100	FY 2020
4	1 Medium Replacement Bus - T30 (FY19 5339)	100	FY 2020
5	1 Medium Replacement Bus - T31 (FY19 5339)	100	FY 2020
6	1 Medium Replacement Bus - T32 (FY19 5339)	100	FY 2020
7	1 Medium Replacement Bus - T33 (FY19 5339)	100	FY 2020
8	3 Medium Replacement Buses - T79, T80, T81 (FY18)	290	FY 2020
9	4 Medium Replacement Buses - T75, T76, T77, T78 (FY18)	676	FY 2020
10	Feasibility Study Phase II (FY15)	300	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>DORCHESTER COUNTY FY 2019 AND 2020</u></b>		
1	(2) Gas Engines (FY19 5311)	7	FY 2019
2	(2) Gas Transmissions (FY19 5311)	7	FY 2019
3	Preventive Maintenance (FY19)	50	FY 2019
4	Radios (14) (FY18)	50	FY 2019
5	1 Medium Duty Replacement Bus (FY13)	113	FY 2020
6	Preventive Maintenance (FY17)	75	Ongoing
7	Circuit Tester (FY15)	1	Underway
	<b><u>EASTERN SHORE NON-PROFITS FY 2019 AND 2020</u></b>		
1	Delmarva Community Services - Mobility Management (FY16/17 5310)	324	Ongoing
2	Delmarva Community Services - VTCLI One Call/One Click Center (FY15)	500	Ongoing
3	New Freedom Program	369	Ongoing
4	Worcester County Comm on Aging - Mobility Management (FY18 5310 SS)	45	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>ELDERLY/DISABLED NON-PROFITS FY 2019 AND 2020</u></b>		
1	Action in Maturity - 1 Small Expansion Bus (FY18 SS)	59	FY 2019
2	Appalachian Parent Assoc - Small Replacement Bus - 14 (FY18 SS)	56	FY 2019
3	ARC of Southern Maryland - 1 Small Expansion Bus (FY18/19)	65	FY 2019
4	ARC of Washington County - 1 Small Replacement Bus (FY18 SS)	57	FY 2019
5	Center for Life Enrichment - 1 Small Expansion Bus (FY18 SS)	65	FY 2019
6	Delmarva Community Transit - 1 Small Replacement Bus (FY18 SS)	65	FY 2019
7	Dove Pointe, Inc. - 4 Wheelchair Lifts (FY18 SS)	25	FY 2019
8	Easter Seals Baltimore - 1 Small Replacement Bus (FY18 SS)	65	FY 2019
9	Kent Center - Office Equipment (FY18/19)	4	FY 2019
10	Mosaic - 2 Small Replacement Buses (FY18 SS)	117	FY 2019
11	Progress Unlimited, Inc. - 1 Small Expansion Bus (FY18 SS)	61	FY 2019
12	Progress Unlimited, Inc. - Walkie Talkies (FY18/19)	7	FY 2019
13	Somerset Community Services - 1 Small Replacement Bus (FY18 SS)	61	FY 2019
14	The League for People with Disabilities - 1 Small Replacement Bus (FY18 SS)	65	FY 2019
15	The League for People with Disabilities - 2 Small Expansion Buses (FY16/17)	120	FY 2019
16	Unified Community Connections - 1 Small Replacement Bus (FY18/19)	55	FY 2019
17	Way Station - 1 Small Expansion Bus (FY18 SS)	65	FY 2019
18	Winter Growth - 1 Small Expansion Bus (FY18 SS)	61	FY 2019
19	Worcester County Comm on Aging - Computer/Software (FY18/19)	20	FY 2019
20	Action in Maturity - Preventive Maintenance (FY16/17 SS)	8	Ongoing
21	Action in Maturity - Preventive Maintenance (FY18/19)	8	Ongoing
22	Allegany County HRDC, Inc. - Mobility Management (FY18/19)	100	Ongoing
23	Allegany County HRDC, Inc. - Preventive Maintenance (FY18/19)	27	Ongoing
24	Appalachian Parent Assoc - Preventive Maintenance (FY16/17)	39	Ongoing
25	Appalachian Parent Assoc - Preventive Maintenance (FY18/19)	44	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2019 AND 2020 (cont'd)</u></b>			
26	ARC of Northern Chesapeake Region - Preventive Maintenance (FY18/19)	45	Ongoing
27	ARC of Southern Maryland - Mobility Management (FY18 SS)	100	Ongoing
28	ARC of Southern Maryland - Preventive Maintenance (FY18/19)	5	Ongoing
29	ARC of Washington County - Preventive Maintenance (FY16/17)	15	Ongoing
30	ARC of Washington County - Preventive Maintenance (FY18/19)	8	Ongoing
31	Associated Catholic Charities - Preventive Maintenance (FY18/19)	55	Ongoing
32	Athelas - Preventive Maintenance (FY18/19)	10	Ongoing
33	Bay Community Support Services - Preventive Maintenance (FY18/19)	25	Ongoing
34	Bayside Community Network - Preventive Maintenance (FY16/17)	30	Ongoing
35	Bayside Community Network - Preventive Maintenance (FY18/19)	23	Ongoing
36	Center for Life Enrichment - Preventive Maintenance (FY16/17)	33	Ongoing
37	Charles County Nursing and Rehabilitation - Preventive Maintenance (FY18/19)	19	Ongoing
38	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY17 SS)	4	Ongoing
39	Chesapeake Care Resources, Inc. - Preventive Maintenance (FY18/19)	5	Ongoing
40	Comprehensive Housing Assistance - Preventive Maintenance (FY16/17)	3	Ongoing
41	Comprehensive Housing Assistance - Preventive Maintenance (FY17 SS)	6	Ongoing
42	Comprehensive Housing Assistance - Preventive Maintenance (FY18/19)	10	Ongoing
43	Daybreak Adult Day Services - Preventive Maintenance (FY17 SS)	10	Ongoing
44	Daybreak Adult Day Services - Preventive Maintenance (FY18 SS)	59	Ongoing
45	Diakon - Preventive Maintenance (FY16/17)	3	Ongoing
46	Diakon - Preventive Maintenance (FY18/19)	4	Ongoing
47	Dorchester County Comm on Aging - Preventive Maintenance (FY18/19)	17	Ongoing
48	Dove Pointe, Inc. - Preventive Maintenance (FY17 SS)	48	Ongoing
49	Dove Pointe, Inc. - Preventive Maintenance (FY18/19)	100	Ongoing
50	Easter Seals Baltimore - Preventive Maintenance (FY16/17)	24	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>ELDERLY/DISABLED NON-PROFITS FY 2019 AND 2020 (cont'd)</u></b>		
51	Easter Seals Baltimore - Preventive Maintenance (FY17 SS)	24	Ongoing
52	Easter Seals Baltimore - Preventive Maintenance (FY18/19)	44	Ongoing
53	Easter Seals Hagerstown - Preventive Maintenance (FY18 SS)	8	Ongoing
54	Easter Seals Hagerstown - Preventive Maintenance (FY18/19)	15	Ongoing
55	Freedom Landing - Preventive Maintenance (FY16/17)	9	Ongoing
56	Freedom Landing - Preventive Maintenance (FY18/19)	3	Ongoing
57	Friends Aware - Preventive Maintenance (FY16/17)	42	Ongoing
58	Friends Aware - Preventive Maintenance (FY18/19)	23	Ongoing
59	Hopkins Elder Plus - Preventive Maintenance (FY16/17)	53	Ongoing
60	Hopkins Elder Plus - Preventive Maintenance (FY18/19)	35	Ongoing
61	Kent Center - Preventive Maintenance (FY16/17)	9	Ongoing
62	Kent Center - Preventive Maintenance (FY17 SS)	6	Ongoing
63	Kent Center - Preventive Maintenance (FY18/19)	5	Ongoing
64	LifeBridge Health - Mobility Management (FY18/19)	65	Ongoing
65	Lifestyles, Inc. - Preventive Maintenance (FY16/17)	2	Ongoing
66	Mosaic - Preventive Maintenance (FY16/17)	56	Ongoing
67	Mosaic - Preventive Maintenance (FY18/19)	51	Ongoing
68	Partners In Care - Preventive Maintenance (FY16/17)	5	Ongoing
69	Partners In Care - Preventive Maintenance (FY18/19)	20	Ongoing
70	Progress Unlimited, Inc. - Preventive Maintenance (FY16/17)	76	Ongoing
71	Progress Unlimited, Inc. - Preventive Maintenance (FY17 SS)	19	Ongoing
72	Progress Unlimited, Inc. - Preventive Maintenance (FY18 SS)	30	Ongoing
73	Progress Unlimited, Inc. - Preventive Maintenance (FY18/19)	70	Ongoing
74	Shore Up! - Preventive Maintenance (FY16/17)	12	Ongoing
75	Shore Up! - Preventive Maintenance (FY18/19)	12	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>ELDERLY/DISABLED NON-PROFITS FY 2019 AND 2020 (cont'd)</u></b>		
76	Spring Dell - Preventive Maintenance (FY16/17)	45	Ongoing
77	Spring Dell - Preventive Maintenance (FY18/19)	42	Ongoing
78	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY16/17)	6	Ongoing
79	St. Mary's Adult Medical Day Care - Preventive Maintenance (FY17 SS)	3	Ongoing
80	St. Mary's Nursing Center, Inc. - Preventive Maintenance (FY16/17)	6	Ongoing
81	Star Community - Preventive Maintenance (FY16/17)	3	Ongoing
82	The League for People with Disabilities - Preventive Maintenance (FY16/17)	7	Ongoing
83	Unified Community Connections - Preventive Maintenance (FY18/19)	20	Ongoing
84	Washington County CAC = Preventive Maintenance (FY18/19)	15	Ongoing
85	Winter Growth - Preventive Maintenance (FY16/17)	2	Ongoing
86	Worcester County Comm on Aging - Preventive Maintenance (FY16/17)	15	Ongoing
87	Worcester County Comm on Aging - Preventive Maintenance (FY17 SS)	5	Ongoing
88	Worcester County Comm on Aging - Preventive Maintenance (FY18/19)	20	Ongoing
89	Worcester County Developmental Center - Preventive Maintenance (FY18/19)	65	Ongoing
90	Allegany County HRDC, Inc. - Ride To Wellness (FY18/19)	182	Underway
91	Spring Dell - 10 Wheelchair Lift Safety Belts (FY17 SS)	1	Underway
92	Spring Dell - 7 Security Cameras (FY18/19)	15	Underway



## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>FREDERICK COUNTY FY 2019 AND 2020</u></b>			
1	1 Electric Bus - 35927 (FY18)	585	FY 2019
2	3 Heavy Duty Diesel Replacement Buses - 35925, 35924, 35926 (FY18)	1,200	FY 2019
3	Electric Bus 35920 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2019
4	Electric Bus 35922 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2019
5	Electric Bus 35928 (FY17) Converted to Heavy Duty Replacement Bus	390	FY 2019
6	Facility Expansion Construction (FY18)	500	FY 2019
7	Gas Medium Duty 37963 (FY17)	133	FY 2019
8	Paratransit Software (FY17)	275	FY 2019
9	Preventive Maintenance (FY18 5311)	70	FY 2019
10	Preventive Maintenance (FY19 5307)	700	FY 2019
11	Ridesharing (FY19)	124	FY 2019
12	Small Gas Cutaway Replacement Bus - 37960 (FY19 5339)	69	FY 2019
13	Small Gas Cutaway Replacement Bus - 37961 (FY19 5339)	72	FY 2019
14	Small Gas Cutaway Replacement Bus - 37962 (FY19 5339)	69	FY 2019
15	Preventive Maintenance (FY19 5311)	70	FY 2020
16	Facility Update D&E (FY17)	390	Ongoing
17	Preventive Maint (FY17 5307)	700	Ongoing
18	Preventive Maint (FY17 5311)	70	Ongoing
19	Preventive Maintenance (FY18 5307)	700	Ongoing
20	Ridesharing (FY17)	124	Ongoing
21	Ridesharing (FY18)	124	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>GARRETT COUNTY FY 2019 AND 2020</u></b>		
1	Preventive Maintenance (FY19)	267	FY 2019
2	Small Replacement Bus - 185	57	FY 2019
3	Small Replacement Bus - 186	57	FY 2019
4	Preventive Maintenance (FY17)	267	Ongoing
5	Preventive Maintenance (FY18)	267	Ongoing
6	Transportation Development Plan (FY18)	95	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HARFORD COUNTY FY 2019 AND 2020</u></b>			
1	2 Small Replacement Buses - 8005, 8011 (FY18 5307)	167	FY 2019
2	Bus Wash (FY18)	150	FY 2019
3	Office Space Buildout (FY18)	150	FY 2019
4	Preventive Maintenance (FY19)	600	FY 2019
5	Ridesharing (FY19)	88	FY 2019
6	1 Medium Bus (FY13)	198	FY 2020
7	1 Medium Replacement Bus - 8013 (FY19 5307)	265	FY 2020
8	1 Medium Replacement Bus - 814 (FY19 5307)	265	FY 2020
9	1 Medium Replacement Bus (FY16)	196	FY 2020
10	3 Medium Replacement Buses - 811, 820, 8014 (FY18 5307)	586	FY 2020
11	Bus Shelters (FY18)	130	FY 2020
12	Fare Collection (FY18)	130	FY 2020
13	Security Cameras (FY18)	100	FY 2020
14	Ridesharing (FY18)	88	Ongoing
15	A/C for Training Room (FY15)	15	Underway
16	AVL - Communications/Signage (FY15)	165	Underway
17	Bus Shelters (FY13)	130	Underway
18	Bus Wash Renovation (FY14)	55	Underway
19	Bus Wash Renovation (FY16)	30	Underway
20	Bus Wash System (FY17)	280	Underway
21	Call Center Phone (FY15)	14	Underway
22	Garage Door Repair (FY14)	30	Underway
23	Operator Training Room A/C Funds (FY16)	25	Underway
24	Transportation Development Plan (FY16)	90	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HOWARD COUNTY FY 2019 AND 2020</u></b>			
1	Ridesharing (FY19)	131	FY 2019
2	1 Heavy Duty Replacement Bus - 9533 (FY19 5339)	365	FY 2020
3	1 Heavy Duty Replacement Bus - 9537 (FY19 5339)	365	FY 2020
4	Pilot Rideshare Assistance (FY16)	197	Ongoing
5	Ridesharing (FY17)	131	Ongoing
6	Central Maryland Operations Facility	750	Underway
7	Electric Bus Project	3,778	Underway
8	Fleet Maintenance Plan (FY16)	75	Underway
9	Transportation Development Plan (FY16)	90	Underway
<b><u>MONTGOMERY COUNTY FY 2019 AND 2020</u></b>			
1	Bus Replacement (FY18 WAG)	2,000	FY 2019
2	Ridesharing (FY19)	372	FY 2019
3	Bus Replacement (FY19 WAG)	2,000	FY 2020
4	Ridesharing (FY18)	372	Ongoing
<b><u>OCEAN CITY FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19 5311)	600	FY 2019
2	Bus Barn D&E	1,250	Underway
3	Bus Barn Fire Suppression (FY13 5309)	15	Underway
4	Facility Construction Oversight (FY19 5311)	488	Underway
5	Transit Campus Construction (FY18 5311)	5,000	Underway
6	Transit Campus Construction (FY19 5311)	7,500	Underway
7	Transit Facility D & E (FY17)	520	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>PRINCE GEORGE'S COUNTY FY 2019 AND 2020</u></b>		
1	Bus Replacement (FY19 WAG)	500	FY 2019
2	Ridesharing (FY19)	269	FY 2019
3	Bus Stop Improvements (FY13 & FY14)	735	Underway
4	Bus Stop Improvements (FY15)	500	Underway
5	Bus Stop Improvements (FY16)	500	Underway
6	Bus Stop Improvements (FY17)	500	Underway
7	Bus Stop Improvements (FY18 WAG)	500	Underway
8	Ridesharing (FY18)	269	Underway
	<b><u>QUEEN ANNE'S COUNTY FY 2019 AND 2020</u></b>		
1	Preventive Maintenance (FY19 5311 & LU)	65	FY 2019
2	Small Cutaway Replacement Bus - 320 (FY19 5339)	71	FY 2019
3	Small Cutaway Replacement Bus - 340 (FY19 5339)	71	FY 2019
4	Transportation Development Plan (FY17)	90	Underway
	<b><u>SOMERSET COUNTY FY 2019 AND 2020</u></b>		
1	See Tri-County Council for the Lower Eastern Shore Projects		
2	Small Replacement Bus - 17 (FY19 5310)	56	FY 2019
3	Smith Island Study (FY17)	40	FY 2019
	<b><u>SOUTHERN MD NON-PROFITS FY 2019 AND 2020</u></b>		
1	Tri-County Council of Southern Maryland - Ridesharing (FY18)	109	Ongoing
2	Tri-County Council of Southern Maryland - Ridesharing (FY19)	109	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ST MARY'S COUNTY FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19 5307 & 5311)	125	FY 2019
2	1 Medium Replacement Bus - 45 (FY19 5339)	189	FY 2020
3	1 Medium Replacement Bus - 46 (FY19 5339)	189	FY 2020
4	1 Medium Replacement Bus - 47 (FY19 5339)	189	FY 2020
5	1 Medium Replacement Bus (FY17 5339)	138	FY 2020
6	3 30' HD Replacement Buses (FY16 5307 & 5311)	414	FY 2020
7	4 Medium Replacement Buses	500	FY 2020
8	Preventive Maintenance (FY17 5307 & 5311)	94	Ongoing
9	Preventive Maintenance (FY18 5307 & 5311)	125	Ongoing
10	Transportation Development Plan (FY18)	95	Ongoing
<b><u>TALBOT COUNTY FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19 5311)	50	FY 2019
2	Radios (10) (FY18 5339)	35	FY 2019
3	1 Medium Replacement Bus - 2192 (FY19 5339)	194	FY 2020
4	1 Medium Replacement Bus - 2193 (FY18 5339)	175	FY 2020
5	2 Medium Duty Replacement Buses (FY14)	223	FY 2020
6	Preventive Maintenance (FY17)	84	Ongoing
7	Preventive Maintenance (FY18 5311)	84	Ongoing

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 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 2019 AND 2020</u></b>			
1	1 Medium Replacement Bus - 406 (FY19 5339)	119	FY 2019
2	1 Medium Replacement Bus - 407 (FY19 5339)	119	FY 2019
3	2 Medium Replacement Buses (FY18 5307)	236	FY 2019
4	Mobility Management (FY19 5307)	143	FY 2019
5	Preventive Maintenance (FY19 5307)	800	FY 2019
6	Small Replacement Bus - 55 (FY19 5339)	72	FY 2019
7	ADP Software - Vehicle Maintenance Records (FY14)	40	Underway
8	Bus Wash Equipment (FY18 5307)	500	Underway
9	EAM Maintenance Software (FY15)	80	Underway
10	Facility Construction Phase III	1,557	Underway
11	Trapeze Call Back Module (FY14)	30	Underway
12	Trapeze Cert. Module (FY14)	16	Underway
<b><u>WASHINGTON COUNTY FY 2019 AND 2020</u></b>			
1	Preventive Maintenance (FY19 5307)	300	FY 2019
2	1 Medium Replacement Bus - 705 (FY19 5339)	249	FY 2020
3	1 Medium Replacement Bus - 706 (FY19 5339)	249	FY 2020
4	2 Medium Replacement Buses - 701, 702 (FY18 5307)	652	FY 2020
5	2 Medium Replacement Buses - 703, 704 (FY18 5307)	652	FY 2020
6	Preventive Maintenance (FY17)	285	Ongoing
7	Preventive Maintenance (FY18 5307)	300	Ongoing
8	Passenger Shelter Installs	100	Underway
9	Route Match Fixed Route System (FY17)	310	Underway
10	Route Match Notification System	27	Underway

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>		
	<b><u>WESTERN MD NON-PROFITS FY 2019 AND 2020</u></b>		
1	New Freedom Program	25	Ongoing
2	Washington County CAC (FY16/17 5310) - Mobility Management	100	Ongoing
3	Washington County CAC (FY18 5310 SS) - Mobility Management	10	Ongoing
4	Washington County CAC (FY18/19 5310) - Mobility Management	101	Ongoing
	<b><u>WICOMICO COUNTY FY 2019 AND 2020</u></b>		
1	See Tri-County Council for the Lower Eastern Shore for Projects		
	<b><u>WORCESTER COUNTY FY 2019 AND 2020</u></b>		
1	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		

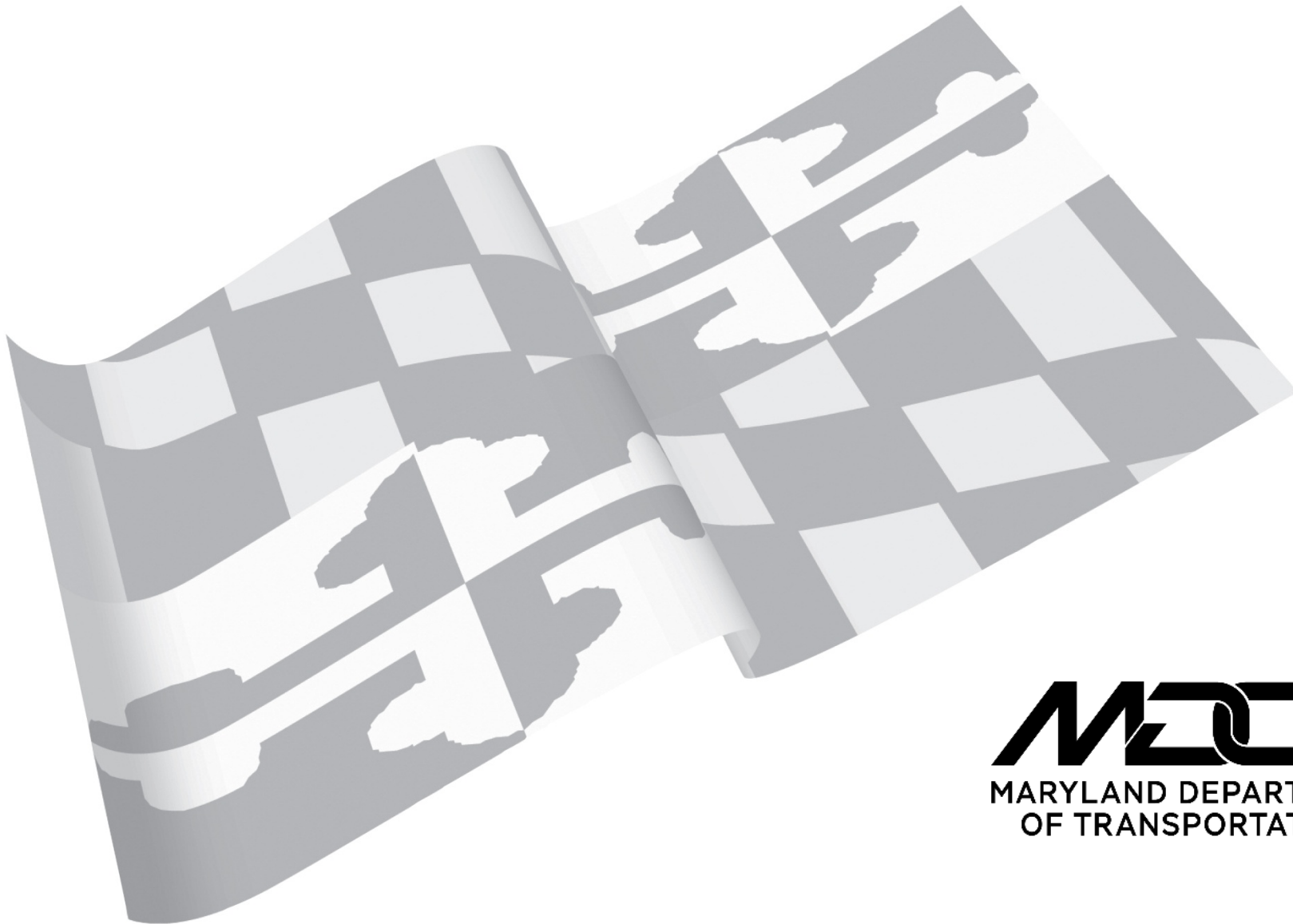


**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 46 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
1	<p><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></p> <p><u>KENT COUNTY</u></p> <p>See Talbot County for Projects</p>		





**WASHINGTON METROPOLITAN AREA  
TRANSIT AUTHORITY**

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

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<b>SIX-YEAR TOTAL</b>
<u>Construction Program</u>							
Major Projects	255.8	450.0	459.9	464.7	469.7	474.8	2,574.8
Special Funds	155.9	225.1	193.0	197.8	202.8	207.9	1,182.6
Federal Funds - WMATA *	99.9	224.9	266.9	266.9	266.9	266.9	1,392.2

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



**PROJECT:** WMATA Capital Investment Program

**DESCRIPTION:** The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

**JUSTIFICATION:** WMATA's FY 2019 - 2024 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 2019 - 2024 CIP includes investment to replace rail cars, rehabilitation of track and rail structures, replacement vehicles for Metrobus and Metro Access, and implementing recommendations from the National Transportation Safety Board, the Federal Transit Administration and the Tri-State Oversight Committee.

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** The FY 2019 - 2024 CIP was adopted by the WMATA Board of Directors on March 22, 2018.

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

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	3,308,454	2,041,867	194,805	204,716	209,394	214,212	219,174	224,286	1,266,587	0
Total	3,308,454	2,041,867	194,805	204,716	209,394	214,212	219,174	224,286	1,266,587	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The project cost increased \$273.5M due to the addition of FY 2024 funding and a 3% increase per year as a result of the passing of Senate Bill 277/House Bill 372.



**PROJECT:** Project Development

**DESCRIPTION:** The program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

**JUSTIFICATION:** The program funds Maryland's 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.

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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
	(\$000)	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	23,840	17,384	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	23,840	17,384	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased \$1.1M due to the addition of funding for FY 2024.



**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

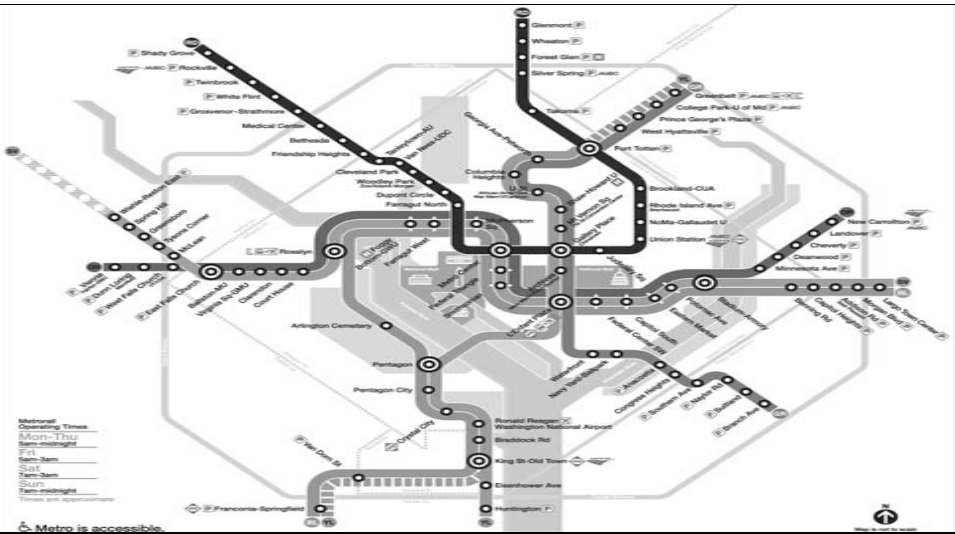
☐ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet to Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
WMATA Capital Improvements Program - Line 1

**STATUS:** The Federal Transit Administration (FTA) dedicated funding allocation for WMATA in FY 2019 is \$150.0M. Maryland will provide \$50.0M due to the addition of funding in FY 2024.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The project cost increased \$50.0M due to the addition of funding in FY 2024.

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 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	700,000	400,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Total	700,000	400,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Metro Matters Program

**DESCRIPTION:** Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

**JUSTIFICATION:** The Metro Matters program was initiated in FY 2005 with a multi-year budget of approximately \$3.9B. A majority of Metro Matters project work was completed during FY 2005 - 2010. The program includes funding for debt service for long-term bonds issued by WMATA to fund the Metro Matters Program.

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

<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:** Maryland's share of the annual contributions to the Metro Matters Program is approximately \$9.9M during FY 2019 - 2024. The final maturity date of the Metro Matters bonds is in FY 2034.

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 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....			
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	153,577	9,411	9,911	9,911	9,911	9,911	9,911	9,911	59,466	84,700	
Total	153,577	9,411	9,911	9,911	9,911	9,911	9,911	9,911	59,466	84,700	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0





**PROJECT:** Series 2017B and 2018 Debt Service

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

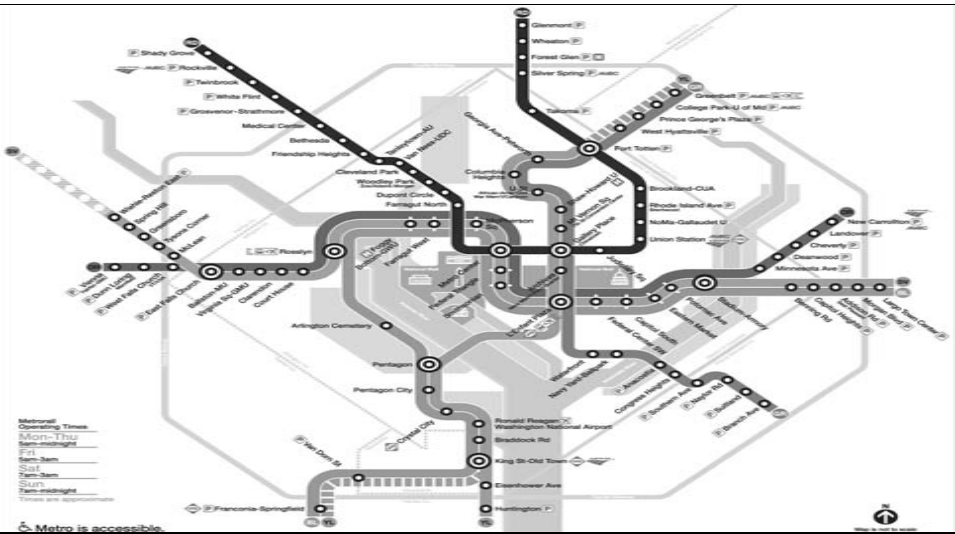
WMATA Capital Improvemens Program - Line - 1

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	107,300	0	0	17,300	22,500	22,500	22,500	22,500	107,300	0
Total	107,300	0	0	17,300	22,500	22,500	22,500	22,500	107,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9012, 9013



**PROJECT:** Governor's Capital Dedicated Funding

**DESCRIPTION:** In accordance with House Bill 372 and Senate Bill 277, passed during the 2018 legislative session of the Maryland General Assembly, \$167.0M will be appropriated to WMATA annually as Maryland's portion of the dedicated fund toward it's capital improvement program. This funding shall be in effect in so long as the District of Columbia and the Commonwealth of Virginia provide their share of the \$500.00M dedicated capital fund.

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

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

☐ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

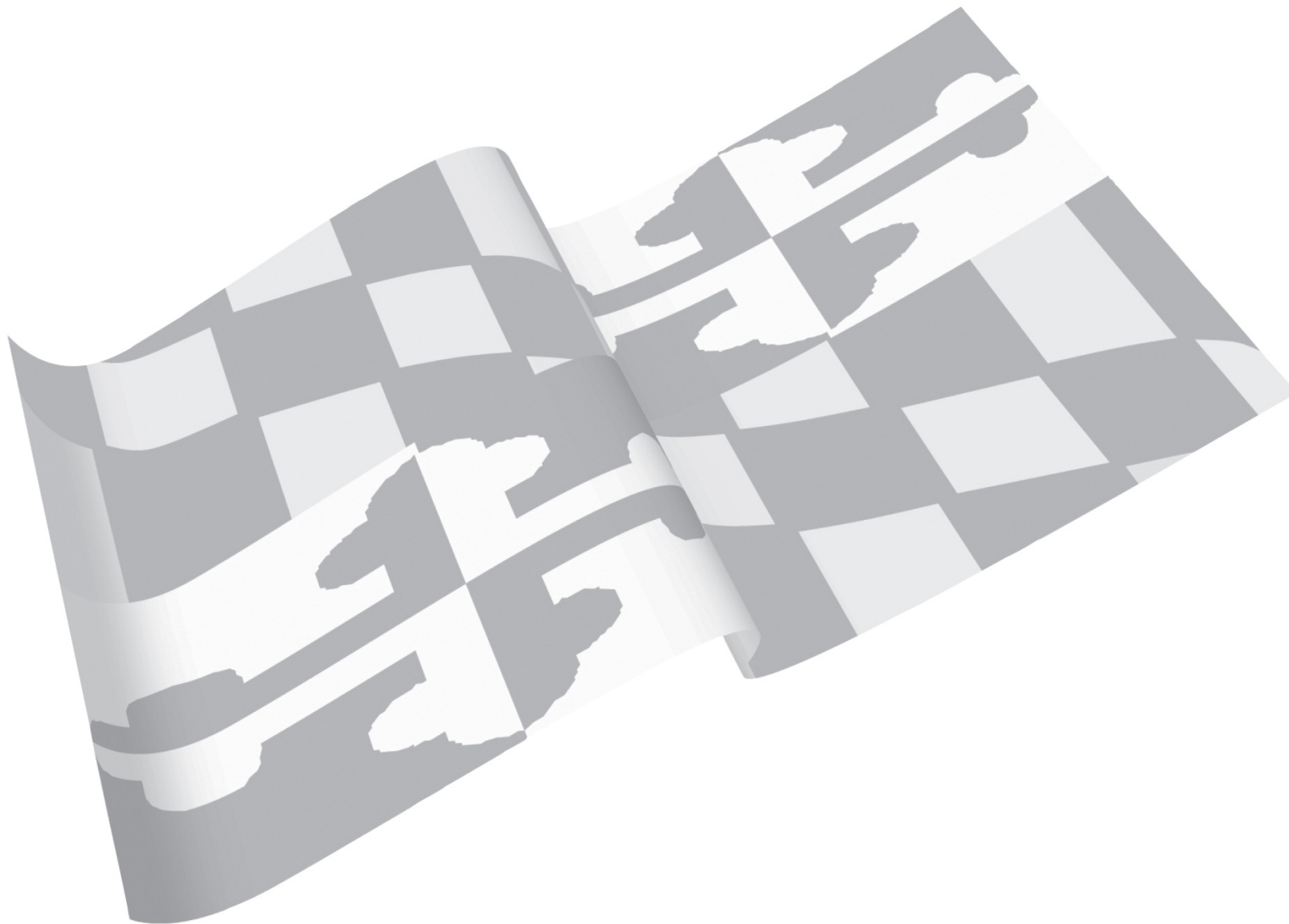
☐ PFA Status Yet to Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:** WMATA Capital Improvement Program - Line 1

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Total	835,000	0	0	167,000	167,000	167,000	167,000	167,000	835,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**MDOT** MARYLAND DEPARTMENT OF TRANSPORTATION  

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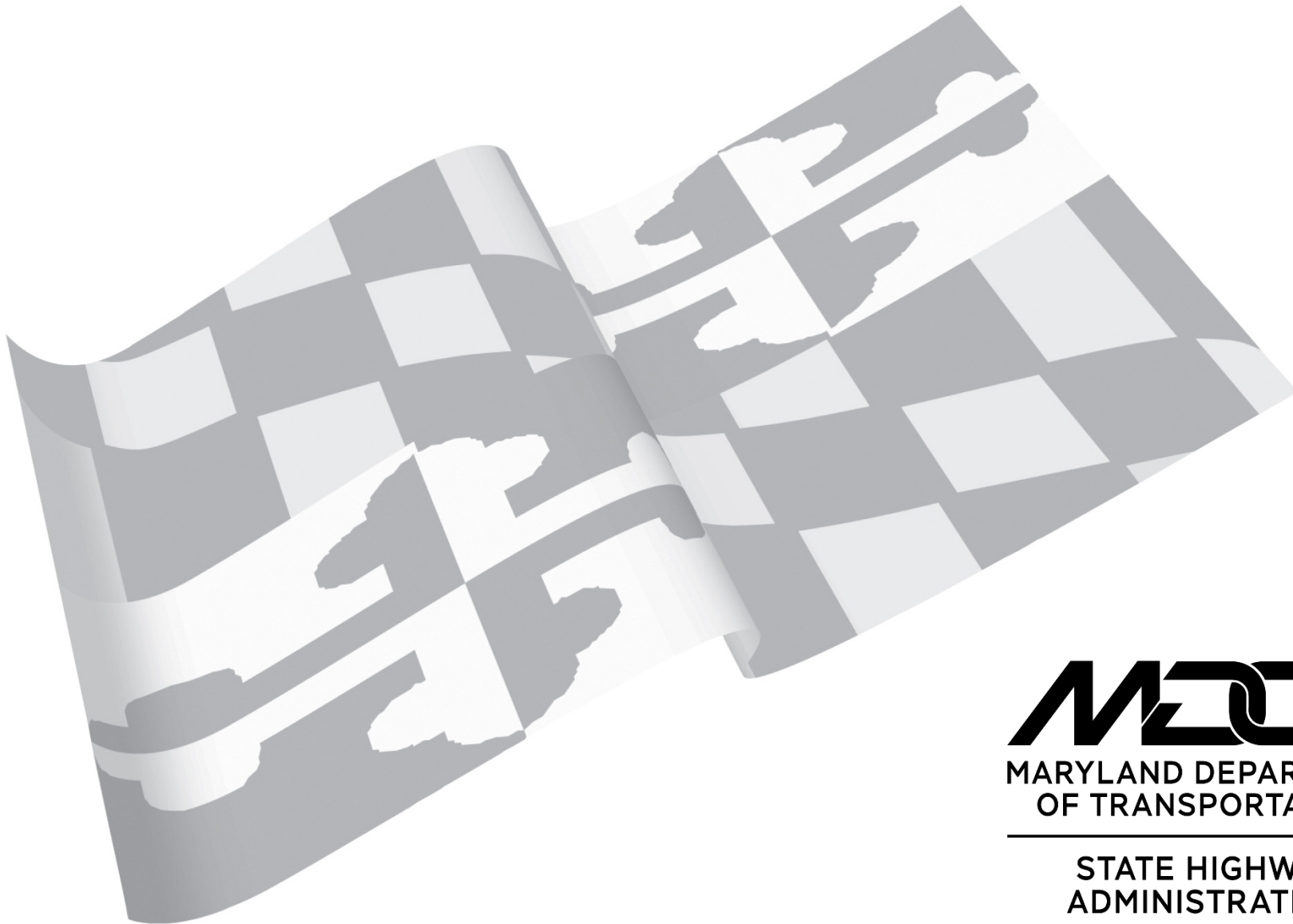
STATE HIGHWAY ADMINISTRATION

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

	<u><b>FY 2019</b></u>	<u><b>FY 2020</b></u>	<u><b>FY 2021</b></u>	<u><b>FY 2022</b></u>	<u><b>FY 2023</b></u>	<u><b>FY 2024</b></u>	<u><b>SIX-YEAR TOTAL</b></u>
<u><b>Construction Program</b></u>							
Major Projects	413.2	357.3	327.0	186.2	130.3	27.2	1,441.2
Safety, Congestion Relief and Community Enhancements	868.1	870.6	748.5	788.8	782.9	849.5	4,908.4
Other System Preservation	83.8	68.7	41.2	41.2	41.2	41.2	317.3
Programs 3 & 8	79.0	77.9	78.1	78.1	77.8	83.8	474.7
Highway User Revenues	-	256.0	260.4	266.1	271.3	272.5	1,326.3
<u><b>Development &amp; Evaluation Program</b></u>	<u>50.0</u>	<u>58.2</u>	<u>59.4</u>	<u>28.3</u>	<u>8.2</u>	<u>6.5</u>	<u>210.6</u>
<b>TOTAL</b>	1,494.1	1,688.7	1,514.6	1,388.7	1,311.7	1,280.7	8,678.5
<b>Special Funds</b>	842.8	998.7	858.4	787.1	740.0	713.6	4,940.7
<b>Federal Funds</b>	651.2	690.1	656.2	601.6	571.6	567.2	3,738.0

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**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

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STATE HIGHWAY  
ADMINISTRATION

**MDOT SHA STATEWIDE**





**PROJECT:** Coordinated Highway Action Response Team (CHART)

**DESCRIPTION:** Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

**PURPOSE & NEED SUMMARY STATEMENT:** Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing MDOT SHA's ability to expand capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Project cost increased \$4.6M due to the addition of FY 24 funding.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	18,646	5,746	2,200	2,300	2,300	1,900	2,100	2,100	12,900	0
Engineering	50,938	6,758	7,480	7,180	7,180	7,580	7,380	7,380	44,180	0
Right-of-way	4	4	0	0	0	0	0	0	0	0
Construction	62,612	2,192	6,620	17,020	15,220	9,420	7,020	5,120	60,420	0
Total	132,200	14,700	16,300	26,500	24,700	18,900	16,500	14,600	117,500	0
Federal-Aid	69,700	5,000	8,300	14,000	13,600	10,200	10,100	8,500	64,700	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2018) - N/A

PROJECTED (2035) - N/A

**PROJECT:** Sidewalk Program**DESCRIPTION:** This program provides matching funds for the construction of sidewalks adjacent to State highways.**PURPOSE & NEED SUMMARY STATEMENT:** Program supports community revitalization efforts and efforts to encourage pedestrian usage along State highways.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

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

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

**EXPLANATION:** This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. It also provides safer access to transit service for both bus and fixed rail systems.**STATUS:** This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added funding in FY 24.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,459	109	150	200	250	250	250	250	1,350	0
Engineering	9,935	1,135	1,050	1,550	1,550	1,550	1,550	1,550	8,800	0
Right-of-way	329	329	0	0	0	0	0	0	0	0
Construction	27,377	1,827	1,800	4,250	3,100	5,100	5,500	5,800	25,550	0
Total	39,100	3,400	3,000	6,000	4,900	6,900	7,300	7,600	35,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

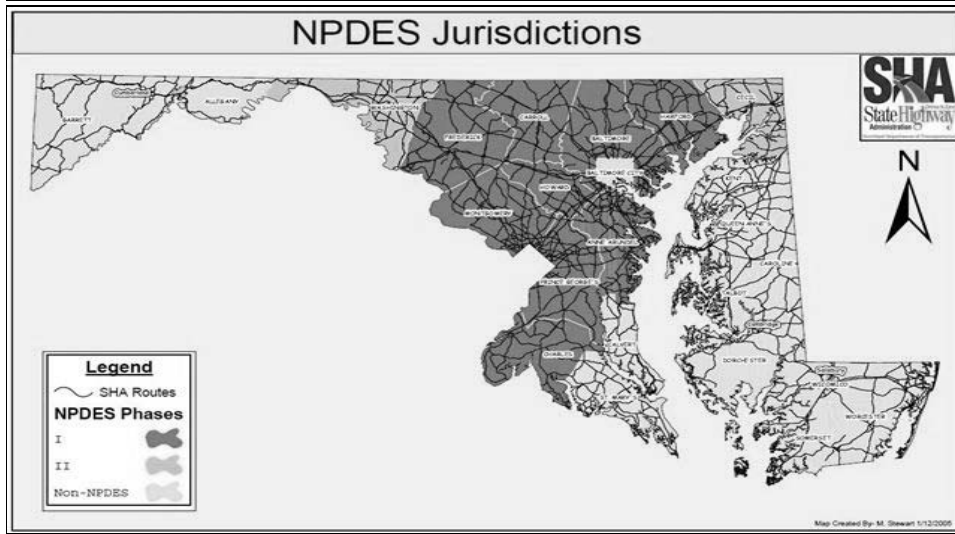
STATE SYSTEM : N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - N/A

PROJECTED (2035) - N/A



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

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

**EXPLANATION:** Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from MDOT SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

**PROJECT:** Total Maximum Daily Load (TMDL) Program

**DESCRIPTION:** Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland's commitment in its Watershed Implementation Phase I Plan (WIP I).

**PURPOSE & NEED SUMMARY STATEMENT:** The MDOT SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollutant Discharge Elimination System (NPDES) Phase I and Phase II Municipal Separate Storm Sewer System Permit (MS4). This programmatic effort is needed to ensure permit compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

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

**ASSOCIATED IMPROVEMENTS:**

Innovative Stormwater Pond Management Pilot Program (TSO - Line 6, Item No. 29)

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added funding in FY 24.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	50,696	19,096	4,100	5,500	5,500	5,500	5,500	5,500	31,600	0
Engineering	212,305	126,905	10,900	14,900	14,900	14,900	14,900	14,900	85,400	0
Right-of-way	10,594	4,594	1,000	1,000	1,000	1,000	1,000	1,000	6,000	0
Construction	433,529	140,929	80,000	90,600	36,400	25,200	32,200	28,200	292,600	0
Total	707,124	291,524	96,000	112,000	57,800	46,600	53,600	49,600	415,600	0
Federal-Aid	138,000	39,500	39,300	29,100	12,300	5,900	5,900	6,000	98,500	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - N/A

PROJECTED (2035) - N/A



**PROJECT:** Traffic Relief Plan Smart Traffic Signals

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The Smart Traffic Signals will improve traffic operations and reduce congestion.

**STATUS:** Engineering and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	50,300	6	12,794	7,500	10,000	12,500	7,500	0	50,294	0
Total	50,300	6	12,794	7,500	10,000	12,500	7,500	0	50,294	0
Federal-Aid	30,180	4	7,676	4,500	6,000	7,500	4,500	0	30,176	0

**CLASSIFICATION:**

STATE - N/A

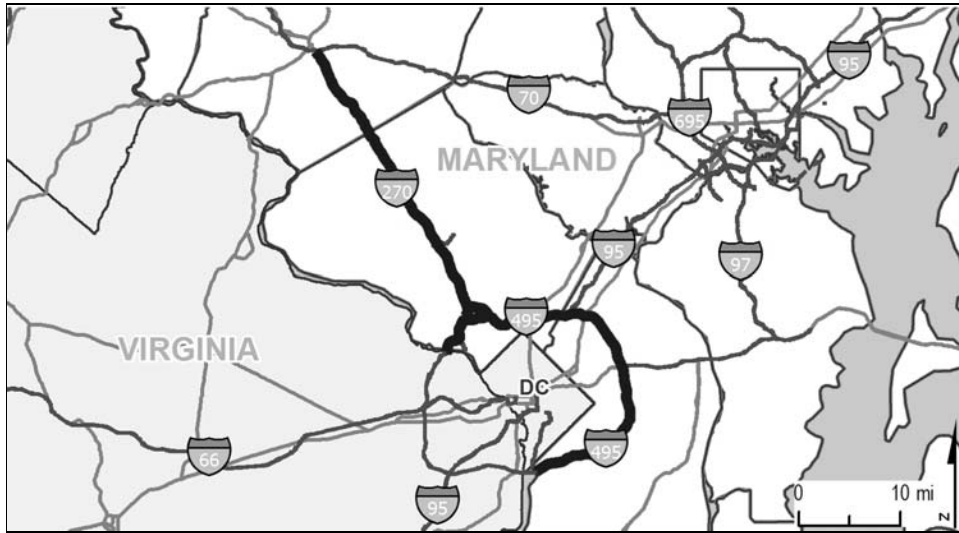
FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - N/A

PROJECTED (2035) - N/A



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

**DESCRIPTION:** Planning activities in support of the Traffic Relief Plan, which will implement express toll lanes (ETLs) along I-270 and I-495.

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

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

**ASSOCIATED IMPROVEMENTS:**

I-270, Interchange Construction at Watkins Mill Road (Montgomery County Line 1)

I-270, Innovative Congestion Management (Montgomery County Line 2)

I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 15)

US 15/US 40, I-70 to MD 26 (Frederick County Line 14)

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

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$66.7 million is due to increased planning requirements needed to continue NEPA evaluation and traffic analysis activities.

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	138,053	8,593	27,500	40,000	43,960	18,000	0	0	129,460	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	138,053	8,593	27,500	40,000	43,960	18,000	0	0	129,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

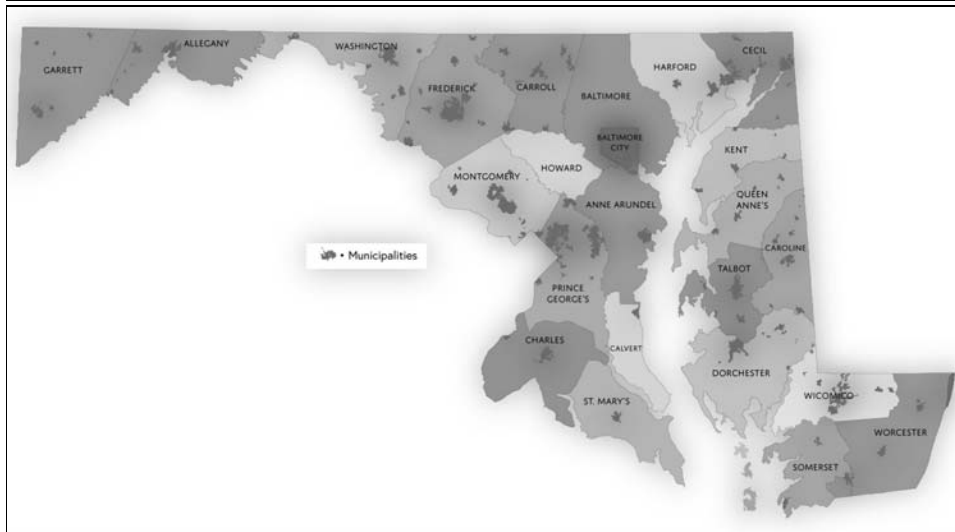
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** N/A

**PROJECTED (2040) -** N/A



**PROJECT:** Highway User Revenue

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

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

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Funding Ongoing

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,326,335	0	0	255,962	260,397	266,126	271,295	272,555	1,326,335	0	
Total	1,326,335	0	0	255,962	260,397	266,126	271,295	272,555	1,326,335	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE -

FEDERAL -

STATE SYSTEM :

Annual Average Daily Traffic (vehicles per day)

CURRENT () -

PROJECTED () -

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in District 7; slurry seal	4,440	Completed
2		At various locations in District 6 - thermo thinline striping; pavement marking	1,245	Completed
3		At various locations in District 3 - thermo thinline striping; pavement marking	1,226	Completed
4		At various locations in District 5; guard rail	930	Completed
5		At various locations in District 6; resurface	478	Completed
6		At various locations in District 7 - thermo thinline striping; pavement marking	962	Completed
7		At various locations in District 5; sidewalks	2,250	Completed
8		At various locations in District 2; mill and resurface	3,877	Completed
9		At various locations in District 2 - thermo thinline striping; pavement marking	960	Completed
10		At various locations in Carroll and Frederick Counties; mill and resurface	18,187	Completed
11		At various locations in District 7; patching	2,313	Completed
12		At various locations in Kent and Queen Anne's Counties; resurface	1,894	Completed
13		At various locations in District 1; pavement marking	1,003	Completed
14		At various locations in District 5; pavement marking	1,907	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2018 Completions (cont'd)</u></b>		
		<b><u>Resurface/Rehabilitate (cont'd)</u></b>		
15	I 68	At various locations in District 4; pavement marking	1,157	Completed
16		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; slurry seal	2,310	Completed
17		At various locations in District 5; patching	3,377	Completed
18		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	599	Completed
19		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	913	Completed
20		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	2,669	Completed
21		At various locations in District 6; slurry seal	2,974	Completed
22		Various locations in Carroll, Frederick and Howard Counties; joint sealing	442	Completed
23		Various locations in District 2; guardrail	383	Completed
24		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	685	Completed
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
25		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	12,570	Completed
26		Invert paving and restoration to various structures; miscellaneous	3,834	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation (cont'd)</u>		
27		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	Completed
28		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	11,258	Completed
29		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	Completed
		<u>Safety/Spot Improvement</u>		
30		At various locations in District 1; RPM	429	Completed
31		Baltimore and Harford Counties - safety and operations improvements; safety	5,386	Completed
32		At various locations in District 1; rumble strips	319	Completed
33		At various locations in Carroll, Frederick and Howard Counties; RPM	801	Completed
34		At various locations in District 5; RPM	561	Completed
35		At various locations in Prince George's and Montgomery Counties; geometric improvements	3,292	Completed
36		At various locations in District 2; RPM	603	Completed
37		At various locations in Baltimore and Harford Counties; rumble strips	1,130	Completed
38		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	Completed
39	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	1,969	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2018 Completions (cont'd)</u>				
<u>Noise Barriers</u>				
40		Noise barrier fire door remediation in district 3; noise abatement	1,404	Completed
<u>Traffic Management</u>				
41		At various locations in District 3 and 6; signalization	7,433	Completed
42		Light Emitting Diode (LED) Upgrades - Statewide	4,030	Completed
43		At various locations in District 4; lighting	4,268	Completed
44		At various locations in District 5; lighting	4,377	Completed
45		Modify/reconstruct with in Districts 3, 4, 5; signalization	10,045	Completed
46		Sign Structure replacement in District 7	4,777	Completed
47		Sign Structure replacement in District 3	5,003	Completed
48		Various locations in Districts 6 and 7; signalization	3,168	Completed
49		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Completed
50		Various locations in District 6 and 7; lighting	930	Completed
51		Various locations in District 5; lighting	1,674	Completed
52		Various locations in District 1 and 2; lighting	1,300	Completed



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions (cont'd)</u>		
		<u>Traffic Management (cont'd)</u>		
53		Various locations in District 4; signalization	2,048	Completed
		<u>C.H.A.R.T. Projects</u>		
54		CHART DMS Deployment - Phase 4; miscellaneous	2,351	Completed
55		Back-up Power for CHART Cameras	241	Completed
56		10 CCTV Cameras Project	700	Completed
		<u>Environmental Preservation</u>		
57		Landscape Sustainability IV at various locations in District 2; landscape	125	Completed
58		Various locations in District 1 and 2; landscape	1,835	Completed
		<u>Sidewalks</u>		
59		Various locations in District 2; sidewalks	2,506	Completed
60		At various locations in District 5; sidewalks	2,006	Completed
61		Various locations in District 3; sidewalks	2,613	Completed
		<u>TMDL Compliance</u>		
62		At various locations in District 7 - Group 1 - impervious area removal; drainage improvement	2,131	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2018 Completions (cont'd)</u></b>		
		<b><u>TMDL Compliance (cont'd)</u></b>		
63		Patapsco Valley State Park (Avalon) - stream restoration; wetlands replacement (reimbursed by DNR)	305	Completed
64		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	Completed
65		At various locations in District 4 - Group 1; drainage improvement (Transportation Infrastructure Investment Act of 2013)	4,717	Completed
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>		
66		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Completed

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
67		At various locations in District 7; guard rail	2,000	FY 2019
68		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; sidewalks	932	FY 2019
69		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; guard rail	1,533	FY 2019
70		Permanent patching of asphalt superpave at various locations in Cecil County; patching	1,116	FY 2019
71		Permanent patching of asphalt superpave at various locations in Kent and Queen Anne's Counties; patching	1,048	FY 2019
72		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot Counties; surface treatment	2,259	FY 2020
73		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	2,463	FY 2020
74		Various locations in District 3; pavement marking	2,942	FY 2019
75		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; surface treatment	3,626	FY 2019
76		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot County; joint sealing	279	FY 2019
77		Various services road in Montgomery and Prince George's County; safety and resurface	2,827	FY 2019
78		At various locations in Calvert, Charles and St. Mary's Counties; surface treatment	1,300	FY 2019
79		At various locations in District 6; guard rail	2,986	FY 2020

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
80		Permanent patching of asphalt superpave at various locations in Caroline and Talbot Counties; patching	1,023	FY 2019
81		At Various locations in District 7; pavement marking	2,776	FY 2019
82		At various locations in District 1; surface treatment	3,681	FY 2019
83		At Various locations in District 1; pavement marking	1,632	FY 2019
84		At Various locations in District 2; pavement marking	2,312	FY 2019
85		At various locations in District 5; sidewalks	1,904	FY 2019
86		Thermo thinline striping at various locations in District 6	1,128	FY 2019
87		At various locations in District 5; guard rail	1,786	FY 2019
88		At various locations in Dorchester County; resurface	7,207	FY 2019
89		At various locations in Somerset County; resurface	6,864	FY 2019
90		At various locations in Wicomico County; resurface	7,436	FY 2019
91		At various locations in District 6; joint sealing	1,109	FY 2019
92		At various locations in Montgomery and Prince George's Counties; guard rail	1,870	FY 2020
93		At various locations in District 1; surface treatment	5,662	FY 2019

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
94		At various locations in Montgomery and Prince George's Counties; sidewalks	1,737	FY 2020
95		At various locations in District 4 - thermo thinline striping; pavement marking	1,743	FY 2019
96		At various locations in District 5 - thermo thinline striping; pavement marking	2,358	FY 2019
97		At various locations in Montgomery and Prince George's Counties; joint sealing	5,404	FY 2019
98		Along various interstates in Montgomery and Prince George's Counties; patching	8,625	FY 2019
99		At various locations in District 5; resurface	2,134	FY 2019
100		At various locations in Caroline and Talbot Counties; patching	1,822	Under construction
101		At various locations in District 2; surface treatment	2,730	Under construction
102		At various locations in District 2; guard rail	574	Under construction
103		At various locations in District 7; guard rail	3,595	FY 2019
104		At various locations in District 2; sidewalks	1,049	Under construction
105		At various locations in District 2; surface treatment	3,302	Under construction
106		At various locations in Carroll, Frederick and Howard Counties; patching	3,795	FY 2019
107		At various locations in Caroline, Cecil, Queen Anne's and Talbot Counties; joint sealing	337	Under construction

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
108		At various locations in Kent and Queen Anne's Counties; patching	1,960	FY 2019
109		At various locations in Baltimore and Harford Counties; guard rail	2,038	FY 2020
110		At various locations in Kent and Queen Anne's Counties; patching	1,888	FY 2019
111		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	1,390	FY 2019
112		At various locations in District 1; patching	1,845	FY 2019
113		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	977	FY 2019
114		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; guard rail	2,020	Under construction
115		At various locations in District 7; guard rail	2,341	Under construction
116		At various locations in District 5 - ultra thin bonded wearing course; surface treatment	4,005	Under construction
117		At various locations in Allegany, Garrett and Washington Counties; guard rail	2,396	Under construction
118		At various locations in District 1 - ultra thin bonded wearing course; surface treatment	4,251	Under construction
119		At various locations in District 4 - ultra thin bonded wearing course; surface treatment	4,137	Under construction
120		At various locations in District 4; surface treatment	1,548	Under construction
121		At various locations in District 4; joint sealing	1,572	Under construction

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Resurface/Rehabilitate (cont'd)</u>		
122	I 70 WB	At various locations in Caroline and Talbot Counties; resurface	1,892	Under construction
123		At various locations in Montgomery and Prince George's Counties; sidewalks	2,149	Under construction
124		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 2019
125		At various routes in Carroll, Frederick and Howard Counties; guard rail	2,003	Under construction
126		At various locations in District 2; sidewalks	1,392	Under construction
127		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction
128		At various locations in District 2; joint sealing	465	Under construction
129		Baltimore National Pike; Carroll County line to east of MD 75; safety and resurface	3,204	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
130		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,856	FY 2019
131		Bridge inspection statewide; bridge inspection	4,353	FY 2019
132		Preservation and minor rehab of fixed bridges, culverts, and walls - statewide; bridge rehabilitation	9,028	FY 2019
133		Bridge inspection statewide; bridge inspection	4,415	FY 2019
134		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,894	FY 2019

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
135		Preservation and rehab of bridges, culverts, and walls in District 6; bridge rehabilitation	2,115	FY 2019
136		Preservation and rehab of bridges, culverts, and walls - statewide; bridge rehabilitation	8,904	FY 2019
137		Various bridges on Ocean Highway, Salisbury Bypass, Ocean City Expressway; clean/paint bridges	1,602	FY 2019
138		Movable and fixed bridges, culverts and walls - statewide; bridge rehabilitation	11,327	FY 2019
139		Substructure preservation of fixed bridges - statewide; bridge rehabilitation	6,709	FY 2019
140		At various locations - statewide; bridge joint rehabilitate	2,022	FY 2019
141		At various bridges in District 7; clean/paint bridges	2,827	Under construction
142		Various bridges on various routes in District 5; clean/paint bridges	1,787	Under construction
143		Provide maintenance of traffic and access equipment for bridge inspection - contract 2; bridge inspection	5,766	Under construction
144		Providing maintenance of traffic and access equipment for bridge inspection; bridge inspection	5,939	Under construction
145		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,980	FY 2019
146		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	11,908	FY 2019
147		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,030	FY 2019



## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
148		At various locations in District 6; bridge rehabilitation	2,860	FY 2019
149		Preservation and minor rehab of fixed bridges, culverts and retaining walls-statewide; bridge rehabilitation	12,072	FY 2019
150		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
151		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	13,049	Under construction
<b><u>Safety/Spot Improvement</u></b>				
152		At various locations in District 7; guard rail	2,000	FY 2019
153		At various locations in District 5; RPM	517	FY 2019
154		At various locations in District 1; RPM	400	FY 2019
155		Clearing at various locations for utility relocations in District 5; miscellaneous	1,574	FY 2019
156		At various locations in District 5; guard rail	2,322	FY 2020
157		At various locations in Prince George's and Montgomery County; geometric improvements	4,166	FY 2019
158		At various locations in District 1; drainage improvement	3,708	FY 2019
159		At various locations in Frederick, Carroll and Howard Counties; guard rail	2,211	FY 2019
160		At various locations in District 5; drainage improvement	5,019	FY 2019

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
161		At various locations in District 1; rumble strips	363	FY 2020
162		At various locations in District 7; sidewalks	2,616	FY 2020
163		At various locations in District 7; drainage improvement	3,971	FY 2020
164		At various locations in District 2; drainage improvement	3,197	FY 2020
165		ADA sidewalk construction in District 5; sidewalks	3,376	FY 2020
166		At various locations in District 1; sidewalks	3,421	FY 2019
167		At various locations in District 2; sidewalks	2,943	FY 2019
168		At various locations in Prince George's and Montgomery Counties; drainage improvement	3,144	FY 2020
169		At various locations in District 3; bicycle-pedestrian improvements (Total cost \$13.7 million, includes all phases)	2,792	FY 2019
170		At various locations in District 4; RPM	753	FY 2019
171		Tree trimming/removal at various locations in Prince George's and Montgomery Counties; safety	523	Under construction
172		At various locations in District 5; rumble strips	416	Under construction
173		At various locations statewide - on call contract; drainage improvement	4,966	FY 2020
174		Baltimore and Harford Counties - tree trimming and removal; landscape	1,816	Under construction

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
175		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,927	Under construction
176		At various locations statewide; drainage improvement	3,312	Under construction
177		At various locations in District 4; sidewalks	2,995	Under construction
178		At various locations in District 6; drainage improvement	8,786	FY 2020
179		ADA at various locations in District 1; sidewalks	4,541	Under construction
180		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	Under construction
181		At various locations in District 6; sidewalks	3,392	Under construction
182		At various locations in District 3; sidewalks	3,494	Under construction
183		Various locations in District 7; ADA compliance	2,515	Under construction
184		At various locations in District 1 and 2; pavement marking	899	Under construction
185		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,713	Under construction
186	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	753	Under construction

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Noise Barriers</u>				
187		Noise barrier preservation and remediation - statewide; noise abatement	2,240	FY 2020
188		Various locations; noise abatements	1,050	Completed
<u>Traffic Management</u>				
189		At various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; signalization	4,347	FY 2019
190		At various locations in Prince George's and Montgomery Counties; lighting	3,432	FY 2019
191		Modify/install/recon/systemization of traffic signals - statewide; signalization	5,720	FY 2019
192		At various locations in District 4; lighting	2,447	FY 2020
193		At various locations in Districts 6 and 7; signalization	5,440	FY 2020
194		At various locations in District 5; lighting	4,726	FY 2020
195		At various locations in Districts 1 and 2; signalization	5,101	FY 2020
196		At various locations in District 3; lighting	3,588	FY 2020
197		At various locations in District 3; signalization	5,934	FY 2020
198		At various locations in Districts 6 and 7; signing	4,652	FY 2020
199		At various locations in Districts 3, 4 and 5; signing	6,252	FY 2020

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
200		At various locations in District 1 and 2; lighting	3,723	FY 2020
201		At various locations in Districts 1 and 2; signing	3,584	FY 2020
202		At various locations in District 4; signalization	6,542	FY 2020
203		At various locations - statewide; signalization	7,362	FY 2020
204		At various locations in Districts 3, 4, and 5; signalization	7,771	Completed
205		Sign structure replacement - statewide; signing	7,389	FY 2020
206		Modify/install/recon of signing - statewide; signing	8,896	FY 2020
207		At various locations in District 6 and 7; lighting	2,773	FY 2019
208		At various locations statewide - UPS/APS/CFS; signalization	5,604	FY 2019
209		At various locations - sign retro reflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2019
210		At various locations in Districts 1 and 2; signalization	3,793	Under construction
211		At various locations in Districts 6 and 7; lighting	3,379	Under construction
212		At various locations statewide; signing	6,251	Under construction
213		Modify/Install/Reconstruct Signals; signalization	5,741	Under construction

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
214		Tourism and service signing; signing	3,157	Under construction
215		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	Under construction
216		APS in Districts 6 and 7; signalization	5,037	FY 2019
217		At various locations in District 3; lighting	4,930	Under construction
218		At various locations in District 3; signalization	6,942	FY 2019
219		At various locations in District 6; signing	3,693	Under construction
220		Various locations in District 3; signing	3,377	Under construction
221		Various locations in District 6 and 7; lighting	4,875	Under construction
222		Various locations in District 1 and 2; lighting	4,861	Under construction
223		Various Locations in District 5; signalization	5,664	Under construction
224		Various locations in District 4; signing	3,048	Under construction
225		Automatic Traffic Recorders Statewide; miscellaneous	1,923	Under construction
226		Traffic signs and APS in District 3; signalization	7,153	Under construction

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>C.H.A.R.T. Projects</u>		
227	MD 295	Statewide CHART DMS deployment - Phase 6; miscellaneous	5,126	Under construction
228		Statewide CHART DMS deployment - Phase 5; miscellaneous	5,388	Under construction
229		Statewide CHART CCTV deployment - Phase 6; miscellaneous	3,757	Under construction
230		CHART SOC improvements	6,064	FY 2019
231		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,830	Under construction
232		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,813	Under construction
233		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	1,562	Under construction
234		Road Weather Information Systems Upgrade	500	Under construction
235		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
236		Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	1,012	Under construction
		<u>Environmental Preservation</u>		
237		Welcome Center - pollinator initiative improvements - Statewide; landscape	114	FY 2019
238		At various locations in District 5; landscape	2,789	FY 2019
239		At various locations in District 7; landscape	2,562	FY 2019

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
240		Landscape sustainability improvements V for Districts 3 and 5; landscape	475	Completed
241		At various locations in District 4; landscape	1,072	Under construction
242		At various locations in District 7; landscape	549	Completed
243	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	524	Under construction
		<u>Sidewalks</u>		
244		At various locations in District 5; sidewalks	2,983	Under construction
		<u>TMDL Compliance</u>		
245		TMDL SWM Retrofits - Group 1A - District 3; drainage improvement	902	FY 2019
247		SWM at various locations in District 7 - Group 1; drainage improvement	4,736	FY 2019
248		SWM Facilities Remediation; drainage improvement	3,349	FY 2019
250		Tree planting on DNR property in District 7; landscape	2,562	Under construction
251		Tree planting on DNR property in District 4; landscape	971	Under construction
252		Tree planting at various locations in District 4; landscape	1,514	Under construction
253		At various locations in District 7 - Group 2; drainage improvement	2,310	Under construction



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>TMDL Compliance (cont'd)</u></b>				
254		At various locations in District 5; landscape	1,505	Under construction
255		At various locations in District 3 - Group 1; drainage improvement	2,577	FY 2019
256		Tree planting at various locations in District 3; landscape	427	Under construction
257		Tree establishment at various locations in Howard and Carroll Counties; landscape	2,388	Under construction
258		Tree establishment at various locations in Anne Arundel and Charles Counties; landscape	921	Under construction
259		Tree establishment at various locations in District 3; landscape	1,316	Under construction
260		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,447	Under construction
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>				
261		Archeological and Historic Preservation Data Development; update and enhance searchable database of Maryland's architectural and archeological resources	90	FY 2019
262		Data Development and Analysis of Architectural Resources; update and enhance searchable database of Maryland's architectural and archeological resources	196	FY 2019
263		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 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian and Bicycle Safety and Educational Activities</u>		
264		Walk Smart, Bike Smart, Drive Smart - Statewide Pedestrian and Bicycle Safety Campaign	3,000	FY 2019
		<u>Congressional Earmarks</u>		
265		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project complete)	0	

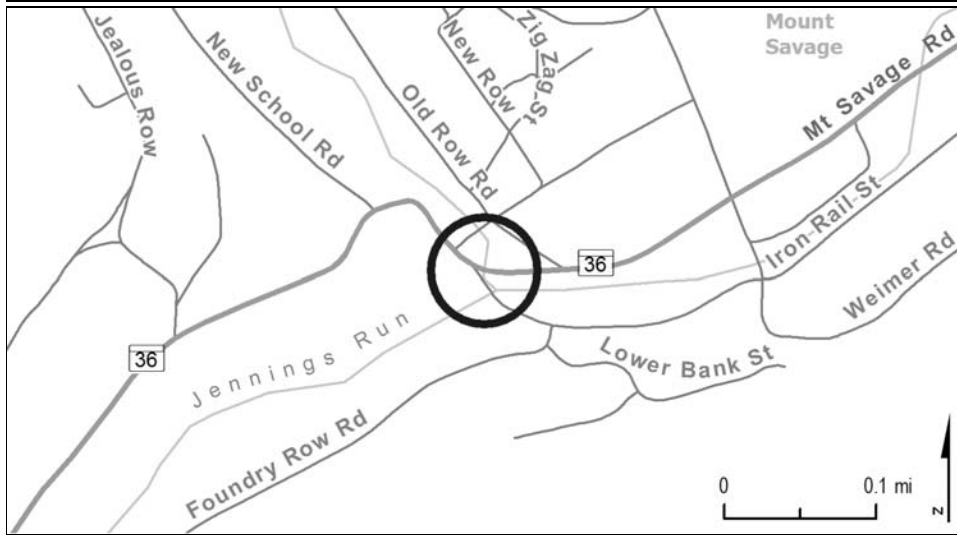


***ALLEGANY COUNTY***



**STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 1**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 36, Mount Savage Road

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

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

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is rated poor.

**STATUS:** Right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.8 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,168	2,162	6	0	0	0	0	0	0	6	0	
Right-of-way	492	380	58	51	3	0	0	0	0	112	0	
Construction	6,429	15	2,652	3,054	708	0	0	0	0	6,414	0	
Total	9,089	2,557	2,716	3,105	711	0	0	0	0	6,532	0	
Federal-Aid	5,847	1,298	1,870	2,175	504	0	0	0	0	4,549	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

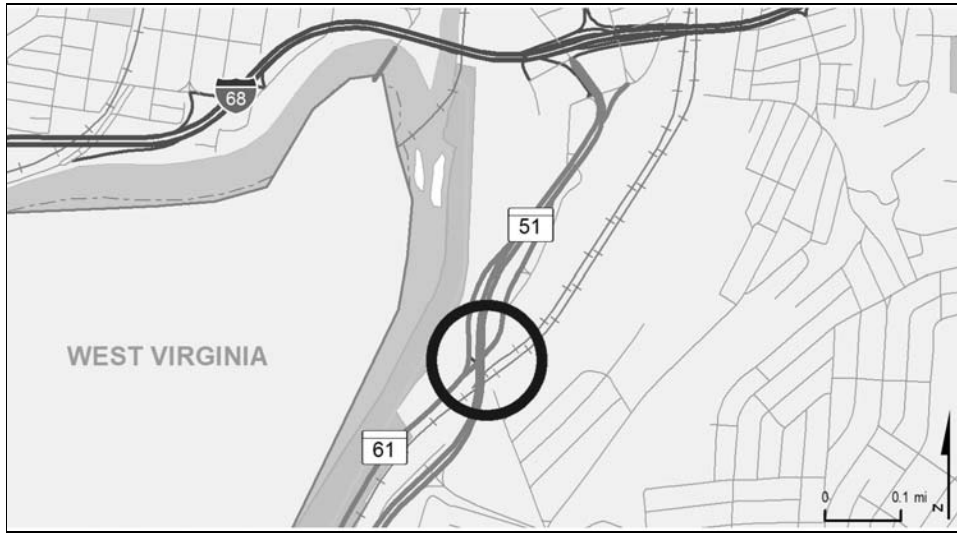
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 2,600

**PROJECTED (2040) -** 2,900

**STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 2**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 51, Industrial Boulevard

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing bridge deck is rated poor.

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....			.....2024.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	471	432	39	0	0	0	0	0	39	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,479	0	1,491	3,691	4,299	998	0	0	10,479	0	
Total	10,950	432	1,530	3,691	4,299	998	0	0	10,518	0	
Federal-Aid	8,111	0	1,104	2,876	3,353	778	0	0	8,111	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 21,125

**PROJECTED (2040) -** 23,575

**STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 3**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**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 2018 - 23 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						
	ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2021.....	.....2022.....	.....2023.....	.....2024.....	
Planning	6,204	4,110	1,000	1,094	0	0	0	0	2,094
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	6,204	4,110	1,000	1,094	0	0	0	0	2,094
Federal-Aid	3,769	2,136	780	853	0	0	0	0	1,633

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** (US 220) 14,600 - 16,605; (MD 53) 8,420 - 16,130

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

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Allegany County; surface treatment	1,382	Under construction
2		At various locations in Allegany County; mill and resurface	9,650	Under construction
3	MD 58	At various locations on MD 53, MD 658, and US 40 Alt; drainage improvement	449	FY 2019
		<u>Bridge Replacement/Rehabilitation</u>		
4	I 68	National Freeway; Bridge 0109300 over MD 639; bridge rehabilitation	7,192	FY 2019
5	I 68	National Freeway; Bridge 0111503 and 0111504 on I-68; clean/paint bridges	2,433	Under construction
		<u>Safety/Spot Improvement</u>		
6	I 68	National Freeway; At Greene Street; widen and resurface	3,855	FY 2019
7	US 220	McMullen Highway; Milnor Avenue to Robinette Avenue (Phase 1); drainage improvement	582	FY 2019
8	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	922	Under construction
9	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage and sidewalk improvements	671	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
10		Amtrak Station Entryway Improvement	243	FY 2019

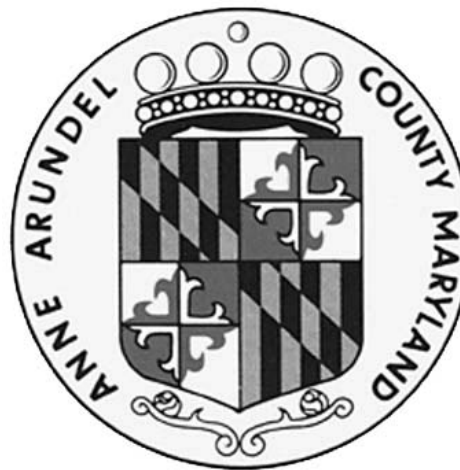


**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)**

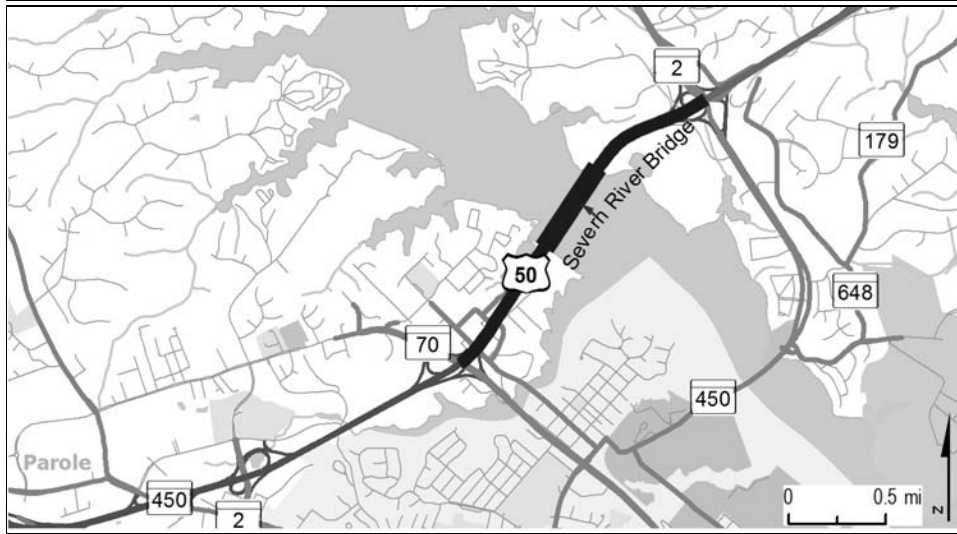
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
11		<p align="center"><u>Fiscal Year 2019 and 2020 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Establishment of Transportation Museums</u></p> <p>Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of an exhibition exploring the National Road and C&amp;O Canal</p>	150	FY 2019





***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 restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate an additional eastbound travel lane.

**PURPOSE & NEED SUMMARY STATEMENT:** The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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:** This segment of US 50 experienced 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 improved safety and operations along this important commuter corridor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.2 million is due to additional curb and gutter work and the installation of temporary signage.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,099	2,099	0	0	0	0	0	0	0	0
Engineering	2,936	2,936	0	0	0	0	0	0	0	0
Right-of-way	184	108	37	39	0	0	0	0	76	0
Construction	20,875	18,662	2,213	0	0	0	0	0	2,213	0
Total	26,094	23,805	2,250	39	0	0	0	0	2,289	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

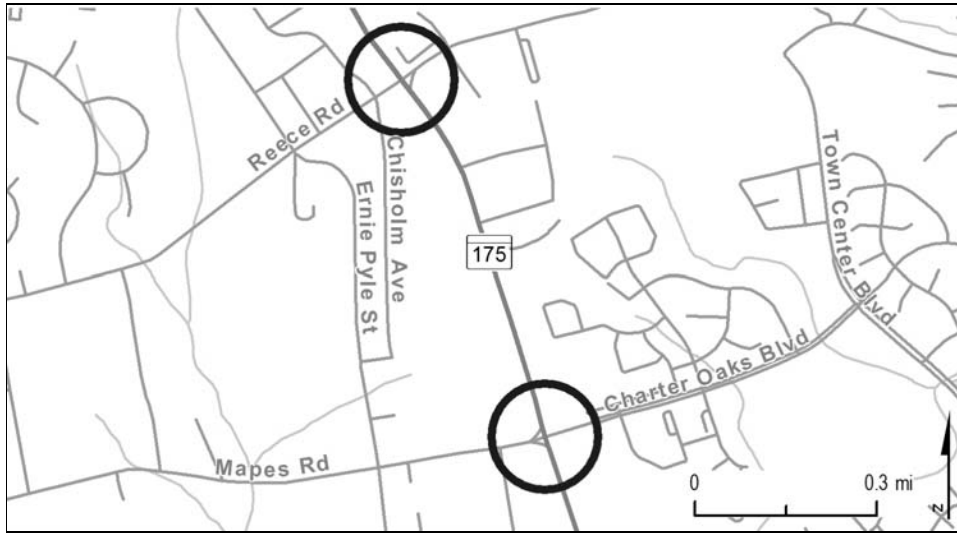
**FEDERAL -** Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 130,400

**PROJECTED (2040) -** 169,400



**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

**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)

**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 will relieve traffic congestion at these intersections to accommodate growth at Ft. Meade.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.9 million is due to additional maintenance of traffic activities, field office, and storage yard costs.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
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	2,435	2,423	12	0	0	0	0	0	12	0
Construction	18,283	14,076	2,626	1,581	0	0	0	0	4,207	0
Total	20,718	16,499	2,638	1,581	0	0	0	0	4,219	0
Federal-Aid	14,942	12,052	1,756	1,134	0	0	0	0	2,890	0

**CLASSIFICATION:**

STATE - Urban Minor Arterial

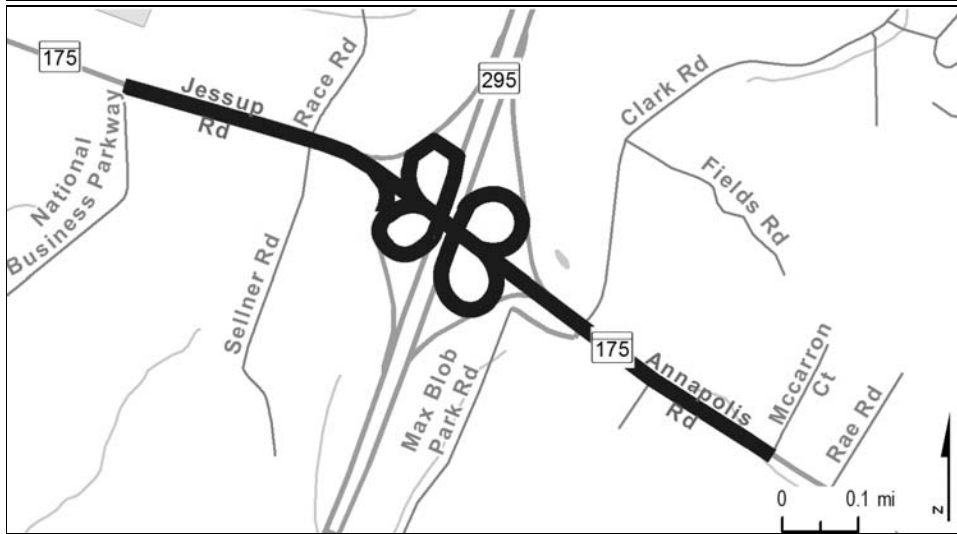
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 27,600

PROJECTED (2040) - 50,500



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175.

**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 ☐ Environmental Stewardship  
☐ System Preservation ☐ Community Vitality  
☒ Quality of Service ☒ 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:** Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$14.9 million is due to a favorable bid.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,998	3,758	240	0	0	0	0	0	240	0
Right-of-way	19,986	15,705	1,133	1,493	1,072	583	0	0	4,281	0
Construction	48,377	73	4,251	9,996	12,075	12,124	9,858	0	48,304	0
Total	72,361	19,536	5,624	11,489	13,147	12,707	9,858	0	52,825	0
Federal-Aid	40,794	2,838	3,514	7,815	9,441	9,479	7,707	0	37,956	0

**CLASSIFICATION:**

**STATE -** Urban Minor Arterial

**FEDERAL -** Urban Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 32,300 - 39,000

**PROJECTED (2040) -** 52,100 - 66,000



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway (1.1 miles). Bicycle and pedestrian facilities will be provided.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**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)

**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       |

**EXPLANATION:** This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

**STATUS:** Construction underway. The project received a \$10.0 million TIGER grant for construction.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.8 million is due to additional storm water management, fence installation work, additional surveying, and dirt and pavement removal.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,241	2,241	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,816	10,744	3,888	4,184	0	0	0	0	8,072	0
Total	21,057	12,985	3,888	4,184	0	0	0	0	8,072	0
Federal-Aid	17,482	10,536	3,387	3,559	0	0	0	0	6,946	0

**CLASSIFICATION:**

**STATE -** Urban Minor Arterial

**FEDERAL -** Urban Minor Arterial

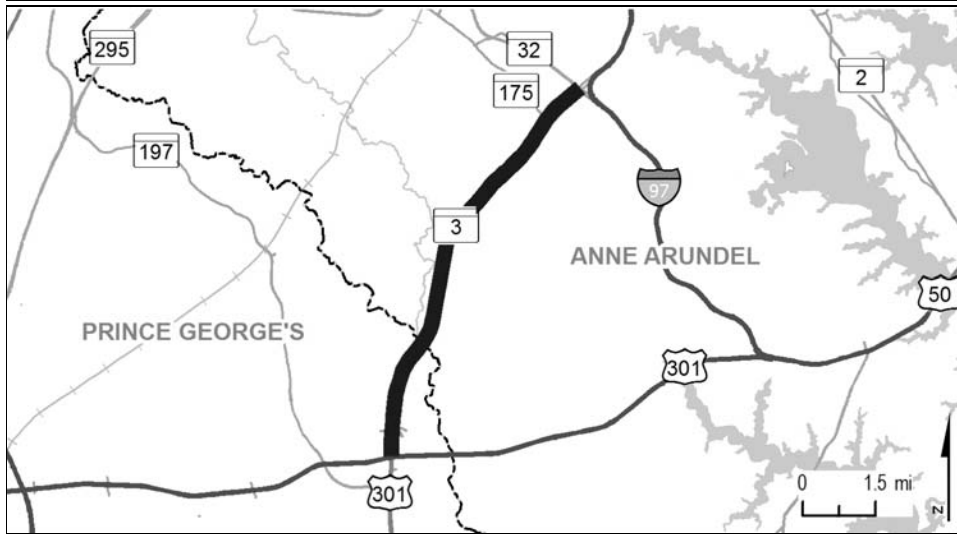
**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 27,900

**PROJECTED (2040) -** 50,500





**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 50, East of Lottsford Vista Road to Anne Arundel County Line (Prince George's County - Line 3)  
 US 301, South Corridor Transportation Study (Prince George's County - Line 23)  
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 24)  
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0	
Engineering	0	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	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	8,545	8,545	0	0	0	0	0	0	0	0	0	
Federal-Aid	3,097	3,097	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 (2018) - 68,700 - 87,900

PROJECTED (2040) - 86,100 - 133,500



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

**JUSTIFICATION:** This project will help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport and surrounding areas.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
	COST (\$000)										
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

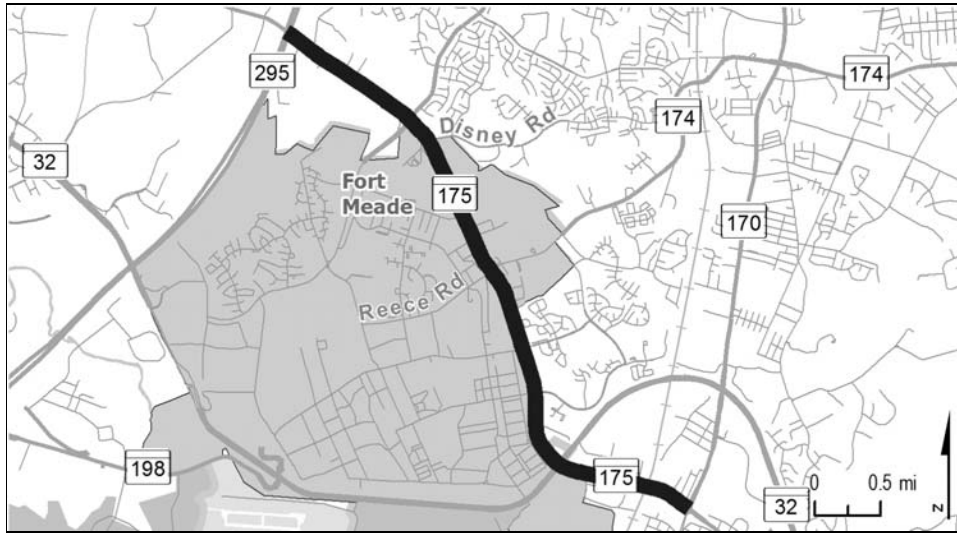
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 103,600

**PROJECTED (2040) -** 145,100



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 175, at Mapes and Reece Roads (Line 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 from Mapes Rd. to Nevada Ave.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,644	2,644	0	0	0	0	0	0	0	0
Engineering	5,159	4,822	337	0	0	0	0	0	337	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	7,803	7,466	337	0	0	0	0	0	337	0
Federal-Aid	6,068	6,068	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Urban Minor Arterial

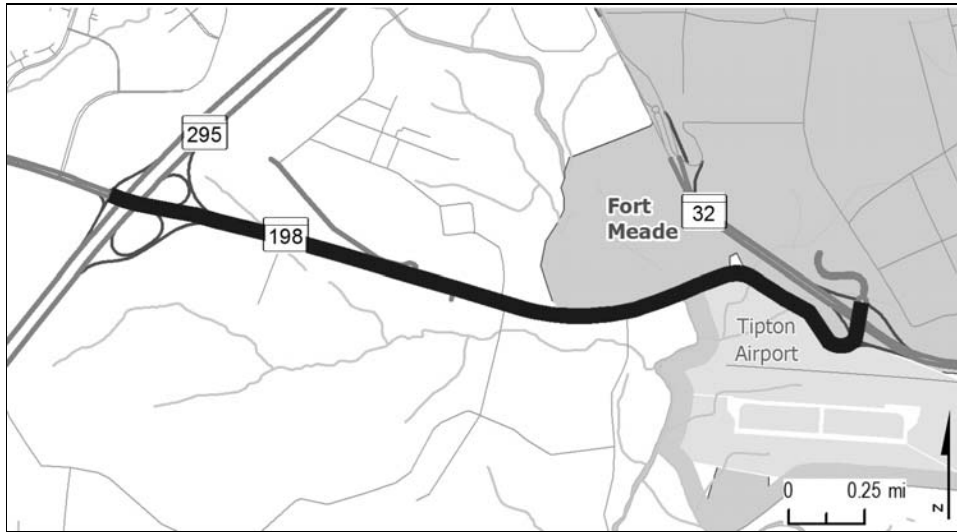
**FEDERAL -** Urban Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 25,900 - 39,500

**PROJECTED (2040) -** 53,000 - 62,600



**PROJECT:** MD 198, Laurel Fort Meade Road

**DESCRIPTION:** Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 175, at Mapes and Reece Roads (Line 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 the segment from Russett Green to MD 295 and the partial interchange at MD 198 and MD 295 (Phase 1).

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	345	345	0	0	0	0	0	0	0	0
Engineering	2,000	1,438	100	170	292	0	0	0	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	2,345	1,783	100	170	292	0	0	0	562	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 (2018) -** 27,800

**PROJECTED (2035) -** 48,300

**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 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Anne Arundel County; patching	1,887	Completed
2		At various locations in South Anne Arundel County; mill and resurface	13,188	Completed
3		At various locations in North Anne Arundel County; mill and resurface	12,616	Completed
4	MD 174	Reece Road; Old Quarterfield Road to MD 3 Business; safety and resurface	855	Completed
5	MD 295 SB	Baltimore Washington Parkway; Hanover Road to Winterson Road; safety and resurface	1,797	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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2019 and 2020</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
6		At various locations in Southern Anne Arundel County; mill and resurface	16,255	FY 2019
7		At various locations in Northern Anne Arundel County; mill and resurface	13,775	FY 2019
8		At various locations in Anne Arundel County; patching	2,000	FY 2019
9		At various locations in Anne Arundel County; joint sealing	1,138	Under construction
10		At various locations in Southern Anne Arundel County; mill and resurface	14,538	Under construction
11		At various locations in Northern Anne Arundel County; mill and resurface	13,893	Under construction
12		At various locations in Anne Arundel County; mill and resurface	7,296	Under construction
13		At various location in Anne Arundel County; surface treatment	1,283	Under construction
14	US 50	John Hanson Highway; Severn River Bridge to end SHA maintenance; guard rail	2,700	Completed
15	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; safety and resurface	6,017	FY 2019
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
16	MD 450	Defense Highway; Bridge 02243X0, 02335X0, 02288X0, 02244X0 on MD 450; miscellaneous	1,096	FY 2019
		<b><u>Safety/Spot Improvement</u></b>		
17		Anne Arundel County Stormwater Management Remediation; drainage improvement	3,078	FY 2019

# 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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
18		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,207	Under construction
19	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,749	FY 2019
20	MD 174	Reece Road; 1000 ft south to 700 ft north of Severn Road; geometric improvements	2,000	FY 2020
21	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	883	Under construction
22	MD 915 A	Long Hill Road; At MD 177; 2 lane construct	1,259	FY 2019
<b><u>Urban Reconstruction</u></b>				
23	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruction (Funded for preliminary engineering)	2,500	Design Underway
<b><u>Traffic Management</u></b>				
24	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,827	Under construction
25	I 695	Baltimore Beltway; at I-97; lighting	1,331	FY 2019
<b><u>Environmental Preservation</u></b>				
26		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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Sidewalks</u>		
27	MD 424	Davidsonville Road; Duke of Kent Drive to MD 450 (Defense Highway) - Phase 2; sidewalks	3,076	FY 2019
		<u>TMDL Compliance</u>		
28		Sandy Point State Park - MDOT SHA/DNR restoration credit partnership; drainage improvement	229	FY 2019
29		At various locations in Anne Arundel County - Group 1A; drainage improvement	2,860	FY 2019
30		At various locations in Anne Arundel County; drainage improvement	929	Under construction
31		At various locations - Group 1; drainage improvement	2,072	Under construction
32		At various locations in Anne Arundel County - Group 1; drainage improvement	2,484	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
33		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 2019
		<u>Environmental Mitigation</u>		
34		Rutland Road Fish Passage	748	FY 2019
35		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2019



**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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
36		<u>Fiscal Year 2019 and 2020 (cont'd)</u>	0	
		<u>Congressional Earmarks</u>  South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)		





***BALTIMORE COUNTY***





**PROJECT:** I-83, Harrisburg Expressway

**DESCRIPTION:** Replacement of Dual Bridges 0306201 and 0306202 on I-83 over Padonia Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridges carrying northbound and southbound I-83 over Padonia Road were constructed in 1950 and do not allow for shoulders and sidewalks on Padonia Road. Bridges are nearing the end of their structural life.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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:** These bridges are rated poor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$4.5 million is due to an unfavorable bid and utility relocations.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,878	1,869	9	0	0	0	0	0	9	0
Right-of-way	1,710	0	1,099	611	0	0	0	0	1,710	0
Construction	22,167	1,493	5,820	6,842	5,534	2,478	0	0	20,674	0
Total	25,755	3,362	6,928	7,453	5,534	2,478	0	0	22,393	0
Federal-Aid	21,036	1,299	6,088	6,564	4,894	2,191	0	0	19,737	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

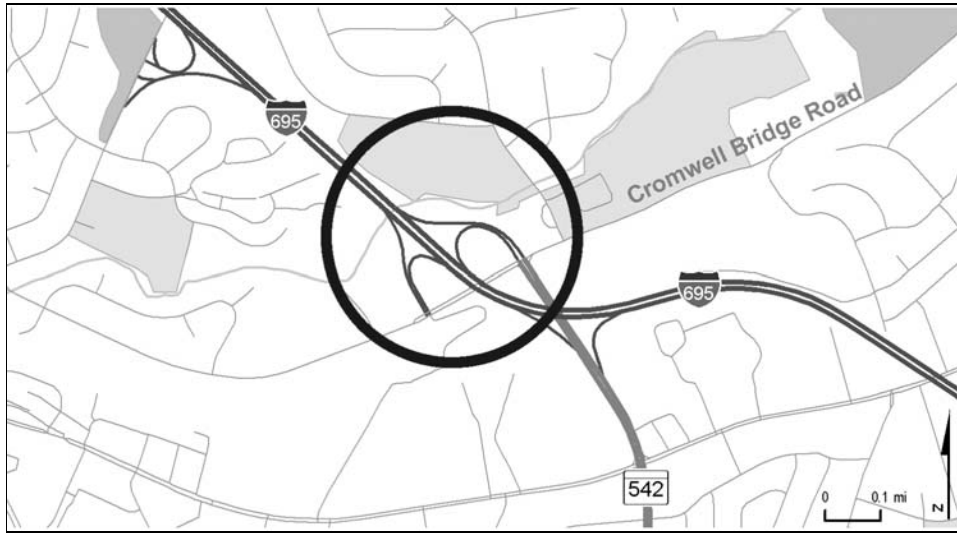
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 122,525

**PROJECTED (2040) -** 147,900

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

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

**EXPLANATION:** This project will improve storm water drainage and stabilize environmental facilities and features into the future.

**PROJECT:** I-695, Cromwell Bridge Road

**DESCRIPTION:** Drainage improvements and stream restoration on I-695 at Cromwell Bridge Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide stream channel restoration, repair drainage outfalls, and construct stormwater management facilities. These improvements will also serve as mitigation for the I-695 Southwest Outer Loop widening project (Line 4).

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

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

**ASSOCIATED IMPROVEMENTS:**

I-695, US 40 to MD 144 (Line 4)

**STATUS:** Right-of-way underway. Construction delayed from FY18 to FY19 due to additional time required to clarify the bids for the project.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$1.6 million is due to a favorable bid.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,941	1,941	0	0	0	0	0	0	0	0
Right-of-way	660	377	70	85	85	43	0	0	283	0
Construction	9,208	20	3,975	3,766	1,447	0	0	0	9,188	0
Total	11,809	2,338	4,045	3,851	1,532	43	0	0	9,471	0
Federal-Aid	7,371	432	3,000	2,846	1,093	0	0	0	6,939	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

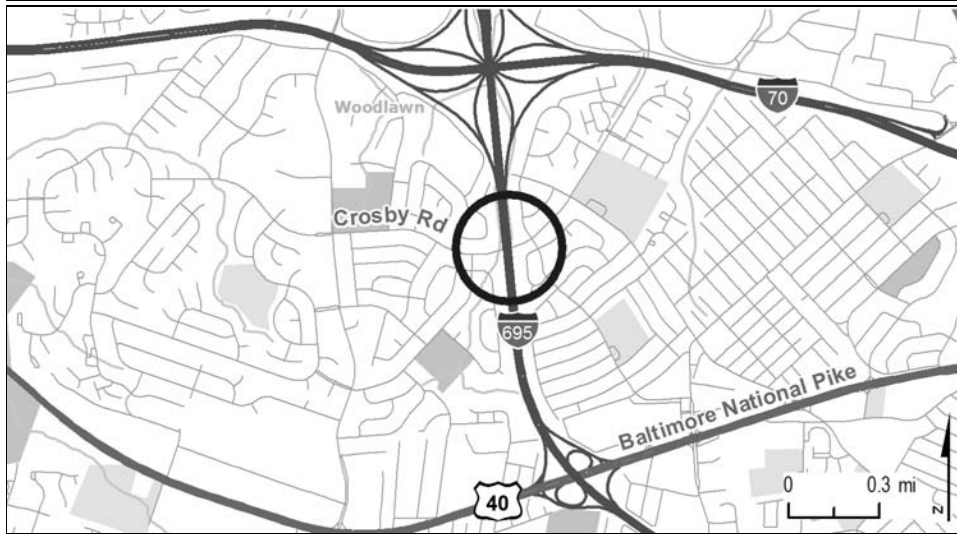
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 146,375

**PROJECTED (2040) -** 159,250



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replace Bridge 03125 on Crosby Road over I-695.

**PURPOSE & NEED SUMMARY STATEMENT:** This bridge, constructed in 1961, is nearing the end of its structural life.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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:** Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. The project enhances safety, operation, and accommodates pedestrians and bicycles.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	813	813	0	0	0	0	0	0	0	0	
Right-of-way	32	32	0	0	0	0	0	0	0	0	
Construction	7,405	4,437	2,968	0	0	0	0	0	2,968	0	
Total	8,250	5,282	2,968	0	0	0	0	0	2,968	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Principal Arterial

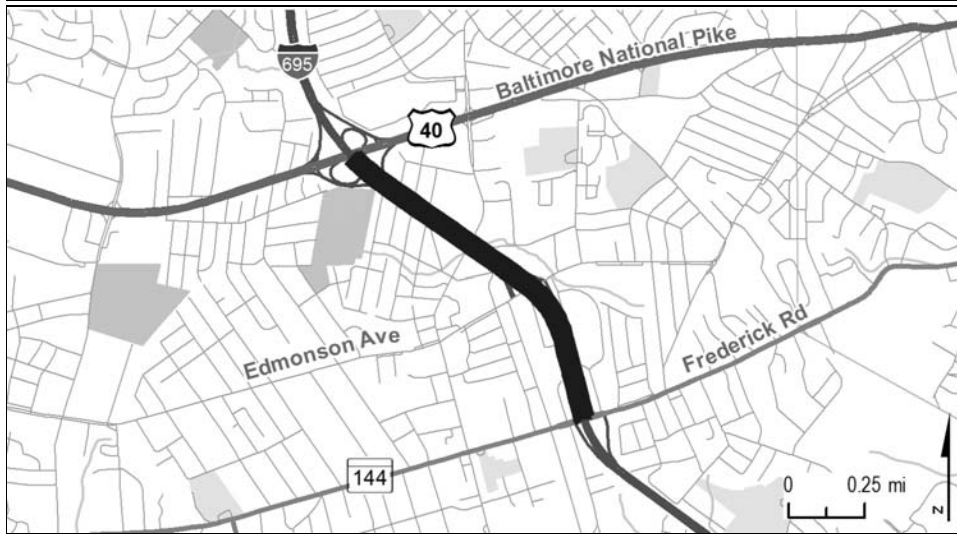
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 13,225

**PROJECTED (2040) -** 14,225



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project from US 40 to MD 144 will improve mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook 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:

- |   |   |
|---|---|
| <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:** This project will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	14,384	13,342	1,042	0	0	0	0	0	1,042	0		
Right-of-way	4,127	3,392	387	348	0	0	0	0	735	0		
Construction	86,985	39,306	18,295	12,384	2,124	9,657	5,219	0	47,679	0		
Total	105,496	56,040	19,724	12,732	2,124	9,657	5,219	0	49,456	0		
Federal-Aid	76,119	45,960	18,035	12,124	0	0	0	0	30,159	0		

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 198,550

**PROJECTED (2040) -** 269,750





**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 Avenue 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 rated poor. 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:**

**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 were rated poor. The new bridges provide for future capacity improvements of I-695. The ramp was realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on Leeds Avenue by relocating the entrance of it to US 1.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$2.5 million is due to reduced right-of-way needs and price adjustments for asphalt binder and diesel fuel.

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										BALANCE TO COMPLETE
	TOTAL ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX		
	COST	THRU	YEAR	YEAR					YEAR		
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,178	3,178	0	0	0	0	0	0	0	0	0
Right-of-way	2,436	2,332	20	50	34	0	0	0	0	104	0
Construction	43,246	41,140	2,106	0	0	0	0	0	0	2,106	0
Total	48,860	46,650	2,126	50	34	0	0	0	0	2,210	0
Federal-Aid	43,824	41,881	1,943	0	0	0	0	0	0	1,943	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

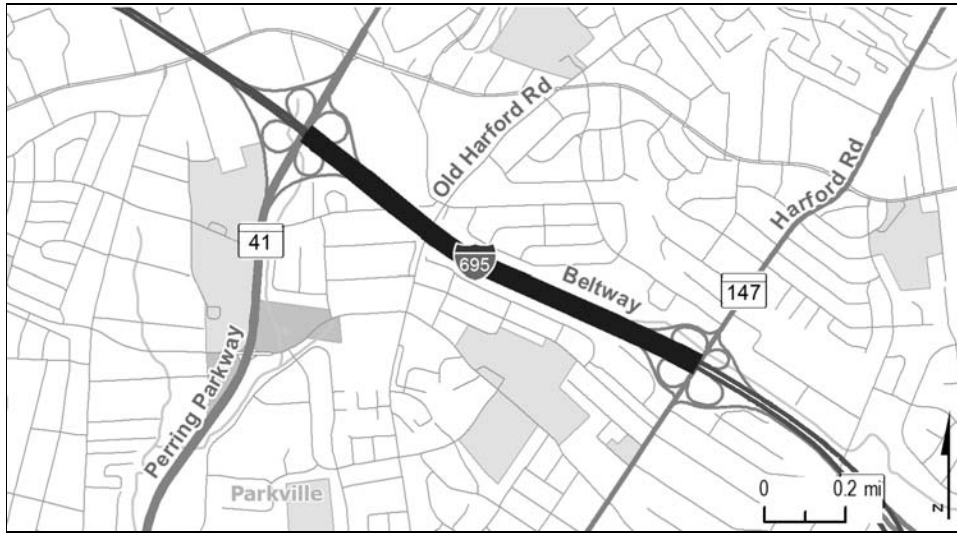
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 202,820  
4,510 (Leeds Ave. ramp)

**PROJECTED (2040) -** 247,800  
6,400 (Leeds Ave. ramp)



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** This project provided 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 improved safety and operations along this segment of I-695. The removal of the loop ramp eliminated 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:**

**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:** This project improved safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. This project provided 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 accommodates future widening along I-695. This project includes geometric improvements that improved safety and operations at Harford Road.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.6 million is due to additional right-of-way needs and compensable time settlement costs.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	FOR PLANNING PURPOSES ONLY								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET						
	COST	THRU	YEAR	YEAR						
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,615	4,615	0	0	0	0	0	0	0	0
Right-of-way	2,013	782	1,231	0	0	0	0	0	1,231	0
Construction	28,874	28,017	857	0	0	0	0	0	857	0
Total	35,502	33,414	2,088	0	0	0	0	0	2,088	0
Federal-Aid	5,073	3,982	1,091	0	0	0	0	0	1,091	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

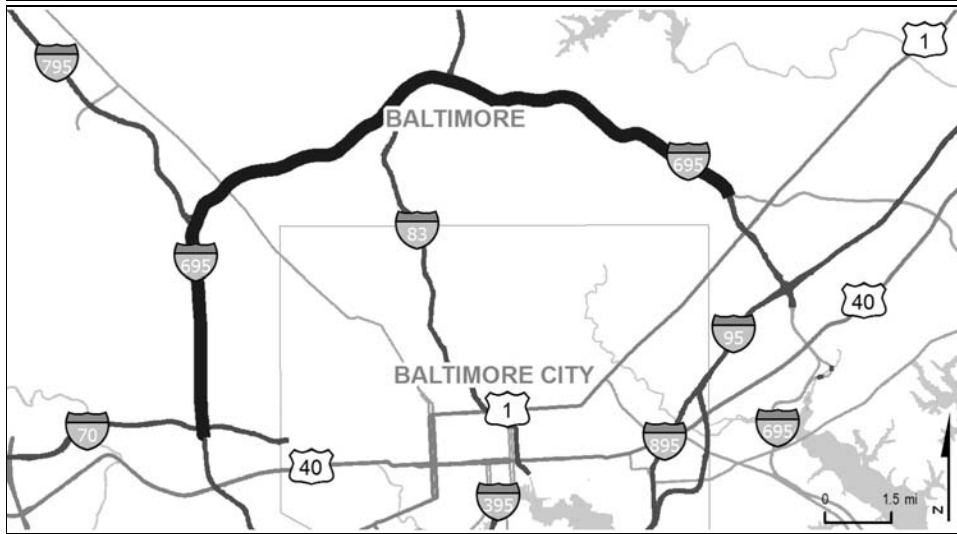
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 161,690

**PROJECTED (2040) -** 181,280



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Using the shoulder and dynamic lane controls to create a new lane of traffic during peak hours. On the inner and outer loops of I-695 from I-70 to MD 43. This includes adaptive ramp metering and the reconfiguration of the I-695 and I-70 interchange.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion along I-695.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**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:** This project will improve safety and traffic flow along I-695 between I-70 and MD 43. This capacity improvement supports mobility and infrastructure stability for the adjacent communities and the greater Baltimore region.

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$30.1 million is due to adding dynamic lane controls.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	2	13,000	6,499	2,499	0	0	0	21,998	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	259,101	0	0	25,051	65,700	70,199	74,297	23,854	259,101	0
Total	281,101	2	13,000	31,550	68,199	70,199	74,297	23,854	281,099	0
Federal-Aid	192,660	0	10,140	17,199	39,546	50,856	56,314	18,605	192,660	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - N/A

PROJECTED (2040) - N/A



**PROJECT:** MD 45, York Road

**DESCRIPTION:** Construction of safety and resurfacing improvements on MD 45 from south of Padonia Road to Wight Avenue (2.4 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will construct safety and resurfacing improvements along this segment of MD 45, including a County waterline replacement.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**STATUS:** Construction to begin during the current year. County is contributing \$12.3 million to construction for a waterline replacement.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the construction program.

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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	853	850	3	0	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	15,543	134	3,457	5,779	5,781	392	0	0	0	15,409	0
Total	16,396	984	3,460	5,779	5,781	392	0	0	0	15,412	0
Federal-Aid	2,560	107	593	900	900	60	0	0	0	2,453	0

**CLASSIFICATION:**

STATE - Minor Arterial

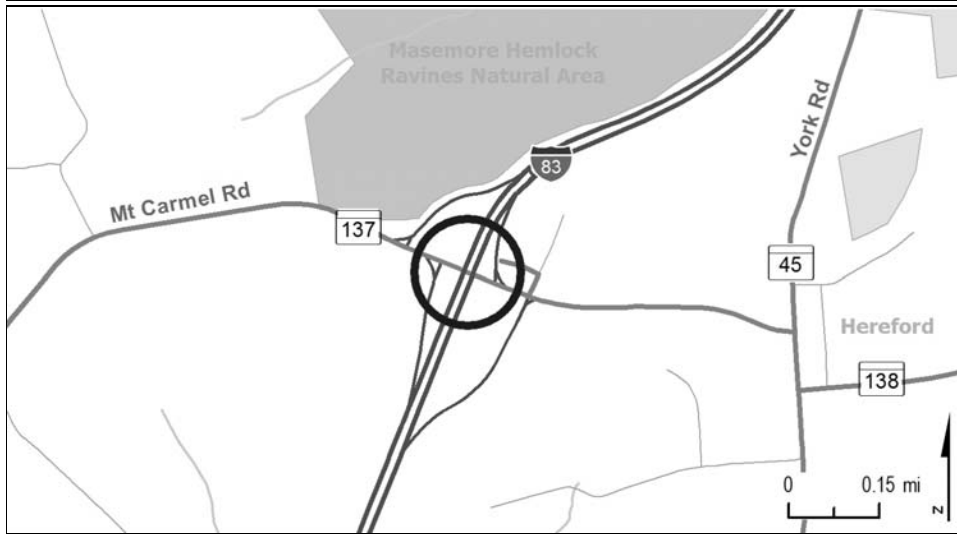
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 32,900

PROJECTED (2040) - 42,250



**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 rated poor 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:

- |   |  |
|---|--|
| <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 bridge was rated poor. 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:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,199	1,199	0	0	0	0	0	0	0	0
Right-of-way	128	7	42	56	23	0	0	0	121	0
Construction	7,596	6,456	1,140	0	0	0	0	0	1,140	0
Total	8,923	7,662	1,182	56	23	0	0	0	1,261	0
Federal-Aid	788	788	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

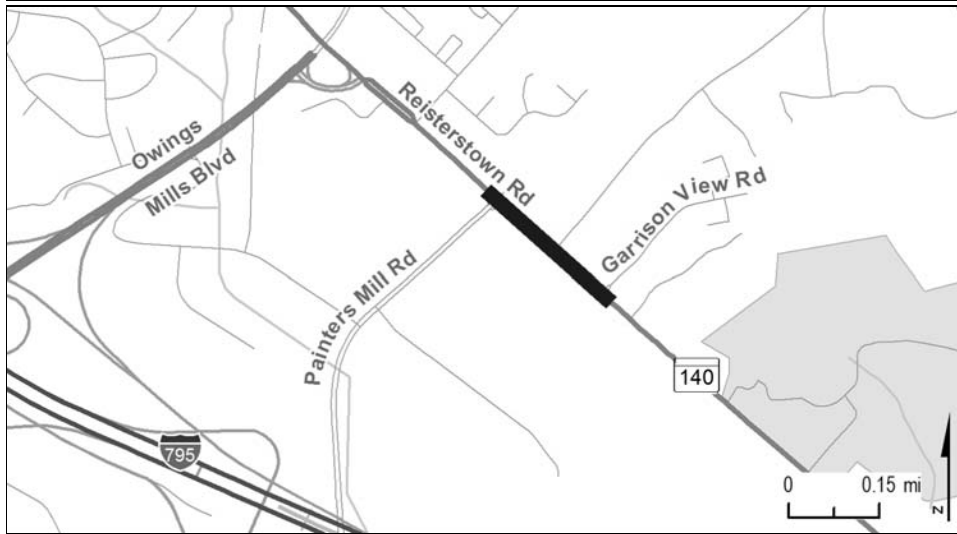
**FEDERAL -** Rural Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 9,025

**PROJECTED (2040) -** 11,650



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements, and landscaping.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the development in the area, including the Owings Mills Metro Center and Foundry Row.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-795, Interchange at Dolefield (Line 14)

MD 140, Painters Mill Road to Owings Mills Boulevard (Line 15)

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

**EXPLANATION:** This project will relieve congestion, accommodate development in the area, and provide bicycle and pedestrian accommodations.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,574	1,574	0	0	0	0	0	0	0	0
Right-of-way	4,156	3,655	411	74	16	0	0	0	501	0
Construction	12,542	8,712	3,830	0	0	0	0	0	3,830	0
Total	18,272	13,941	4,241	74	16	0	0	0	4,331	0
Federal-Aid	1,022	1,022	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

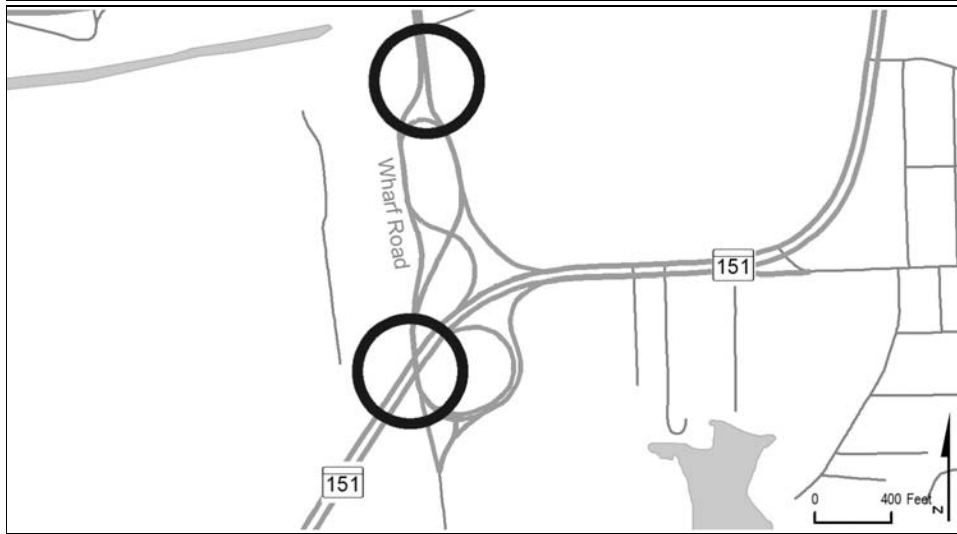
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 40,825

**PROJECTED (2040) -** 52,525



**PROJECT:** MD 151/MD 151B, Sparrows Point Boulevard

**DESCRIPTION:** Replace bridge 0309900 on MD 151 and bridge 0335000 on MD 151B. Replace bridge deck on bridge 0335100 on MD 151B.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1954, 1955, and 1957 are rated poor.

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

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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 replaces bridges rated poor.

**STATUS:** Engineering is underway. Construction to begin during budget year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY							
	COST	THRU	YEAR	YEAR								
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,000	197	481	322	0	0	0	0	0	803	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	20,000	0	0	1,368	6,848	7,112	4,672	0	20,000	0	0	
Total	21,000	197	481	1,690	6,848	7,112	4,672	0	20,803	0	0	
Federal-Aid	15,599	0	0	1,067	5,341	5,547	3,644	0	15,599	0	0	

**CLASSIFICATION:**

**STATE -** Urban Minor Arterial

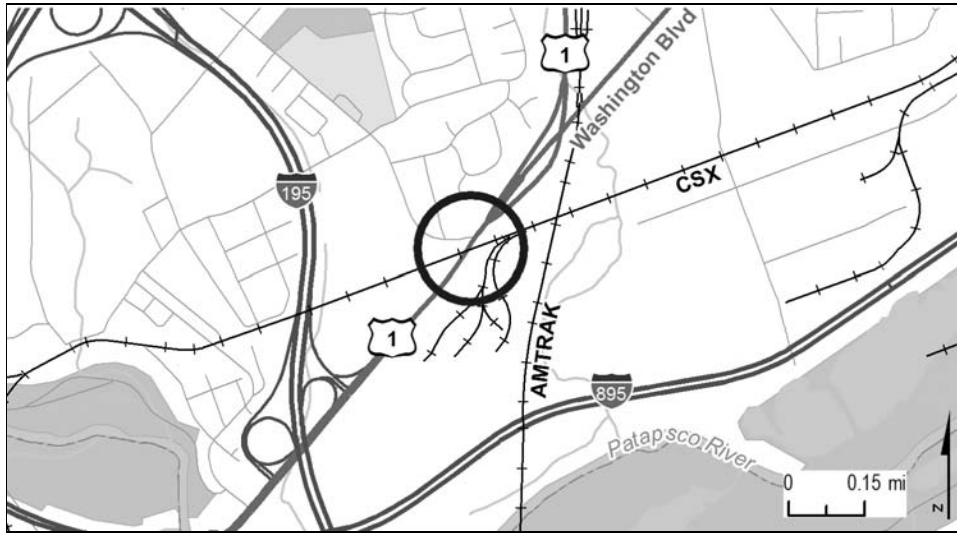
**FEDERAL -** Urban Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 1,400

**PROJECTED (2040) -** 26,625

**PROJECT:** US 1, Washington Boulevard**DESCRIPTION:** Replace Bridge 03008 over CSX.**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridge, built in 1930, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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:**

US 1, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

**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 replaces a poor rated bridge.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$6.5 million is due to an unfavorable bid and additional right-of-way needs.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

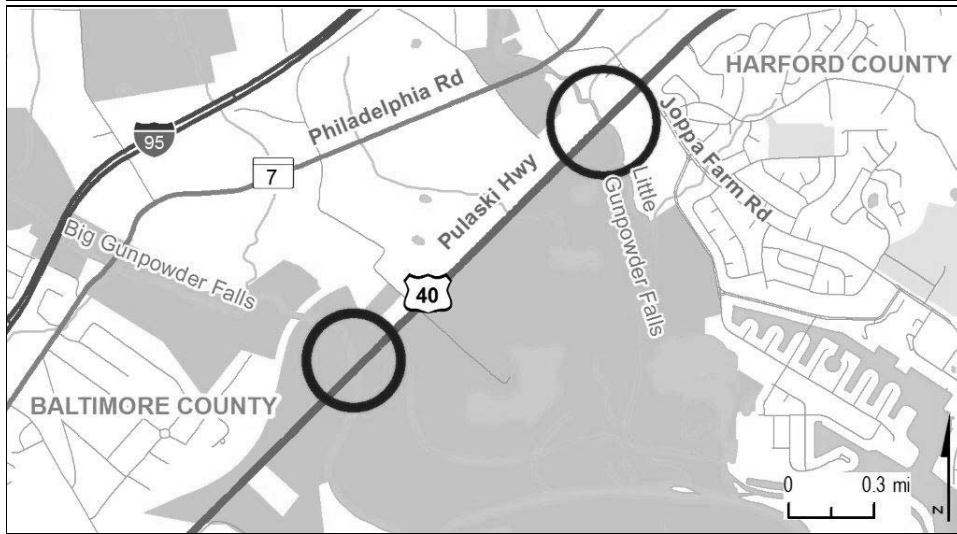
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,105	2,098	7	0	0	0	0	0	7	0
Right-of-way	1,398	1,243	40	42	42	31	0	0	155	0
Construction	30,501	66	8,345	9,579	8,210	4,301	0	0	30,435	0
Total	34,004	3,407	8,392	9,621	8,252	4,332	0	0	30,597	0
Federal-Aid	24,099	252	6,570	7,495	6,420	3,362	0	0	23,847	0

**CLASSIFICATION:****STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 26,450**PROJECTED (2040) -** 29,125



**STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 13**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Replace and widen substructure on bridges 0303403 and 0303404 over Little Gunpowder Falls and bridges 0303503 and 0303504 over Big Gunpowder Falls.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing bridges, built in 1935, are rated poor.

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

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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 replaces poor rated bridges.

**STATUS:** Engineering and right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$13.4 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,240	3,240	0	0	0	0	0	0	0	0	
Right-of-way	30	19	3	3	3	2	0	0	11	0	
Construction	27,144	55	5,781	7,439	7,861	5,878	130	0	27,089	0	
Total	30,414	3,314	5,784	7,442	7,864	5,880	130	0	27,100	0	
Federal-Aid	23,000	2,341	4,456	5,653	5,975	4,471	104	0	20,659	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

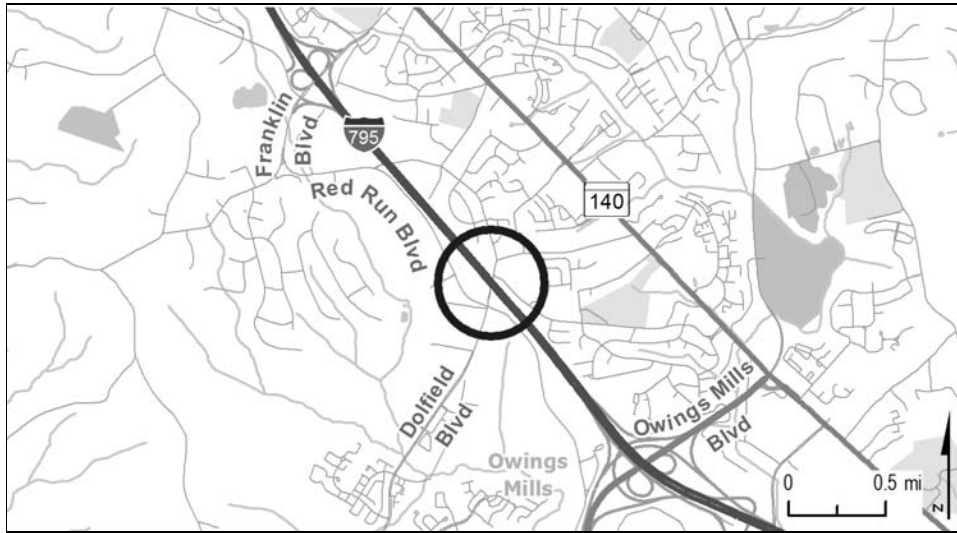
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 26,700

**PROJECTED (2040) -** 42,750



**PROJECT:** I-795, Northwest Expressway

**DESCRIPTION:** Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from four to six lanes.

**JUSTIFICATION:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 140, Painters Mill Road to Garrison View Rd. (Line 10)

MD 140, Painters Mill Road to Owings Mills Boulevard (Line 15)

**STATUS:** Engineering underway. County contributed \$0.625 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,459	3,459	0	0	0	0	0	0	0	0
Engineering	7,011	3,366	787	1,100	1,545	213	0	0	3,645	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,470	6,825	787	1,100	1,545	213	0	0	3,645	0
Federal-Aid	5,851	2,604	675	990	1,391	191	0	0	3,247	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

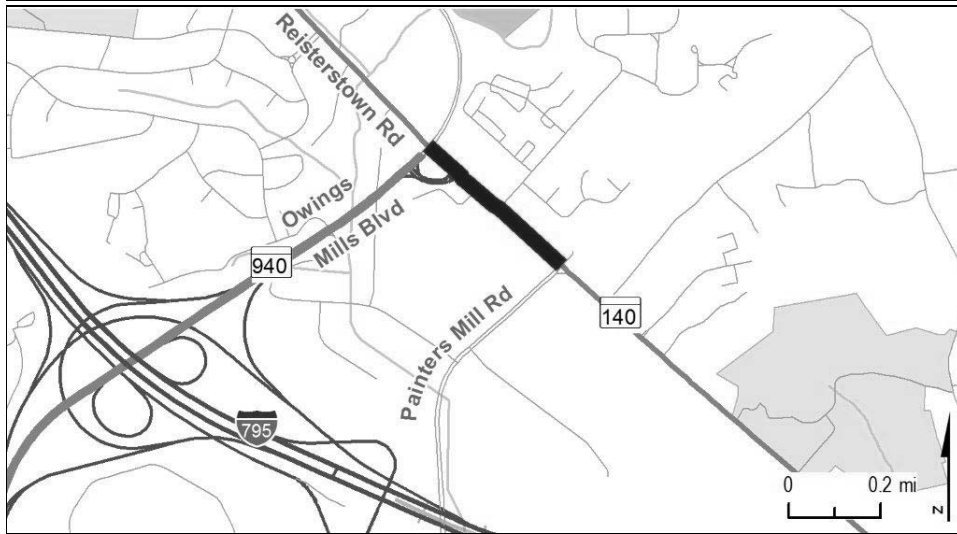
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 77,650

**PROJECTED (2040) -** 102,250



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided (0.4 miles).

**JUSTIFICATION:** This project would provide additional capacity and access for the planned development in Owings Mills.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 140, Painters Mill Road to Garrison View Road (Line 10)  
 I-795, at Dolfield Road (Line 14)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,396	400	530	0	0	0	0	930	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	3,396	400	530	0	0	0	0	930	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 (2018) -** 40,225 (MD 140)

**PROJECTED (2040) -** 52,750 (MD 140)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2018 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 1 AL	Washington Boulevard; Howard/Baltimore County line to 550 ft. south of CSX railroad tracks; safety and resurface	2,261	Completed
2	I 83 NB	Harrisburg Expressway; Shawan Road to Mt Carmel Road; safety and resurface	5,506	Completed
3	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	3,540	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4		Existing bridges on Harrisburg Expressway, Falls Road and Philadelphia Road; clean/paint bridges	1,586	Completed
5	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,862	Completed
<b><u>Urban Reconstruction</u></b>				
6	US 40	Baltimore National Pike; At Mohr's Lane; urban reconstruction	6,615	Completed
<b><u>Intersection Capacity Improvements</u></b>				
7	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	4,492	Completed

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020</u>				
<u>Resurface/Rehabilitate</u>				
8		At various locations west of I-83 in Baltimore County; mill and resurface	8,021	FY 2019
9		At various locations east of I-83 in Baltimore County; mill and resurface	9,704	FY 2019
10		At various locations in Baltimore County; safety and resurface	10,293	FY 2019
11		At various locations in east Baltimore County; mill and resurface	12,661	Under construction
12		At various locations in west Baltimore County; mill and resurface	11,887	Under construction
13	US 1	Washington Boulevard; North of I-695 to Dunfield Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,991	Under construction
14	MD 45	York Road; Towson roundabout to Cavan Drive; safety and resurface	3,220	FY 2019
15	I 95	US 1 to end of SHA maintenance; safety and resurface	5,895	Under construction
16	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,605	Under construction
17	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	1,790	Completed
18	MD 150	Eastern Avenue; Back River Bridge to Riverside Drive; safety and resurface	2,300	FY 2019
19	MD 140	Reisterstown Road; Rosewood Lane to East Pleasant Hill Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,318	FY 2019
20	I 695	Baltimore Beltway; Greenspring Avenue to Falls Road; safety and resurface	3,489	Completed

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
21		Various Bridges on Baltimore Beltway and Northwest Expressway; clean and paint bridges	3,516	FY 2019
22		Various bridges - Washington Boulevard, Martin Boulevard, Hollins Ferry, White Marsh, Baltimore Beltway; clean/paint bridges	2,759	FY 2019
23	US 1	Belair Road; Bridge 0300300 over Gunpowder Falls; miscellaneous	6,735	FY 2019
<b><u>Safety/Spot Improvement</u></b>				
24	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,920	Completed
<b><u>Noise Barriers</u></b>				
25	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 750 ft. north of Dogwood Road; noise abatement	3,211	Under construction
<b><u>Traffic Management</u></b>				
26	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,328	Under construction
27	I 95	At I-695; lighting	1,999	Under construction
<b><u>Environmental Preservation</u></b>				
28	I 83	Harrisburg Expressway; IRVM, vegetation management - I-695 split to MD/PA line - Phase 1; landscape	3,498	Under construction
29	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	1,468	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 16 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>TMDL Compliance</u>		
30		Little Gunpowder Falls Tributary at MD 145 & MD 165 - stream restoration; wetlands replacement	2,862	FY 2019
31		White Marsh Tributary at MD 43 (Silver Hill Farm); wetlands replacement	635	Under construction
32		At various locations in Baltimore County - Group 1B; drainage improvement	3,351	Under construction
33		At various locations in Baltimore County - Group 1; drainage improvement	2,272	Completed
34		Jones Falls; wetlands replacement (Project on hold)	1,876	
35		Tree establishment at various locations in Baltimore County; landscape	2,471	Under construction







***BALTIMORE CITY***



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation</u></p> <p>West Baltimore MARC Station Beautification</p>	102	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2019 and 2020</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		Hanover Street Bridge; repair and resurface (Baltimore City Project)	3,000	FY 2019
		<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 2020
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	Underway
5		Potomac Street Cycle Track - Phase II; construct two way cycle track on Potomac Street between Eastern Avenue and Boston Street	418	FY 2019
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 2019
7		Herring Run Greenway; Construct new portions of an 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Underway
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
8		Historic Red Caboose Restoration at President Street Station	60	FY 2020
		<b><u>Historic Preservation</u></b>		
9		St. Paul Place and Preston Gardens	1,778	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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Congressional Earmarks</u></b>				
10		Midtown Cultural District Streetscape; promote pedestrian use of Mount Royal Avenue between North Avenue and Guilford Avenue (Earmark \$475,000; PP)	0	
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) (Project on hold)	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	
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	

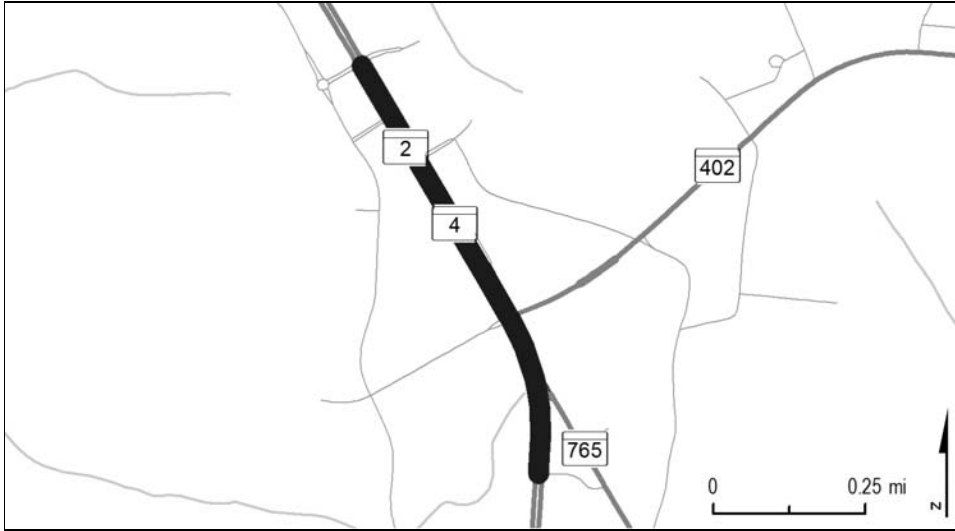




***CALVERT COUNTY***







**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Upgrade and widen MD 2/4 to a six lane divided highway from Fox Run Boulevard to MD 231 (0.8 miles). This project will include bicycle and pedestrian accommodations as appropriate. This is Phase two of a five-phase project to upgrade and widen MD 2/4 from north of Stoakley Road/Hospital Road to south of MD 765A.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**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:

- |  |  |
|--|--|
| <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:** MD 2/4 is a critical link in Southern Maryland. Increasing capacity supports regional transportation needs.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$15.3 million is due to an unfavorable bid, additional engineering needs and plat revisions.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,877	20	0	0	0	0	0	20	0
Right-of-way	8,782	5,222	750	500	2,310	0	0	0	3,560	0
Construction	31,540	2,262	15,493	13,785	0	0	0	0	29,278	0
Total	45,219	12,361	16,263	14,285	2,310	0	0	0	32,858	0
Federal-Aid	2,408	2,408	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

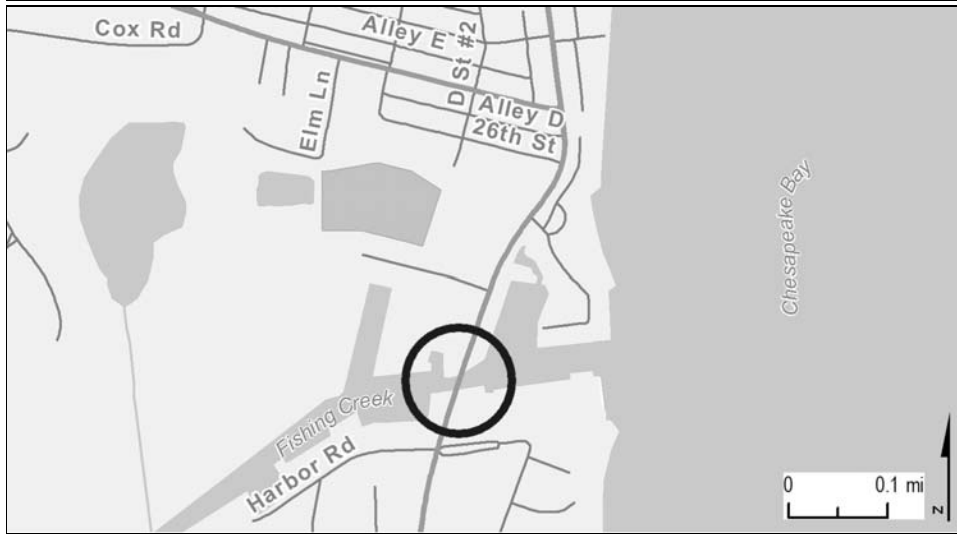
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 46,800

**PROJECTED (2040) -** 57,500



**PROJECT:** MD 261, Bayside Road

**DESCRIPTION:** Replace Bridge 04011 over Fishing Creek. This project will accommodate bicycles and pedestrians as appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1940, is rated poor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is rated poor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,362	2,362	0	0	0	0	0	0	0	0
Right-of-way	2,008	1,973	35	0	0	0	0	0	35	0
Construction	23,582	18,046	3,414	2,122	0	0	0	0	5,536	0
Total	27,952	22,381	3,449	2,122	0	0	0	0	5,571	0
Federal-Aid	18,667	15,280	2,182	1,205	0	0	0	0	3,387	0

**CLASSIFICATION:**

**STATE -** Major Collector

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

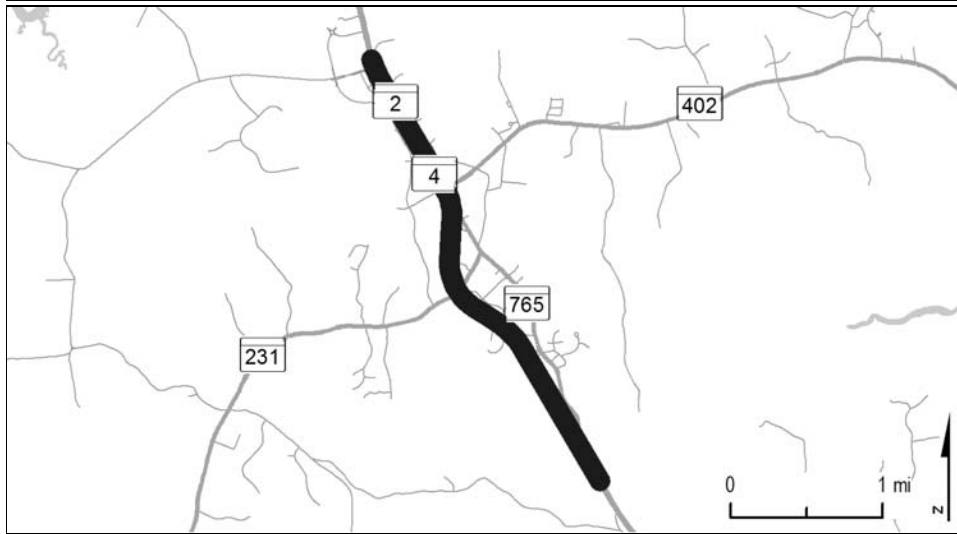
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 16,775

**PROJECTED (2040) -** 27,875

**STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 3**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Study to upgrade and widen MD 2/4 to a six lane divided highway from north of Stoakley Road/Hospital Road to south of MD 765A (3.5 miles).

**JUSTIFICATION:** MD 2/4 corridor improvements will reduce congestion and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 2/4 Phase 2, Fox Run Boulevard to MD 231 (Line 1)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2021....	....2022....	....2023....	....2024....			
Planning	1,972	1,972	0	0	0	0	0	0	0	0	
Engineering	1,422	1,422	0	0	0	0	0	0	0	0	
Right-of-way	644	644	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,038	4,038	0	0	0	0	0	0	0	0	
Federal-Aid	776	776	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

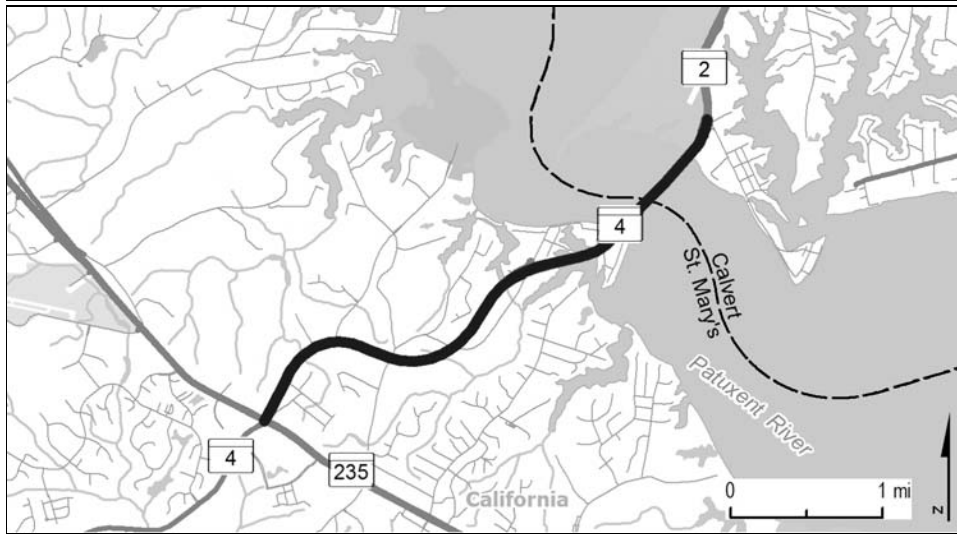
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 39,100 - 46,800

**PROJECTED (2040) -** 46,300 - 57,500

**STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 4**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**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:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$10.4 million is due to legislatively mandated funding for US 301 (Charles County Line 1)

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										BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	4,937	4,936	1	0	0	0	0	0	0	1	0
Engineering	4,583	864	3,719	0	0	0	0	0	0	3,719	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	9,520	5,800	3,720	0	0	0	0	0	0	3,720	0
Federal-Aid	3,441	3,441	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 (2018) -** 31,100

**PROJECTED (2040) -** 38,275

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Calvert County; mill and resurface	10,817	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
2		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	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

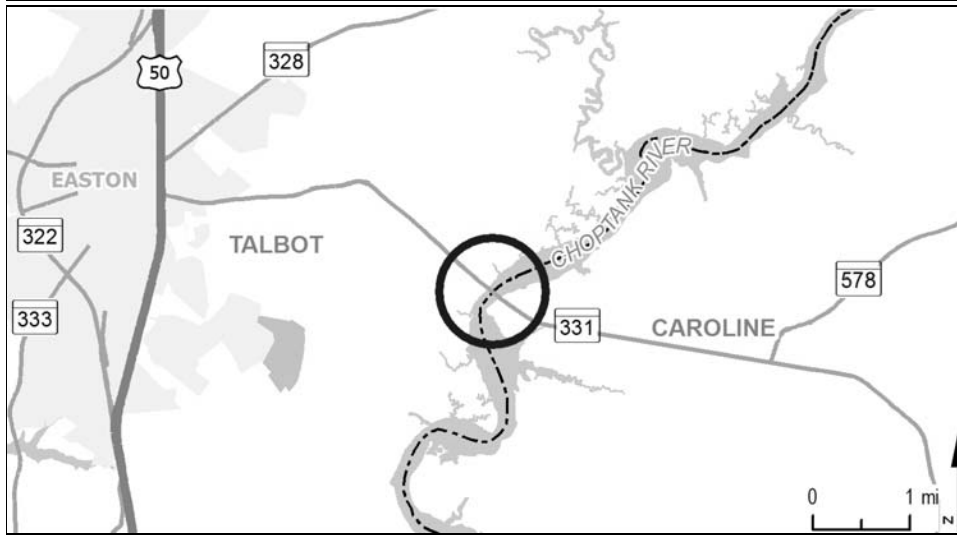
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
3		At various locations in Calvert County; mill and resurface	9,515	FY 2019
4		At various locations in Calvert County; mill and resurface	10,512	Under construction
5	MD 2	Solomon's Island Road; Coster Mill Bridge Road to Calvert Cliff Parkway, MD 264 to Commerce Lane; surface treatment	6,864	FY 2019
		<u>Urban Reconstruction</u>		
6	MD 261	Bay Avenue; 9th Street to Anne Arundel County line; 2 lane reconstruct	7,000	FY 2020



***CAROLINE COUNTY***







**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replaced Bridge 20023 over the Choptank River. The new span was located south of the existing roadway and provided a 50 foot river clearance. Bicycle and pedestrian accommodations were included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The new bridge provided a safe and dependable MD 331 crossing of the Choptank River, accommodating both vehicular and marine traffic. The previous drawbridge routinely experienced mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties.

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject 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 drawbridge on the old span experienced mechanical difficulties affecting commerce and emergency services.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
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	3,168	287	1,500	1,381	0	0	0	0	0	2,881	0	
Construction	60,959	54,959	6,000	0	0	0	0	0	0	6,000	0	
Total	66,386	57,505	7,500	1,381	0	0	0	0	0	8,881	0	
Federal-Aid	48,791	44,117	4,674	0	0	0	0	0	0	4,674	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 11,200

**PROJECTED (2040) -** 17,300

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton</p>	1,668	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 2 (cont'd)**

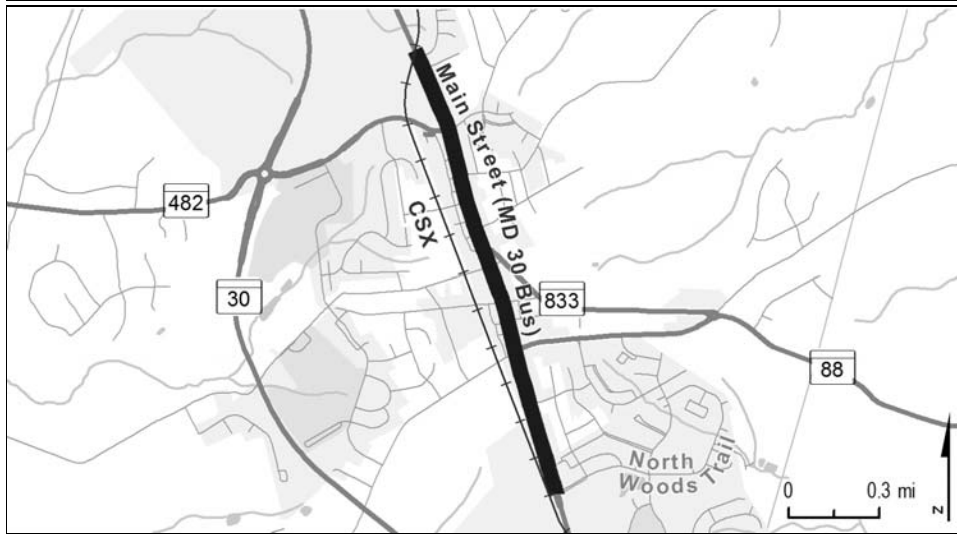
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Caroline County; mill and resurface	5,201	FY 2020
3		At various locations in Caroline County; mill and resurface	6,330	Completed
4		At various locations in Caroline County; mill and resurface	6,058	Completed
		<u>Urban Reconstruction</u>		
5	MD 404 AL	Main Street; Talbot County Line to Hillsboro Eastern town limit; urban reconstruction (Funded for preliminary engineering)	1,646	Design Underway
		<u>Environmental Preservation</u>		
6	MD 404	Shore Highway; Smith Farm wetland and reforestation planting; landscape	641	FY 2020
		<u>Enhancements</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
7		Ridgely Railroad Station - Phase I; rehabilitate and restore historic railroad depot	359	FY 2019





***CARROLL COUNTY***





**PROJECT:** MD 30 Bus. Main Street

**DESCRIPTION:** Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Urban Reconstruction). Bicycle and pedestrian facilities will be provided (1.6 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** This project will restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

**STATUS:** Construction underway. County contributed \$0.6 million towards construction cost.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,688	4,688	0	0	0	0	0	0	0	0
Right-of-way	968	917	32	11	8	0	0	0	51	0
Construction	25,574	5,881	11,194	8,466	33	0	0	0	19,693	0
Total	31,230	11,486	11,226	8,477	41	0	0	0	19,744	0
Federal-Aid	3,698	3,672	10	9	7	0	0	0	26	0

**CLASSIFICATION:**

**STATE -** Major Collector

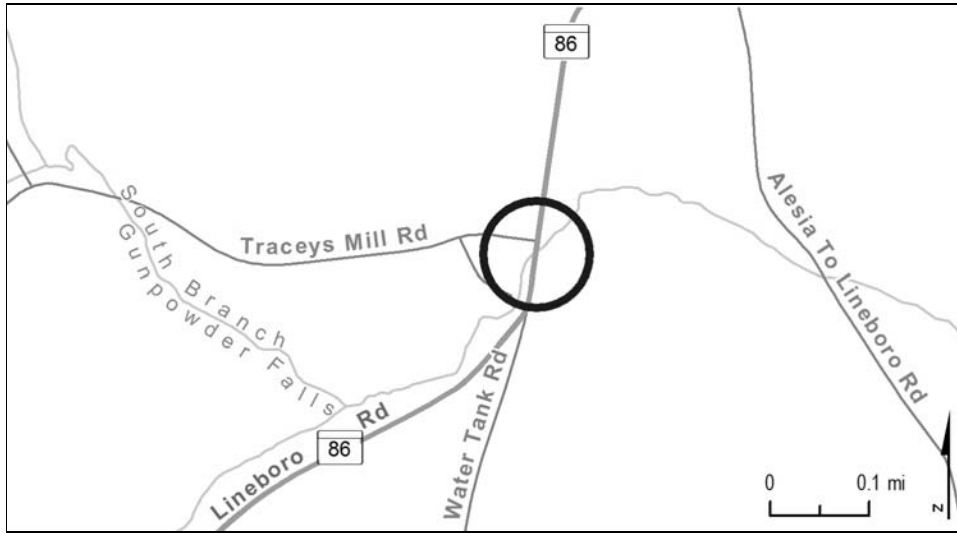
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 16,250

**PROJECTED (2040) -** 20,400

**PROJECT:** MD 86, Lineboro Road**DESCRIPTION:** Replace Bridge 06019 over South Branch of Gunpowder Falls.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1929, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

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

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

**EXPLANATION:** The existing structure is rated poor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED										
	COST (\$000)										
Planning	337	337	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Engineering	1,175	1,159	16	0	0	0	0	0	16	0	
Right-of-way	434	270	49	55	55	5	0	0	164	0	
Construction	5,594	523	3,069	1,918	30	28	26	0	5,071	0	
Total	7,540	2,289	3,134	1,973	85	33	26	0	5,251	0	
Federal-Aid	263	263	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Major Collector

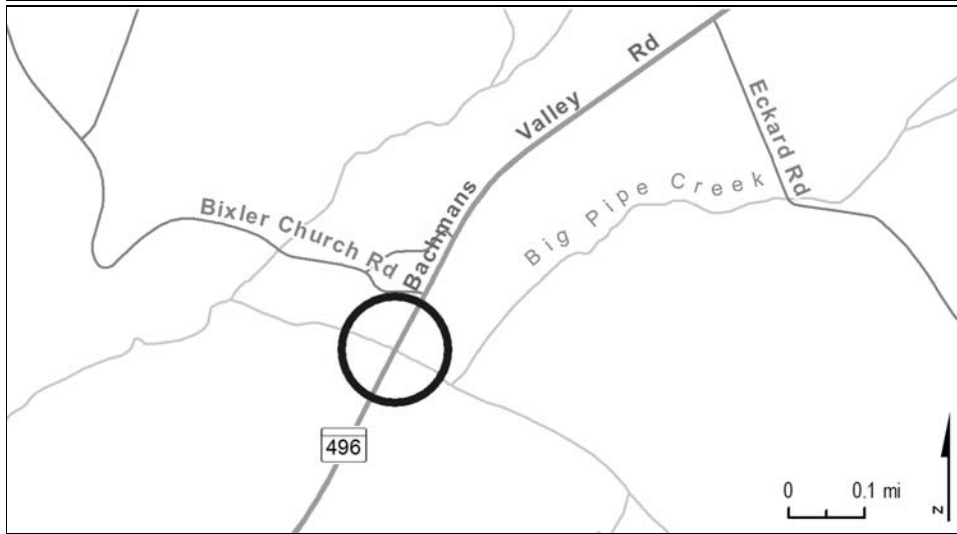
FEDERAL - Rural Major Collector

**STATE SYSTEM:** Secondary**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 4,125

PROJECTED (2040) - 4,925





**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 rated poor.

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure was rated poor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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						
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					SIX
	COST	THRU	YEAR	YEAR	.....2021.....	.....2022.....	.....2023.....	.....2024.....	.....2025.....	YEAR
	(\$000)	2018	2019	2020						TOTAL
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,179	1,179	0	0	0	0	0	0	0	0
Right-of-way	156	146	10	0	0	0	0	0	0	10
Construction	4,449	3,373	875	71	71	59	0	0	0	1,076
Total	5,784	4,698	885	71	71	59	0	0	0	1,086
Federal-Aid	943	704	239	0	0	0	0	0	0	239

**CLASSIFICATION:**

**STATE -** Major Collector

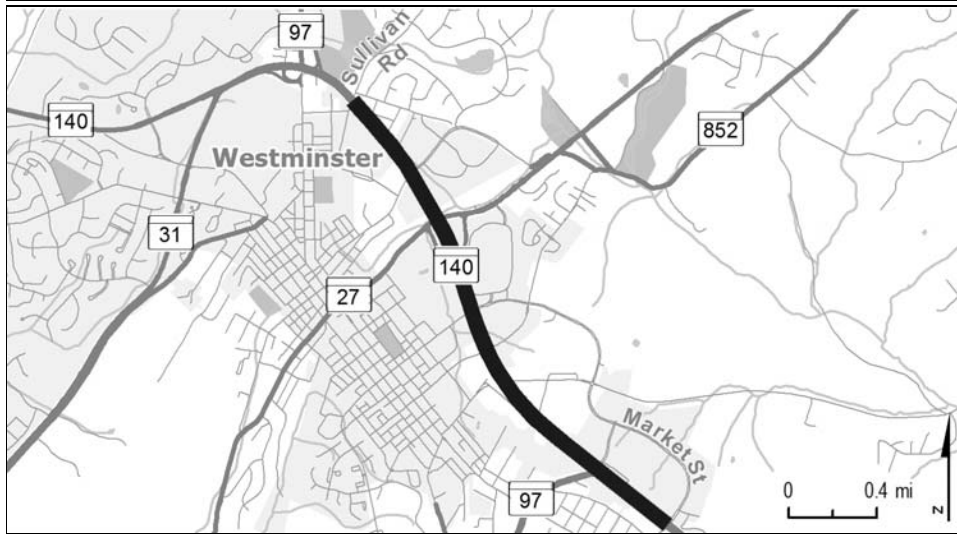
**FEDERAL -** Rural Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 4,050

**PROJECTED (2040) -** 6,025



**PROJECT:** MD 140, Baltimore Boulevard

**DESCRIPTION:** Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). The project will add a 16 foot wide outside lane for bicyclists and sidewalks for pedestrians.

**JUSTIFICATION:** This project would relieve existing congestion and provide additional capacity for planned growth and economic development within Westminister.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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

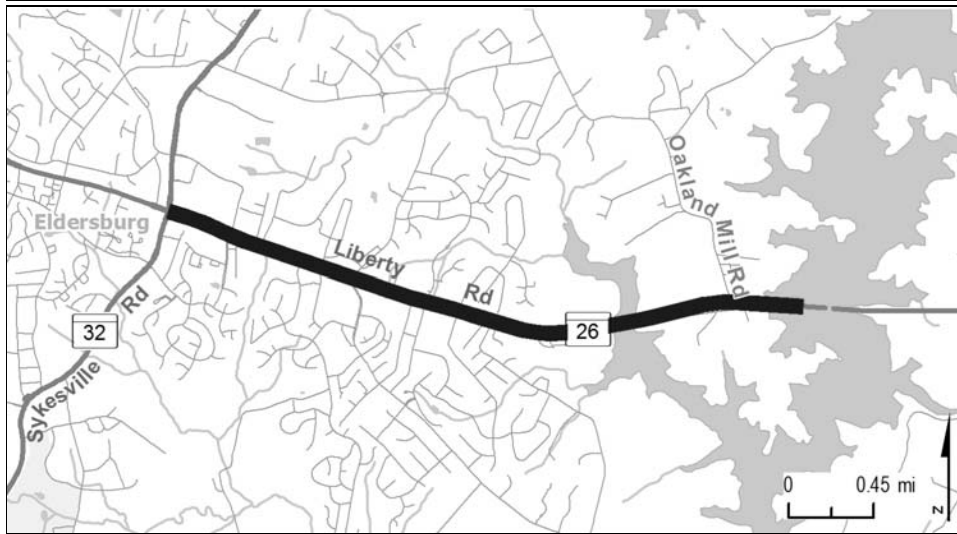
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 53,170 - 65,550

**PROJECTED (2040) -** 72,675 - 96,450



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

**JUSTIFICATION:** This project would improve operations and safety along this segment of MD 26.

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold. County and State split the cost of planning and the County contributed \$1.0 million towards the engineering cost.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
				<u>PROJECT CASH FLOW</u>							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2021....	....2022....	....2023....	....2024....			
Planning	290	290	0	0	0	0	0	0	0	0	
Engineering	1,367	1,367	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	1,657	1,657	0	0	0	0	0	0	0	0	
Federal-Aid	228	228	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial

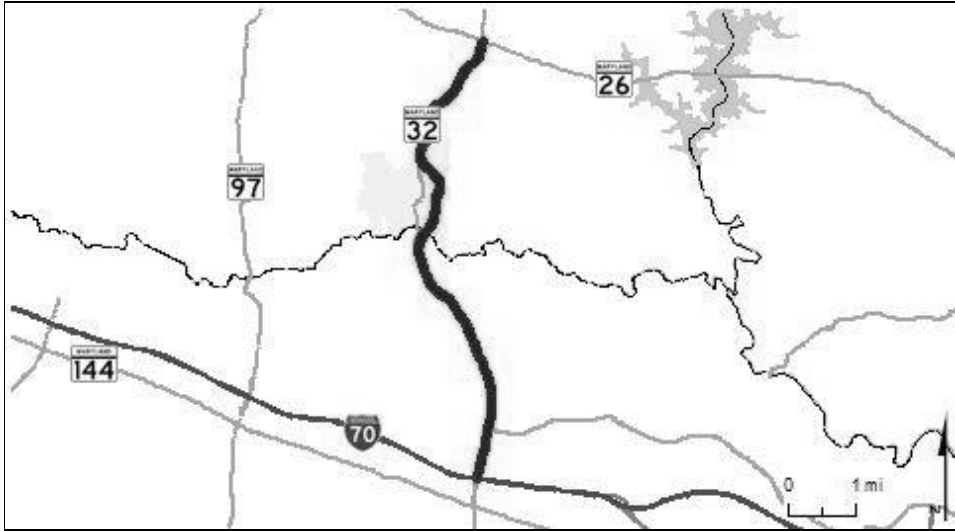
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 28,425 - 29,675

PROJECTED (2040) - 39,300 - 46,925



**PROJECT:** MD 32, Sykesville Road

**DESCRIPTION:** Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

**JUSTIFICATION:** Road connects high growth area of Carroll County with growing job markets in Howard County.

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

**ASSOCIATED IMPROVEMENTS:**

MD 26, Liberty Reservoir to MD 32 (Line 5)  
 MD 32, MD 108 to Linden Church Road (Howard Line 2)  
 MD 32, Linden Church Road to I-70 (Howard Line 3)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET					SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL	COMPLETE
Planning	1,250	702	548	0	0	0	0	0	548	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	702	548	0	0	0	0	0	548	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 (2018) -** 29,275

**PROJECTED (2040) -** 36,600

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 26	Liberty Road; At Oakland Mills Road; geometric improvements	2,720	Completed
		<u>Urban Reconstruction</u>		
2	MD 851	Main Street; Howard County Line to Springfield Avenue; urban reconstruction	421	Completed
		<u>Intersection Capacity Improvements</u>		
3	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	3,563	Completed
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
4		Finksburg Industrial Park Stormwater Management Facility	761	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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u><b>Fiscal Year 2019 and 2020</b></u>		
		<u><b>Resurface/Rehabilitate</b></u>		
5		At various locations in Carroll County; mill and resurface	12,524	Under construction
		<u><b>Safety/Spot Improvement</b></u>		
6	MD 27	Ridge Road; Gillis Falls Road and Harrisville Road; geometric improvements	1,952	FY 2019
7	MD 482	Hampstead Mexico Road; Gorsuch Road and Cape Horn Road; geometric improvements	1,952	Completed
		<u><b>Urban Reconstruction</b></u>		
8	MD 31	High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering)	2,317	Design Underway
		<u><b>Intersection Capacity Improvements</b></u>		
9	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	3,685	Under construction
10	MD 97	Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements	2,895	Under construction
		<u><b>Bicycle Retrofit</b></u>		
11	MD 27	Railroad Avenue; Baltimore Boulevard to Hollow Rock Avenue; sidewalks	2,900	FY 2019
		<u><b>TMDL Compliance</b></u>		
12		Tree planting at various locations in Carroll County; landscape	1,871	Under construction

**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	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
13		Langdon SWM project	980	FY 2019
14		Elderwood SWM Basin and Oklahoma Phase IV SWM Facility	1,047	FY 2019







***CECIL COUNTY***



**PROJECT:** MD 272, Mauldin Ave**DESCRIPTION:** Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1954, is rated poor.

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

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet To Be Determined ☐ Exception Granted

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

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

**EXPLANATION:** The existing bridge is rated poor. The new bridge will have sidewalks for pedestrians and shoulders for bicycles.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
		PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,415	2,415	0	0	0	0	0	0	0	0	
Right-of-way	563	563	0	0	0	0	0	0	0	0	
Construction	17,308	6,900	6,611	3,123	674	0	0	0	10,408	0	
Total	20,286	9,878	6,611	3,123	674	0	0	0	10,408	0	
Federal-Aid	14,360	5,513	5,477	2,768	602	0	0	0	8,847	0	

**CLASSIFICATION:**

STATE - Other Principal Arterial

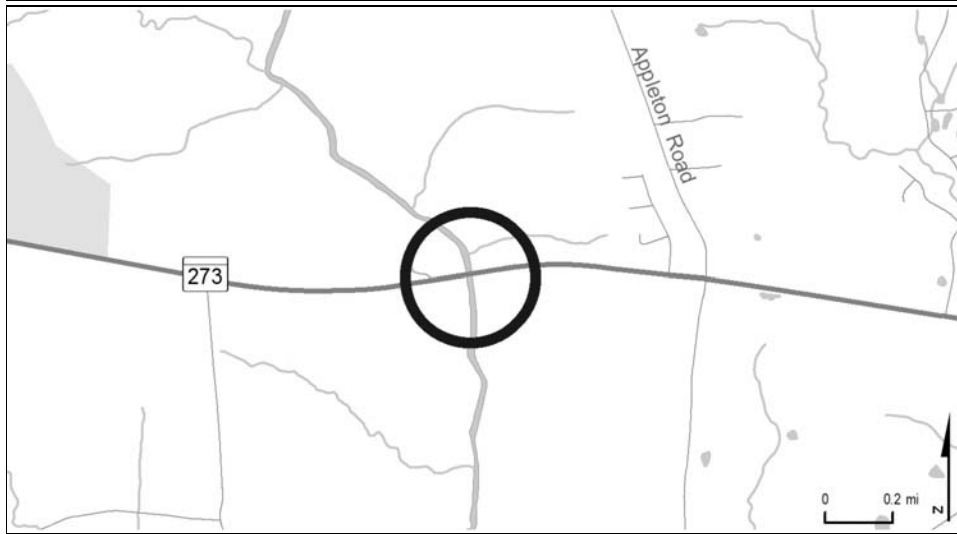
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 12,250

PROJECTED (2040) - 20,500

**PROJECT:** MD 273**DESCRIPTION:** Replace Bridge 0704400 over Big Elk Creek. The bridge will have two 12 foot lanes and two 10 foot shoulders. No sidewalks will be provided.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and requires replacement.

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

☐ Project Inside PFA ☐ Grandfathered

☒ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet To Be Determined ☐ Exception Granted

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

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

**EXPLANATION:** The existing structure is classified as structurally deficient.**STATUS:** Construction to begin during current fiscal year.**SIGNIFICANT CHANGE FROM FY 2018 - 23 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				PROJECT CASH FLOW				
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,296	1,166	130	0	0	0	0	0	130
Right-of-way	57	10	26	16	2	2	1	0	47
Construction	7,513	0	4,476	3,037	0	0	0	0	7,513
Total	8,866	1,176	4,632	3,053	2	2	1	0	7,690
Federal-Aid	6,070	0	3,614	2,456	0	0	0	0	6,070

**CLASSIFICATION:**

STATE - Rural Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 9,300

PROJECTED (2040) - 13,500

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>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</p>	585	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
2		At various locations in Cecil County; mill and resurface	5,250	FY 2019
3		At various locations in Cecil County; mill and resurface	6,435	FY 2019
4		At various locations in Cecil County; patching	1,373	Under construction
5		At various locations in Cecil County; mill and resurface	6,434	Completed
<b><u>Safety/Spot Improvement</u></b>				
6	US 40	Pulaski Highway; at Maloney Road; geometric improvements	1,379	FY 2019
7	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,778	Completed
8	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,597	Under construction
9	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	4,946	Under construction
10	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,264	Under construction
11	MD 273	Rising Sun Road; at Appleton Road; roundabout	2,561	Completed
12	MD 281	E Main Street; At Muddy Lane; roundabout	3,249	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Environmental Preservation</u>		
13	MD 285	Biddle Street; Lock Street to Lewis Street; landscape	17	Completed
		<u>Sidewalks</u>		
14	MD 267	Bladen Street; Market Street to MD 7C (W Old Philadelphia Road); sidewalks	1,748	Under construction
		<u>TMDL Compliance</u>		
15		Gramies Run; wetlands replacement	4,838	Under construction
16		Tree planting at various locations in Cecil County; landscape	1,642	Under construction
17		At various locations in Cecil County - Group 1; drainage improvement	2,191	Completed
18		Tree establishment at various locations in District 2; landscape	456	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
19		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 (Project on hold)	1,355	

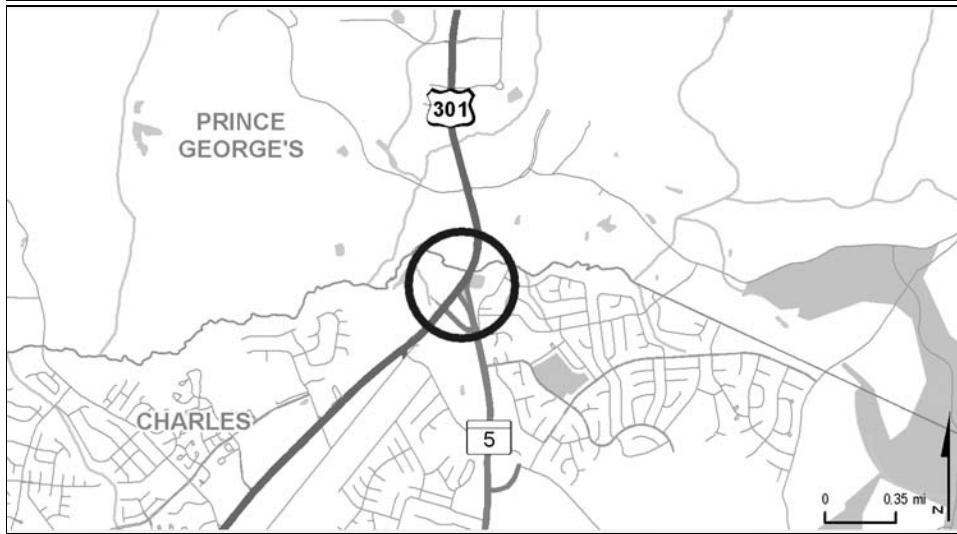






***CHARLES COUNTY***



**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from US 301 to MD 5 (Mattawoman-Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety, reduce congestion, and provide capacity for planned development.

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

☐ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☒ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 301, South Corridor Transportation Study (Line 4)

US 301, MD 228/MD5 Business (Line 5)

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 7)

MD 5, US 301 to I-95/I-495 (Prince George's County Line 19)

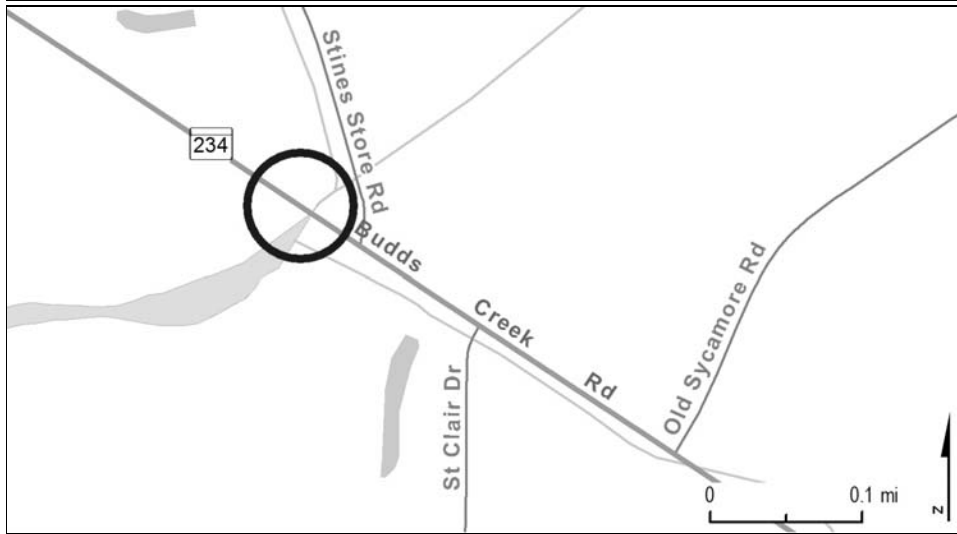
**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The new flyover from US 301 to MD 5 (Mattawoman-Beantown Road) will improve safety and reduce congestion.**STATUS:** Planning underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to construction program due to legislative mandate (funding moved from Calvert County Line 4/St. Mary's County Line 3 and Prince George's County Line 20).**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2020	2021	2022	2023		
Planning	1,078	0	600	478	0	0	0	0	1,078	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	13,000	0	13,000	0	0	0	0	0	13,000	0
Total	14,078	0	13,600	478	0	0	0	0	14,078	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 (2018) -** 70,800 (Charles)  
100,400 (Prince George's)**PROJECTED (2040) -** 75,200 (Charles)  
127,400 (Prince George's)



**PROJECT:** MD 234, Budds Creek Road

**DESCRIPTION:** Replace Bridge 0804700 over Gilbert Swamp Run. This project will accommodate bicycles and pedestrians where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1959, is rated poor.

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

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

**ASSOCIATED IMPROVEMENTS:**

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

- |   |  |
|---|--|
| <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 new structure replaced an old structure that was rated poor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	636	636	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,795	5,717	78	0	0	0	0	0	0	78	0
Total	6,431	6,353	78	0	0	0	0	0	0	78	0
Federal-Aid	509	509	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 (2018) -** 6,750

**PROJECTED (2040) -** 11,725



**PROJECT:** MD 254, Bridge 0803800 over Neale Sound

**DESCRIPTION:** Replace Bridge 0803800 over Neale Sound. This project will accommodate bicycles and pedestrians as appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1963, is rated poor.

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

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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing bridge is nearing the end of its useful life and is in need of replacement.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.2 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,194	2,158	36	0	0	0	0	0	36	0	
Right-of-way	119	81	33	2	2	1	0	0	38	0	
Construction	14,822	812	8,002	6,008	0	0	0	0	14,010	0	
Total	17,135	3,051	8,071	6,010	2	1	0	0	14,084	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Minor Collector

**FEDERAL -** Minor Collector

**STATE SYSTEM:** Secondary

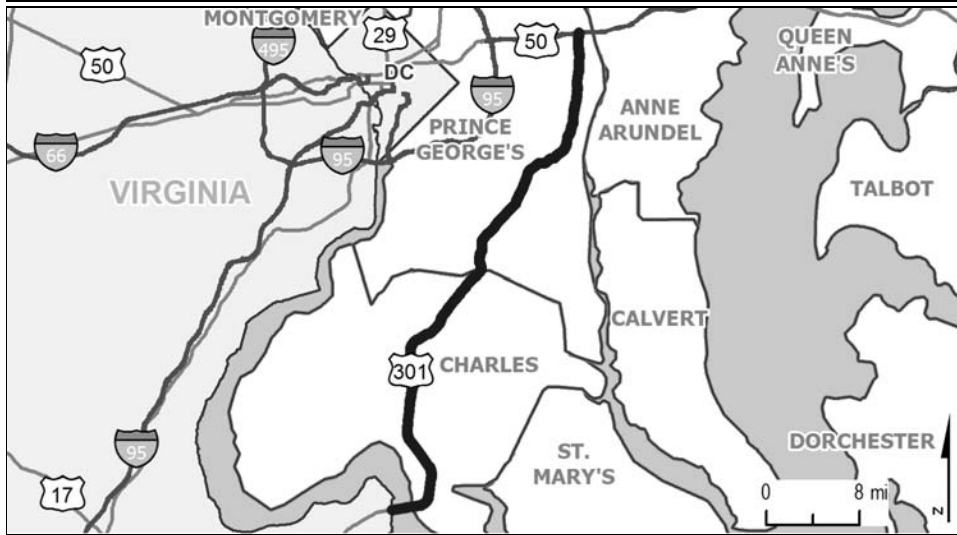
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 2,075

**PROJECTED (2040) -** 2,550

**STATE HIGHWAY ADMINISTRATION -- Charles County -- Line 4**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

**JUSTIFICATION:** This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

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

☐ Project Inside PFA ☐ 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 5)  
 MD 5BU, US 301 to Post Office Road (System Preservation Program)  
 US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Prince George's County Line 3)  
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 7)  
 MD 3, US 50 to MD 32 (Prince George's County Line 17)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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

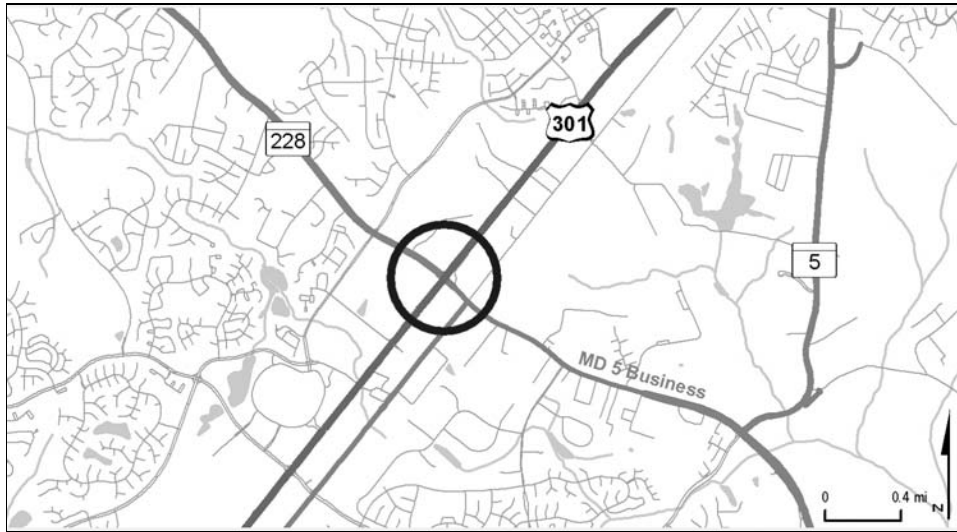
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 19,000 - 64,650 (Charles)  
 100,400 (Prince George's)

**PROJECTED (2040) -** 45,000 - 82,050 (Charles)  
 127,400 (Prince George's)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade US 301 intersection at MD 228/MD 5BU.

**JUSTIFICATION:** Project will improve safety, reduce congestion, and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 301, at MD 5 (Mattawoman-Beantown Road) (Line 1)

US 301, South Corridor Transportation Study (Line 4)

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 7)

MD 5, US 301 to I-95/I-495 (Prince George's County Line 18)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Separated from US 301 at MD 5 (Charles County Line 1).

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	12,625	11,540	697	388	0	0	0	0	1,085	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	12,625	11,540	697	388	0	0	0	0	1,085	0
Federal-Aid	7,669	7,669	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 (2018) -** 62,000 (Charles)

**PROJECTED (2040) -** 79,800 (Charles)

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> <p>At various locations in Charles County; mill and resurface</p>	10,462	Completed



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2019 and 2020</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		At various locations in Charles County; mill and resurface	10,750	FY 2019
3		At various locations in Charles County; mill and resurface	10,903	Under construction
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
4	MD 6	Charles Street; Bridge 0800700 over Zekiah Swamp; bridge rehabilitation	3,748	Under construction
5	MD 224	Riverside Road; Bridge 0801900 over Thorne Gut and Bridge 0802000 over Branch Thorne Gut; bridge rehabilitation	1,927	Under construction
		<b><u>Urban Reconstruction</u></b>		
6	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; urban reconstruction (Funded for concepts)	500	Concepts Underway
		<b><u>TMDL Compliance</u></b>		
7		At various locations in Charles County - Group 1A; drainage improvement (Project on hold)	835	
8		DNR Smallwood State Park; drainage improvement (reimbursed by DNR)	535	Under construction
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
9		Indian Head Trailhead Restroom	360	FY 2019
10		Indian Head Boardwalk; construct 1,200 foot boardwalk	3,314	FY 2019





***DORCHESTER COUNTY***



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Dorchester County; resurface	9,070	Under construction
		<u>Safety/Spot Improvement</u>		
2	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement	2,211	FY 2020

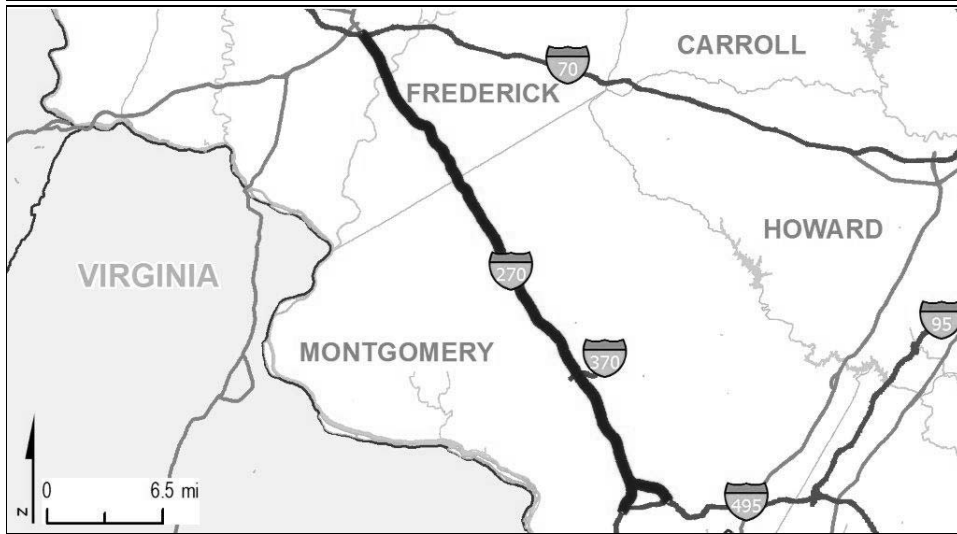




***FREDERICK COUNTY***







**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety and reliability.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)  
 MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)  
 I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)  
 Traffic Relief Plan (Statewide - Line 4)

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

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

**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.3 million is due to ramp metering design modifications.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,061	2,061	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	112,054	20,369	27,594	32,215	31,876	0	0	0	91,685	0
Total	114,115	22,430	27,594	32,215	31,876	0	0	0	91,685	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

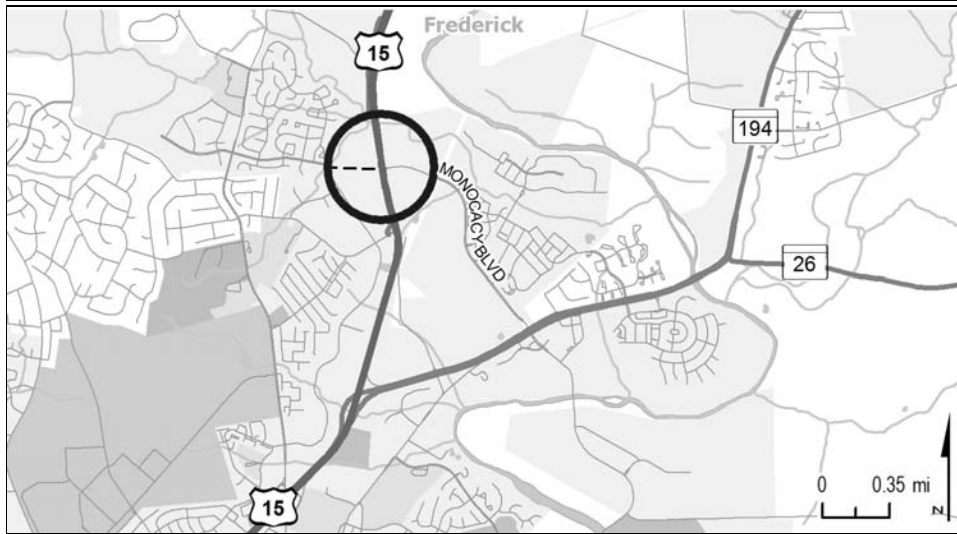
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 90,000 - 259,000

**PROJECTED (2040) -** 105,000 - 299,000



**PROJECT:** US 15, Catocin Mountain Highway

**DESCRIPTION:** Construct a new US 15 grade-separated interchange and park-and-ride lot at Monocacy Boulevard. Bicycle and pedestrian improvements will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic 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:**  
 US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (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 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 park and ride facility. This interchange will support ongoing and planned growth.

**STATUS:** Construction underway. Frederick County funded \$1.4 million for engineering. City of Frederick funded \$1.4 million for engineering.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$12.1 million is due to a right-of-way court settlement.

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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY						
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	682	682	0	0	0	0	0	0	0	0	0
Engineering	4,344	4,344	0	0	0	0	0	0	0	0	0
Right-of-way	30,579	29,963	408	208	0	0	0	0	616	0	0
Construction	38,089	32,995	5,094	0	0	0	0	0	5,094	0	0
Total	73,694	67,984	5,502	208	0	0	0	0	5,710	0	0
Federal-Aid	24,385	24,246	139	0	0	0	0	0	139	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

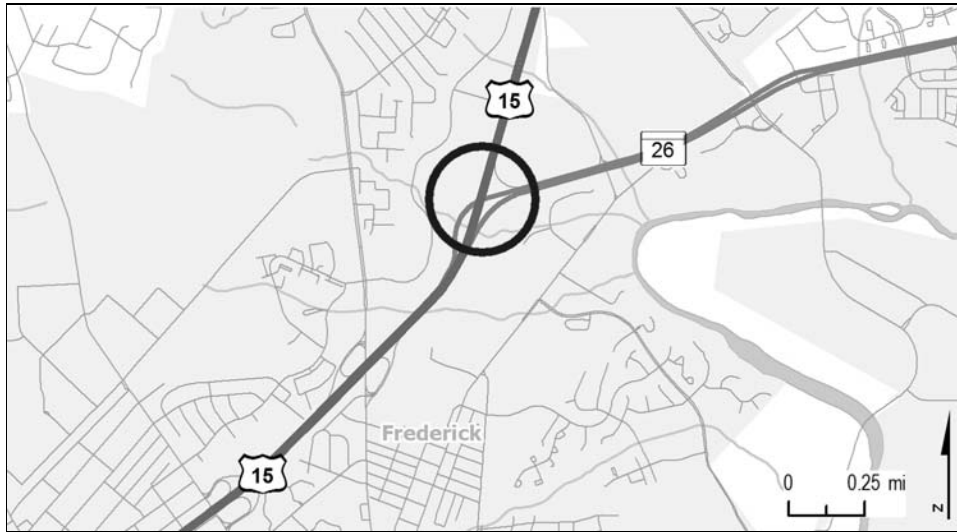
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 50,650

PROJECTED (2040) - 95,970

**PROJECT:** US 15, Catocin Mountain Highway**DESCRIPTION:** Replace Bridge 10097 over MD 26.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1957, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:**

US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 14)

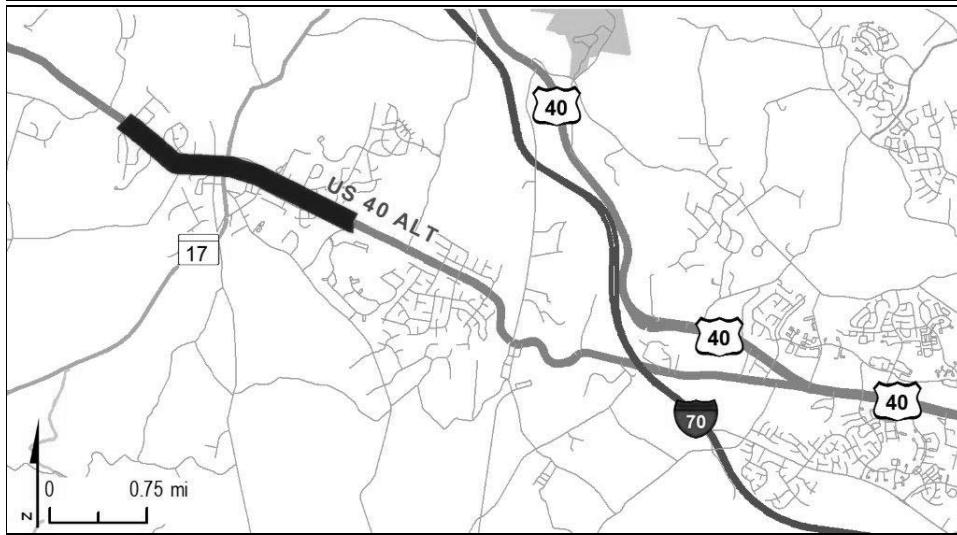
**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing structure is rated poor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
**PROJECT CASH FLOW**

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	642	642	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,091	5,830	261	0	0	0	0	0	261	0
Total	6,733	6,472	261	0	0	0	0	0	261	0
Federal-Aid	465	465	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 (2018) -** 24,975**PROJECTED (2040) -** 31,475



**PROJECT:** US 40 Alternate, Old National Pike

**DESCRIPTION:** Construct roadway improvements, including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements, from Ivy Hill Drive to Middletown Parkway (2.1 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 Alternate.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The project will improve safety and enhance community vitality in the Town of Middletown.

**STATUS:** Construction underway. Town of Middletown is funding \$3.8 million for construction.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER						
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,462	3,462	0	0	0	0	0	0	0	0
Right-of-way	330	232	54	44	0	0	0	0	98	0
Construction	14,276	6,332	7,871	55	18	0	0	0	7,944	0
Total	18,068	10,026	7,925	99	18	0	0	0	8,042	0
Federal-Aid	11,937	8,090	3,847	0	0	0	0	0	3,847	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 13,625

PROJECTED (2040) - 16,700



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are rated poor.

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

**ASSOCIATED IMPROVEMENTS:**

MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)

**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 checked="" type="checkbox"/> Economic Prosperity |

**EXPLANATION:** This project will improve safety for all roadway users by reconstructing the interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

**STATUS:** Construction underway. County funded \$1.5 million for partial engineering.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	531	531	0	0	0	0	0	0	0	0	
Engineering	6,612	6,612	0	0	0	0	0	0	0	0	
Right-of-way	14,880	8,261	3,917	2,307	395	0	0	0	6,619	0	
Construction	64,294	10,625	13,680	12,484	12,891	14,614	0	0	53,669	0	
Total	86,317	26,029	17,597	14,791	13,286	14,614	0	0	60,288	0	
Federal-Aid	57,643	10,246	13,702	11,299	10,502	11,894	0	0	47,397	0	

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 36,050 - 53,875

PROJECTED (2040) - 52,875 - 81,325

**PROJECT:** MD 140, Main Street**DESCRIPTION:** Replace Bridge 10062 over Flat Run.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1932, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:****STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing structure is rated poor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,344	1,344	0	0	0	0	0	0	0	0	
Right-of-way	311	291	8	10	2	0	0	0	20	0	
Construction	4,316	2,533	1,783	0	0	0	0	0	1,783	0	
Total	5,971	4,168	1,791	10	2	0	0	0	1,803	0	
Federal-Aid	4,542	3,017	1,525	0	0	0	0	0	1,525	0	

**CLASSIFICATION:**

STATE - Intermediate Arterial

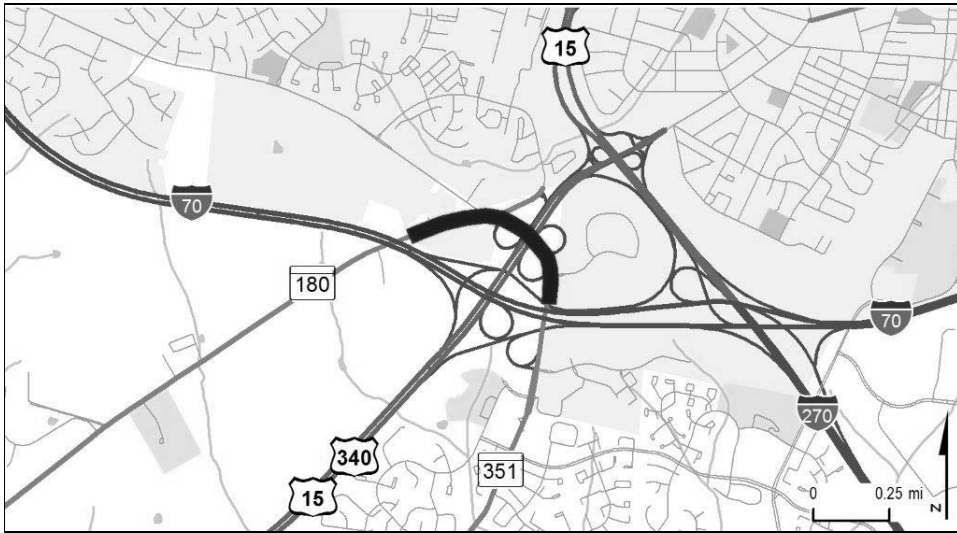
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 9,775

PROJECTED (2040) - 15,925



**PROJECT:** MD 180, Jefferson Pike

**DESCRIPTION:** Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340.

**PURPOSE & NEED SUMMARY STATEMENT:** Operational and capacity improvements to support mobility and economic development in Frederick County.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The corridor experiences operational failures due to congested roads and high traffic volumes, especially during peak periods.

**STATUS:** Engineering and right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$5.1 million is due to reduced engineering needs, and a more detailed engineers estimate. Construction delayed from FY 19 to FY 20 due to necessary coordination with the City of Frederick regarding a road closure affecting the project delivery.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2020	2021	2022	2023		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,239	56	0	0	0	0	0	56	0
Right-of-way	566	30	186	156	155	39	0	0	536	0
Construction	13,086	0	0	3,926	5,234	3,926	0	0	13,086	0
Total	15,947	2,269	242	4,082	5,389	3,965	0	0	13,678	0
Federal-Aid	10,620	0	38	3,191	4,238	3,153	0	0	10,620	0

**CLASSIFICATION:**

**STATE -** Major Collector

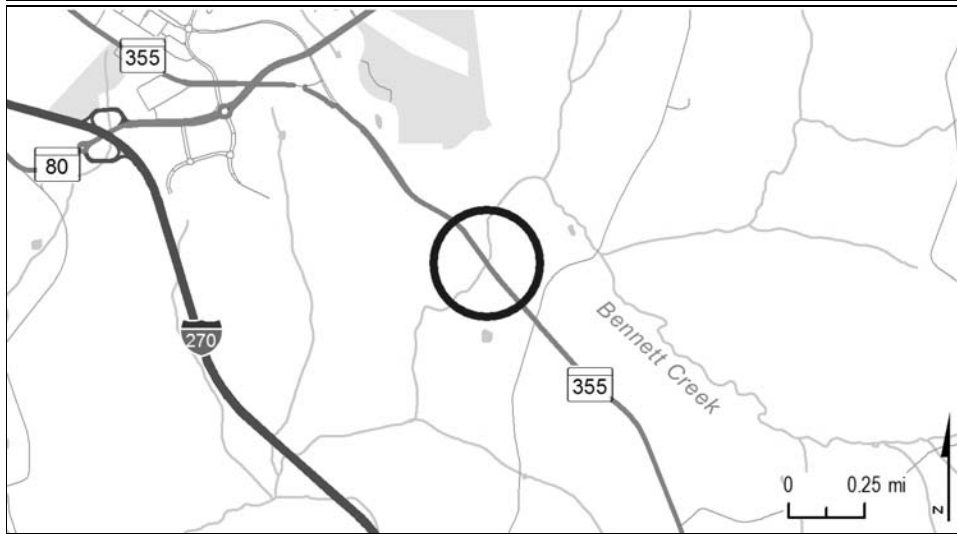
**FEDERAL -** Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 22,575

**PROJECTED (2040) -** 47,600

**PROJECT:** MD 355, Urbana Pike**DESCRIPTION:** Replace Bridge 10086 over Bennett Creek.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1924, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:****STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing structure is rated poor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$6.2 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,539	2,520	19	0	0	0	0	0	19	0	
Right-of-way	1,095	35	916	144	0	0	0	0	1,060	0	
Construction	13,178	3	3,550	6,073	3,552	0	0	0	13,175	0	
Total	16,812	2,558	4,485	6,217	3,552	0	0	0	14,254	0	
Federal-Aid	12,575	1,812	2,920	4,975	2,868	0	0	0	10,763	0	

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Major Collector

**STATE SYSTEM:** Secondary**Annual Average Daily Traffic (vehicles per day)**

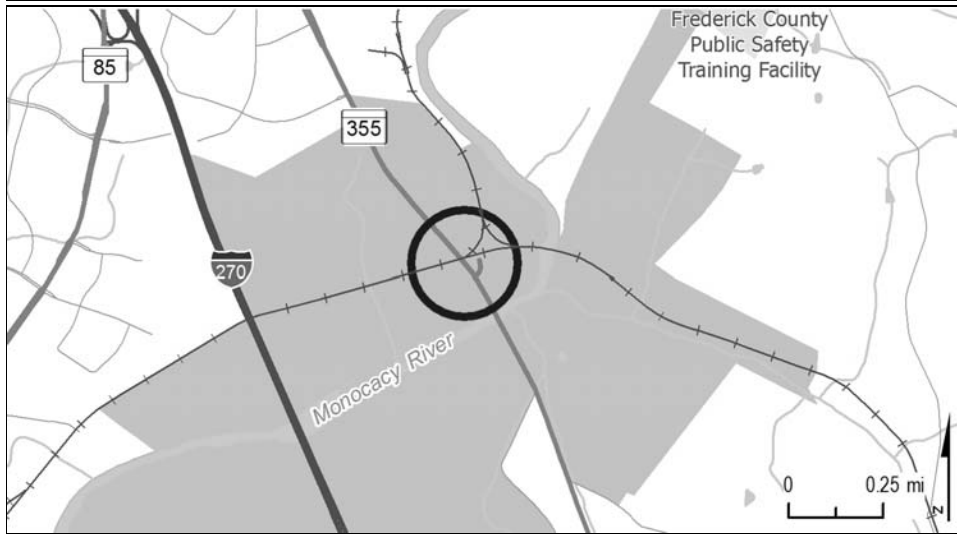
CURRENT (2018) - 9,625

PROJECTED (2040) - 13,750



**STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 355, Urbana Pike

**DESCRIPTION:** Replace Bridge 10084 over the CSX railroad.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1931, is rated poor.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is rated poor.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$8.7 million is due to a fiscal analysis adjustment.

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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			YEAR 2020	FOR PLANNING PURPOSES ONLY					
						.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,870	1,870	0	0	0	0	0	0	0	0	
Right-of-way	751	33	218	286	214	0	0	0	718	0	
Construction	10,915	1,867	4,783	3,599	666	0	0	0	9,048	0	
Total	13,536	3,770	5,001	3,885	880	0	0	0	9,766	0	
Federal-Aid	1,443	1,349	94	0	0	0	0	0	94	0	

**CLASSIFICATION:**

**STATE -** Major Collector

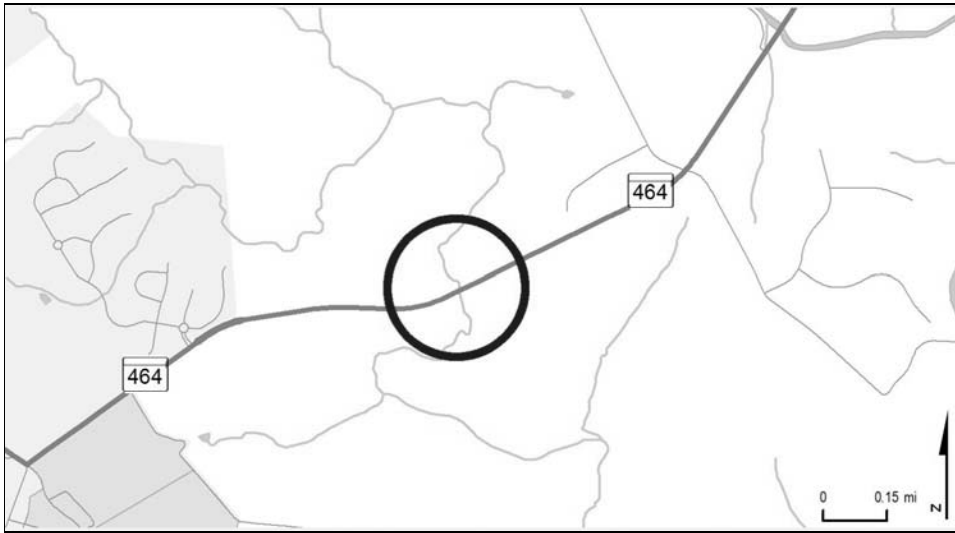
**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 13,250

**PROJECTED (2040) -** 16,625



**PROJECT:** MD 464, Point of Rocks Road

**DESCRIPTION:** Replace Bridge 1009000 over Little Catoctin Creek

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1933, is rated poor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing bridge is rated poor.

**STATUS:** Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
	COST (\$000)										
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,112	1,096	16	0	0	0	0	0	16	0	
Right-of-way	45	15	30	0	0	0	0	0	30	0	
Construction	4,069	0	1,356	2,564	149	0	0	0	4,069	0	
Total	5,226	1,111	1,402	2,564	149	0	0	0	4,115	0	
Federal-Aid	4,031	781	1,086	2,045	119	0	0	0	3,250	0	

**CLASSIFICATION:**

**STATE -** Rural Major Collector

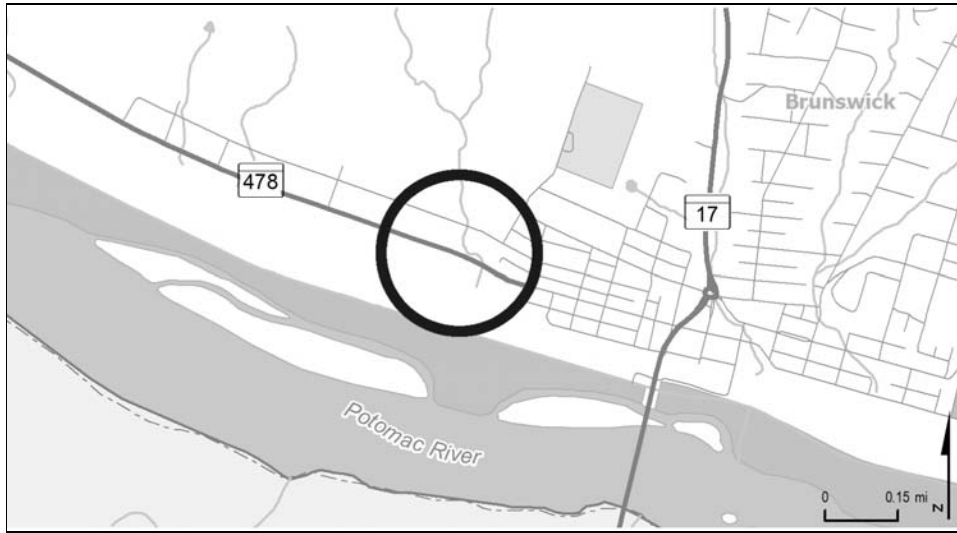
**FEDERAL -** Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 4,500

**PROJECTED (2040) -** 7,100

**PROJECT:** MD 478, Knoxville Road**DESCRIPTION:** Replace Bridge 10089 over a branch of the Potomac River.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1925, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:****STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing structure is rated poor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
	COST (\$000)										
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	818	818	0	0	0	0	0	0	0	0	
Right-of-way	425	337	25	29	29	5	0	0	88	0	
Construction	5,093	133	2,656	2,304	0	0	0	0	4,960	0	
Total	6,336	1,288	2,681	2,333	29	5	0	0	5,048	0	
Federal-Aid	4,315	441	2,087	1,787	0	0	0	0	3,874	0	

**CLASSIFICATION:**

STATE - Major Collector

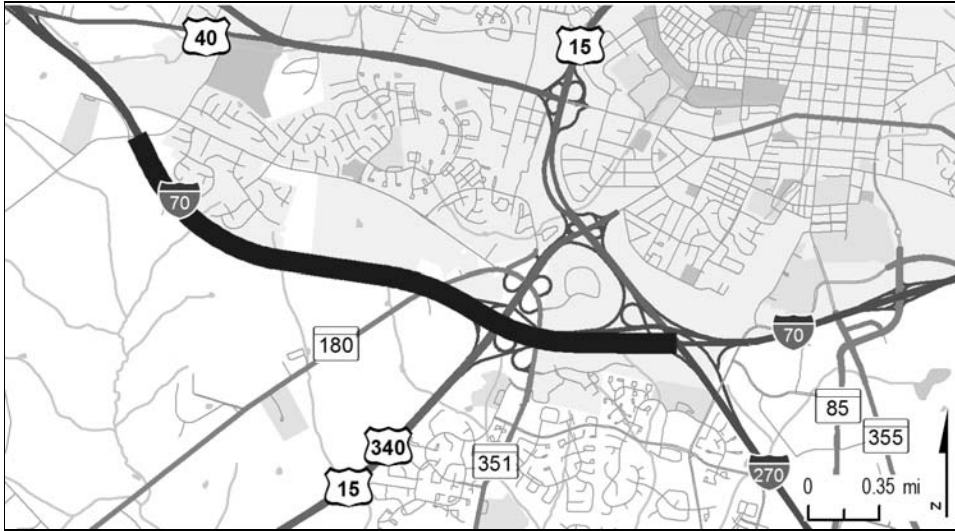
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 3,600

PROJECTED (2040) - 5,400



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase four of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

**JUSTIFICATION:** This project will reduce congestion and provide capacity to accommodate planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-270, Innovative Congestion Management (Line 1)

MD 180, Jefferson Pike (Line 7)

US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 14)

Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

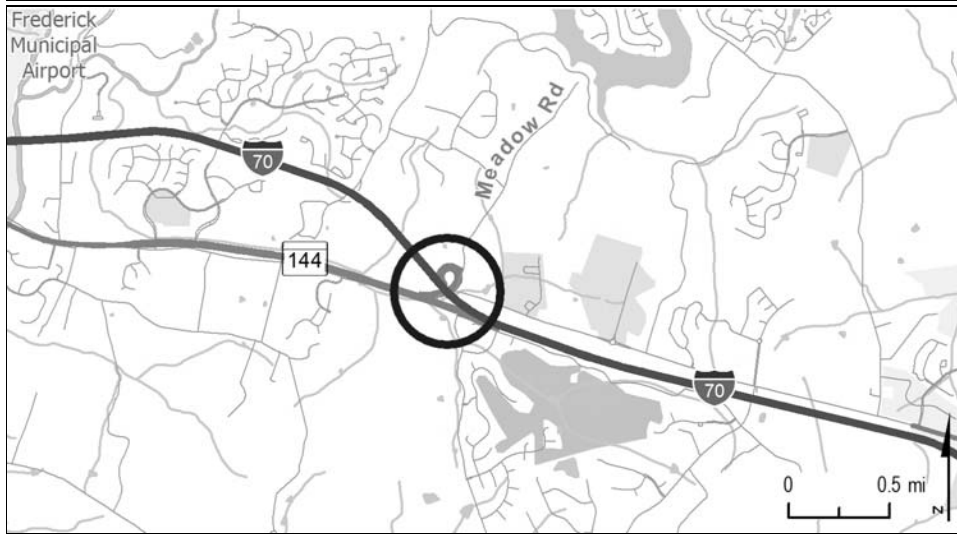
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 101,475

**PROJECTED (2040) -** 150,725



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

**JUSTIFICATION:** This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will accommodate development in the surrounding area.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway by developer. County and developer are funding this project.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
<u>PROJECT CASH FLOW</u>												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					....2021....	....2022....	....2023....	....2024....				
Planning	252	252	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	252	252	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

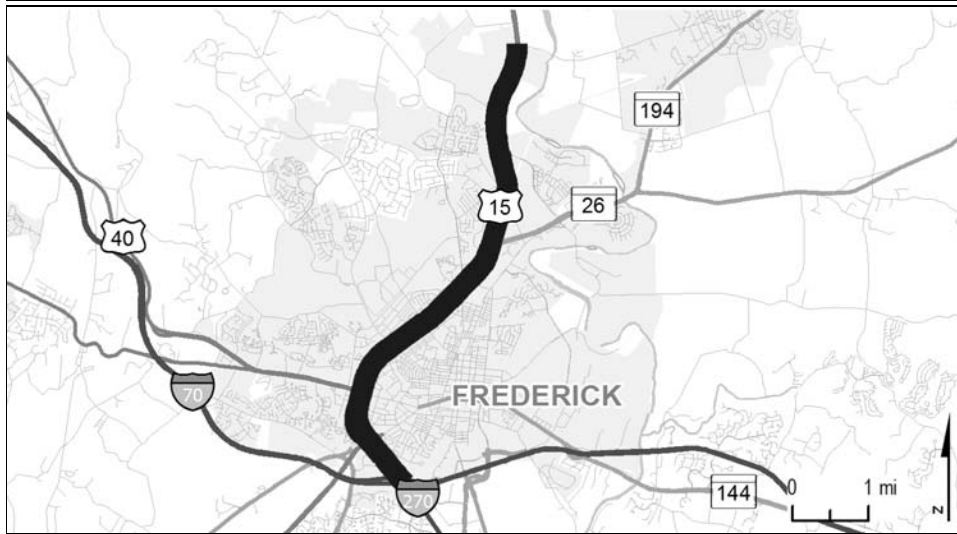
FEDERAL - Interstate

STATE SYSTEM : Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 68,175

PROJECTED (2040) - 86,375



**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 to north of Biggs Ford Road (7.0 miles).

**JUSTIFICATION:** This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, sharp curves, and short merging and weaving sections.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-270, Innovative Congestion Management (Line 1)

US 15, MD 26 Bridge Replacement (Line 3)

I-70, Mount Phillip Rd. and I-270 (Line 12)

Traffic Relief Plan (Statewide - Line 4)

**STATUS:** Planning and engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,491	2,431	60	0	0	0	0	0	60	0
Engineering	4,000	421	567	1,300	1,265	447	0	0	3,579	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	6,491	2,852	627	1,300	1,265	447	0	0	3,639	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

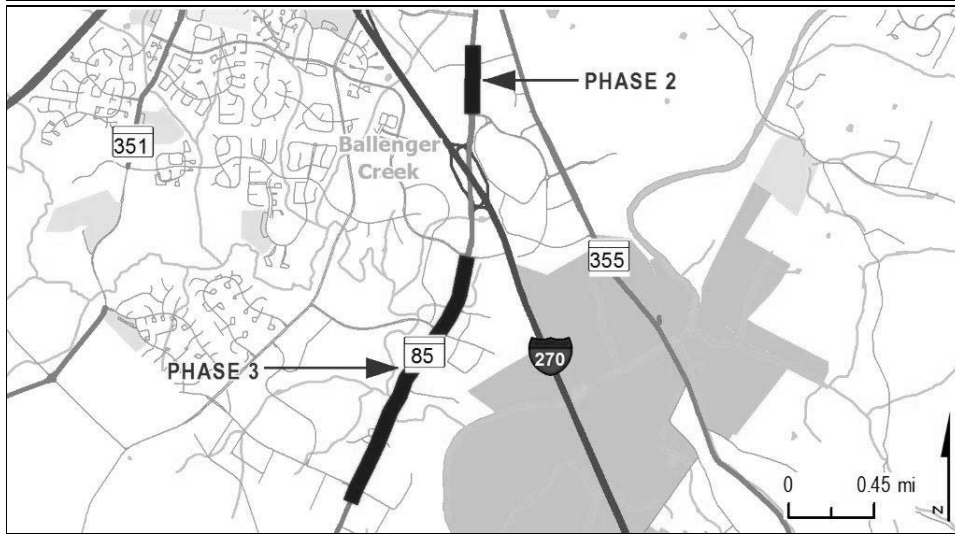
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 98,800 - 123,675

**PROJECTED (2040) -** 119,800 - 173,425



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). Bicycle and pedestrian improvements will be included where appropriate.

**JUSTIFICATION:** This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)

**STATUS:** Planning complete. Proceeding with phase one construction (Line 5).

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY							
					2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	531	531	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	531	531	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Major Collector

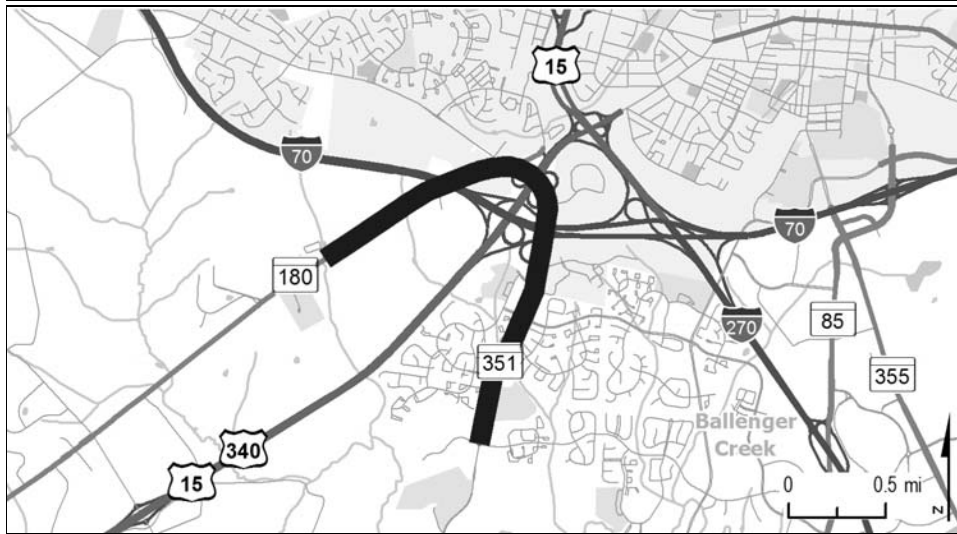
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 17,300 - 53,800

PROJECTED (2040) - 27,300 - 78,725



**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). Bicycle and pedestrian improvements will be included where appropriate.

**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, especially during peak periods.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 7)  
 I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 12)

**STATUS:** Planning on hold. County contributed \$0.5 million to planning.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY							
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	2,288	2,288	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	2,288	2,288	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 29,750

**PROJECTED (2040) -** 72,025



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 17**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u><b>Fiscal Year 2018 Completions</b></u>		
		<u><b>Resurface/Rehabilitate</b></u>		
1		At various locations in Frederick County; mill and resurface	18,431	Completed
2	MD 26	Liberty Road; West South Street to MD 31; safety and resurface	1,336	Completed
		<u><b>Environmental Preservation</b></u>		
3	I 70	Eisenhower Memorial Highway; Bill Moxley Road to Interstate MM 67.0; landscape	26	Completed
		<u><b>Sidewalks</b></u>		
4	MD 17	Petersville Road; B Street to Center Street; sidewalks	1,140	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
5	I 70 WB	At various locations in Frederick County; mill and resurface	14,391	Under construction
6		Eisenhower Memorial Highway; East of MD 75 to structure 10183 over Monocacy River; safety and resurface	6,368	FY 2019
		<u>Bridge Replacement/Rehabilitation</u>		
7	MD 28	Various bridges on Eisenhower Memorial Highway, Catoctin Mountain Highway, E. Main Street; clean/paint bridges	2,161	FY 2019
8		Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	7,457	FY 2019
		<u>Safety/Spot Improvement</u>		
9	US 15	Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements	4,294	Under construction
10	US 15	Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements	5,452	FY 2019
11	MD 77	Foxville Road; Pryor Road to Stottlemeyer Road; drainage improvement	2,288	FY 2019
		<u>Urban Reconstruction</u>		
12	MD 140	Main Street; East North Avenue to Timbermill Run; urban reconstruction	2,786	Under construction
13	MD 144 FB	Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,012	Under construction
14	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction	5,876	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 17 (cont'd)**

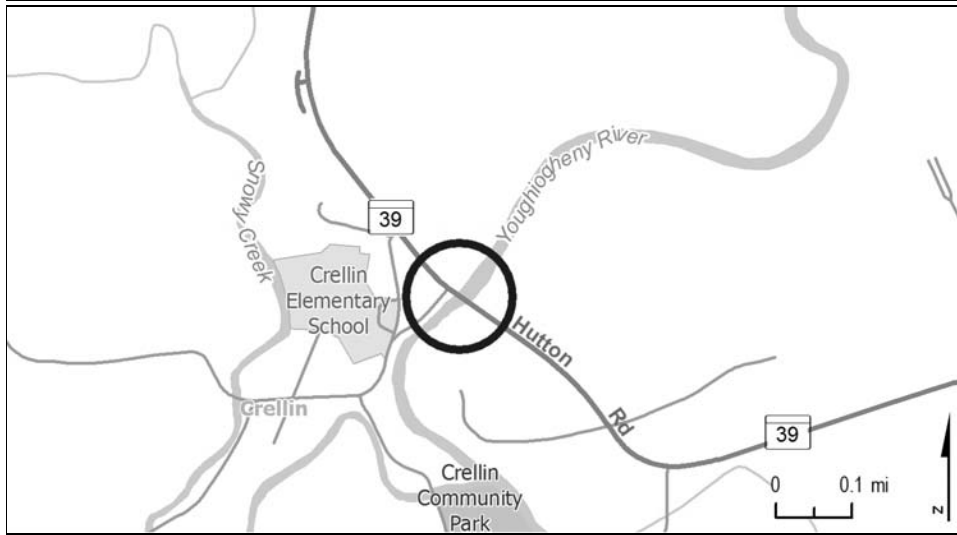
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Traffic Management</u>		
15	MD 180	Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization	458	FY 2019
		<u>TMDL Compliance</u>		
16		At various locations in Frederick County - Group 1A; drainage improvement	1,571	Under construction
17		Tree establishment at various locations in Frederick County; landscape	1,253	Under construction
18		Little Catoctin Creek at US 340; wetlands replacement	2,706	Under construction
19		Tree planting at various locations in Frederick County; landscape	2,106	FY 2019
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
20		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
		<u>Pedestrian/Bicycle Facilities</u>		
21		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2019





***GARRETT COUNTY***





**PROJECT:** MD 39, Hutton Road

**DESCRIPTION:** Replace Bridge 11002 over the Youghiogheny River. This project will accommodate bicycles and pedestrians where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1923, is rated poor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is rated poor.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,529	927	410	192	0	0	0	0	602	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	5,000	0	0	875	3,505	620	0	0	5,000	0	
Total	6,529	927	410	1,067	3,505	620	0	0	5,602	0	
Federal-Aid	3,901	0	0	683	2,734	484	0	0	3,901	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

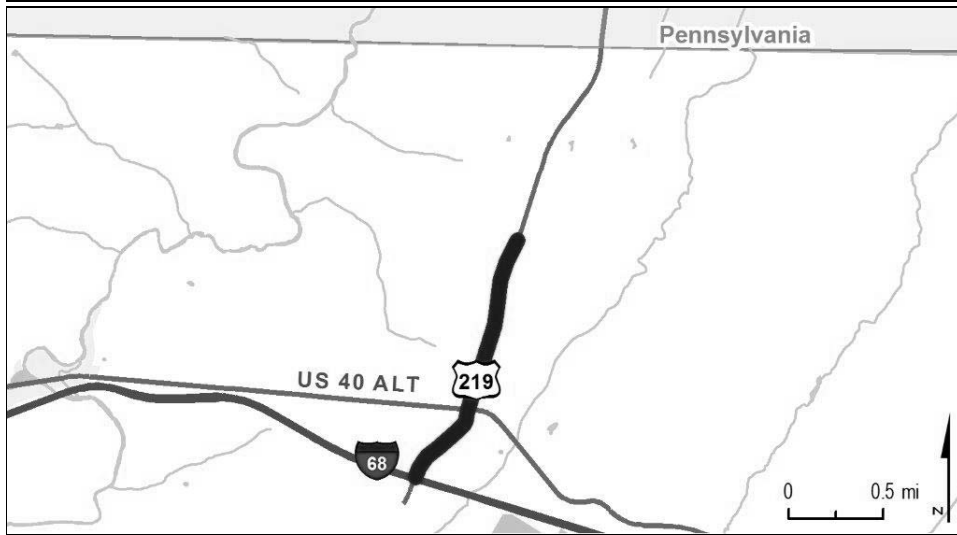
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 5,700

**PROJECTED (2040) -** 6,750

**STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 2**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** US 219, Chestnut Ridge Road

**DESCRIPTION:** Upgrade and relocate US 219, from I-68/US 40 to Old Salisbury Road (1.5 miles). This project is being broken out from a larger study to upgrade and/or relocate US 219 from I-68/US 40 to the Pennsylvania State line.

**PURPOSE & NEED SUMMARY STATEMENT:** US 219 corridor improvements will enhance accessibility and promote economic development.

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

**ASSOCIATED IMPROVEMENTS:**  
 US 219 Corridor, I-68 to Pennsylvania State line (Line 4)

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

**EXPLANATION:** This project will enhance accessibility and promote economic development.

**STATUS:** Construction underway. Construction and right-of-way phases funded with Appalachian Development Highway System funds.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$3.5 million is due to a refined right-of-way estimate.

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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY							
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	1,152	1,152	0	0	0	0	0	0	0	0	0	
Engineering	5,515	5,515	0	0	0	0	0	0	0	0	0	
Right-of-way	3,198	2,578	312	294	14	0	0	0	620	0	0	
Construction	51,534	6,081	11,475	15,241	18,737	0	0	0	45,453	0	0	
Total	61,399	15,326	11,787	15,535	18,751	0	0	0	46,073	0	0	
Federal-Aid	52,568	7,681	11,497	15,125	18,265	0	0	0	44,887	0	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Other Principal Arterial

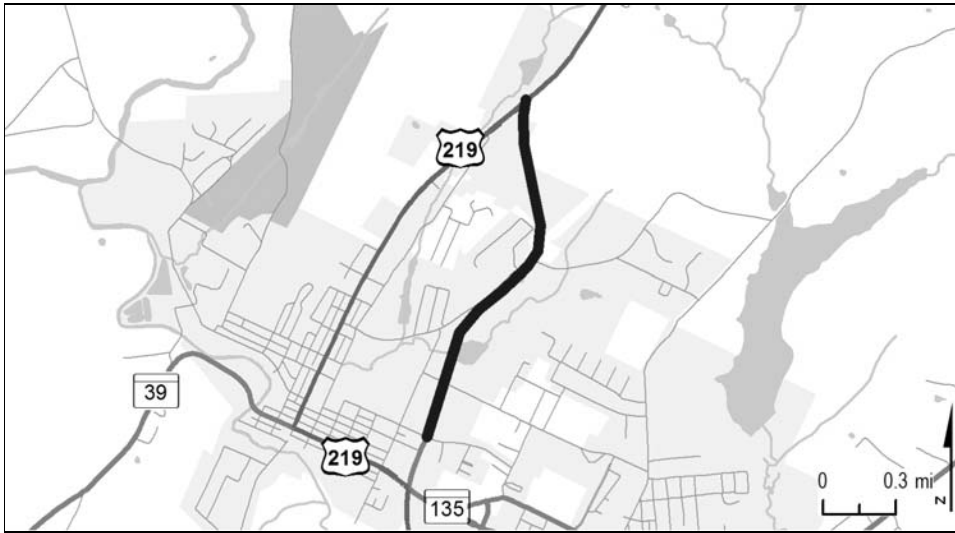
**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 4,400

**PROJECTED (2040) -** 5,500





**PROJECT:** US 219 Relocated, Oakland Bypass

**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.4 miles).

**JUSTIFICATION:** US 219 relocation will divert through traffic, including trucks, from downtown Oakland; improving safety and operations.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 219, MD 135 to north of East Orchid Street (System Preservation Program)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED										
	COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	5,019	4,093	926	0	0	0	0	0	926	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	10,710	9,784	926	0	0	0	0	0	926	0	
Federal-Aid	3,472	3,472	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

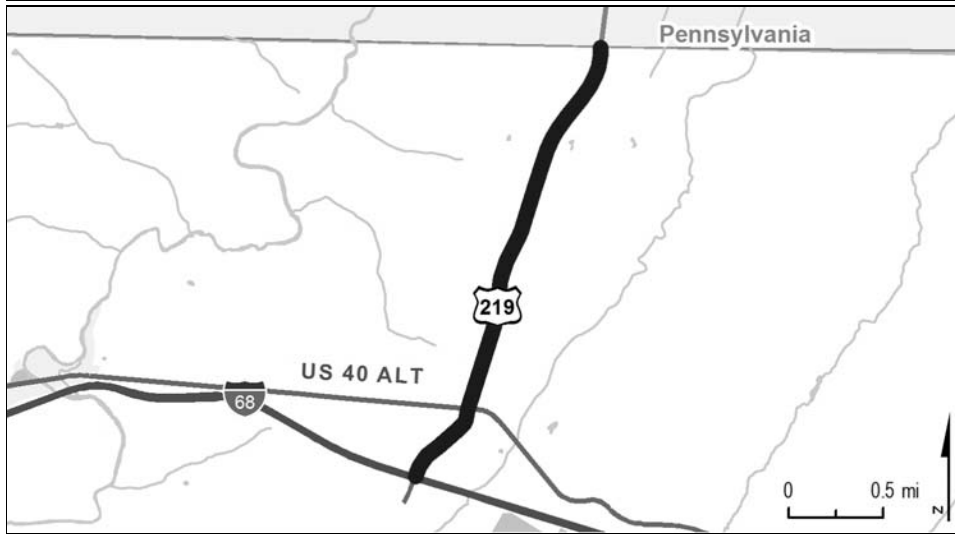
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 14,000

**PROJECTED (2040) -** 14,550



**PROJECT:** US 219, Chestnut Ridge Road

**DESCRIPTION:** Study to upgrade and/or relocate US 219 from I-68 to the Pennsylvania State line (2.5 miles). This study represents Maryland's portion of a Maryland/Pennsylvania joint study, between I-68/US 40 and Myersdale, Pennsylvania.

**JUSTIFICATION:** US 219 corridor improvements will enhance accessibility and promote economic development.

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

☐ Project Inside PFA ☐ Grandfathered  
☒ Project Outside PFA ☒ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 219, north of I-68/US 40 (Line 2)

**STATUS:** Phase one is under construction (Garrett County Line 2). The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	5,189	5,189	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,189	5,189	0	0	0	0	0	0	0	0	0
Federal-Aid	2,186	2,186	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 4,400

PROJECTED (2040) - 5,500

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u><b>Fiscal Year 2019 and 2020</b></u>		
		<u><b>Resurface/Rehabilitate</b></u>		
1		Friendsville, Grantsville and Accident; sidewalks	1,149	Under construction
2		At various locations in Garrett County; mill and resurface	7,214	Under construction
3	MD 495	Swanton Road; MD 135 to Crabtree Creek; safety and resurface	3,434	FY 2019
		<u><b>Safety/Spot Improvement</b></u>		
4	US 219	Garrett Highway; At Mosser Road; geometric improvements	3,118	FY 2019
		<u><b>Urban Reconstruction</b></u>		
5	US 219	Garrett Highway; MD 135 to 325 ft. north of East Orchid Street; urban reconstruction (Funded for preliminary engineering) (Project on hold)	2,507	
		<u><b>Commuter Action Improvements</b></u>		
6	MD 42	Friendsville Road; west of MD 742; ridesharing improvement	881	FY 2019





***HARFORD COUNTY***



**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.

**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

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

MD 22, at MD 462 (Line 2)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024	2025		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0	0
Right-of-way	5,067	5,066	1	0	0	0	0	0	0	1	0
Construction	11,527	10,371	1,156	0	0	0	0	0	0	1,156	0
Total	16,603	15,446	1,157	0	0	0	0	0	0	1,157	0
Federal-Aid	13,310	12,384	926	0	0	0	0	0	0	926	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

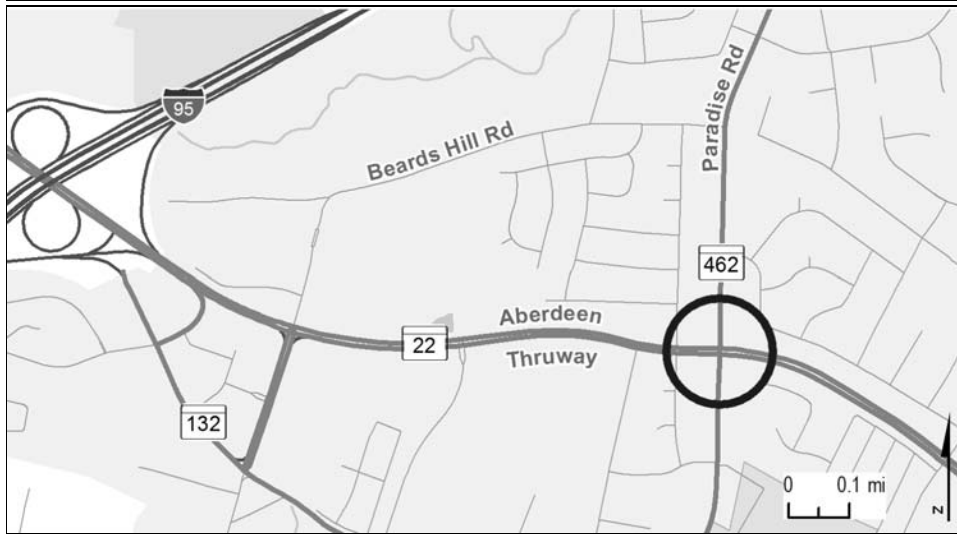
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 32,250

**PROJECTED (2040) -** 42,400



**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 intersection 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 Beards Hill Road (Line 1)

**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 includes intersection improvements to accommodate growth from BRAC. The improvements addressed operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		<u>PROJECT CASH FLOW</u>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET							
	COST	THRU	YEAR	YEAR	<u>FOR PLANNING PURPOSES ONLY</u>						
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....			
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	7,886	7,879	7	0	0	0	0	0	7	0	
Construction	12,214	9,809	2,405	0	0	0	0	0	2,405	0	
Total	20,100	17,688	2,412	0	0	0	0	0	2,412	0	
Federal-Aid	16,993	15,665	1,328	0	0	0	0	0	1,328	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

**FEDERAL -** Freeway/Expressway

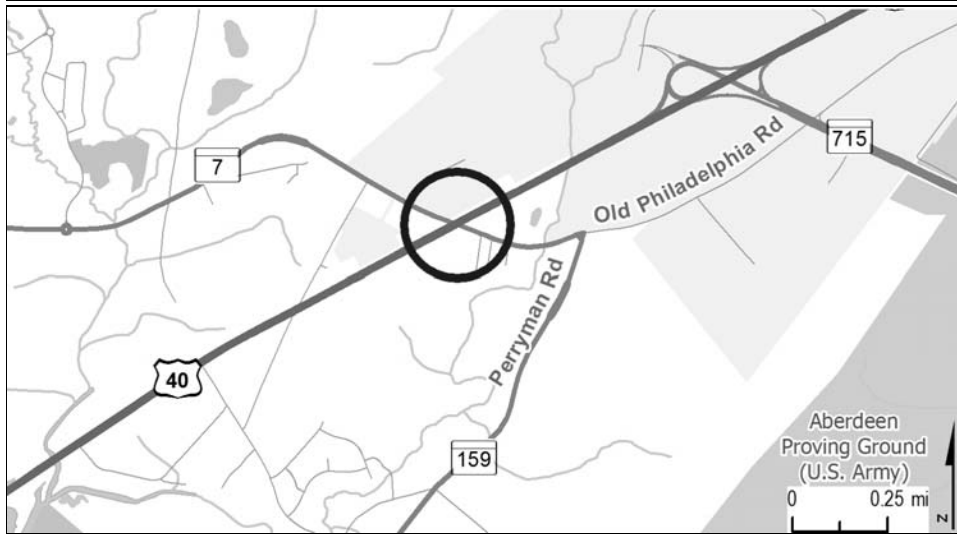
**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 29,800

**PROJECTED (2040) -** 42,250





**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) growth at Aberdeen Proving Grounds.

**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:

- |   |   |
|---|---|
| <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:** 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 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
<u>PROJECT CASH FLOW</u>												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
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	3,241	2,620	571	50	0	0	0	0	621	0		
Construction	21,643	11,826	5,914	3,551	352	0	0	0	9,817	0		
Total	24,884	14,446	6,485	3,601	352	0	0	0	10,438	0		
Federal-Aid	19,107	10,406	5,325	3,062	314	0	0	0	8,701	0		

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

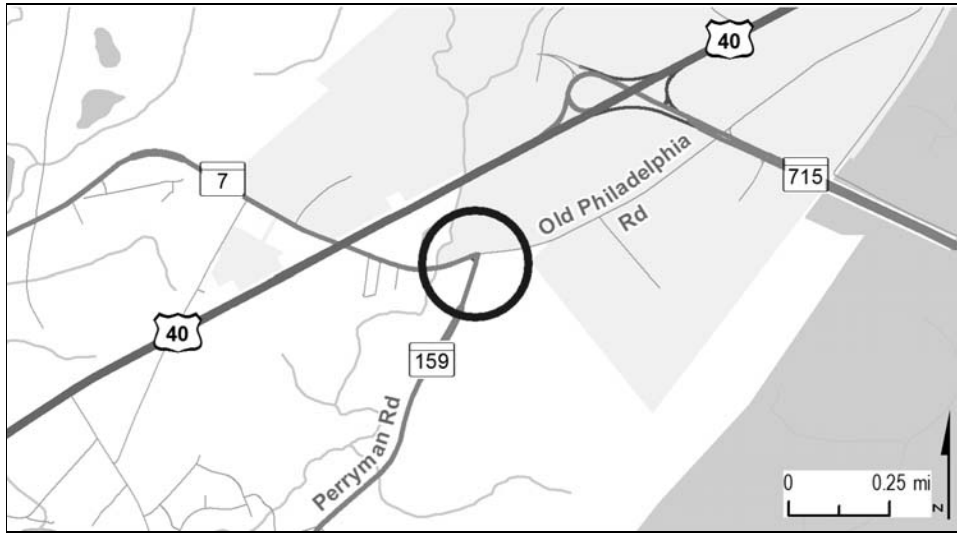
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 40,375

**PROJECTED (2040) -** 56,375



**PROJECT:** MD 159, Philadelphia Road Improvement Project

**DESCRIPTION:** Construct a roundabout at MD 159 and Old Philadelphia Road.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 US 40, at MD 7/MD 159 (Phase 2) (Line 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 address safety and promote economic development through better access to major manufacturing and distribution centers.

**STATUS:** Construction underway. Harford County is paying for engineering and construction.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	248	248	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0	0	0
Engineering	138	138	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	386	386	0	0	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Collector

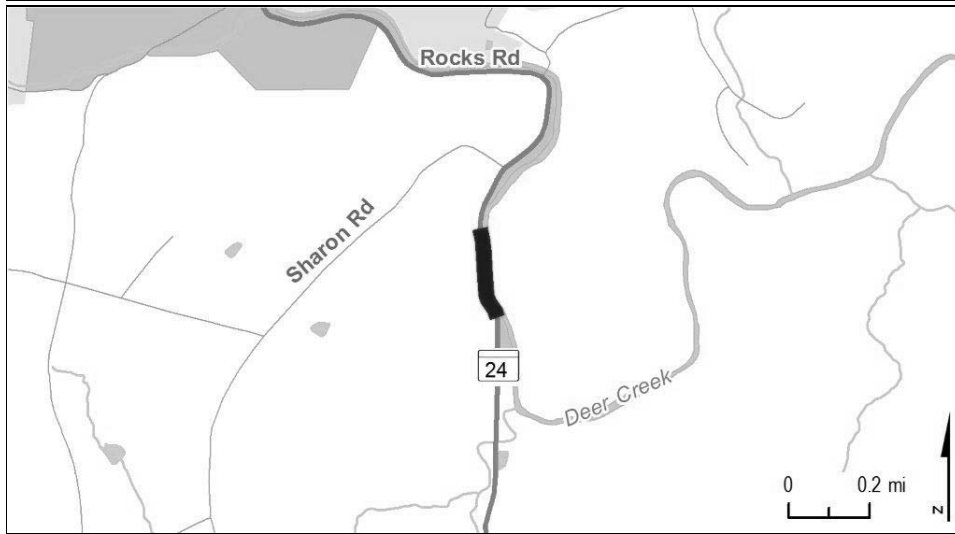
**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 5,525

**PROJECTED (2040) -** 12,000



**PROJECT:** MD 24, Rocks Road

**DESCRIPTION:** MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

**JUSTIFICATION:** The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage, and addressing roadside safety concerns.

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.6 million is due to additional engineering needs.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,988	1,113	650	650	575	0	0	0	1,875	0	
Right-of-way	82	5	10	67	0	0	0	0	77	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,070	1,118	660	717	575	0	0	0	1,952	0	
Federal-Aid	2,217	826	482	482	427	0	0	0	1,391	0	

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 3,600

PROJECTED (2040) - 7,825



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 to a multilane highway from MD 152 to the Hickory Bypass (5.5 miles). Sidewalks will be included where appropriate and shoulders will accommodate bicycles.

**JUSTIFICATION:** This project would improve safety and operations on US 1.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				
					.....2021.....	.....2022.....	.....2023.....	.....2024.....	SIX YEAR TOTAL
Planning	2,270	2,270	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0
Federal-Aid	979	979	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 (2018) -** 44,525

**PROJECTED (2040) -** 62,750

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 7	Philadelphia Road; MD 24 to Abington Road; safety and resurface	2,502	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 23	East West Highway; At Grafton Road intersection; safety	916	Completed
3	MD 147	Harford Road; at Connolly Road; widen and resurface	77	Completed
		<u>Urban Reconstruction</u>		
4	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	6,564	Completed

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

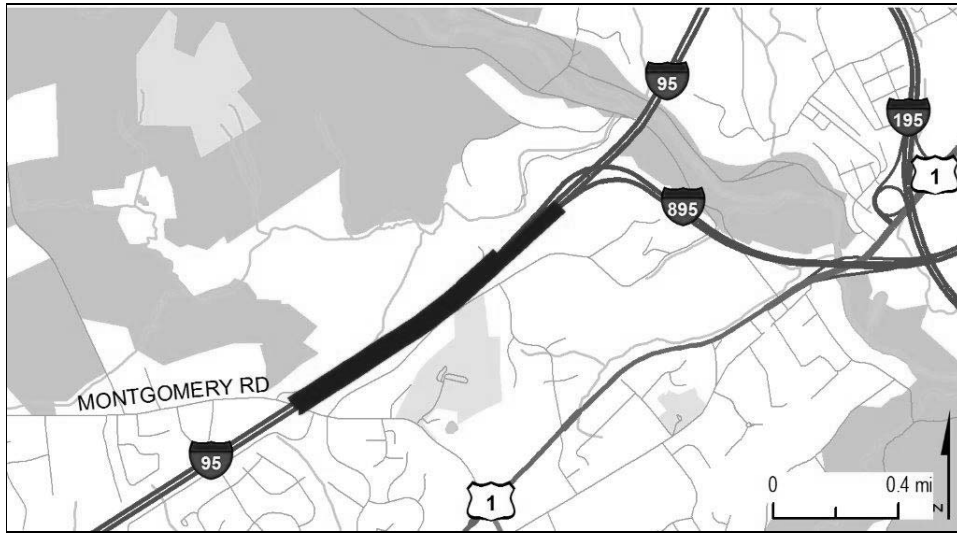
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2019 and 2020</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
5		At various locations west of US 1 in Harford County; mill and resurface	6,794	FY 2019
6		At various locations east of US 1 in Harford County; mill and resurface	8,790	FY 2019
7		At various locations in west Harford County; mill and resurface	14,172	Under construction
8		At various locations in east Harford County; mill and resurface	13,540	Under construction
9	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	2,324	Under construction
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
10		11 bridges on Churchville Road, Vietnam Veterans Memorial Hwy, Ady Road, Prospect Road; clean/paint bridges	2,399	Under construction
11	US 1	Conowingo Road; South of Conowingo Dam; retaining walls	1,558	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
12	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,714	Under construction
		<b><u>TMDL Compliance</u></b>		
13		At various locations in Harford County - Group 1A; drainage improvement	1,599	Under construction
14		Tree establishment in various locations in Harford County; landscape	1,702	Under construction



***HOWARD COUNTY***







**PROJECT:** I-95, Montgomery Road to I-895 Interchange

**DESCRIPTION:** Constructed a noisewall along I-95, from the Montgomery Road overpass to the I-895 interchange.

**PURPOSE & NEED SUMMARY STATEMENT:** This project reduced 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 ☒ Environmental Stewardship  
☒ System Preservation ☒ Community Vitality  
☒ Quality of Service ☐ Economic Prosperity

**EXPLANATION:** This project reduced noise generated by traffic on I-95, from the Montgomery Road overpass to I-895 in the Lawyers Hill community.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.0 million is due to additional stabilization and pipe work.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,323	1,323	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	11,958	11,946	12	0	0	0	0	0	12	0	0
Total	13,281	13,269	12	0	0	0	0	0	12	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Urban Interstate

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

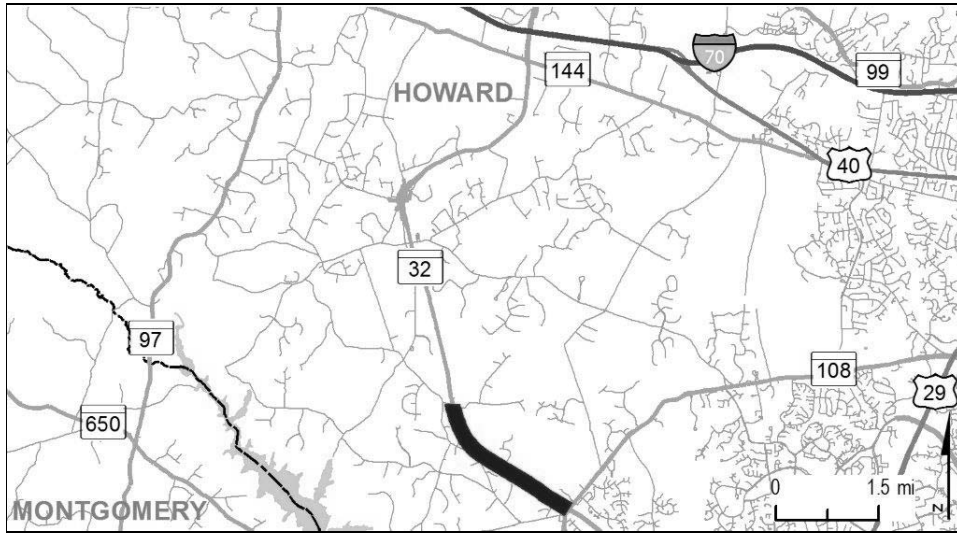
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 200,400

**PROJECTED (2040) -** 245,800

**STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 2**

**PRIMARY CONSTRUCTION PROGRAM**



**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 resulting from increased traffic volumes on the existing two lane roadway.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 32, Linden Church Road to I-70 (Line 3)

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

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

**EXPLANATION:** This project will relieve traffic congestion and address safety concerns along MD 32 in the Columbia area.

**STATUS:** Construction underway. County is contributing \$16.5 million to this project.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,026	2,026	0	0	0	0	0	0	0	0	
Right-of-way	2,079	1,027	514	461	77	0	0	0	1,052	0	
Construction	40,257	13,130	24,976	2,151	0	0	0	0	27,127	0	
Total	44,362	16,183	25,490	2,612	77	0	0	0	28,179	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Principal Arterial

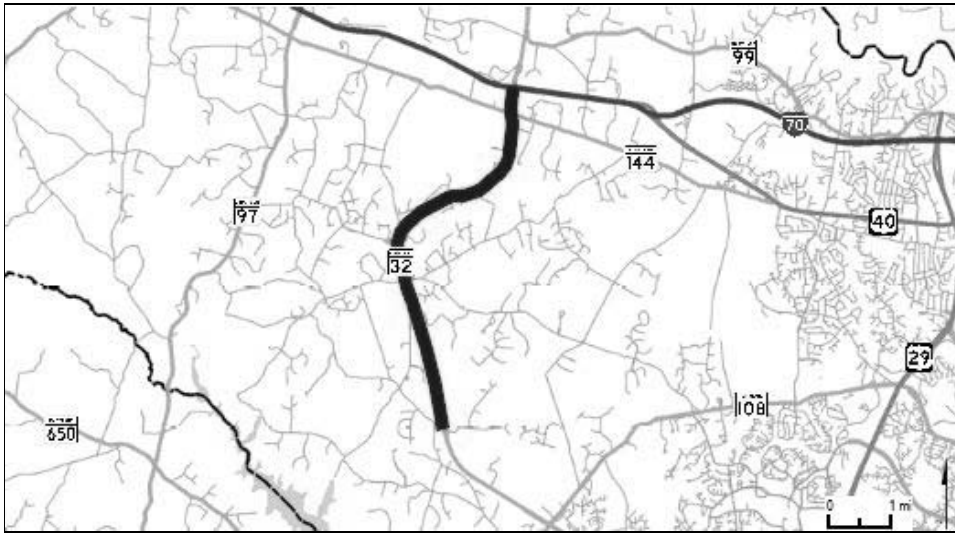
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 31,575

**PROJECTED (2040) -** 52,175



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70. (6.6 miles)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will address congestion and safety problems as a result of increasing traffic volumes on the existing two lane roadway.

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

☐ Project Inside PFA ☐ Grandfathered  
☒ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☒ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 32, MD 108 to Linden Church Road (Line 2)

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

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

**EXPLANATION:** This project will relieve traffic congestion and address safety concerns along MD 32 in Howard County.

**STATUS:** Constuction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$6.4 million is due to additional utility work.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	7,835	7,735	100	0	0	0	0	0	100	0
Right-of-way	17,236	3,640	2,435	3,524	2,524	4,430	683	0	13,596	0
Construction	98,937	18	9,101	29,063	33,349	27,406	0	0	98,919	0
Total	127,665	15,050	11,636	32,587	35,873	31,836	683	0	112,615	0
Federal-Aid	98,541	8,382	9,235	26,117	28,783	25,492	532	0	90,159	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

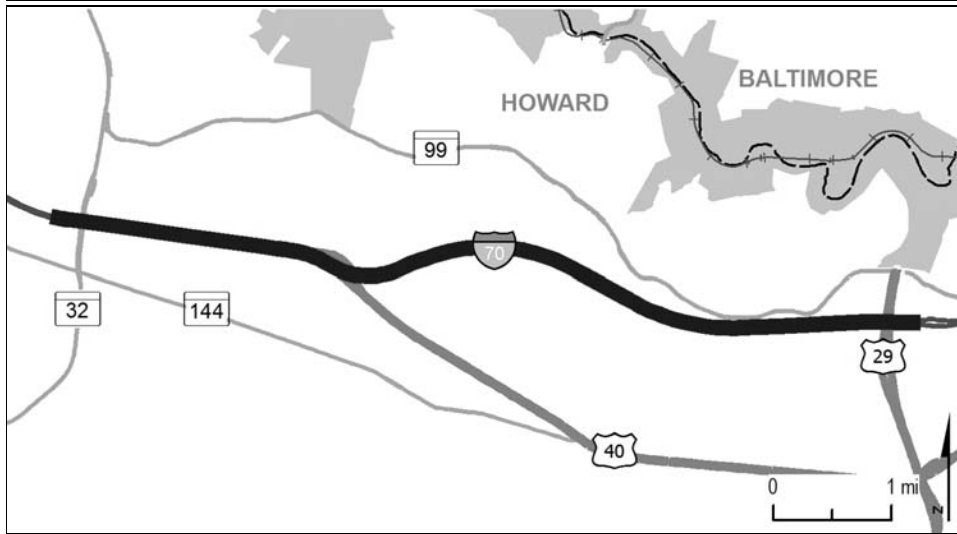
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 31,575

**PROJECTED (2040) -** 52,175



**PROJECT:** I-70, MD 32 to US 29

**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles).

**JUSTIFICATION:** This project will ease increasing congestion and improve safety along this segment of I-70.

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

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

☐ Grandfathered  
☒ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

Marriottsville Road, US 40 to MD 99 (County Project)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

<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 2019	BUDGET YEAR 2020	<u>PROJECT CASH FLOW</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	858	858	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

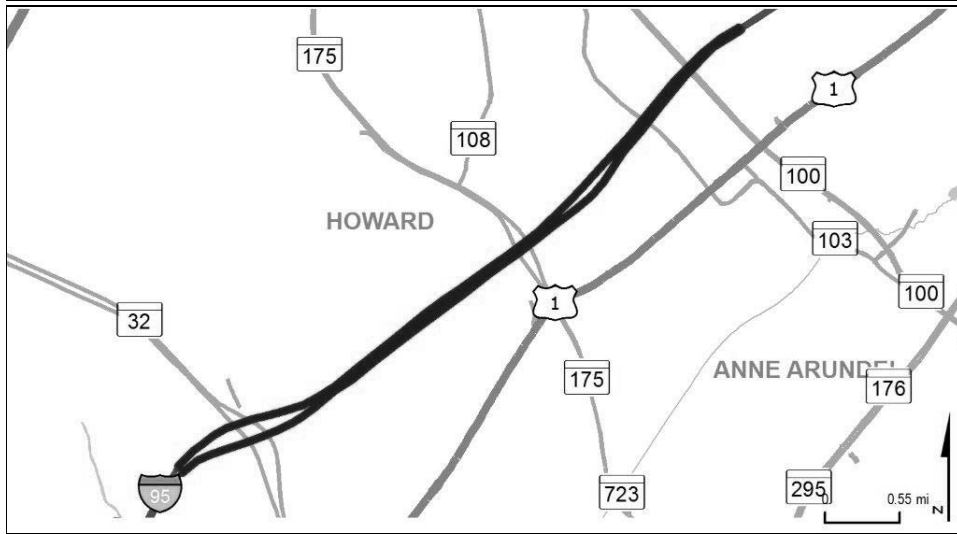
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 95,000

PROJECTED (2040) - 124,975



**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 4)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,800	1,208	592	0	0	0	0	0	592	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,800	1,208	592	0	0	0	0	0	592	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Urban Interstate

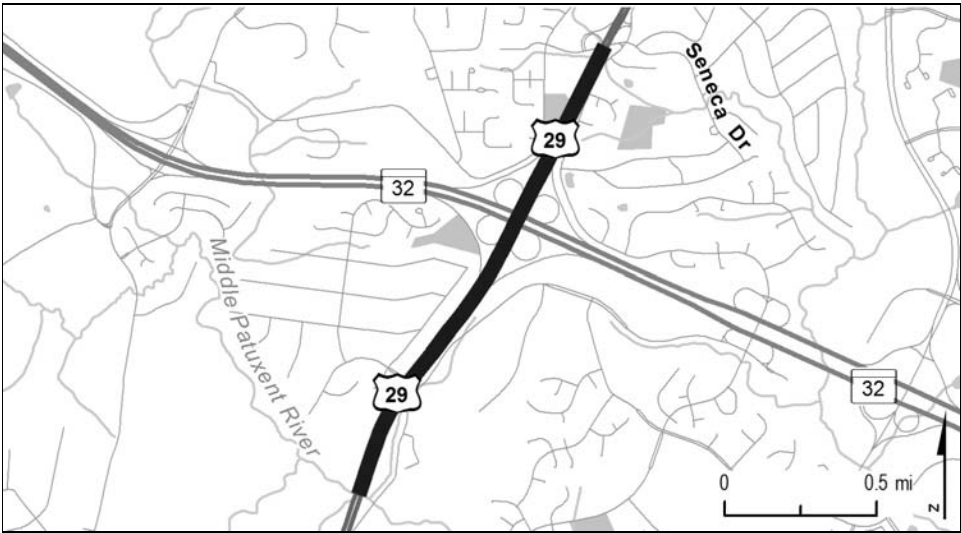
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 217,575

**PROJECTED (2040) -** 224,075



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

**JUSTIFICATION:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes.

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	639	700	664	621	0	0	0	1,985	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,624	639	700	664	621	0	0	0	1,985	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

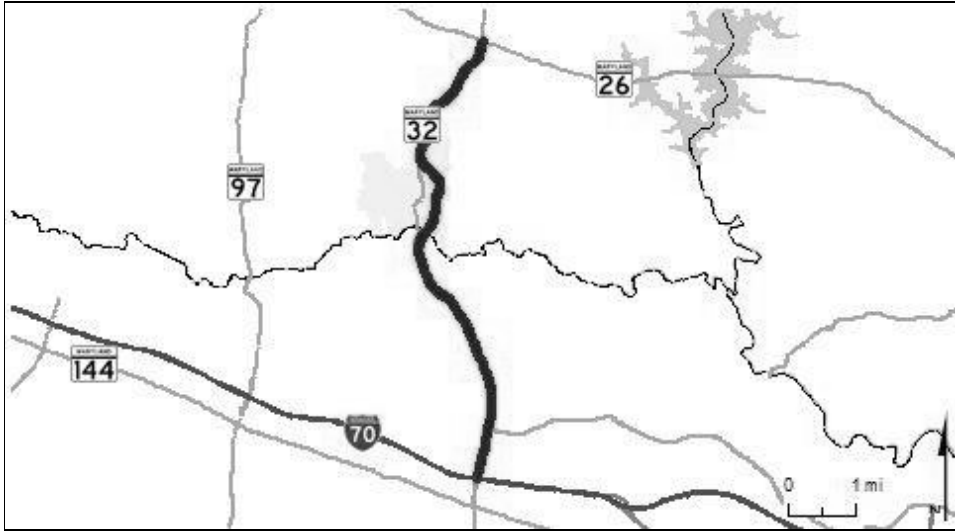
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 47,150

**PROJECTED (2040) -** 66,025



**PROJECT:** MD 32, Sykesville Road

**DESCRIPTION:** Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

**JUSTIFICATION:** Road connects high growth area of Carroll County with growing job markets in Howard County.

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

**ASSOCIATED IMPROVEMENTS:**

MD 32, MD 108 to Linden Church Road (Line 2)

MD 32, Linden Church Road to I-70 (Line 3)

MD 26, Liberty Reservoir to MD 32 (Line 4)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,250	742	508	0	0	0	0	0	508	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	742	508	0	0	0	0	0	508	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Major Collector

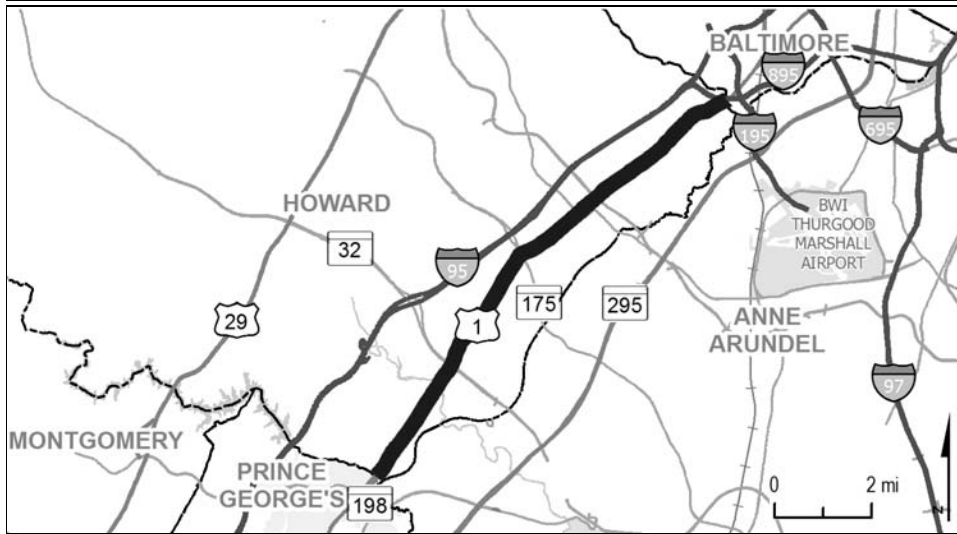
**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 29,275

**PROJECTED (2040) -** 36,600



**PROJECT:** US 1, Washington Boulevard

**DESCRIPTION:** Study to identify potential improvements along the US 1 corridor from the Prince George's County line to the Baltimore County line, including potential interchange improvements at MD 175 (11.0 miles).

**JUSTIFICATION:** Improvements identified as a result of this study provide a blueprint for future State, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Feasibility study complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND		BUDGET	FOR PLANNING PURPOSES ONLY							
	COST (\$000)	THRU 2018		YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	1,044	1,044	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,044	1,044	0	0	0	0	0	0	0	0	0	
Federal-Aid	837	837	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 (2018) - 43,775

PROJECTED (2040) - 58,500



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	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	2,691	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
2		Bridge 1301603/04, 1305601/02, 1307603/04, 1310003/04 on I-95 and MD 32; clean/paint bridges	2,161	Completed

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3		At various locations in Howard County; mill and resurface	17,941	FY 2019
4		At various locations in Howard County; mill and resurface	17,027	Under construction
5	US 40 EB	Baltimore National Pike; East of US 29 to Baltimore/Howard County line; safety and resurface	2,390	Completed
6	I 70 WB	Structure 13054 to Baltimore County line; safety and resurface	4,058	FY 2019
7	I 95	Baltimore/Howard County line to MD 100 ramps; safety and resurface	6,857	FY 2019
8	MD 100	Structure 13144 to Anne Arundel County line; safety and resurface	3,358	FY 2019
<b><u>Bridge Replacement/Rehabilitation</u></b>				
9	US 40 WB	Bridge 13055 over I-70; bridge rehabilitation	3,429	Under construction
10	I 95	Bridge 1307201 and 1307202 over Little Patuxent River; clean/paint bridges	2,133	Under construction
<b><u>Safety/Spot Improvement</u></b>				
11	US 1	Washington Boulevard; at Kit Kat Road; geometric improvements	1,327	Under construction
12	US 29	Columbia Pike; MD 32 to MD 175; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,679	Completed
13	US 29 NB	Columbia Pike; at MD 175; geometric improvements	1,976	Completed
14	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	3,199	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Environmental Preservation</u>		
15	I 95	Prince George's/Howard County line to Howard/Baltimore County line - Phase 2; landscape	839	FY 2019
16	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	3,507	Under construction
		<u>Commuter Action Improvements</u>		
17	MD 32	Patuxent Parkway; Broken Land Parkway West Lot Park and Ride Expansion; ridesharing expansion	803	FY 2019
		<u>TMDL Compliance</u>		
18		At various locations - Group 1; drainage improvement	853	FY 2019
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
19		Patuxent Branch Trail; paving Patuxent Branch Trail from Old Guilford Road to Vollmerhausen Road	1,092	FY 2019





***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 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Kent County; mill and resurface	4,248	FY 2019
2		At various locations in Kent County; mill and resurface	6,676	Under construction
3		At various locations in Kent County; mill and resurface	5,645	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
4		Bridge 1400401, 1400402, 1402200 on Bluestar Memorial Highway, Morgnec Road; clean/paint bridges	947	FY 2019
5	US 301 NB	Blue Star Memorial Highway; Bridge 1400501 over MD 290	3,574	Under construction
		<u>Urban Reconstruction</u>		
6	MD 291	Cypress Street; west of School Street to east of Crane Street; 2 lane urban reconstruction	2,226	FY 2020

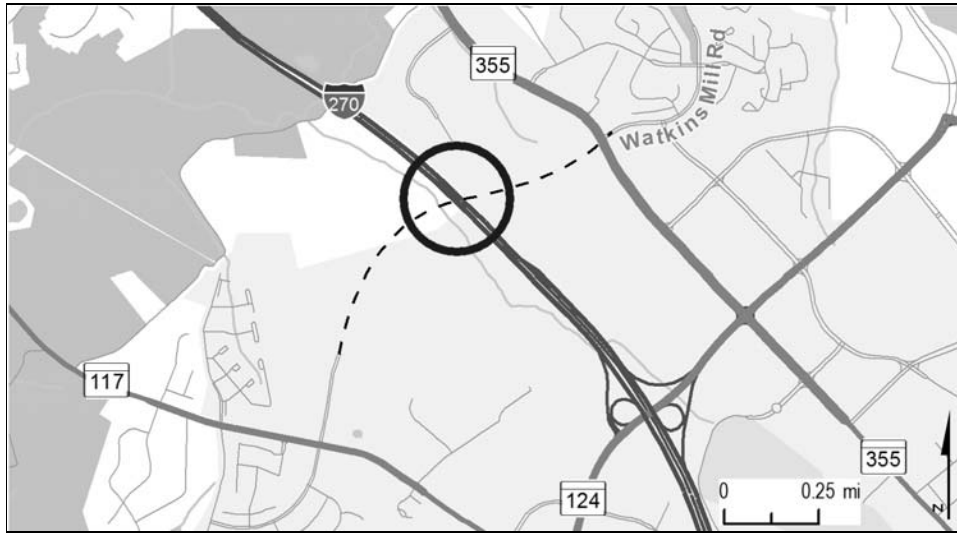






***MONTGOMERY COUNTY***



**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 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.

**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It will provide access from I-270 to the Metropolitan Grove MARC Station.

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

**ASSOCIATED IMPROVEMENTS:**

I-270 Innovative Congestion Management (Line 2)  
 Traffic Relief Plan (Statewide - Line 6)

**STATUS:** Construction underway. County contributed \$4.9 million towards engineering.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	10,613	10,613	0	0	0	0	0	0	0	0
Right-of-way	9,823	7,134	150	550	1,289	700	0	0	2,689	0
Construction	98,263	35,052	26,207	22,552	14,452	0	0	0	63,211	0
Total	119,876	53,976	26,357	23,102	15,741	700	0	0	65,900	0
Federal-Aid	15,362	12,673	150	550	1,289	700	0	0	2,689	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

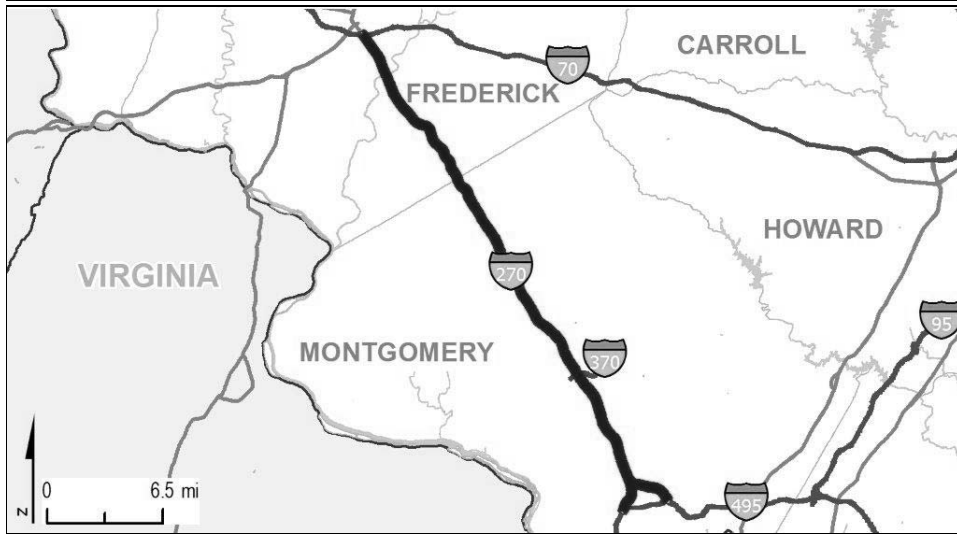
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 170,000

**PROJECTED (2040) -** 201,000

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 2**

**INTERSTATE CONSTRUCTION PROGRAM**



**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce congestion and improve safety and reliability.

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

**ASSOCIATED IMPROVEMENTS:**  
 I-270, Interchange at Watkins Mill Road (Line 1)  
 Traffic Relief Plan (Statewide - Line 6)

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

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

**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.3 million is due to ramp metering design modifications.

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	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....			.....2024.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,061	2,061	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	112,054	20,369	27,594	32,215	31,876	0	0	0	91,685	0	
Total	114,115	22,430	27,594	32,215	31,876	0	0	0	91,685	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

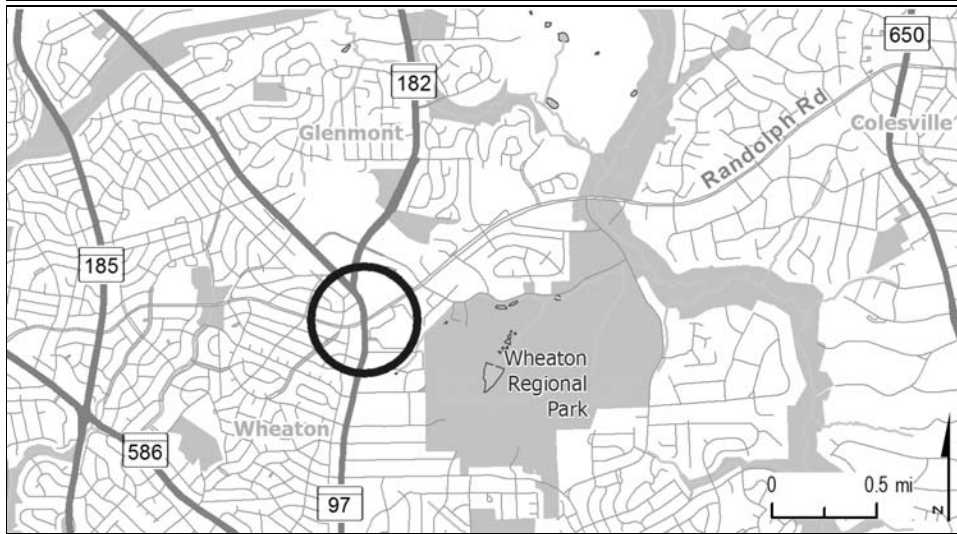
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 90,000 - 259,000

**PROJECTED (2040) -** 105,000 - 299,000

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 3**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct new interchange at MD 97 and 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:

- |  |   |
|--|---|
| <input checked="" 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:** This grade-separation project reduced travel times along both Randolph Road and MD 97 (Georgia Avenue) and improved safety by separating through movements. The new interchange also provided new sidewalks and wide curb lanes to safely accommodate all roadway users.

**STATUS:** Open to Service. County contributed \$14.4 million for right-of-way and advanced utilities.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$7.0 million is due to additional utility and signage work, and removal of unused structures.

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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2020	FOR PLANNING PURPOSES ONLY					
						.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,097	1,097	0	0	0	0	0	0	0	0	
Engineering	6,019	6,019	0	0	0	0	0	0	0	0	
Right-of-way	25,244	19,918	2,126	1,600	1,600	0	0	0	5,326	0	
Construction	51,274	47,557	2,064	1,653	0	0	0	0	3,717	0	
Total	83,634	74,591	4,190	3,253	1,600	0	0	0	9,043	0	
Federal-Aid	41,781	39,225	1,258	1,298	0	0	0	0	2,556	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

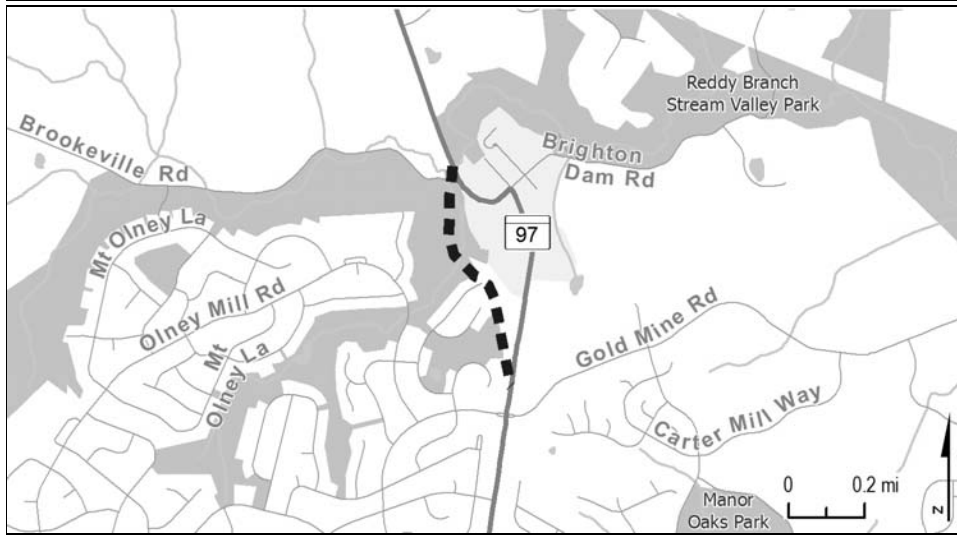
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 51,000 (MD 97)  
31,500 (Randolph Road)

**PROJECTED (2040) -** 60,000 (MD 97)  
35,000 (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 (0.7 miles). Shoulders will accommodate bicycles.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** This project 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 2018 - 23 CTP:** The cost decrease of \$5.3 million is due to reduced right-of-way needs and a favorable bid.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	2,064	2,064	0	0	0	0	0	0	0	0	
Engineering	9,587	9,587	0	0	0	0	0	0	0	0	
Right-of-way	1,701	817	430	454	0	0	0	0	884	0	
Construction	30,759	226	4,453	9,569	10,219	6,292	0	0	30,533	0	
Total	44,111	12,694	4,883	10,023	10,219	6,292	0	0	31,417	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

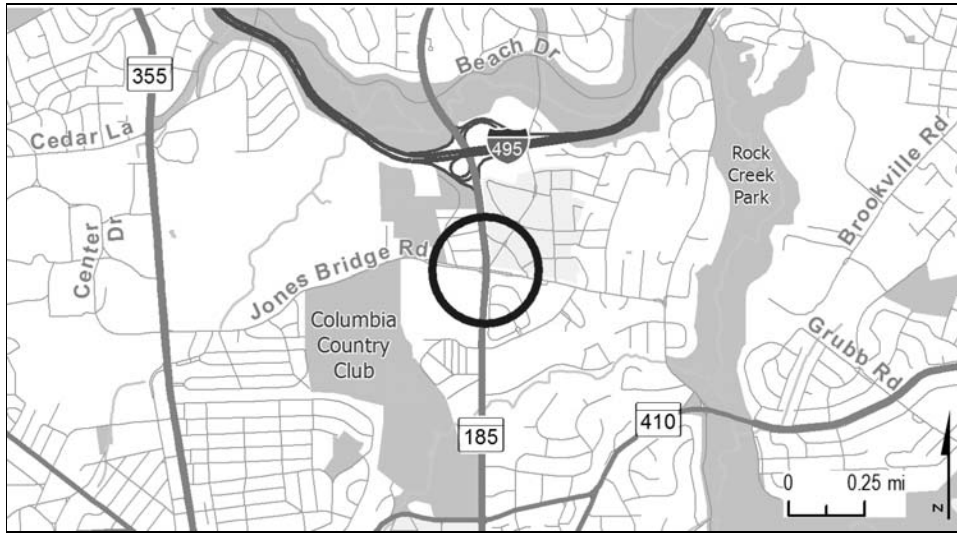
**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 11,400

**PROJECTED (2040) -** 14,800

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 5**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 185, Connecticut Avenue

**DESCRIPTION:** Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is vital to accommodate increased employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

**ASSOCIATED IMPROVEMENTS:**

MD 320, BRAC Mitigation at Sligo Creek (Line 6)  
 MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 8)

**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:** 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. Construction to begin during budget fiscal year. This project is fully funded by the U.S. Department of Defense Office of Economic Adjustment.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Construction delayed from FY 19 to FY 20 due to the need for advanced utility relocations.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
	ESTIMATED				.....2021.....	.....2022.....	.....2023.....	.....2024.....			
	COST (\$000)										
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	8,720	3,286	3,816	432	1,186	0	0	0	5,434	0	
Construction	8,767	0	0	778	4,126	3,863	0	0	8,767	0	
Total	17,487	3,286	3,816	1,210	5,312	3,863	0	0	14,201	0	
Federal-Aid	17,484	3,283	3,816	1,210	5,312	3,863	0	0	14,201	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

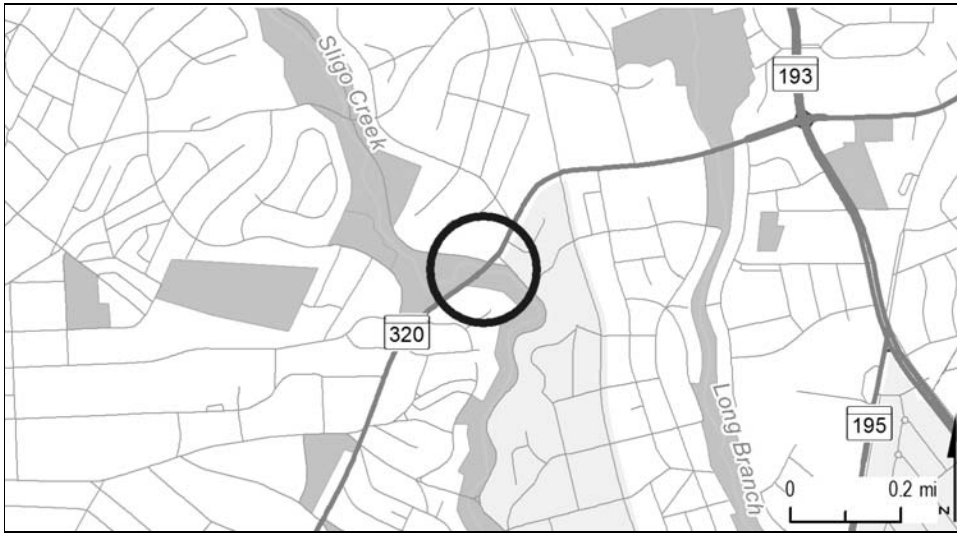
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 79,100

**PROJECTED (2040) -** 82,400



**PROJECT:** MD 320, Piney Branch Road

**DESCRIPTION:** Construct bicycle and pedestrian improvements including a new bicycle/pedestrian bridge over Sligo Creek that 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

**ASSOCIATED IMPROVEMENTS:**

MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 5)  
 MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 8)

**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 type="checkbox"/> Economic Prosperity                  |

**EXPLANATION:** These improvements were 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 improved safety and accessibility for trail users.

**STATUS:** Open to Service. The U.S. Department of Defense Office of Economic Adjustment funded \$1.5 million for construction.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0
Right-of-way	3	3	0	0	0	0	0	0	0	0
Construction	3,110	3,110	0	0	0	0	0	0	0	0
Total	3,159	3,159	0	0	0	0	0	0	0	0
Federal-Aid	3,049	3,049	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Major Collector

**FEDERAL -** Minor Arterial

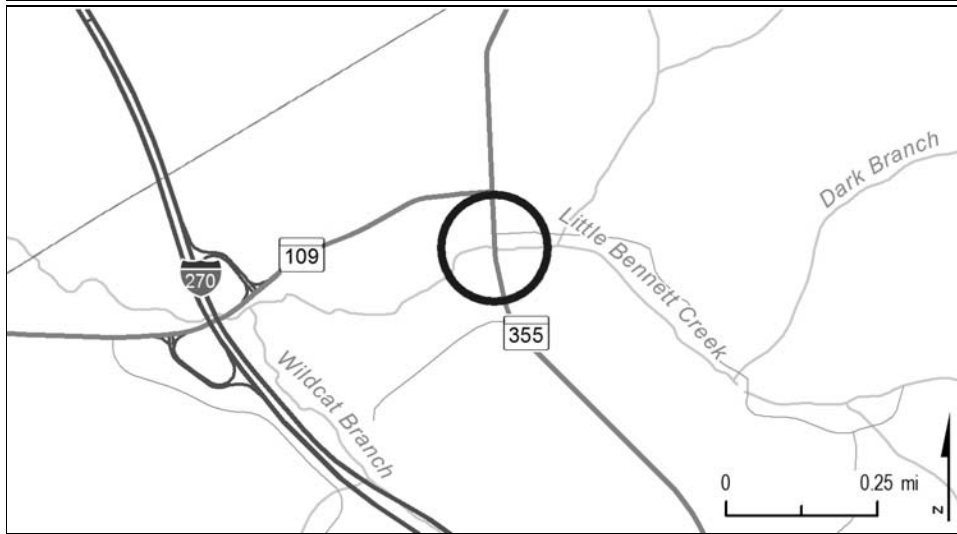
**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 19,600

**PROJECTED (2040) -** 21,800





**PROJECT:** MD 355, Frederick Road

**DESCRIPTION:** Replace Bridge 15053 over Little Bennett Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1925, is poor rated.

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is poor rated.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$5.2 million is due to a change in scope which includes: doubling the length of the bridge, stream work, and storm water management/drainage improvements.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,949	1,845	104	0	0	0	0	0	0	104	0
Right-of-way	65	23	36	2	2	2	0	0	0	42	0
Construction	8,351	0	2,279	4,490	1,582	0	0	0	0	8,351	0
Total	10,365	1,868	2,419	4,492	1,584	2	0	0	0	8,497	0
Federal-Aid	6,958	238	1,830	3,616	1,274	0	0	0	0	6,720	0

**CLASSIFICATION:**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 8,500

**PROJECTED (2040) -** 9,500

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 8**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct MD 355 intersection improvements including upgrades to pedestrian/bicycle facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive. (BRAC Intersection Improvements)

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

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

**ASSOCIATED IMPROVEMENTS:**

MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 5)  
 MD 320, BRAC Mitigation at Sligo Creek (Line 6)

**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:** 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 underway. U.S. Department of Defense Office of Economic Adjustment is contributing \$4.3 million towards construction. County advertised and is constructing MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY							
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
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	4,300	7	2,744	1,549	0	0	0	0	4,293	0	0	
Total	4,300	7	2,744	1,549	0	0	0	0	4,293	0	0	
Federal-Aid	4,294	2	2,743	1,549	0	0	0	0	4,292	0	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 46,900

**PROJECTED (2040) -** 54,400



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road (Line 10)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$1.6 million is due to the deferment of engineering funding.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,388	5,388	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,467	6,467	0	0	0	0	0	0	0	0
Federal-Aid	1,635	1,635	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

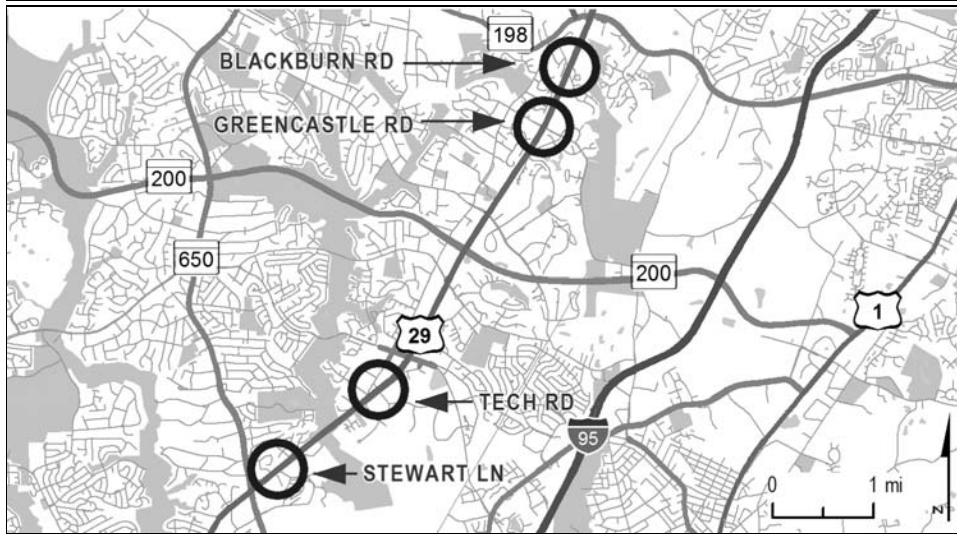
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 68,000

**PROJECTED (2040) -** 83,000



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 29, Interchange Construction at Musgrove Road and Fairland Road (Line 9)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,288	4,288	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	7,281	7,281	0	0	0	0	0	0	0	0
Federal-Aid	2,267	2,267	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

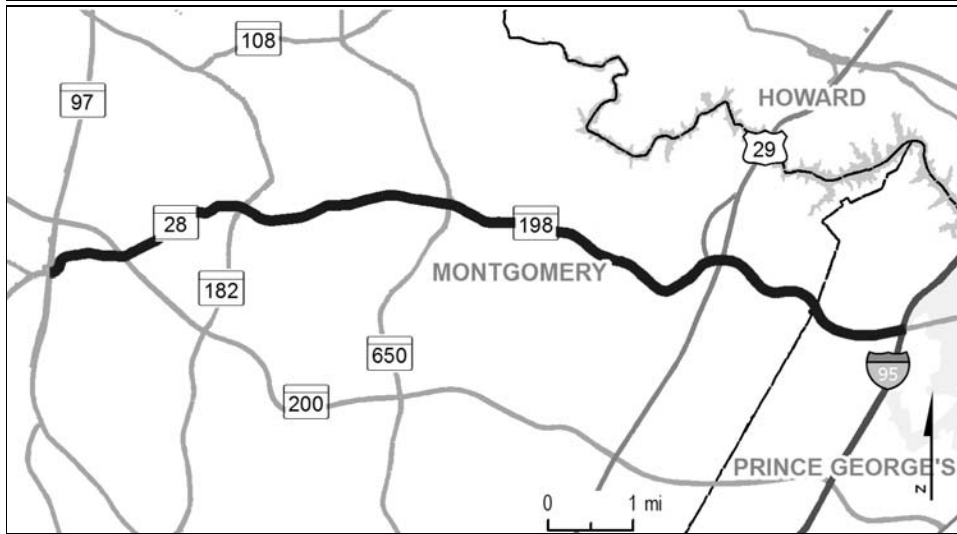
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 62,000 - 75,000

**PROJECTED (2040) -** 68,000 - 83,000



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will address safety in the MD 28/MD 198 corridor. This project will 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 Interchange Construction at MD 28 (Line 12)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	PROJECT CASH FLOW									
	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET					SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL	COMPLETE
Planning	7,476	7,176	250	50	0	0	0	0	300	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,478	7,178	250	50	0	0	0	0	300	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

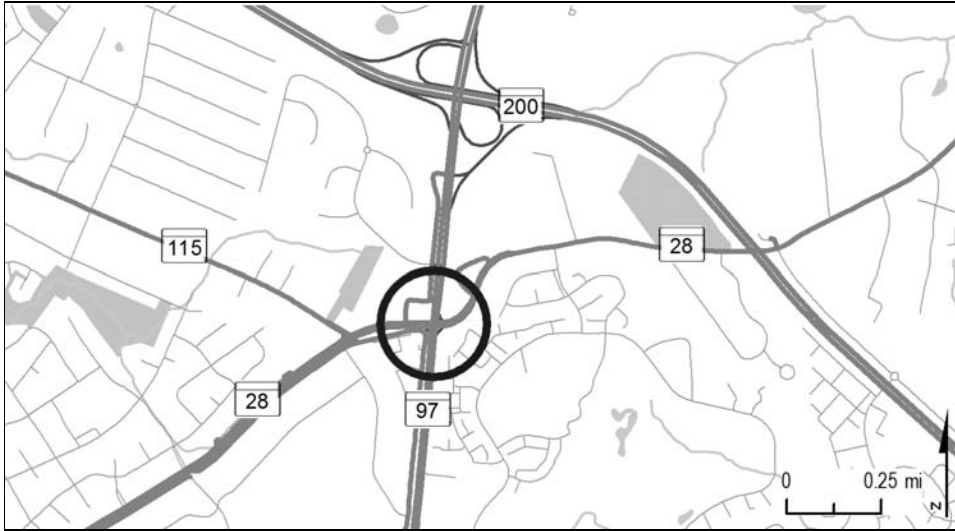
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 21,000 - 39,000 (MD 28)  
18,000 - 47,600 (MD 198)

**PROJECTED (2040) -** 29,000 - 51,000 (MD 28)  
26,000 - 59,000 (MD 198)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will reduce congestion and improve safety at the existing intersection.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 11)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	847	847	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,829	2,829	0	0	0	0	0	0	0	0
Federal-Aid	1,581	1,581	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

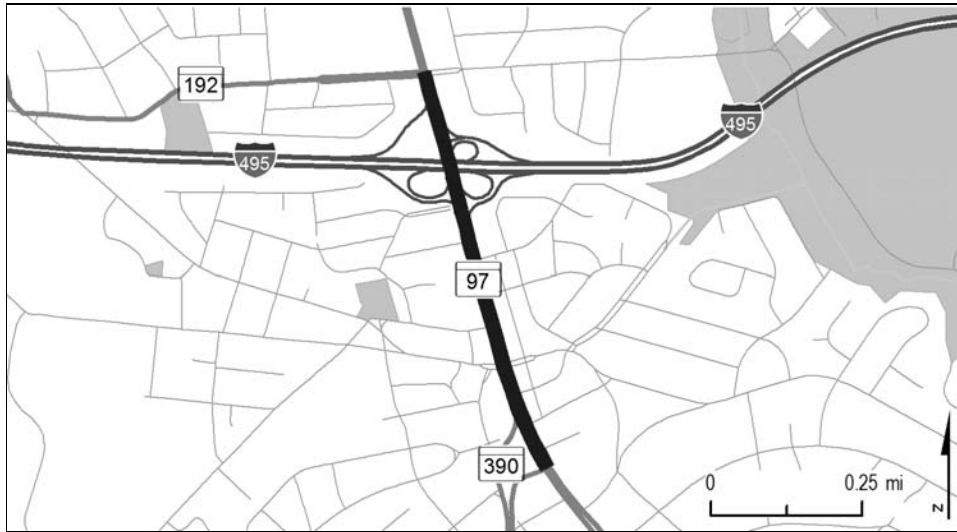
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 51,000

**PROJECTED (2040) -** 56,900



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will address safety and traffic operations within the study area.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Traffic Relief Plan (Statewide - Line 6)

**STATUS:** Engineering underway. County contributed \$3.0 million towards planning.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added \$1.5 million to engineering.

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,044	3,044	0	0	0	0	0	0	0	0
Engineering	2,500	473	527	1,000	500	0	0	0	2,027	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	5,544	3,517	527	1,000	500	0	0	0	2,027	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

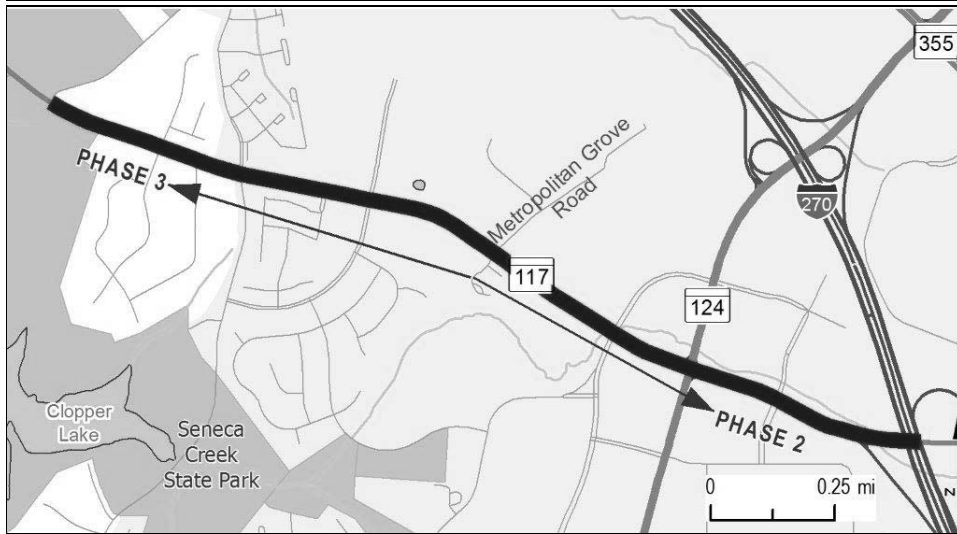
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 83,525

**PROJECTED (2040) -** 93,125



**PROJECT:** MD 117, Clopper Road/Diamond Avenue

**DESCRIPTION:** Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the roadway.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-270, Interchange Construction at Watkins Mill Road (Line 1)  
 I-270, Innovative Congestion Management (Line 2)  
 Traffic Relief Plan (Statewide - Line 6)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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

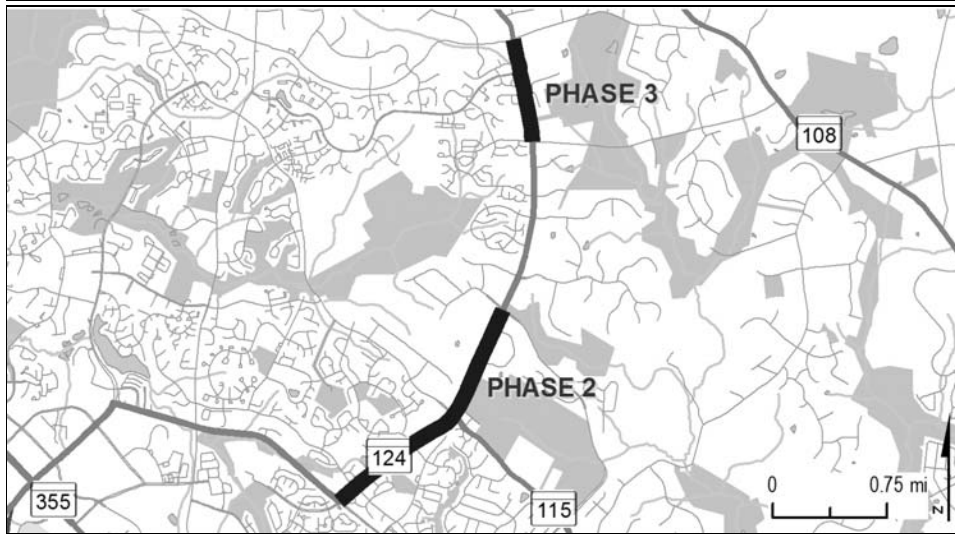
**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 30,400 - 51,200

**PROJECTED (2040) -** 38,000 - 53,800





**PROJECT:** MD 124, Woodfield Road

**DESCRIPTION:** Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance problems.

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold. County contributed \$5.0 million to engineering and right-of-way.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$2.8 million is due to the project being placed on hold.

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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	873	873	0	0	0	0	0	0	0	0	0
Right-of-way	4,922	24	0	0	0	0	2,398	2,500	4,898	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,909	3,011	0	0	0	0	2,398	2,500	4,898	0	0
Federal-Aid	20	20	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 (2018) -** (Phase 2) 21,700  
(Phase 3) 14,500

**PROJECTED (2040) -** (Phase 2) 32,500  
(Phase 3) 21,700

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2018 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Montgomery County; mill and resurface	14,772	Completed
2	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,321	Completed
3	MD 190	River Road; MD 614 to DC line; safety and resurface	3,379	Completed
4	MD 193	University Boulevard; I-495 to MD 320; resurface	3,315	Completed
5	I 270	Eisenhower Memorial Highway; MD 121 to Frederick County line; safety and resurface	6,075	Completed
6	I 495	Capital Beltway; I-270Y to Seminary Road - Outer loop; safety and resurface	7,149	Completed
7	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	3,764	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
8		Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges	2,895	Completed
<b><u>Safety/Spot Improvement</u></b>				
9	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	1,252	Completed
10	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	951	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2018 Completions (cont'd)</u>		
		<u>Traffic Management</u>		
11		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	1,462	Completed
		<u>Environmental Preservation</u>		
12	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	1,965	Completed
		<u>Intersection Capacity Improvements</u>		
13	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,202	Completed
		<u>Bicycle Retrofit</u>		
14	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	2,628	Completed
		<u>Congressional Earmarks</u>		
15		Long Branch Village Center; access improvements (Earmark \$750,000; CO; Complete)	0	

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
16		At various locations in Fairland shop area of Montgomery County; patching	1,177	Under construction
17		At various locations in Montgomery County; mill and resurface	13,669	Under construction
18		At various locations in Gaithersburg shop area of Montgomery County; patching	1,141	Under construction
19	US 29	Georgia Avenue; MD 384 to St. Andrews Way; safety and resurface	1,893	FY 2019
20	MD 124	Montgomery Village Avenue; Spur to Christopher Avenue to Midcounty Highway; safety and resurface	2,548	FY 2019
21	MD 185	Connecticut Avenue; North of MD 410 to Manor Road; safety and resurface	1,809	Under construction
22	MD 355	Wisconsin Avenue; MD 28 to Mannakee Street; safety and resurface	2,480	FY 2019
<b><u>Bridge Replacement/Rehabilitation</u></b>				
23		Bridge 1510100, 1514200, 1414800 on Capital Beltway, Quince Orchard Road; clean/paint bridges	1,796	FY 2019
24		Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	7,248	Under construction
<b><u>Safety/Spot Improvement</u></b>				
25		CCT walls between CCT and Purple Line; retaining walls	7,635	Under construction
26	MD 117	Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,853	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Traffic Management</u>		
27		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,670	Under construction
		<u>Intersection Capacity Improvements</u>		
28		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	818	Under construction
29	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,688	FY 2019
30	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		
		<u>Bicycle Retrofit</u>		
31	MD 124	Quince Orchard Road; Dosh Drive to MD 117; bicycle-pedestrian route	1,732	Under construction
		<u>TMDL Compliance</u>		
32		At tributary to Cabin John Creek (Tower Oaks); drainage improvement	1,380	FY 2019
33		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,467	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
34	MD 355	Clarksburg shared path	523	FY 2019

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

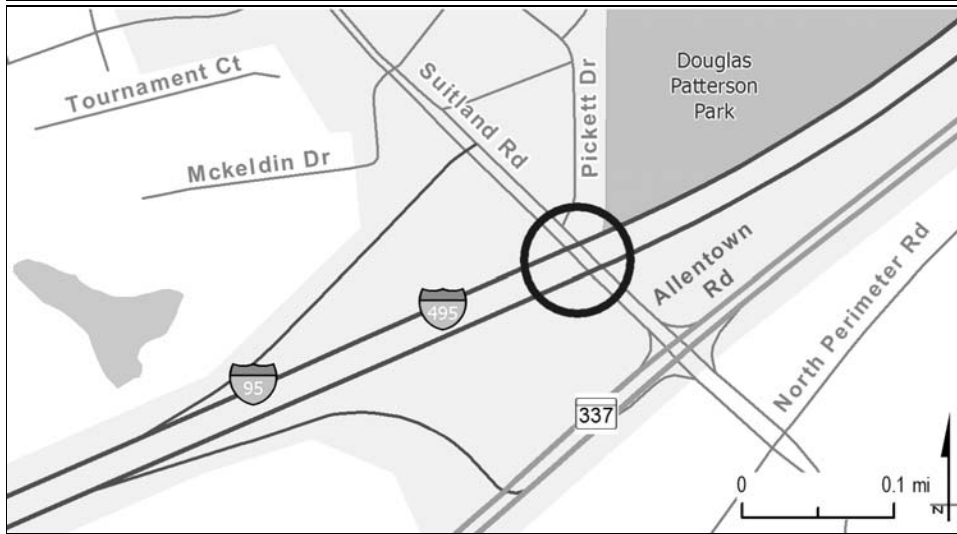
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
35		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	FY 2019
36		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	FY 2019
37		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	FY 2019
38		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 2019
39		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	FY 2019
<b><u>Congressional Earmarks</u></b>				
40		Complete Streets Near Metro Station; improve pedestrian crossing locations near Twinbrook station and implement road diet on S. Stonestreet Avenue near Rockville station (Earmark \$827,200; CO)	0	
41		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***





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

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

**EXPLANATION:** The existing bridges are nearing the end of their useful life and are in need of replacement.

**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Replace Bridges 1616205 and 1616206 over Suitland Road.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are poor rated.

**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:**

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 337, Allentown Road (Line 11)

Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,878	1,878	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	34,006	14,512	9,791	9,703	0	0	0	0	19,494	0	
Total	35,884	16,390	9,791	9,703	0	0	0	0	19,494	0	
Federal-Aid	1,449	1,449	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Principal Arterial

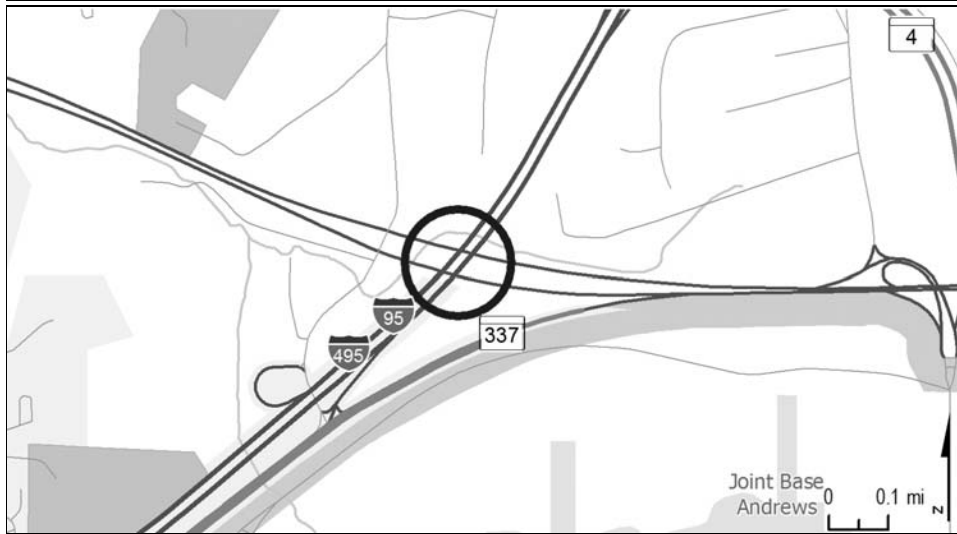
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 178,000

**PROJECTED (2040) -** 194,000

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replace Bridges 1616005 and 1616006 over Suitland Parkway.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are poor rated.**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:**

I-95/I-495, Bridge Replacements over Suitland Road (Line 1)  
 MD 4, Interchange at Suitland Parkway (Line 5)  
 MD 4, Forestville Road to MD 458 (Line 6)  
 MD 337, Allentown Road (Line 11)  
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 18)  
 Traffic Relief Plan (Statewide - Line 5)

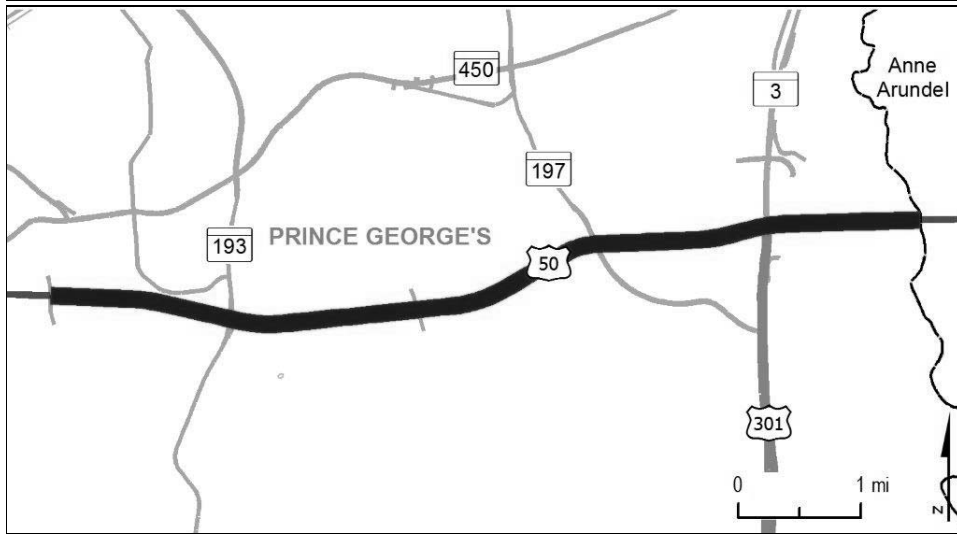
**STATUS:** Construction underway.**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing bridges are nearing the end of their useful life and are in need of replacement.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$5.5 million is due to an unfavorable bid.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,516	89	0	0	0	0	0	89	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,182	23	11,039	12,871	10,249	0	0	0	34,159	0
Total	35,787	1,539	11,128	12,871	10,249	0	0	0	34,248	0
Federal-Aid	31,004	18	10,000	11,682	9,304	0	0	0	30,986	0

**CLASSIFICATION:****STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 198,000**PROJECTED (2040) -** 218,000



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Constructed 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 enhanced 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

**ASSOCIATED IMPROVEMENTS:**

MD 3, US 50 to MD 32 (Line 17)  
 US 301, South Corridor Transportation Study (Line 23)  
 US 301, North of Mount Oak Road to US 50 (Line 24)

**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 resurfacing extended the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$1.0 million is due to final expenditures being less than anticipated.

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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	310	310	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	10,097	10,097	0	0	0	0	0	0	0
Total	10,407	10,407	0	0	0	0	0	0	0
Federal-Aid	310	310	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

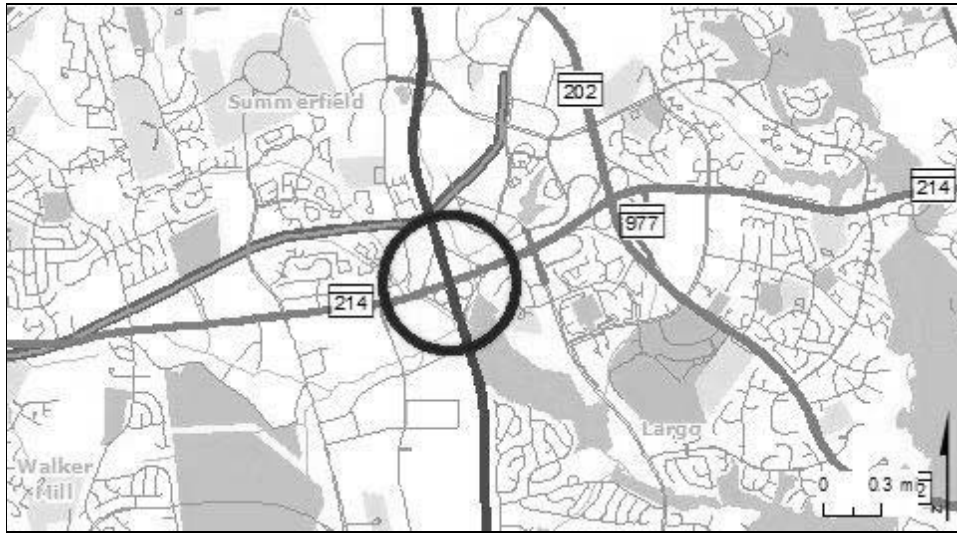
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 89,100 - 136,200

**PROJECTED (2040) -** 102,200 - 150,300

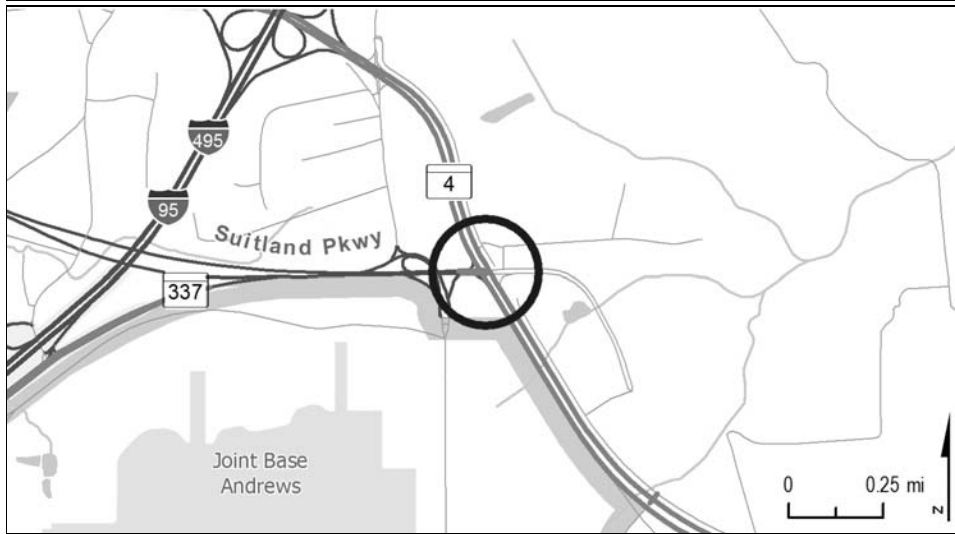
**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replace Bridge 1615305, 1615306 over MD 214.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is poor rated.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:**  
Traffic Relief Plan (Statewide - Line 5)**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The existing bridge is nearing the end of its useful life and is in need of replacement.**STATUS:** Construction to begin during current fiscal year.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$5.4 million is due to a favorable bid. Construction delayed from FY 18 to FY 19 due to the need for additional utility relocations.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,782	1,615	167	0	0	0	0	0	167	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,711	1	4,808	11,749	10,011	3,142	0	0	29,710	0
Total	31,493	1,616	4,975	11,749	10,011	3,142	0	0	29,877	0
Federal-Aid	25,608	1	4,125	10,135	8,636	2,711	0	0	25,607	0

**CLASSIFICATION:****STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM :** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 227,000**PROJECTED (2040) -** 247,000



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 4, Forestville Road to MD 458 (Line 6)

MD 4, MD 223 to I-95/I-495 (Line 18)

Traffic Relief Plan (Statewide - Line 5)

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

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

**EXPLANATION:** The 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 2018 - 23 CTP:** The cost increase of \$2.3 million is due to additional utility relocation work.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,326	12,326	0	0	0	0	0	0	0	0
Right-of-way	27,831	11,966	8,390	7,181	294	0	0	0	15,865	0
Construction	93,167	20,301	18,845	23,867	30,154	0	0	0	72,866	0
Total	133,324	44,593	27,235	31,048	30,448	0	0	0	88,731	0
Federal-Aid	100,122	29,854	18,059	23,008	29,201	0	0	0	70,268	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

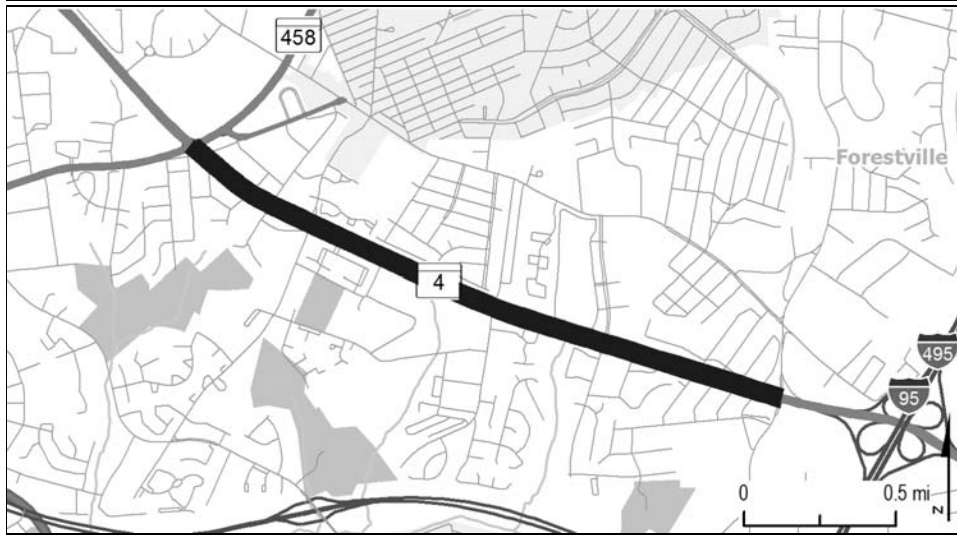
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 76,200

**PROJECTED (2040) -** 108,900



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Constructed 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:**

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)  
 MD 4, Interchange at Suitland Parkway (Line 5)  
 MD 4, Forestville Road to MD 458 (Line 6)  
 MD 4, MD 223 to I-95/I-495 (Line 18)  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

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

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

**EXPLANATION:** The raised curb, sidewalk, and multi-use trail, on-road bicycle accommodations and other traffic calming measures enhanced pedestrian and bicycle safety and connectivity throughout the corridor.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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	320	320	0	0	0	0	0	0	0	0
Construction	24,476	24,378	98	0	0	0	0	0	98	0
Total	26,627	26,529	98	0	0	0	0	0	98	0
Federal-Aid	1,747	1,747	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

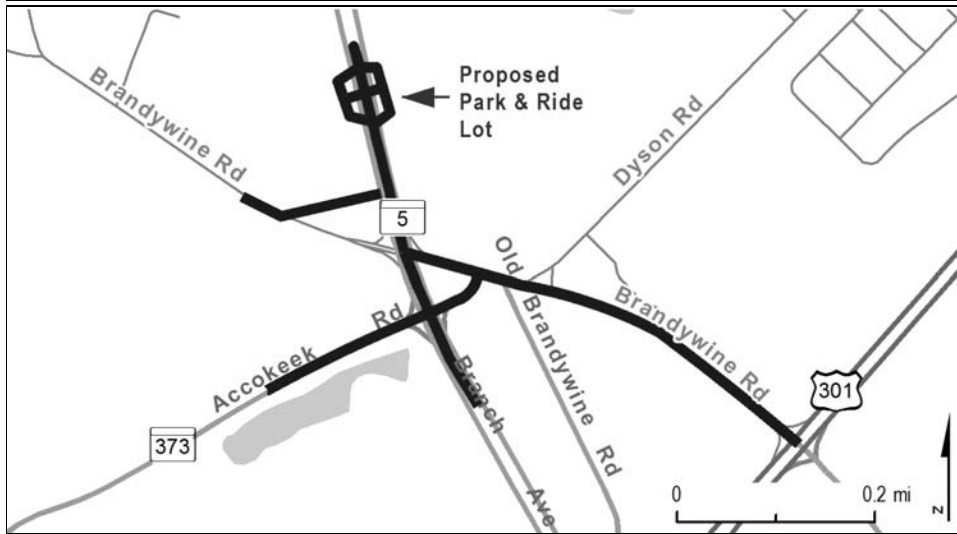
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 64,600

**PROJECTED (2040) -** 71,800



**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 ☒ Project Outside PFA ☒ Grandfathered  
☐ PFA Status Yet To Be Determined ☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 301, at MD 5 (Mattawoman-Beantown Road) (Line 10)

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

US 301, South Corridor Transportation Study (Line 23)

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

**EXPLANATION:** This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,870	6,870	0	0	0	0	0	0	0	0
Right-of-way	6,294	4,876	679	739	0	0	0	0	1,418	0
Construction	43,328	25,707	10,610	7,011	0	0	0	0	17,621	0
Total	56,492	37,453	11,289	7,750	0	0	0	0	19,039	0
Federal-Aid	32,723	20,719	7,266	4,738	0	0	0	0	12,004	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

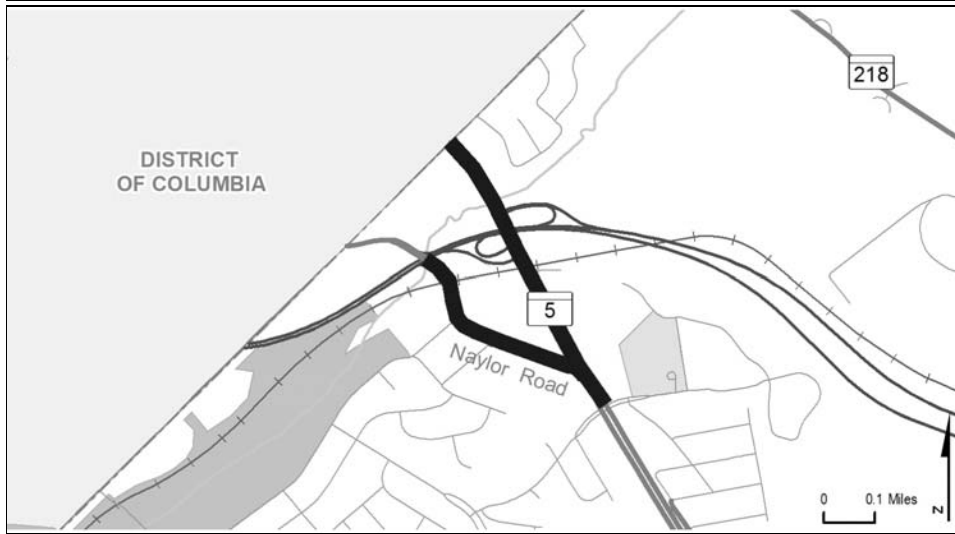
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 73,900

**PROJECTED (2040) -** 101,500



**PROJECT:** MD 5, Branch Ave

**DESCRIPTION:** Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to the Washington D.C. Line (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The project will improve multi-modal access and provide enhanced pedestrian mobility and safety.

**STATUS:** Construction to resume during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Phase II portion of project added to the construction program.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,609	3,298	311	0	0	0	0	0	311	0
Right-of-way	1,020	834	16	38	40	42	50	0	186	0
Construction	16,477	10,109	0	1,458	4,910	0	0	0	6,368	0
Total	21,106	14,241	327	1,496	4,950	42	50	0	6,865	0
Federal-Aid	7,596	2,628	0	1,138	3,830	0	0	0	4,968	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 35,900 (MD5)  
21,725 (MD 637)

**PROJECTED (2040) -** 40,075 (MD5)  
24,250 (MD 637)



**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 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.

**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

- |  |   |
|--|---|
| <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:**  
MD 210, MD 228 to 95/I-495 (Line 21)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.8 million is due to additional settlement costs.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,332	5,262	640	430	0	0	0	0	1,070	0
Right-of-way	13,800	9,020	2,200	2,580	0	0	0	0	4,780	0
Construction	97,808	41,393	49,369	7,046	0	0	0	0	56,415	0
Total	117,940	55,675	52,209	10,056	0	0	0	0	62,265	0
Federal-Aid	94,303	38,877	46,898	8,528	0	0	0	0	55,426	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

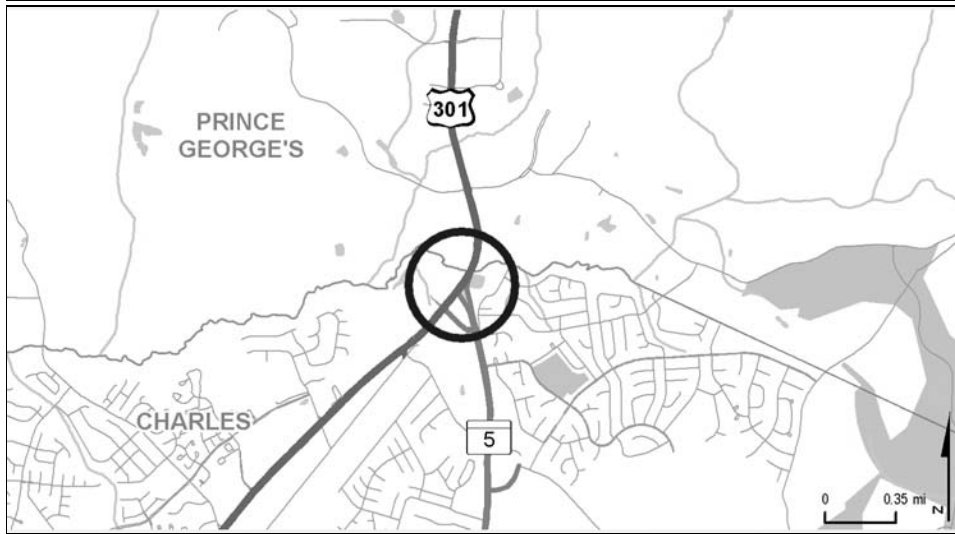
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 84,100

**PROJECTED (2040) -** 136,900

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from US 301 to MD 5 (Mattawoman-Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety, reduce congestion, and provide capacity for planned development.

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

☐ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☒ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 7)

MD 5, US 301 to I-95/I-495 (Line 19)

US 301, South Corridor Transportation Study (Line 23)

US 301, MD 228/MD 5 Business (Charles County Line 5)

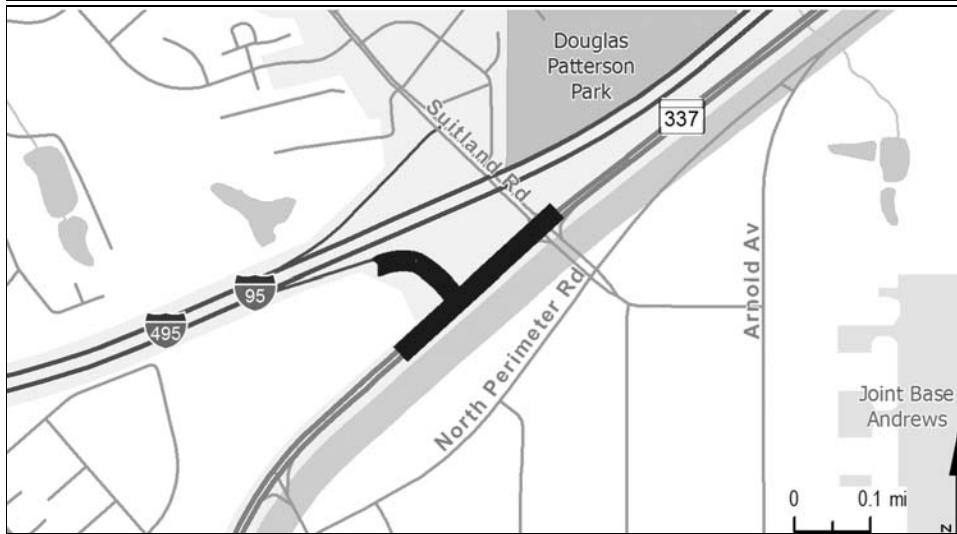
**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

**EXPLANATION:** The new flyover from US 301 to MD 5 (Mattawoman-Beantown Road) will improve safety and reduce congestion.**STATUS:** Planning underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to construction program due to legislative mandate (funding moved from Calvert County Line 4/St. Mary's County Line 3 and Prince George's County Line 20).**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2020	2021	2022	2023	2024		
Planning	1,078	0	600	478	0	0	0	0	0	1,078	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	13,000	0	13,000	0	0	0	0	0	0	13,000	0
Total	14,078	0	13,600	478	0	0	0	0	0	14,078	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:****STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 70,800 (Charles)  
100,400 (Prince George's)**PROJECTED (2040) -** 75,200 (Charles)  
127,400 (Prince George's)



**PROJECT:** MD 337, Allentown Road

**DESCRIPTION:** Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB. 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, Bridge Replacements over Suitland Road (Line 1)

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

Traffic Relief Plan (Statewide - Line 5)

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

- |   |   |
|---|---|
| <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:** Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement provided congestion relief and safety improvements.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$2.2 million is due to additional hot mix asphalt, sidewalk removal, maintenance of traffic, and utility relocation work.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024	2025		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	373	348	25	0	0	0	0	0	0	25	0
Construction	9,317	8,220	1,097	0	0	0	0	0	0	1,097	0
Total	9,690	8,568	1,122	0	0	0	0	0	0	1,122	0
Federal-Aid	7,683	6,780	903	0	0	0	0	0	0	903	0

**CLASSIFICATION:**

**STATE -** Major Collector

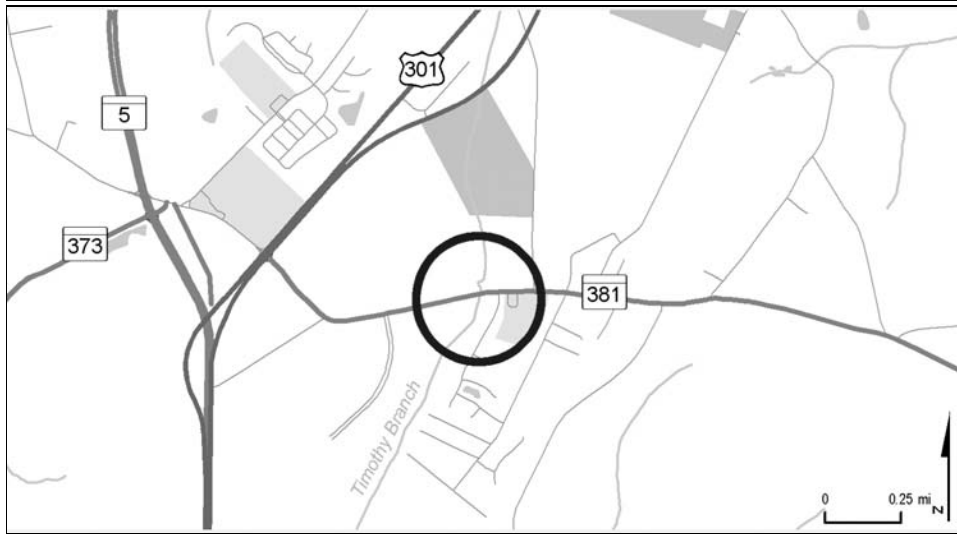
**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 34,600

**PROJECTED (2040) -** 44,500



**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:

- |   |  |
|---|--|
| <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 replaces the existing bridge with a wider bridge that accommodates bicycles. The project replaces temporary pipes under the bridge that were damaged by storms. The new pipes will adequately handle high water volumes from severe storms.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	870	870	0	0	0	0	0	0	0	0	0
Right-of-way	125	125	0	0	0	0	0	0	0	0	0
Construction	2,708	580	2,128	0	0	0	0	0	0	2,128	0
Total	3,703	1,575	2,128	0	0	0	0	0	0	2,128	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

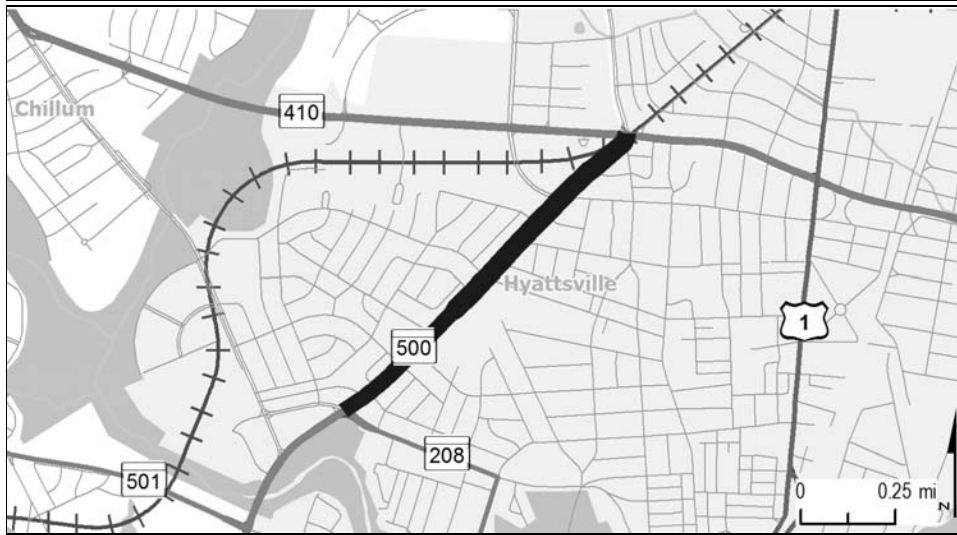
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 9,900

PROJECTED (2040) - 19,800

**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 provided traffic calming and enhance pedestrian safety along the roadway. This project also reduced impervious surface area and added landscaping that increased stormwater management capacity.

**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:**  
MD 500, MD 208 to D.C. Line (Line 14)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,039	2,039	0	0	0	0	0	0	0	0
Right-of-way	269	269	0	0	0	0	0	0	0	0
Construction	9,946	9,805	141	0	0	0	0	0	141	0
Total	12,254	12,113	141	0	0	0	0	0	141	0
Federal-Aid	1,943	1,943	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Major Collector

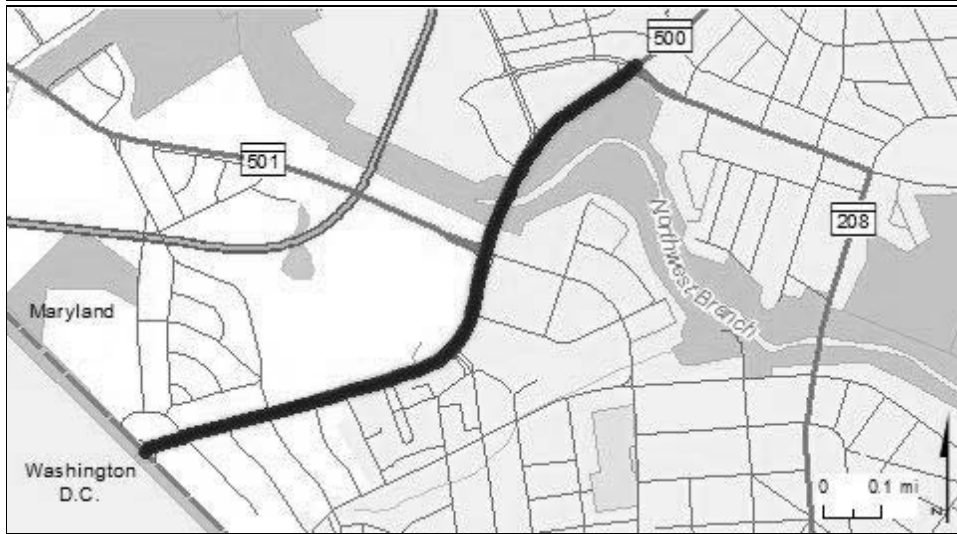
**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 22,700

**PROJECTED (2040) -** 25,900



**PROJECT:** MD 500, Queens Chapel Road

**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhances 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 13)

**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 provide traffic calming and enhance pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

**STATUS:** Right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$7.3 million is due to practical design modifications.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,115	4,077	38	0	0	0	0	0	38	0
Right-of-way	3,503	631	1,028	1,242	602	0	0	0	2,872	0
Construction	9,703	0	580	3,723	3,498	1,902	0	0	9,703	0
Total	17,321	4,708	1,646	4,965	4,100	1,902	0	0	12,613	0
Federal-Aid	8,403	0	680	3,208	3,032	1,483	0	0	8,403	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 36,100

**PROJECTED (2040) -** 41,000



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Including bicycle and pedestrian improvements (1.5 miles).

**PURPOSE & NEED SUMMARY STATEMENT:** Major traffic congestion is experienced along this segment of US 1. This project 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 31)

**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:** This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

**STATUS:** Right-of-way underway. Construction to begin during the current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$8.6 million is due to a revised final engineer's estimate.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,460	7,245	1,163	52	0	0	0	0	1,215	0
Right-of-way	8,174	1,674	2,236	1,617	901	776	776	194	6,500	0
Construction	19,904	0	1,571	4,941	6,068	7,324	0	0	19,904	0
Total	36,538	8,919	4,970	6,610	6,969	8,100	776	194	27,619	0
Federal-Aid	24,390	6,842	2,452	4,107	4,979	6,010	0	0	17,548	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

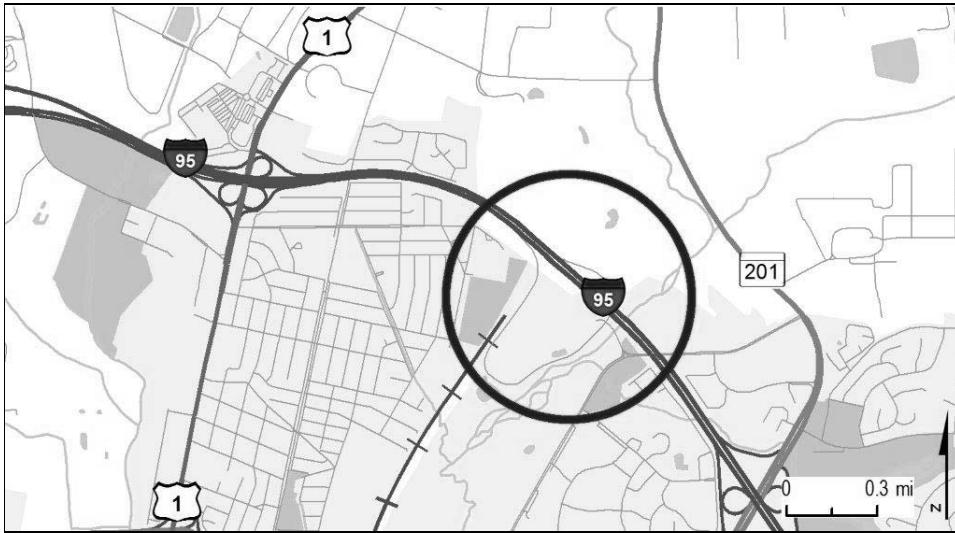
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 37,900

**PROJECTED (2040) -** 55,500



**PROJECT:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

**JUSTIFICATION:** This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY							
	ESTIMATED											
	COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	
Engineering	10,773	10,773	0	0	0	0	0	0	0	0	0	
Right-of-way	129	129	0	0	0	0	0	0	0	0	0	
Construction	824	824	0	0	0	0	0	0	0	0	0	
Total	13,287	13,287	0	0	0	0	0	0	0	0	0	
Federal-Aid	8,880	8,880	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

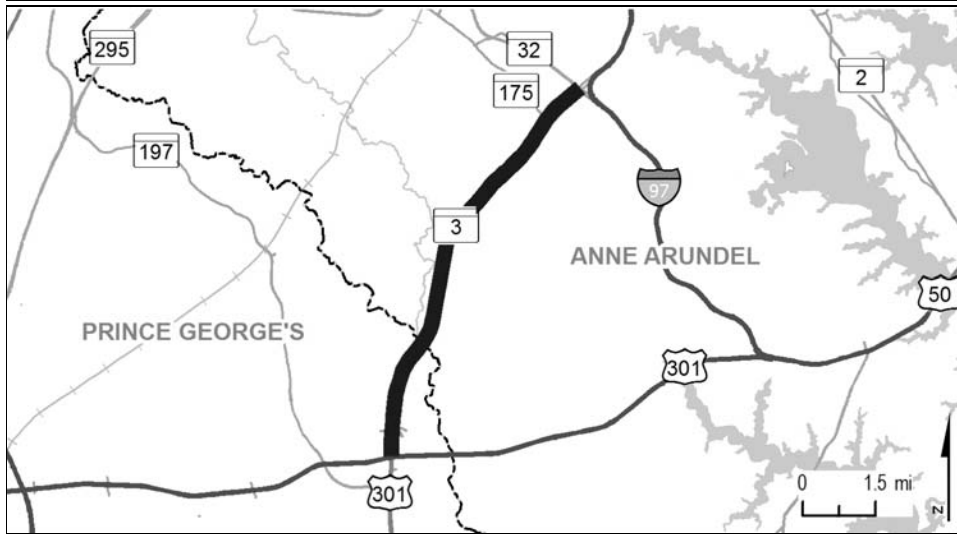
STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 230,000

PROJECTED (2040) - 245,000





**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 50, John Hanson Highway (Line 3)  
 US 301, South Corridor Transportation Study (Line 23)  
 US 301, North of Mount Oak Road to US 50 (Line 24)  
 MD 450, Stonybrook Drive to west of MD 3 (Line 30)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND		BUDGET	FOR PLANNING PURPOSES ONLY								
	COST	THRU		YEAR									
	(\$000)	2018	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....						
Planning	3,872	3,872	0	0	0	0	0	0	0				
Engineering	0	0	0	0	0	0	0	0	0				
Right-of-way	4,673	4,673	0	0	0	0	0	0	0				
Construction	0	0	0	0	0	0	0	0	0				
Total	8,545	8,545	0	0	0	0	0	0	0				
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0				

**CLASSIFICATION:**

STATE - Principal Arterial

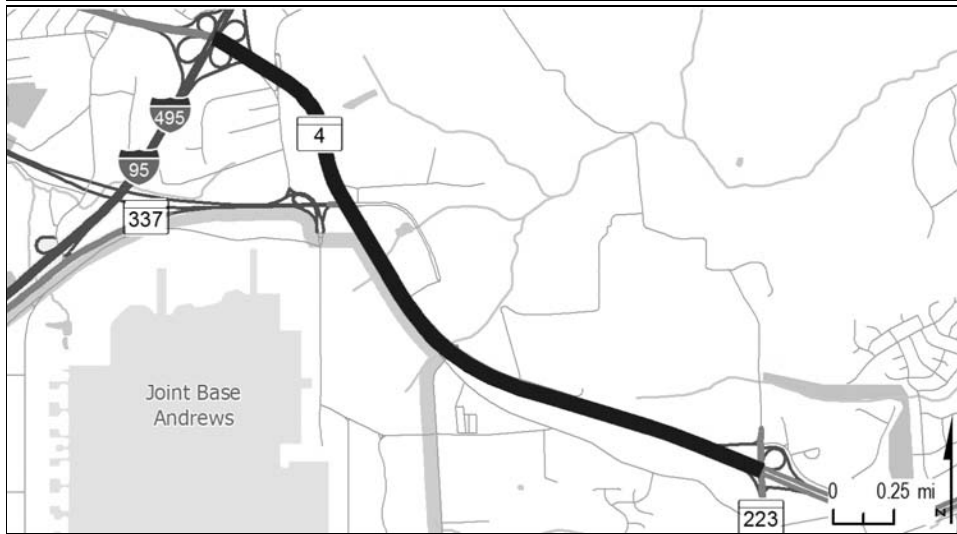
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 68,700 - 87,900

PROJECTED (2040) - 86,100 - 133,500



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 4, Interchange at Suitland Parkway (Line 5)

MD 223, Steed Road to MD 4 (Line 29)

Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,615	1,615	0	0	0	0	0	0	0	0	0	
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Intermediate Arterial

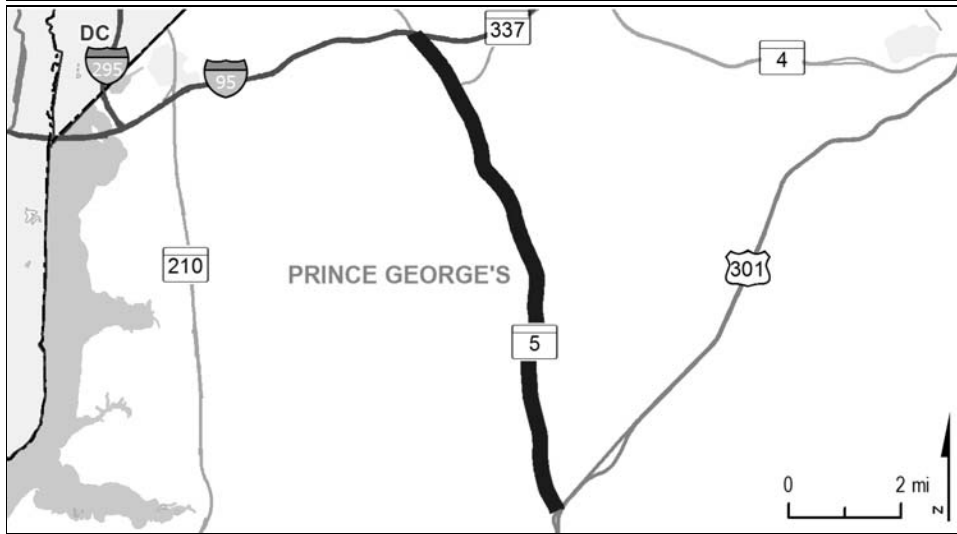
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 76,200

PROJECTED (2040) - 108,900



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Study to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

☐ Project Inside PFA ☐ Grandfathered  
☒ Project Outside PFA ☒ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 301, at MD 5 (Mattawoman-Beantown Road) (Line 9, Charles County - Line 1)  
 MD 5, Improvements at Linda Lane (Line 20)  
 US 301, South Corridor Transportation Study (Line 23)  
 MD 223, Steed Road to MD 5 (Line 29)  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Currently evaluating breakouts for short-term safety improvements and capacity improvements.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	4,091	4,084	7	0	0	0	0	0	7	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,977	7	0	0	0	0	0	7	0
Federal-Aid	7,268	7,268	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

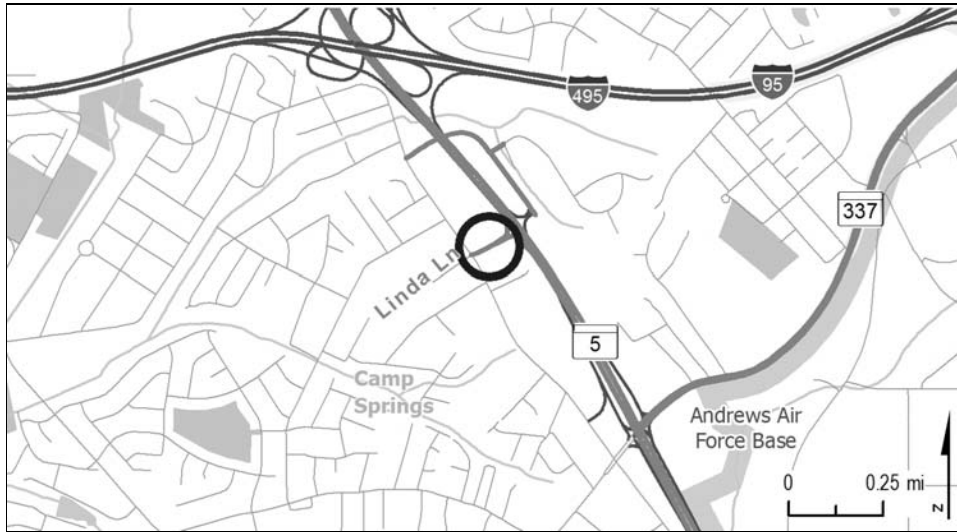
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 134,200

**PROJECTED (2040) -** 145,100

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**JUSTIFICATION:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted
**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

Traffic Relief Plan (Statewide - Line 5)

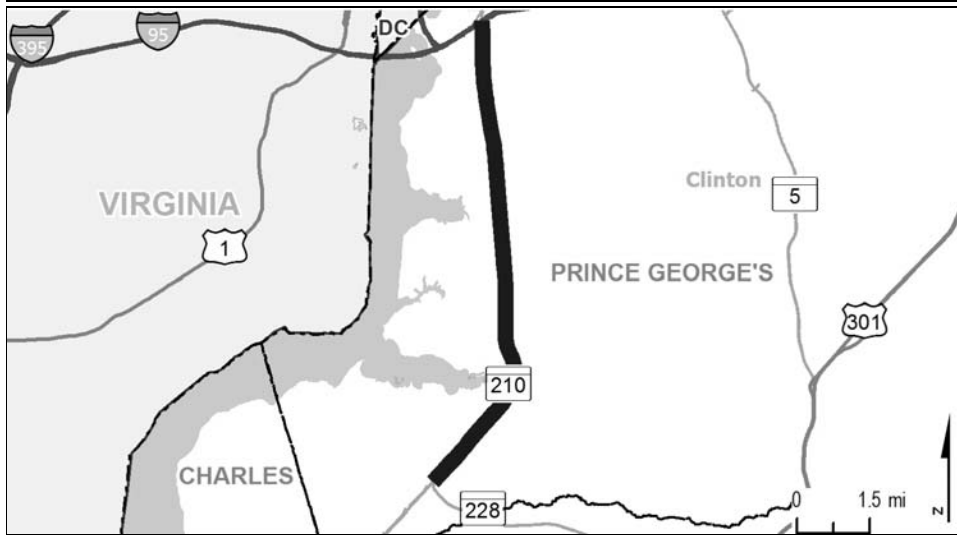
**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	393	742	793	677	495	0	0	2,707	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	393	742	793	677	495	0	0	2,707	0
Federal-Aid	3,058	351	742	793	677	495	0	0	2,707	0

**CLASSIFICATION:****STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 132,100**PROJECTED (2040) -** 149,200

**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Project to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

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

**ASSOCIATED IMPROVEMENTS:**

MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 9)  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$2.6 million is due to legislatively mandated funding for US 301 (Charles County Line 1)

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	3,058	3,058	0	0	0	0	0	0	0	0		
Engineering	10,185	1	0	2,523	2,553	2,554	2,554	0	10,184	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	14,225	4,041	0	2,523	2,553	2,554	2,554	0	10,184	0		
Federal-Aid	10,185	1	0	2,523	2,553	2,554	2,554	0	10,184	0		

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

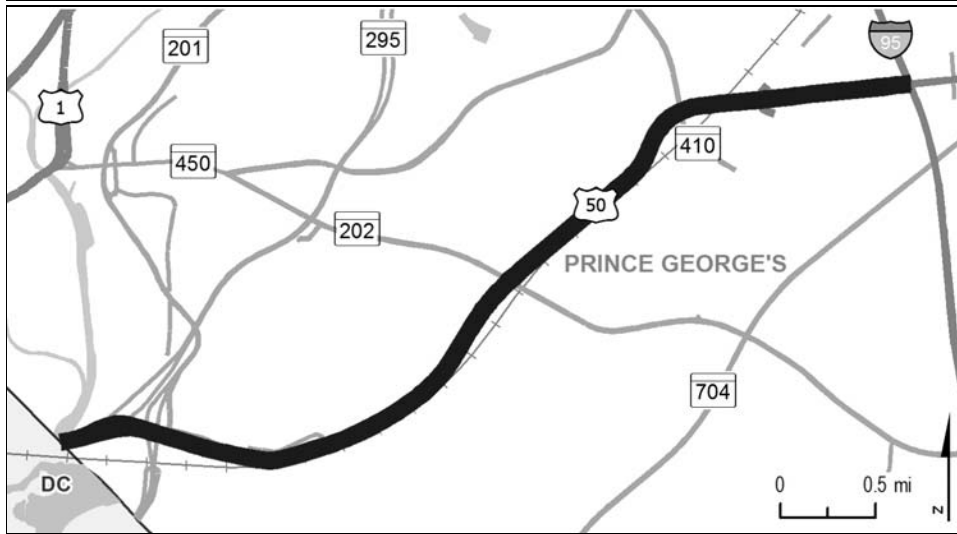
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 84,100

**PROJECTED (2040) -** 136,900



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

**JUSTIFICATION:** This study identifies a series of improvements to address various congestion, safety, and operational issues along this section of US 50.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	476	476	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	476	476	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

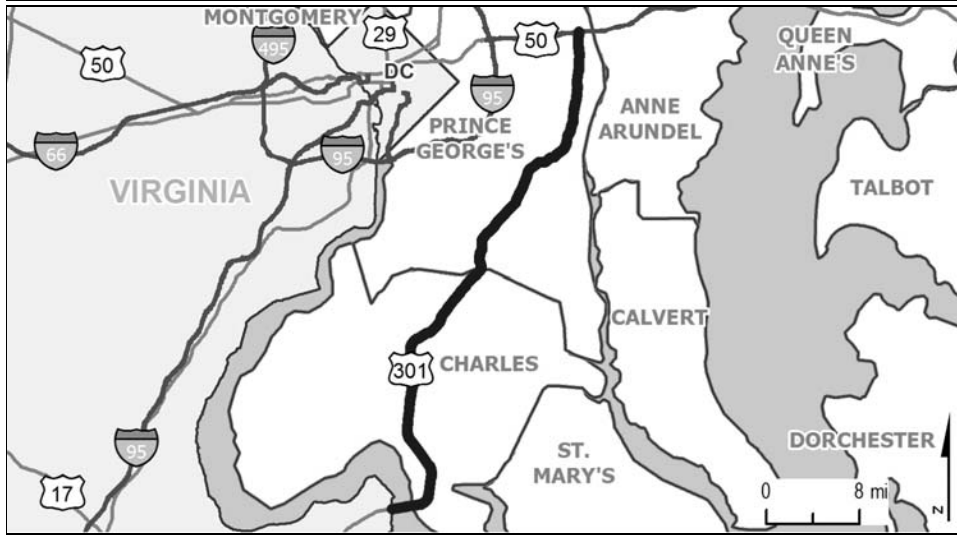
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 80,800 - 155,100

PROJECTED (2040) - 84,000 - 155,875



**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-95/US 50 (50.3 miles).

**JUSTIFICATION:** This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

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

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

**ASSOCIATED IMPROVEMENTS:**

US 50, John Hanson Highway (Line 3)  
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 7)  
 US 301, at MD 5 (Mattawoman-Beantown Road) (Line 10)  
 MD 3, US 50 to MD 32 (Line 17)  
 MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)  
 US 301, North of Mount Oak Road to US 50 (Line 24)

**STATUS:** Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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 (2018) -** 19,000 - 64,650 (Charles)  
100,400 (Prince George's)

**PROJECTED (2040) -** 45,000 - 82,050 (Charles)  
127,400 (Prince George's)



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade and widen US 301 from, north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 50, John Hanson Highway (Line 3)

MD 3, US 50 to MD 32 (Line 17)

US 301, South Corridor Transportation Study (Line 23)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET					SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL	COMPLETE
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

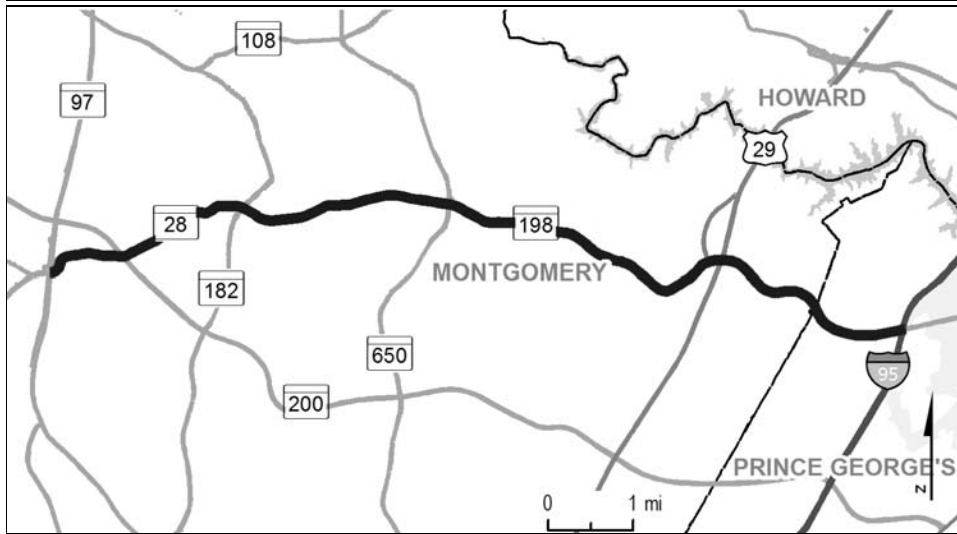
**CURRENT (2018) -** 66,500 (US 301)  
20,000 (MD 197)

**PROJECTED (2040) -** 74,500 (US 301)  
24,900 (MD 197)



**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25**

**SECONDARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will address safety in the MD 28/MD 198 corridor. This project will 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 Interchange Construction at MD 28 (Montgomery County, Line 12)

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	7,476	7,176	250	50	0	0	0	0	0	300	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,478	7,178	250	50	0	0	0	0	0	300	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

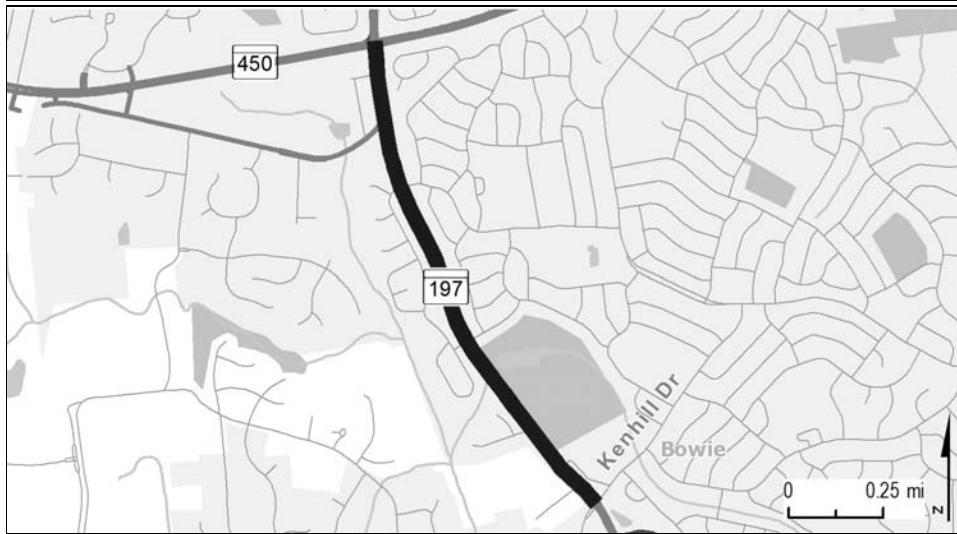
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 21,000 - 39,000 (MD 28)  
 18,000 - 47,600 (MD 198)

**PROJECTED (2040) -** 29,000 - 51,000 (MD 28)  
 26,000 - 59,000 (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 underway. County contributed \$1.0 million to planning.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,596	1,596	0	0	0	0	0	0	0	0
Engineering	10,554	1,957	2,700	2,500	2,125	1,272	0	0	8,597	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,150	3,553	2,700	2,500	2,125	1,272	0	0	8,597	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

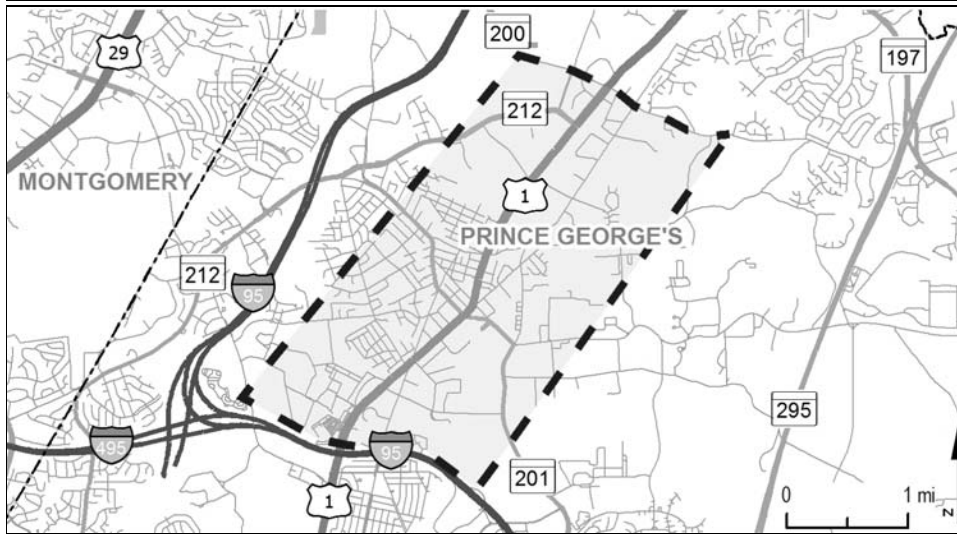
**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 35,400

PROJECTED (2040) - 42,500

**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 27**

**SECONDARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

**DESCRIPTION:** Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

**JUSTIFICATION:** US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

**ASSOCIATED IMPROVEMENTS:**

US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 31)  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY							
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	6,839	6,839	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	6,839	6,839	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

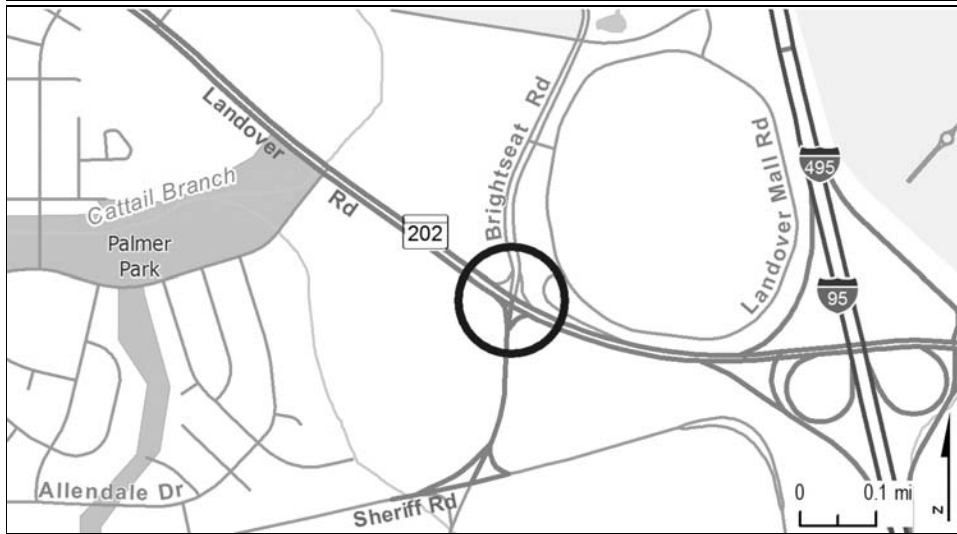
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 46,600

**PROJECTED (2040) -** 59,300



**PROJECT:** MD 202, Largo Road

**DESCRIPTION:** Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

**JUSTIFICATION:** This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
<u>PROJECT CASH FLOW</u>												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					....2021....	....2022....	....2023....	....2024....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	462	462	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	462	462	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial

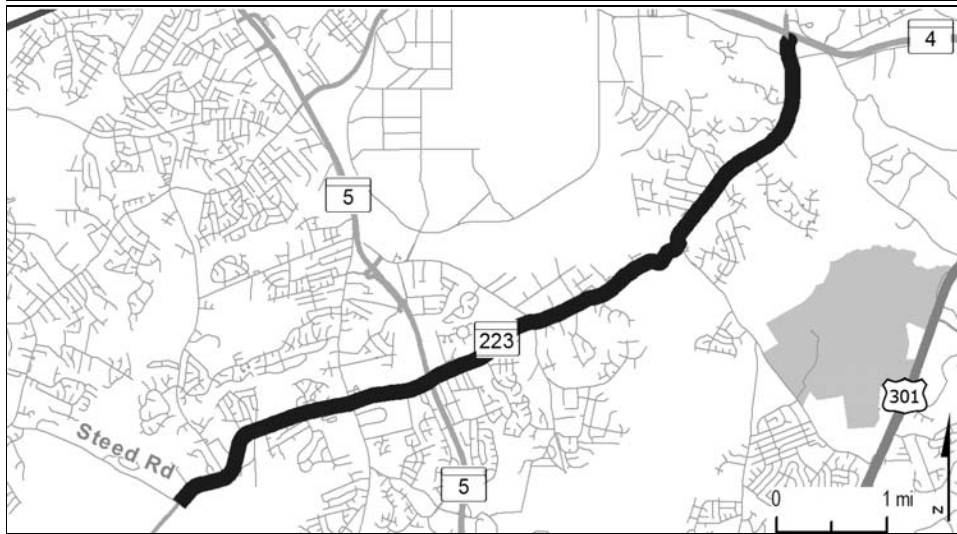
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 53,500

PROJECTED (2040) - 65,200



**PROJECT:** MD 223, Piscataway Road

**DESCRIPTION:** A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 18)

MD 5, US 301 at TB to I-95/495 (Line 19)

**STATUS:** Corridor study complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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				
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				
	COST	THRU	YEAR	YEAR	.....2021.....	.....2022.....	.....2023.....	.....2024.....	SIX
	(\$000)	2018	2019	2020					YEAR
Planning	1,293	1,293	0	0	0	0	0	0	TOTAL
Engineering	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	
Total	1,293	1,293	0	0	0	0	0	0	
Federal-Aid	622	622	0	0	0	0	0	0	
									BALANCE TO COMPLETE

**CLASSIFICATION:**

STATE - Minor Arterial

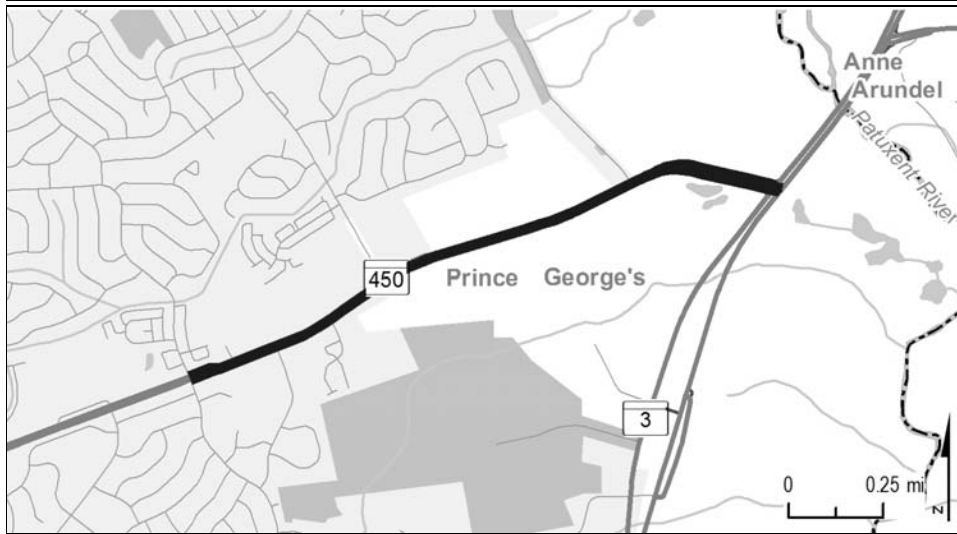
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 47,000

PROJECTED (2040) - 53,200



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

**JUSTIFICATION:** Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 3, US 50 to MD 32 (Line 17)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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				FOR PLANNING PURPOSES ONLY				
	TOTAL	EXPEND	CURRENT	BUDGET					
	ESTIMATED COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,502	1,502	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,502	1,502	0	0	0	0	0	0	0
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

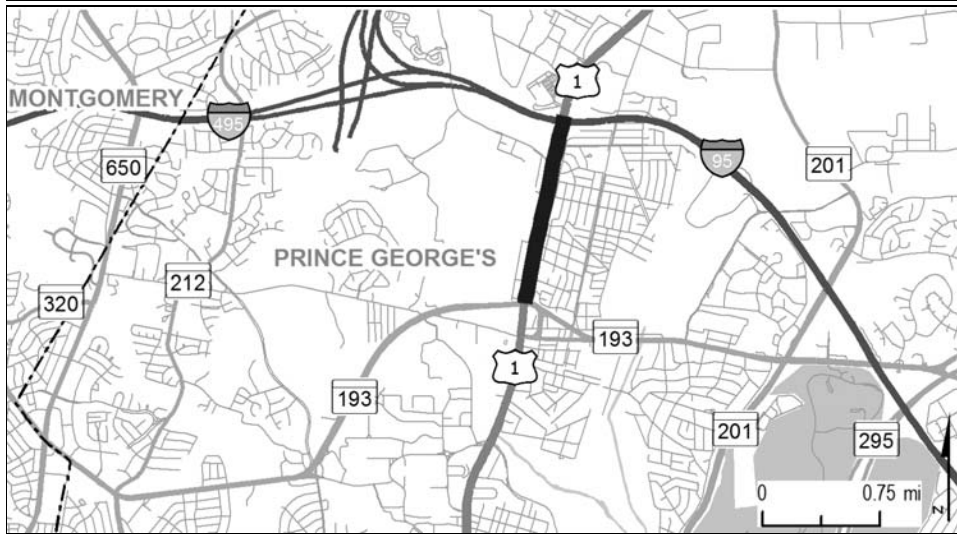
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 25,500

PROJECTED (2040) - 39,500



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

**JUSTIFICATION:** Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

US 1, College Avenue to MD 193 (Segment 1) (Line 15)  
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)  
 Traffic Relief Plan (Statewide - Line 5)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
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 (2018) - 48,100

PROJECTED (2040) - 53,300

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2018 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Prince George's County; mill and resurface	14,458	Completed
2	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,227	Completed
3	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,870	Completed
4	MD 193	University Boulevard; Campus Drive to US 1; resurface	4,753	Completed
5	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	3,331	Completed
6	MD 414	St. Barnabas Road; I-95 to MD 5; resurface	6,080	Completed
<b><u>Environmental Preservation</u></b>				
7		Anacostia Gateway Park ; landscape	477	Completed
<b><u>TMDL Compliance</u></b>				
8		Rosaryville State Park; drainage improvement (reimbursed by DNR)	335	Completed



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
9		At various locations in Prince George's County; mill and resurface	17,981	Under construction
10		At various locations in Marlboro shop area of Prince George's County; patching	1,577	Under construction
11		At various locations in Laurel shop area of Prince George's County; patching	1,439	Under construction
12	US 1	Baltimore Avenue; Oak Street to Howard County line; safety and resurface	3,520	Under construction
13	US 1	Rhode Island Avenue; North of ICC to Oak Street; safety and resurface	3,523	Completed
14	MD 4	Pennsylvania Avenue; MD 458 to DC Line and Forestville Road to I 695 Bridge; resurface	4,309	Under construction
15	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,311	Completed
16	MD 201	Kenilworth Avenue; Edmonston Road to Patterson Road; resurfacing	1,806	Under construction
17	MD 201	Kenilworth Avenue; DC line to Lawrence Street; safety and resurface	1,154	Completed
18	MD 202	Largo Road; Prince George's Community College entrance to 1900 feet south of MD 214; safety and resurface	1,020	Under construction
19	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	4,041	Under construction
20	US 301	Crain Highway; Peerless Avenue to MSP weigh station; safety and resurface	2,942	Under construction
21	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,581	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Resurface/Rehabilitate (cont'd)</u>		
22	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	3,154	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
23		Bridge 1616600 over I-95/495; bridge deck replacement	5,035	Under construction
24		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	2,159	Under construction
		<u>Safety/Spot Improvement</u>		
25		Purple Line alignment; bicycle-pedestrian route	3,082	Under construction
26		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,513	Under construction
27		On MD 4 and MD 214; drainage improvement	2,077	Completed
28	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,267	Under construction
29	MD 201	Kenilworth Avenue; M Square betterments near MD 201/River Road; intersection reconstruct	600	FY 2019
30	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	Under construction
		<u>Urban Reconstruction</u>		
31	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	10,301	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>				
<b><u>Urban Reconstruction (cont'd)</u></b>				
32	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction	7,138	FY 2019
<b><u>Traffic Management</u></b>				
33		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,839	Under construction
34	I 95	At I-495 interchange; lighting	3,268	Completed
35	MD 214	Central Avenue; I-495 and MD 202; signing	1,418	Under construction
<b><u>Environmental Preservation</u></b>				
36	US 50	John Hanson Highway; 1000 feet west of I-495/95 to AA County line; landscape	343	FY 2019
37	US 50	John Hanson Highway; West of I-95 to the AA County line - Phase 1; landscape	2,166	Completed
38	MD 725	Marlboro Pike; At Trinity Lane; miscellaneous	108	Completed
<b><u>TMDL Compliance</u></b>				
39		At various locations - group 2; drainage improvement	3,089	FY 2019
40		Charles Branch Tributaries; wetlands replacement	7,590	FY 2019

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

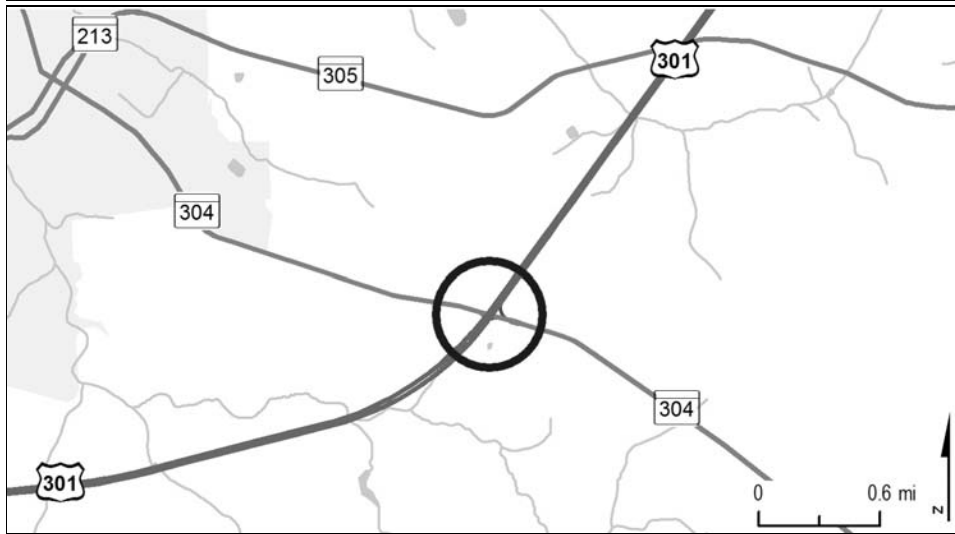
**STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
41		<u>Fiscal Year 2019 and 2020 (cont'd)</u>	404	FY 2019
		<u>Enhancements</u>  <u>Pedestrian/Bicycle Facilities</u>  Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge		



***QUEEN ANNE'S COUNTY***





**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Construction of 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 were also 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 ☐ Environmental Stewardship  
☐ System Preservation ☒ Community Vitality  
☒ Quality of Service ☒ Economic Prosperity

**EXPLANATION:** This project improved safety and operations by removing an at-grade conflict point along a high speed arterial.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,100	1,100	0	0	0	0	0	0	0	0
Engineering	3,612	3,612	0	0	0	0	0	0	0	0
Right-of-way	9,389	9,283	106	0	0	0	0	0	106	0
Construction	35,776	35,759	17	0	0	0	0	0	17	0
Total	49,877	49,754	123	0	0	0	0	0	123	0
Federal-Aid	8,689	8,689	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

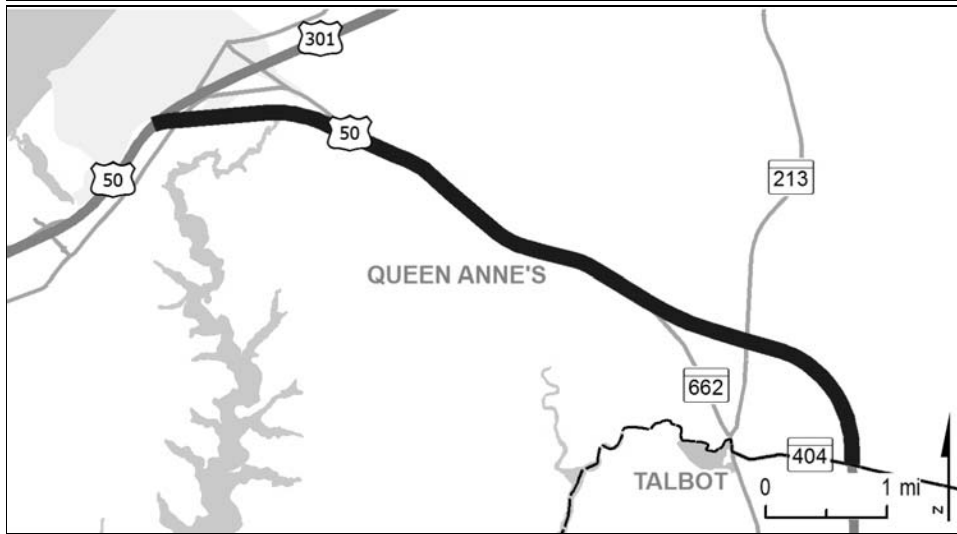
**FEDERAL -** Rural Freeway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 23,500 (US301)  
4,850 (MD 304)

**PROJECTED (2040) -** 35,350 (US 301)  
7,350 (MD 304)



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to six lanes, acquire access controls, and replace at-grade intersections with interchanges. Bicycle and pedestrian accommodations will be included where appropriate.

**JUSTIFICATION:** This project will provide increased capacity to relieve traffic congestion and improve safety.

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

☐ Project Inside PFA ☒ Project Outside PFA ☒ Grandfathered  
☐ PFA Status Yet To Be Determined ☐ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	11,733	11,733	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,014	20,014	0	0	0	0	0	0	0	0
Federal-Aid	7,567	7,567	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 47,300  
64,250 (Summer)

**PROJECTED (2040) -** 71,550  
90,100 (Summer)



## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<b><u>Fiscal Year 2019 and 2020</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1		At various locations in Queen Anne's County; mill and resurface	4,249	FY 2019
2		At various locations in Queen Anne's County; mill and resurface	6,815	Under construction
3		At various locations in Queen Anne's County; mill and resurface	5,949	Completed
4	MD 19	Main Street; MD 300A to New Street, MD 19A from New Street to MD 19; sidewalks	824	Completed
5	US 50	Blue Star Memorial Highway; Beginning on SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	3,162	Completed
6	US 50 EB	Blue Star Memorial Highway; SHA maintenance to structure 17046 over Kent Narrows; safety and resurface	5,050	FY 2020
7	US 301 NB	Blue Star Memorial Highway; Greenspring Road to MD 213; safety and resurface	2,782	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
8	MD 213	Centerville Road; Bridges over Gravel Run and Old Mill Stream; bridge rehabilitation	5,914	FY 2019
9	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	5,660	Completed
10	MD 309	Cordova Road; MD 309 over several small streams - replace 5 small structures (pipes); small structure replacement	1,125	FY 2019
11	MD 544	McGinnes Road; Structure 17068X0 over Tributary to Foreman Branch; small structure replacement	184	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 3 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>Urban Reconstruction</u>		
12	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
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
13		Cross County Connector Trail - Grasonville; construct 6,150 foot extension of Queen Anne's County Cross County Connector Trail	3,431	FY 2019



***SAINT MARY'S COUNTY***



**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:** MD 5 is a critical link in Southern Maryland. Improving operations supports critical regional transportation needs.

**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Reconstruct the MD 5 intersection at Abell Street/Moakley Street. This project will accommodate buggies, bicycles, and pedestrians, and includes adding a left turn lane at the entrance to St. Mary's Hospital.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 intersection improvements will reduce congestion and provide capacity for planned development.

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

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

MD 5 Corridor, MD 243 to MD 245 (Line 4)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$1.3 million is due to reduced right-of-way needs.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,900	2,160	440	300	0	0	0	0	740	0
Right-of-way	2,937	1,310	600	527	500	0	0	0	1,627	0
Construction	5,952	7	1,097	2,052	2,796	0	0	0	5,945	0
Total	11,789	3,477	2,137	2,879	3,296	0	0	0	8,312	0
Federal-Aid	3,654	0	0	1,547	2,107	0	0	0	3,654	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

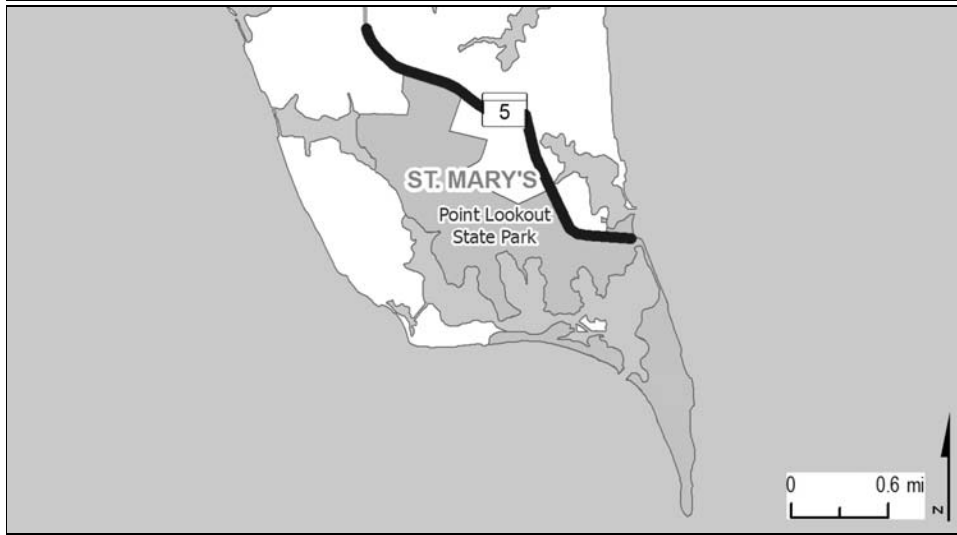
**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 30,000

**PROJECTED (2040) -** 38,100



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** MD 5 corridor improvements will improve safety by adding shoulders and improving safety for Point Lookout State Park visitors, especially those driving recreational vehicles, who may be unfamiliar with the roadway.

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

**ASSOCIATED IMPROVEMENTS:**

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

- |  |  |
|--|--|
| <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 existing roadway does not meet current design standards.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.9 million is due to additional right-of-way and wetlands mitigation work.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	469	469	0	0	0	0	0	0	0	0	
Engineering	3,557	3,357	200	0	0	0	0	0	200	0	
Right-of-way	4,761	109	1,566	1,234	1,852	0	0	0	4,652	0	
Construction	17,769	128	2,580	9,054	6,007	0	0	0	17,641	0	
Total	26,556	4,063	4,346	10,288	7,859	0	0	0	22,493	0	
Federal-Aid	17,743	344	3,252	8,020	6,127	0	0	0	17,399	0	

**CLASSIFICATION:**

**STATE -** Major Collector

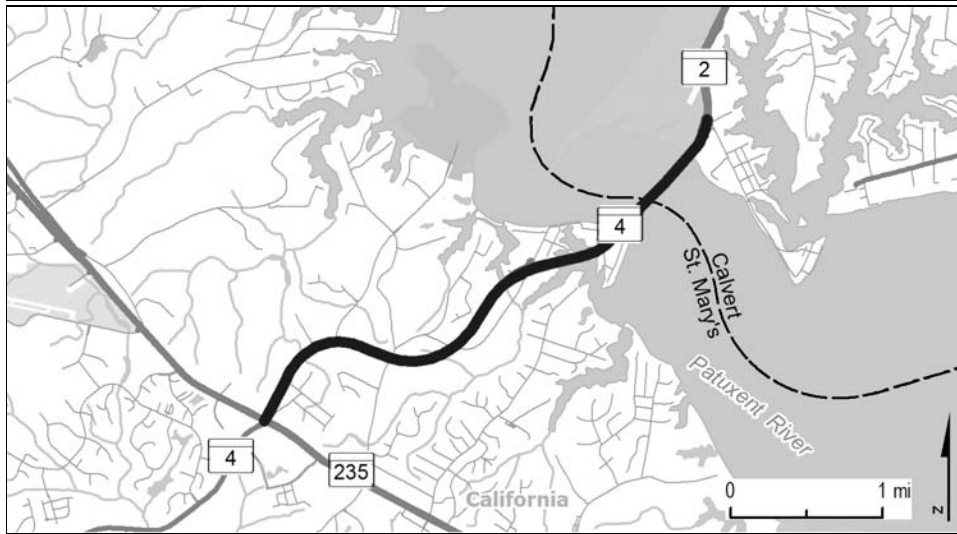
**FEDERAL -** Major Collector

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 3,700 (Summer Peak)

**PROJECTED (2040) -** 4,500 (Summer Peak)



**PROJECT:** MD 4, Patuxent Beach Road and Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235 (2.9 miles). This project will include bicycle and pedestrian accommodations as appropriate.

**JUSTIFICATION:** MD 4 corridor improvements will reduce congestion and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$10.4 million is due to legislatively mandated funding for US 301 (Charles County Line 1)

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL				<u>PROJECT CASH FLOW</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	4,937	4,936	1	0	0	0	0	0	1	0	
Engineering	4,583	864	3,719	0	0	0	0	0	3,719	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,520	5,800	3,720	0	0	0	0	0	3,720	0	
Federal-Aid	3,441	3,441	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 31,100

**PROJECTED (2040) -** 38,275



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles).

**JUSTIFICATION:** MD 5 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

MD 5, at Abell Street/Moakley Street (Line 1)

MD 245, MD 5 to Baldrige Street (System Preservation Program)

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET					SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL	COMPLETE
Planning	2,174	2,174	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,174	2,174	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

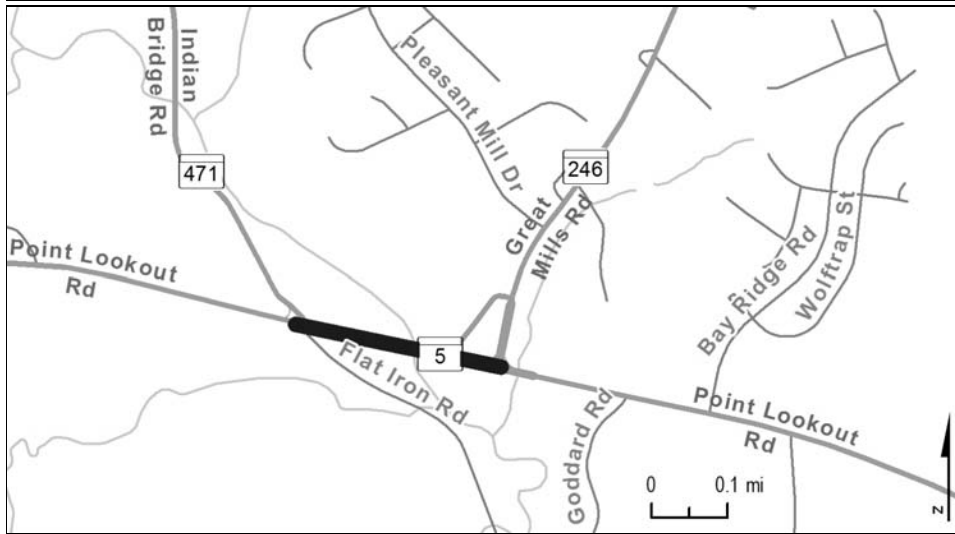
**CURRENT (2018) -** 30,000

**PROJECTED (2040) -** 38,100



**STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 5**

**SECONDARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade MD 5 from MD 471 to MD 246, including Bridge 18006 over the Saint Mary's River (0.3 miles).

**JUSTIFICATION:** Improvements would address existing vehicular congestion, provide pedestrian facilities, and expand capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	1,475	1,472	3	0	0	0	0	0	3	0	
Engineering	3,658	1,226	900	700	500	332	0	0	2,432	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	5,133	2,698	903	700	500	332	0	0	2,435	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 (2018) -** 22,300

**PROJECTED (2040) -** 26,950

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

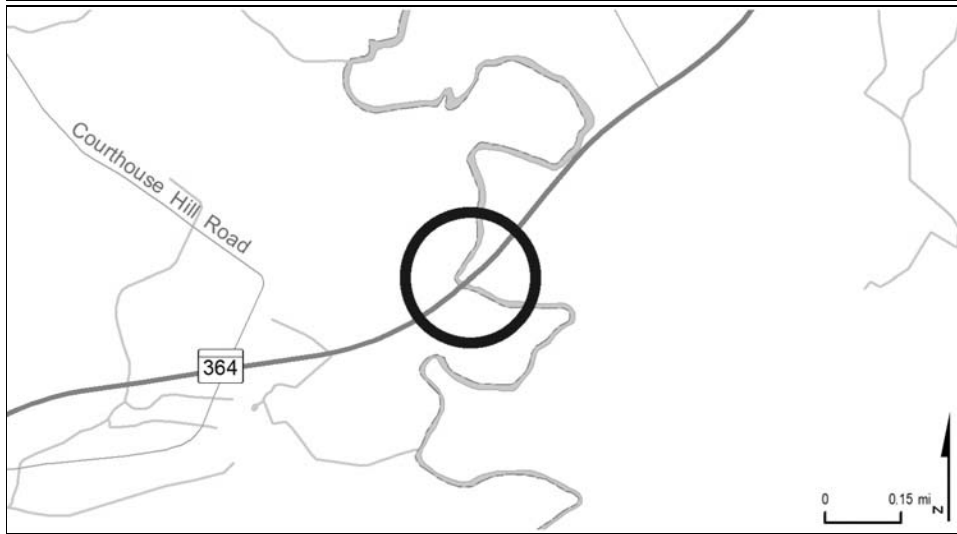
**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in St. Mary's County; mill and resurface	11,450	FY 2019
2		At various locations in St. Mary's County; mill and resurface	10,917	Under construction
		<u>Safety/Spot Improvement</u>		
3	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	842	Under construction
		<u>Intersection Capacity Improvements</u>		
4	MD 235	Three Notch Road; Access Road to Woodland Acres; access road	1,823	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
5		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 2019



***SOMERSET COUNTY***



**PROJECT:** MD 364**DESCRIPTION:** Replace bridge 1901000 over Dividing Creek with a new span. The bridge will have two 12 foot lanes and two 4 foot shoulders.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and requires replacement.

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

☐ Project Inside PFA ☐ Grandfathered

☒ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet To Be Determined ☐ Exception Granted

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

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

**EXPLANATION:** The existing bridge is classified as structurally deficient.**STATUS:** Construction to begin during current fiscal year.**SIGNIFICANT CHANGE FROM FY 2018 - 23 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	PROJECT CASH FLOW										
	TOTAL				FOR PLANNING PURPOSES ONLY				SIX	BALANCE	
	ESTIMATED	EXPEND	CURRENT	BUDGET					YEAR	TO	
	COST	THRU	YEAR	YEAR						COMPLETE	
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	862	824	38	0	0	0	0	0	38	0	
Right-of-way	167	1	87	70	4	4	1	0	166	0	
Construction	2,591	0	1,704	887	0	0	0	0	2,591	0	
Total	3,620	825	1,829	957	4	4	1	0	2,795	0	
Federal-Aid	1,982	0	1,300	682	0	0	0	0	1,982	0	

**CLASSIFICATION:****STATE -** Rural Major Collector**FEDERAL -** Rural Major Collector**STATE SYSTEM:** Secondary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2018) -** 1,100**PROJECTED (2040) -** 1,700

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2**

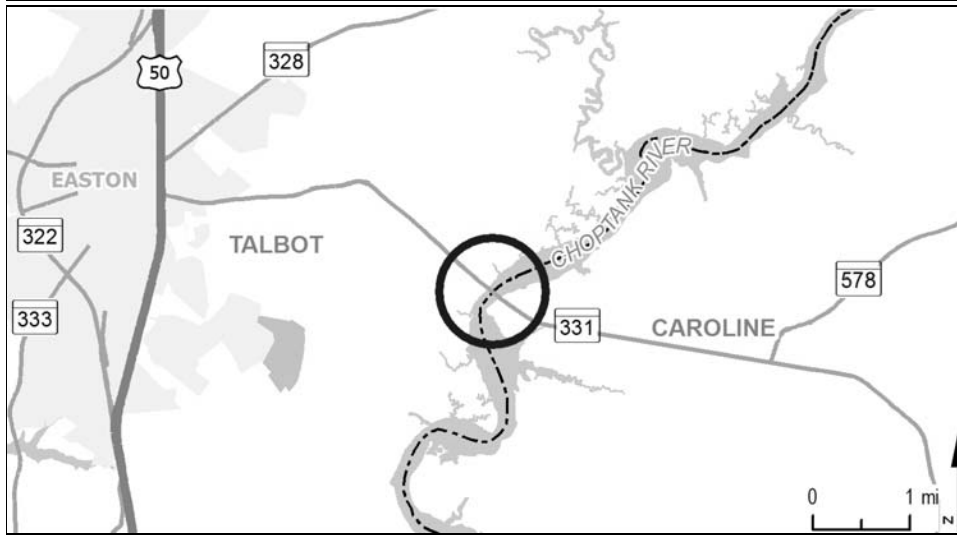
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
1		At various locations in Somerset County; resurface	9,036	Under construction
		<u>Safety/Spot Improvement</u>		
2	MD 413	Crisfield Highway; At Tulls Corner Road; geometric improvements	3,225	FY 2019



***TALBOT COUNTY***







**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replaced Bridge 20023 over the Choptank River. The new span was located south of the existing roadway and provided a 50 foot river clearance. Bicycle and pedestrian accommodations were included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The new bridge provided a safe and dependable MD 331 crossing of the Choptank River, accommodating both vehicular and marine traffic. The previous drawbridge routinely experienced mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties.

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject 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 drawbridge on the old span experienced mechanical difficulties affecting commerce and emergency services.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	584	584	0	0	0	0	0	0	0	0	
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	
Right-of-way	3,168	287	1,500	1,381	0	0	0	0	2,881	0	
Construction	60,959	54,959	6,000	0	0	0	0	0	6,000	0	
Total	66,386	57,505	7,500	1,381	0	0	0	0	8,881	0	
Federal-Aid	48,791	44,117	4,674	0	0	0	0	0	4,674	0	

**CLASSIFICATION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 11,200

**PROJECTED (2040) -** 17,300

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>Dutchman's Lane Sidewalk; complete missing pedestrian link on Dutchman's Lane between Windmill Branch Culvert to Easton Club East</p>	600	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 2 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020</u>		
		<u>Resurface/Rehabilitate</u>		
2		At various locations in Talbot County; mill and resurface	4,469	FY 2020
3		At various locations in Talbot County; mill and resurface	7,035	Under construction
4		At various locations in Talbot County; mill and resurface	5,945	Completed
		<u>Urban Reconstruction</u>		
5	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway



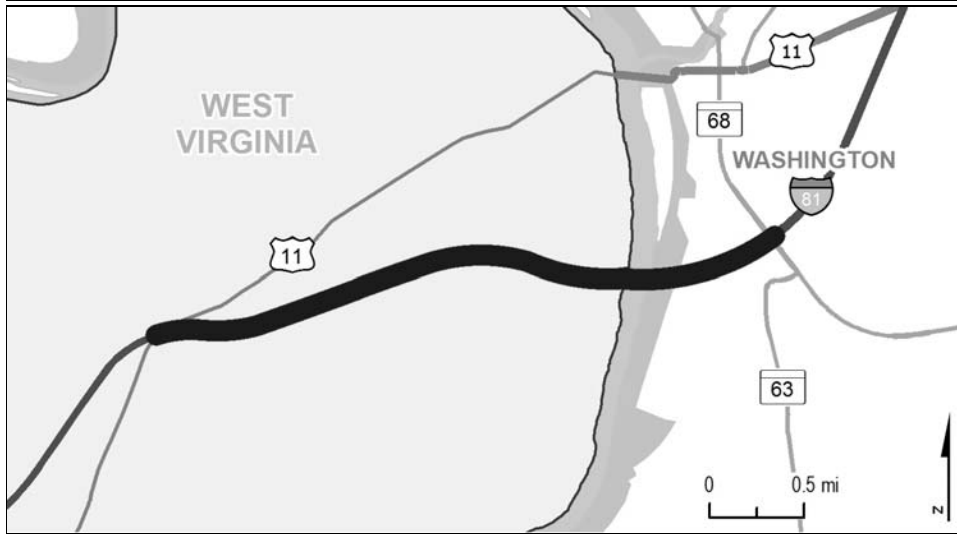


***WASHINGTON COUNTY***



**STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 1**

**INTERSTATE CONSTRUCTION PROGRAM**



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

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

**EXPLANATION:** I-81 is a critical link in western Maryland. Increasing capacity supports critical regional transportation needs.

**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Upgrade and widen I-81 from US 11 in West Virginia to north of MD 63/MD 68 (3.6 miles). West Virginia is funding improvements in West Virginia and Maryland is administering this bi-state project. This is Phase 1 of a four-phase project to upgrade and widen I-81 from the Potomac River/West Virginia State line to the Pennsylvania State line.

**PURPOSE & NEED SUMMARY STATEMENT:** I-81 corridor improvements will reduce congestion, especially congestion related to high truck volume, and provide capacity for planned development.

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

**ASSOCIATED IMPROVEMENTS:**

I-81 Corridor, Potomac River/West Virginia State line to the Pennsylvania State line (Line 4)

**STATUS:** Construction underway. West Virginia is contributing \$38.0 million for the additional widening to the Maryland State line.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2019	BUDGET YEAR 2020	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2018			FOR PLANNING PURPOSES ONLY						
					.....2021.....	.....2022.....	.....2023.....	.....2024.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,102	2,102	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	100,785	46,608	40,972	13,205	0	0	0	0	54,177	0	
Total	102,887	48,710	40,972	13,205	0	0	0	0	54,177	0	
Federal-Aid	49,974	24,064	17,070	8,840	0	0	0	0	25,910	0	

**CLASSIFICATION:**

**STATE -** Principal Arterial

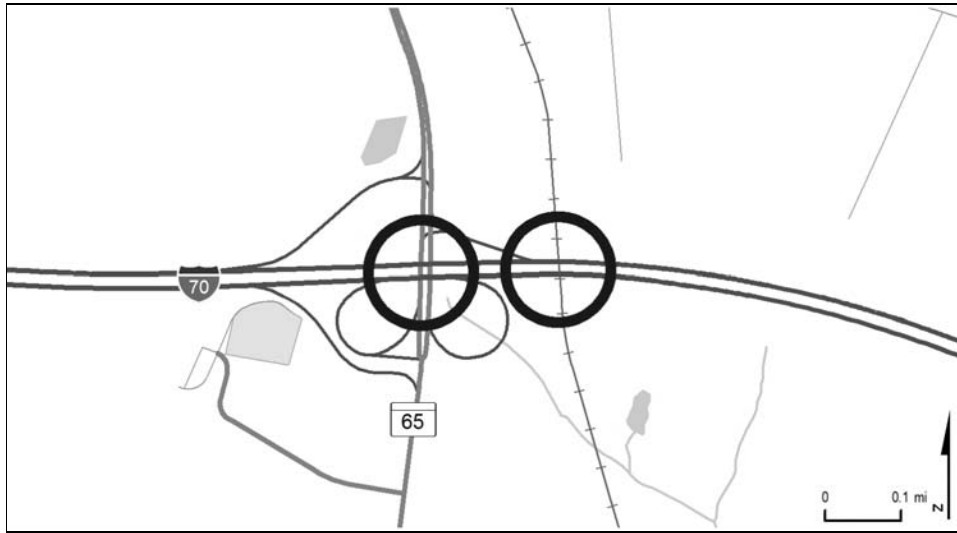
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 67,400

**PROJECTED (2040) -** 94,800



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Bridge deck and superstructure replacement and widening of I-70 dual bridges 21118 over MD 65 and I-70 dual bridges 21119 over CSX Hagerstown Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will replace the decks on all four bridges and the superstructure of the two bridges on I-70 over MD 65, one of which is rated in poor condition. The project will accommodate a planned future interchange reconstruction at MD 65.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 I-70/MD 65, Interchange Study (Line 3)

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

- |   |  |
|---|--|
| <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 decks on all four bridges need to be replaced, and the I-70 eastbound bridge over MD 65 is rated in poor condition.

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2021.....	.....2022.....	.....2023.....	.....2024.....				
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	1,881	1,232	445	204	0	0	0	0	649	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	23,013	0	5	1,433	6,203	7,138	5,474	2,760	23,013	0		
Total	24,894	1,232	450	1,637	6,203	7,138	5,474	2,760	23,662	0		
Federal-Aid	17,940	0	0	1,112	4,838	5,567	4,270	2,153	17,940	0		

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

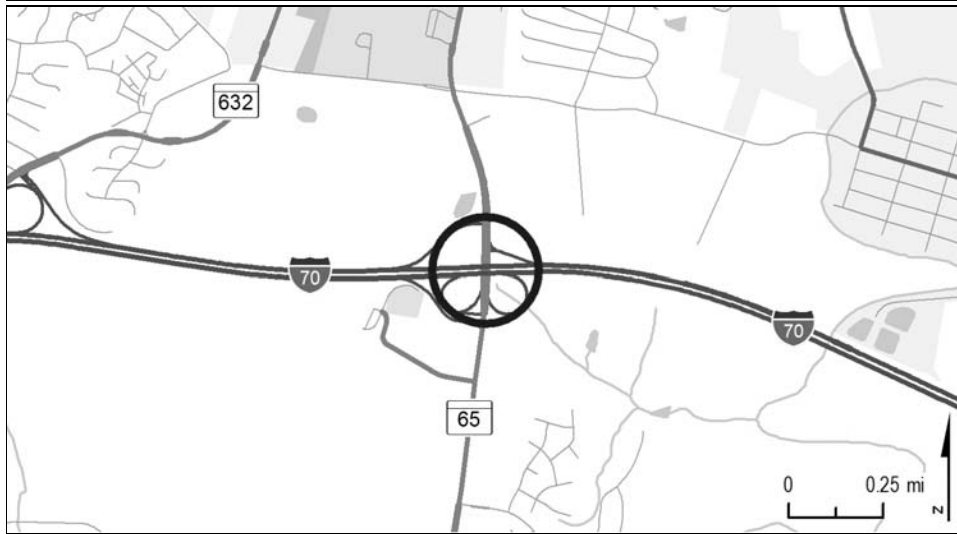
STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 67,375

PROJECTED (2040) - 80,500





**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Study to upgrade the I-70 interchange at MD 65.

**JUSTIFICATION:** I-70 interchange improvements will reduce congestion and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-70, Bridge replacements over MD65 and CSX Hagerstown Branch (Line 2).

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL									
	ESTIMATED	EXPEND	CURRENT	BUDGET					SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2018	2019	2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....	TOTAL	COMPLETE
Planning	1,681	1,641	40	0	0	0	0	0	40	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	1,681	1,641	40	0	0	0	0	0	40	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

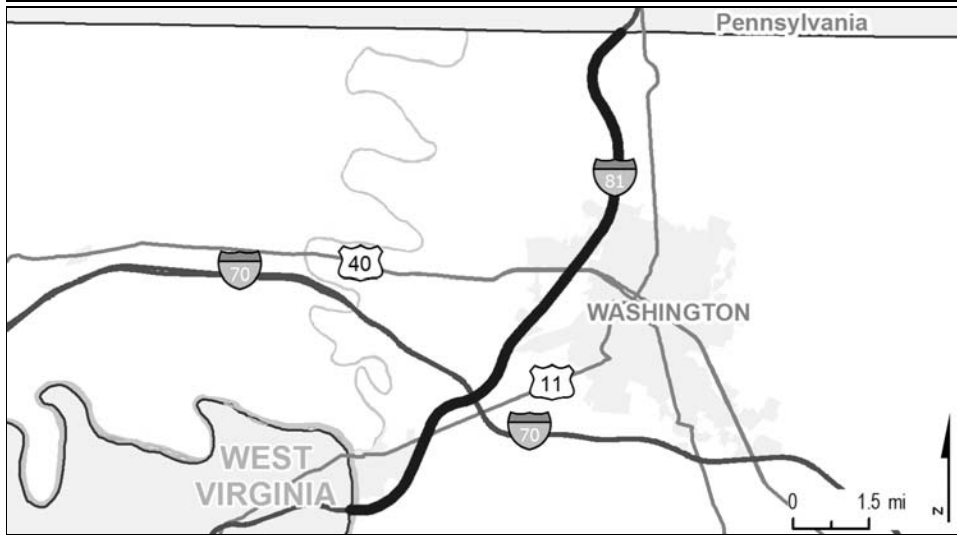
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 66,750 (MD 65) 25,350

**PROJECTED (2040) -** 83,350 (MD 65) 36,650



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Study to upgrade and widen I-81 to a six lane divided highway between the Potomac River/West Virginia State line and Pennsylvania State line (12.1 miles).

**JUSTIFICATION:** I-81 corridor improvements will reduce congestion, especially related to high truck volume, and provide capacity for planned development.

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

☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

I-81, Phase 1, Potomac River/West Virginia State line to MD 63/MD 68 (Line 1)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	3,530	3,530	0	0	0	0	0	0	0	0
Engineering	5,000	851	1,000	1,650	1,499	0	0	0	4,149	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	8,530	4,381	1,000	1,650	1,499	0	0	0	4,149	0
Federal-Aid	7,056	3,737	800	1,320	1,199	0	0	0	3,319	0

**CLASSIFICATION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 61,250 - 86,950

**PROJECTED (2040) -** 75,900 - 110,800

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1		<p><u>Fiscal Year 2018 Completions</u></p> <p><u>Bridge Replacement/Rehabilitation</u></p> <p>Bridge 2105100, 2105203/04, 2105301/02, 2105401/02 and 2105601/02 on I-81; clean/paint bridges</p>	2,086	Completed

# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020</u>				
<u>Resurface/Rehabilitate</u>				
2		In Hancock, Sharpsburg, and Boonsboro; sidewalks	1,149	FY 2019
3		Various roadways in Washington County; surface treatment	2,339	FY 2019
4		At various locations in Washington County (east); safety and resurface	4,674	FY 2019
5		At various locations in Washington County (west); safety and resurface	3,943	FY 2019
6		At various locations in west Washington County; mill and resurface	4,421	Under construction
7		At various locations in east Washington County; mill and resurface	5,695	Under construction
8	I 68	National Freeway; Allegany County line to Mountain Road bridge; safety and resurface	3,564	FY 2019
9	MD 68	S Mill Street; Bottom Road to Inner Corp limits of Williamsport; safety and resurface	858	Under construction
10	I 70	Eisenhower Memorial Highway; Tonoloway Creek to 0.75 miles east of MD 615; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,150	Under construction
11	I 70	Eisenhower Memorial Highway; Ashton Road to west of Conococheague Creek; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,845	Under construction
12	I 70 WB	Eisenhower Memorial Highway; 0.75 miles east of MD 615 to 0.28 miles east of MD 56; safety and resurface	3,158	FY 2019
<u>Bridge Replacement/Rehabilitation</u>				
13		Various bridges on Mapleville Road, National Freeway, Eisenhower Memorial Highway; clean/paint bridges	1,884	FY 2019

## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
14	MD 68	Lappans Road; Bridge 2108500 over Norfolk Southern Railroad; bridge rehabilitation	3,000	FY 2019
15	I 70	Eisenhower Highway; Dual bridge 21118 on I-70/MD 65, bridge 21119 on I-70/CSX - Stage 1; bridge deck replacement	6,328	FY 2019
16	I 70	Eisenhower Memorial Highway; Bridge 2107304 and bridge 2114204 over I-81; bridge rehabilitation	9,128	Under construction
<u>Urban Reconstruction</u>				
17	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban reconstruction	5,145	Under construction
<u>Environmental Preservation</u>				
18		IRVM, VEG MGMT along I-70 Corridor from MM12 to MM22; landscape	1,592	Under construction
<u>Intersection Capacity Improvements</u>				
19	US 40 AL	E Baltimore Street; at New Intersection Southern Boulevard; geometric improvements	868	Under construction
20	MD 64	N Cleveland Avenue; at Eastern Boulevard; geometric improvements	2,800	FY 2019
<u>TMDL Compliance</u>				
21		Little Tonoloway Creek at Kirkwood Park - stream restoration; wetlands replacement	1,887	FY 2019
22		At various locations in Washington County - Group 1B; drainage improvement	2,865	Under construction
23		Tree planting at various locations; landscape	3,088	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<u>Fiscal Year 2019 and 2020 (cont'd)</u>		
		<u>TMDL Compliance (cont'd)</u>		
24		Chesapeake Bay Watershed implementation plan - tree establishment at various locations; landscape	625	Under construction
25		At various locations in Washington County - Group 1; drainage improvement	2,069	Under construction
26		At various locations in Washington County - Group 1A; drainage improvement	3,039	Under construction
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
27		Marsh Run Multi-Use Trail; construct a trail between Summit Avenue and Potomac Street	200	FY 2019
28		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,495	FY 2019
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
29		Conococheague Creek; rehabilitate the Conococheague Creek Aqueduct	6,240	FY 2019



***WICOMICO COUNTY***





# SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

## STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

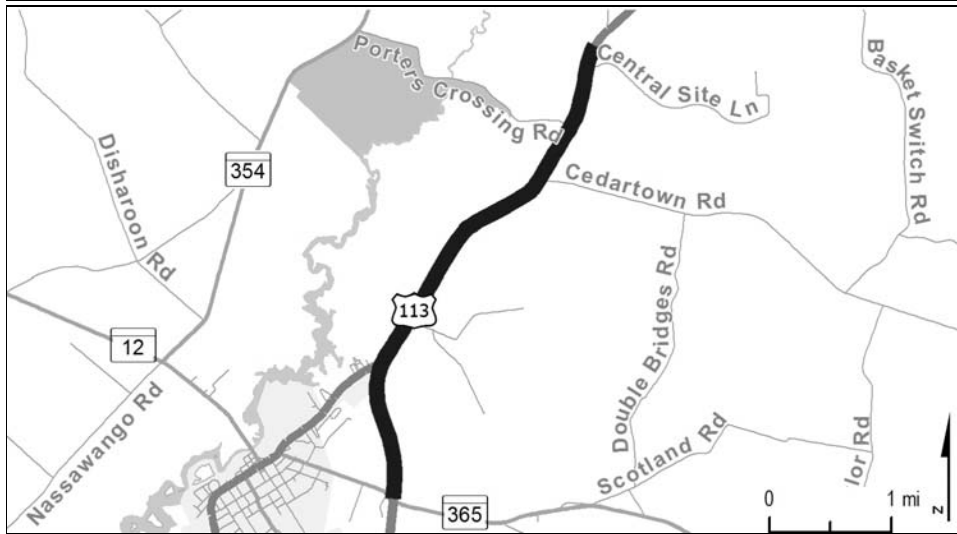
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
<u>Fiscal Year 2019 and 2020</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Wicomico County; resurface	9,830	Under construction
2	US 50	Ocean Gateway; East of Walston Switch Road to west of White Richardson Road; resurface	1,617	Completed
<u>Bridge Replacement/Rehabilitation</u>				
3	US 13	Salisbury Bypass; US 13 Business to south of US 50; bridge deck replacement	28,510	Completed
<u>Safety/Spot Improvement</u>				
4	US 13 BUS	Salisbury Boulevard; north of South Boulevard to north of Calvert Street (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	7,114	Under construction
5	US 50	Ocean Gateway; At White Lowe Road; geometric improvements	2,677	FY 2019
6	US 50	Ocean Gateway; at Sixty Foot Road; geometric improvements	3,181	Under construction





***WORCESTER COUNTY***



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

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

**EXPLANATION:** This project will improve safety, operations, and freight movement.

**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a four lane divided highway, including access controls from north of MD 365 (Public Landing Road) to Five Mile Branch (Phase 4)(4.3 miles). Bicycle and pedestrian accommodations will be included where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations, and freight movement.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Project Inside PFA              | <input checked="" type="checkbox"/> Grandfathered   |
| <input checked="" 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:**

US 113, Massy Branch to Five Mile Branch (Phase 3) (Line 2)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost decrease of \$6.0 million is due to reduced property and utility needs.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,318	5,318	0	0	0	0	0	0	0	0
Right-of-way	9,724	3,777	3,752	1,768	427	0	0	0	5,947	0
Construction	59,905	21,791	20,437	17,677	0	0	0	0	38,114	0
Total	74,947	30,886	24,189	19,445	427	0	0	0	44,061	0
Federal-Aid	72,268	29,247	23,501	19,190	330	0	0	0	43,021	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

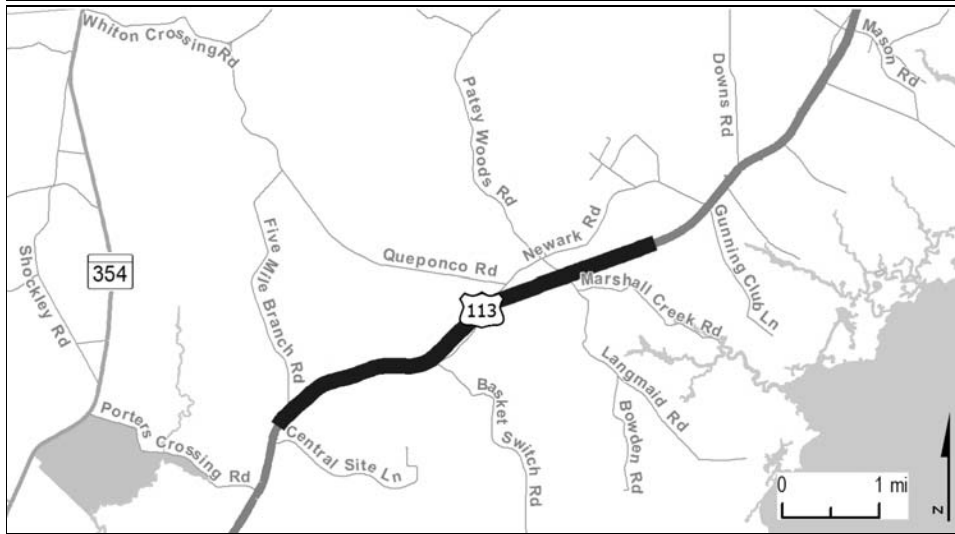
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 8,000 - 11,975

**PROJECTED (2040) -** 11,625 - 17,450



**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 1)

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

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

**EXPLANATION:** This project improved safety, operations, and freight movement.

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of \$1.7 million is due to additional maintenance of traffic and utility work.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			2021	2022	2023	2024	2025		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,207	3,207	0	0	0	0	0	0	0	0	0
Right-of-way	12,244	8,700	2,972	572	0	0	0	0	0	3,544	0
Construction	39,162	34,382	3,666	1,114	0	0	0	0	0	4,780	0
Total	54,613	46,289	6,638	1,686	0	0	0	0	0	8,324	0
Federal-Aid	40,665	36,297	3,549	819	0	0	0	0	0	4,368	0

**CLASSIFICATION:**

**STATE -** Intermediate Arterial

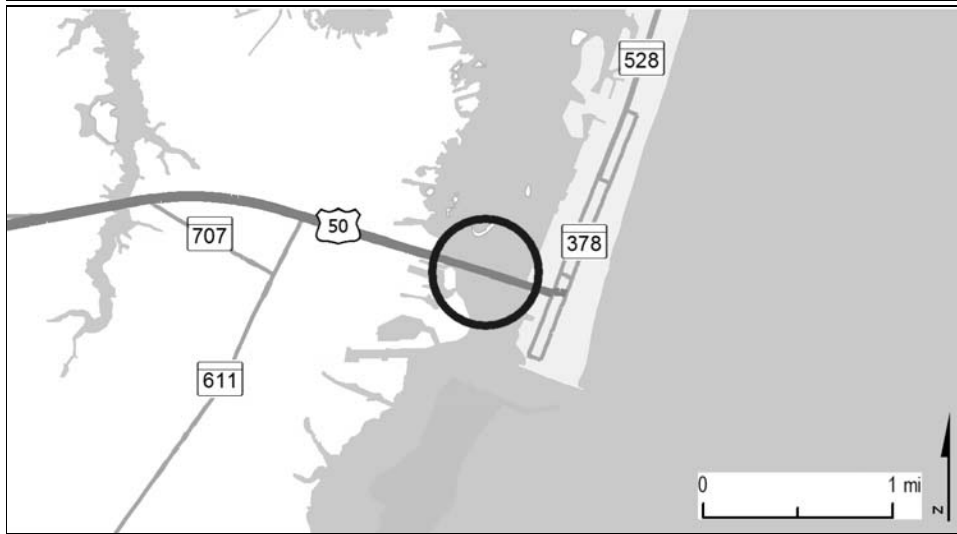
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2018) -** 11,975

**PROJECTED (2040) -** 17,450



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure.

**JUSTIFICATION:** 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 2018 - 23 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2021....	....2022....	....2023....	....2024....			
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

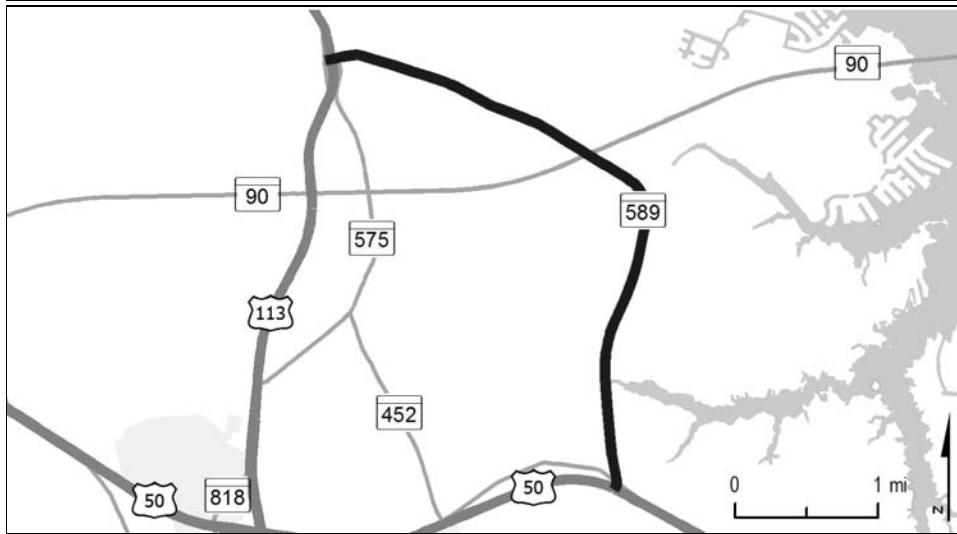
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2018) - 22,450  
36,875 (Summer)

PROJECTED (2040) - 34,700  
57,000 (Summer)



**PROJECT:** MD 589, Racetrack Road

**DESCRIPTION:** Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles).

**JUSTIFICATION:** This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

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

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

☐ Grandfathered  
☒ Exception Will Be Required  
☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Feasibility study complete.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<div>PROJECT CASH FLOW</div>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
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 (2018) -** 16,625  
21,650 (Summer)

**PROJECTED (2040) -** 20,700  
28,150 (Summer)



**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

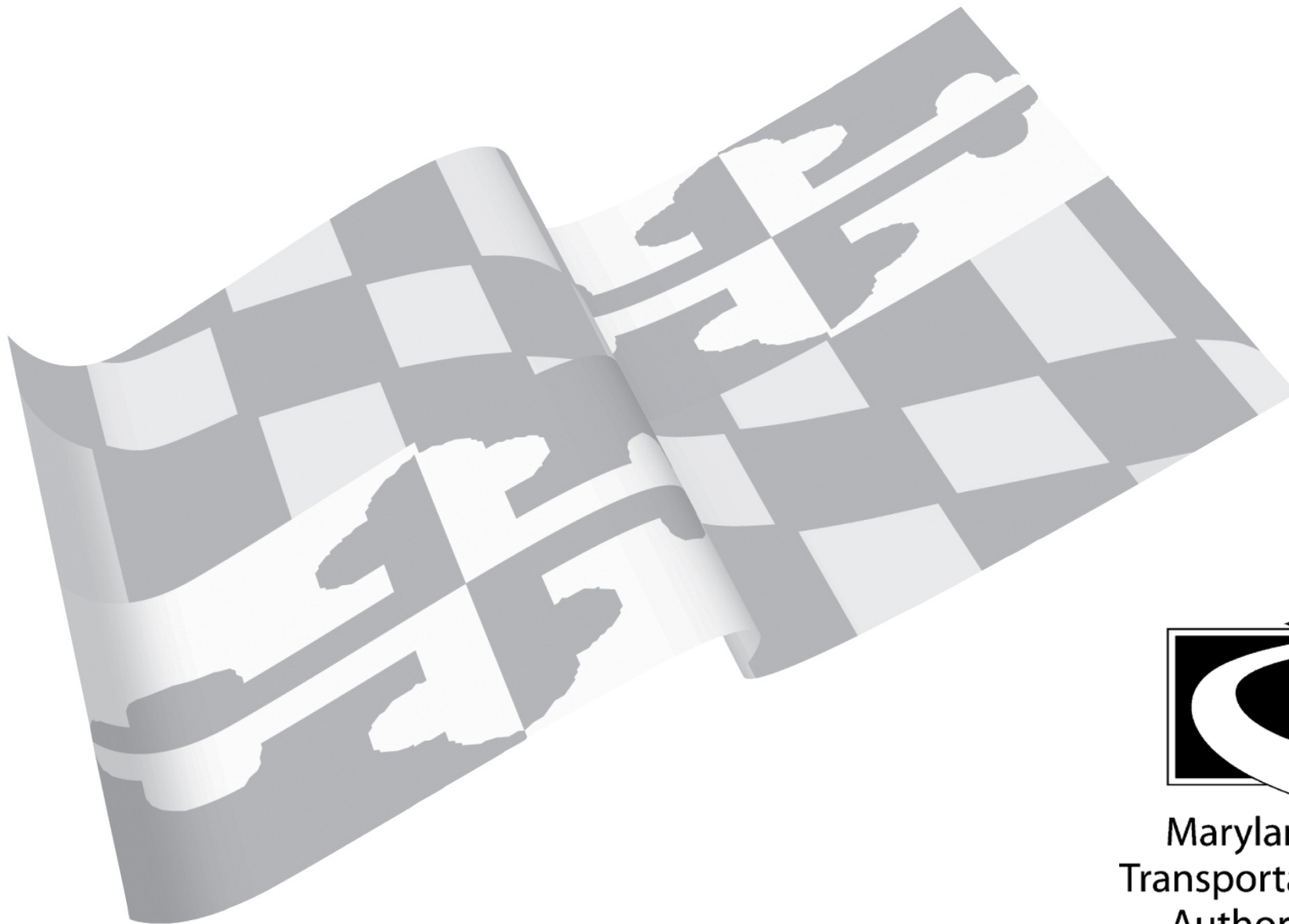
**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2019 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
1	US 13 BUS	<p align="center"><u>Fiscal Year 2018 Completions</u></p> <p align="center"><u>Safety/Spot Improvement</u></p> <p>Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape</p>	199	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (19 - 20) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2018
		<b><u>Fiscal Year 2019 and 2020</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
2		At various locations in Worcester County; mill and resurface	9,893	Under construction
3		At various locations in Worcester County; mill and resurface	11,798	Completed
4	US 113	Worcester Highway; North of Hayes Landing Road to US 50; safety and resurfacing	2,660	FY 2019
5	MD 528	Coastal Highway; 62nd Street to 26th Street; resurface	7,321	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
6		MD 346 and MD 589; drainage improvement	708	Under construction
7	US 50	Ocean Gateway; At MD 589; geometric improvements	3,869	FY 2019
		<b><u>C.H.A.R.T. Projects</u></b>		
8		US 50 and MD 90 - CHART DMS deployment; miscellaneous	715	Completed
		<b><u>Bicycle Retrofit</u></b>		
9	US 50	Ocean Gateway; MD 611 to bridge over Sinepuxent Bay; bicycle-pedestrian route	1,851	FY 2019



Maryland  
Transportation  
Authority

**MDOT**  
MARYLAND DEPARTMENT  
OF TRANSPORTATION

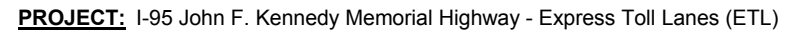
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY 2023</u>	<u>FY 2024</u>	<b>SIX-YEAR TOTAL</b>
<b><u>Construction Program</u></b>							
Major Projects	286.9	300.7	398.2	470.6	476.3	267.7	2,200.4
System Preservation Minor Projects	86.1	79.8	111.2	210.5	277.9	173.0	938.5
<b><u>Development &amp; Evaluation Program</u></b>	<u>2.3</u>	<u>2.0</u>	<u>1.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>5.7</u>
<b>TOTAL</b>	375.2	382.5	510.9	681.1	754.3	440.7	3,144.7

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**CONSTRUCTION PROGRAM**

**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.

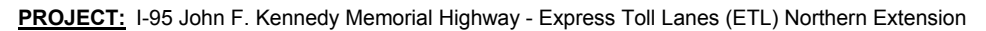
<input type="checkbox"/>	Safety & Security	<input type="checkbox"/>	Environmental Stewardship
<input type="checkbox"/>	System Preservation	<input type="checkbox"/>	Community Vitality
<input checked="" type="checkbox"/>	Quality of Service	<input checked="" type="checkbox"/>	Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER[illegible]

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PURPOSE & NEED SUMMARY STATEMENT:** Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

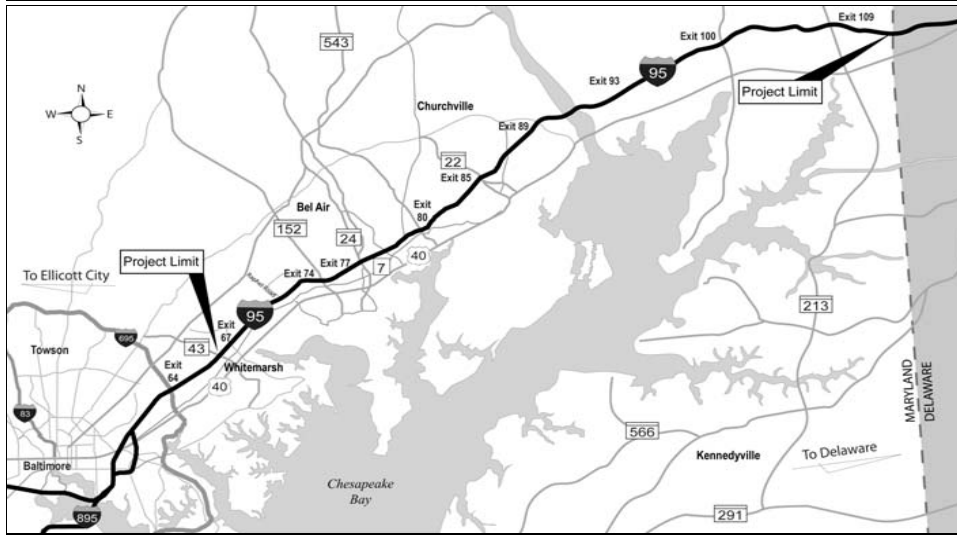
<input type="checkbox"/>	Safety & Security	<input type="checkbox"/>	Environmental Stewardship
<input type="checkbox"/>	System Preservation	<input type="checkbox"/>	Community Vitality
<input checked="" type="checkbox"/>	Quality of Service	<input checked="" type="checkbox"/>	Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is underway. Construction will begin in FY 2019.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.

[illegible]



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Resurfacing

**DESCRIPTION:** Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**PURPOSE & NEED SUMMARY STATEMENT:** The I-95 roadway north of MD 43 is in need of resurfacing. Phases I and II are complete. Phase III construction will begin in FY 2019.

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

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

**EXPLANATION:** The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

**ASSOCIATED IMPROVEMENTS:**

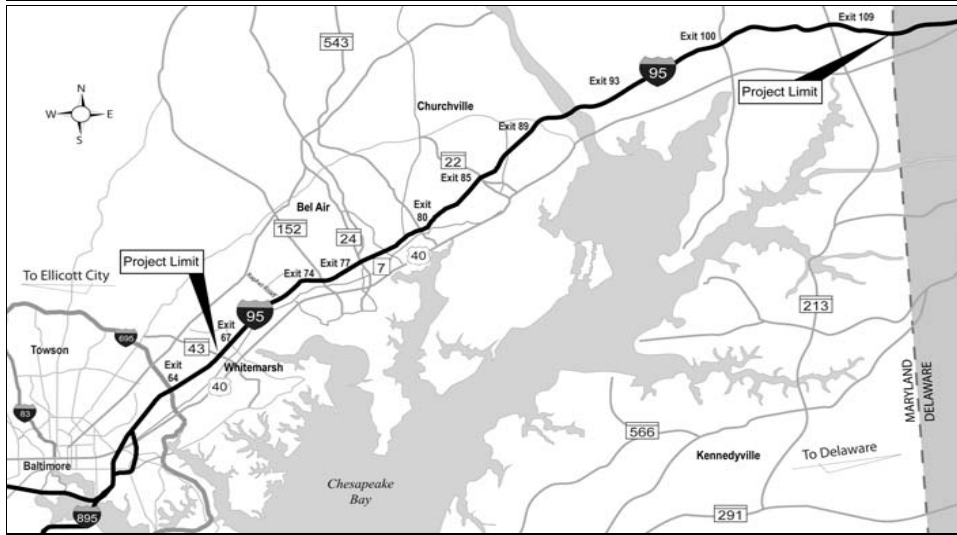
- I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 6)
- I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 7)

**STATUS:** Construction of Phase I and Phase II is complete. Engineering is complete and construction is underway for Phase III.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$1.8 million to reflect actual bid price.

POTENTIAL FUNDING SOURCE:										
					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,049	1,049	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,766	32,250	10,799	13,398	1,319	0	0	0	25,516	0
Total	58,815	33,299	10,799	13,398	1,319	0	0	0	25,516	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261, 2312, 2393, 2394



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Repair Substructure and Superstructure

**DESCRIPTION:** Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore County, Harford County, and Cecil County. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, and application of protective coatings.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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

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

**ASSOCIATED IMPROVEMENTS:** None.

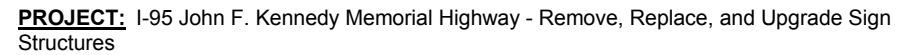
**EXPLANATION:** The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

**STATUS:** 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	2,425	2,425	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,406	8,966	1,440	0	0	0	0	0	1,440	0
Total	12,831	11,391	1,440	0	0	0	0	0	1,440	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$1.3 million for system preservation program management, increased Construction Management Inspection (CMI), and revised Maintenance of Traffic (MOT).





**PURPOSE & NEED SUMMARY STATEMENT:** Existing sign structures date from the early 1980's and are approaching the end of their useful life.

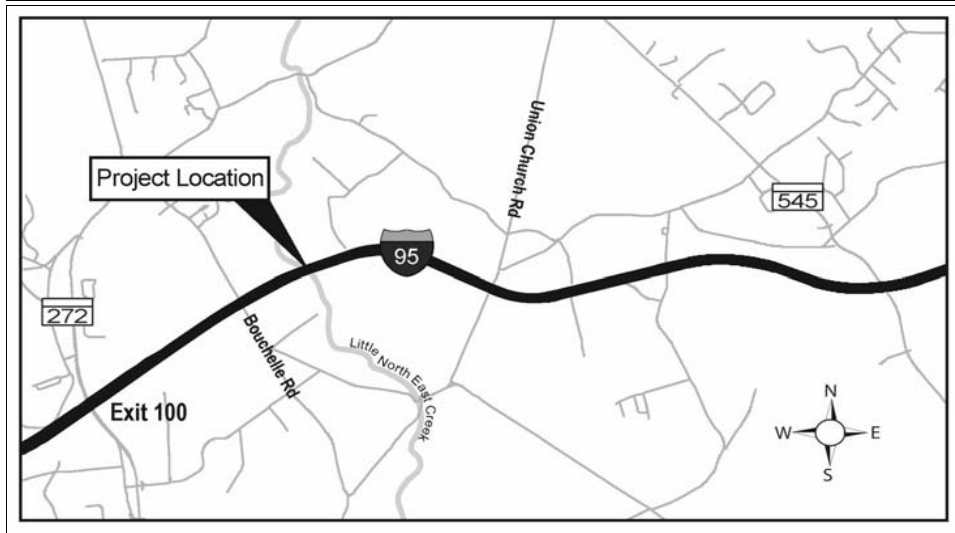
<input checked="" type="checkbox"/>	Safety & Security	<input type="checkbox"/>	Environmental Stewardship
<input checked="" type="checkbox"/>	System Preservation	<input type="checkbox"/>	Community Vitality
<input type="checkbox"/>	Quality of Service	<input type="checkbox"/>	Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is complete. Construction is underway.

<input type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input checked="" type="checkbox"/>	OTHER
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**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek

**DESCRIPTION:** Replace the deck of the bridge on I-95 over Little Northeast Creek. The project also includes upgrading existing shoulders to traffic bearing and miscellaneous structural repairs.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection and a follow-up study revealed the deck is deteriorated and nearing the end of its useful life.

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

- |   |  |
|---|--|
| <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:** Replacing the deck and upgrading the existing shoulders will provide a safer, smoother ride.

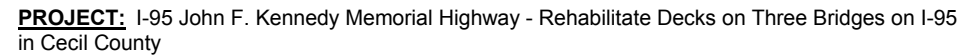
**ASSOCIATED IMPROVEMENTS:**

I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)  
I-95 John F. Kennedy Memorial Highway - Rehabilitate Decks on Three Bridges on I-95 in Cecil County - Construction Program (Line 7)

**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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,174	1,174	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,933	1,201	5,121	3,611	0	0	0	0	8,732	0
Total	11,107	2,375	5,121	3,611	0	0	0	0	8,732	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$1.3 million to reflect actual bid price.



**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection and follow-up studies revealed the need for deck rehabilitation for three bridges in Cecil County. The deck rehabilitation and miscellaneous structural repairs will extend the useful life of the decks.

<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

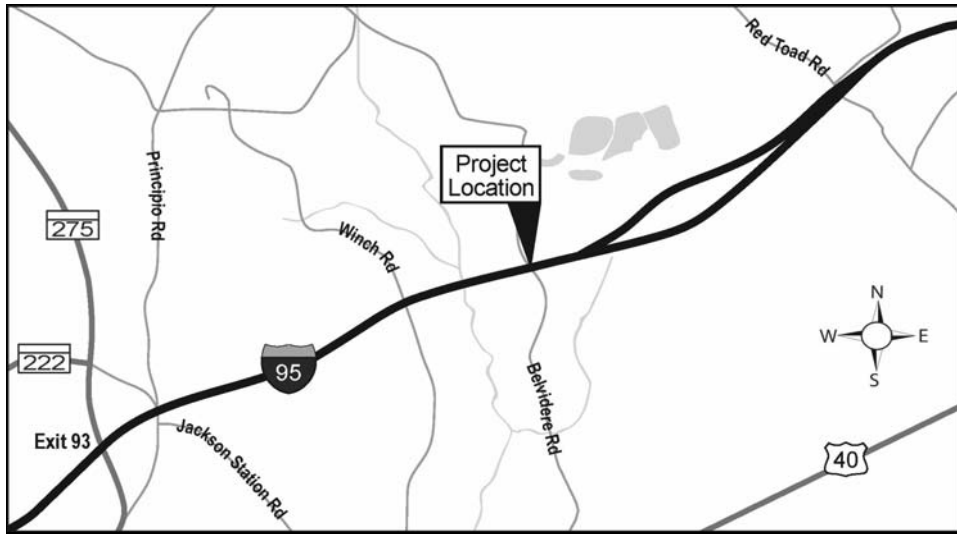
**ASSOCIATED IMPROVEMENTS:**

I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)  
I-95 John F. Kennedy Memorial Highway - Replace Deck of Bridge over Little Northeast Creek - Construction Program (Line 6)

**STATUS:** Engineering is complete. Construction is underway.

<input type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input checked="" type="checkbox"/>	OTHER
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**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$3.9 million to reflect actual bid price.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - I-95/Belvidere Road Interchange

**DESCRIPTION:** Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

**PURPOSE & NEED SUMMARY STATEMENT:** Increased development in the I-95 JFK Highway and Belvidere Road area necessitate an I-95/Belvidere Road interchange. The \$54 million project cost will be shared with Stewart Properties providing \$6.7 million for design and right of way, Cecil County providing \$1.0 million for construction, and MDTA providing \$26.3 million for construction, with the balance of \$20 million from a BUILD Grant. The \$20 million BUILD Grant was awarded in December 2018. Additionally, Stewart Properties is providing \$1.7 million for planning with a \$300 thousand commitment from MDTA for NEPA review.

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

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

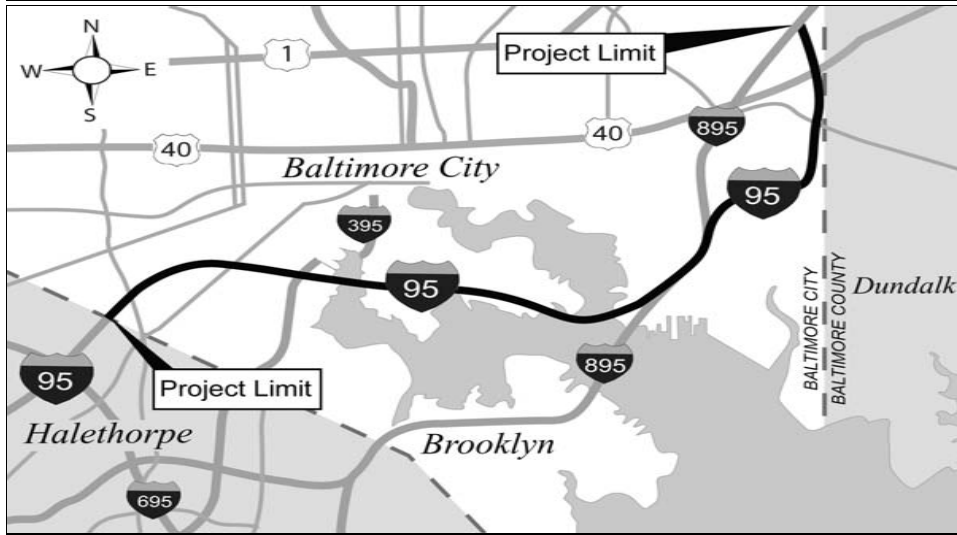
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will support development by providing access to I-95 at Belvidere Road.

**STATUS:** Planning is underway. Construction is scheduled to begin in FY 2021.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	300	0	75	125	100	0	0	0	300	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	22,325	0	0	0	4,700	6,100	6,100	5,425	22,325	0
Total	22,625	0	75	125	4,800	6,100	6,100	5,425	22,625	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Moved from the Development and Evaluation Program to the Construction Program.



**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.

**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:

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

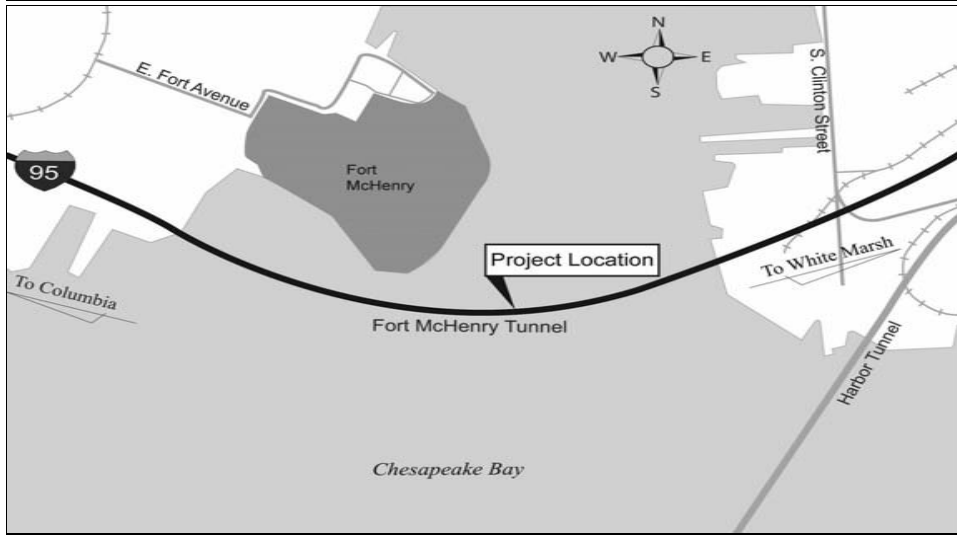
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	1,476	1,476	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,880	15,404	476	0	0	0	0	0	476	0
Total	17,356	16,880	476	0	0	0	0	0	476	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

**DESCRIPTION:** Replace the Fort McHenry Tunnel lighting systems.

**PURPOSE & NEED SUMMARY STATEMENT:** The lights throughout this tunnel are an integral part of the tunnel systems. The lighting systems, which are approaching the end of their useful life, need to be replaced.

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

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

**ASSOCIATED IMPROVEMENTS:**

I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation - Construction Program (Line 14)

**EXPLANATION:** Old and inadequate lighting will be replaced throughout the Fort McHenry Tunnel, enhancing safety for both workers and drivers.

**STATUS:** Engineering is complete. Construction is underway.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,960	1,960	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,013	12,603	6,740	670	0	0	0	0	7,410	0
Total	21,973	14,563	6,740	670	0	0	0	0	7,410	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

**DESCRIPTION:** Rehabilitate forty-eight ventilation fans in the Fort McHenry Tunnel East and West Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the existing fans and extend the service life of the ventilation system in the tunnel.

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

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

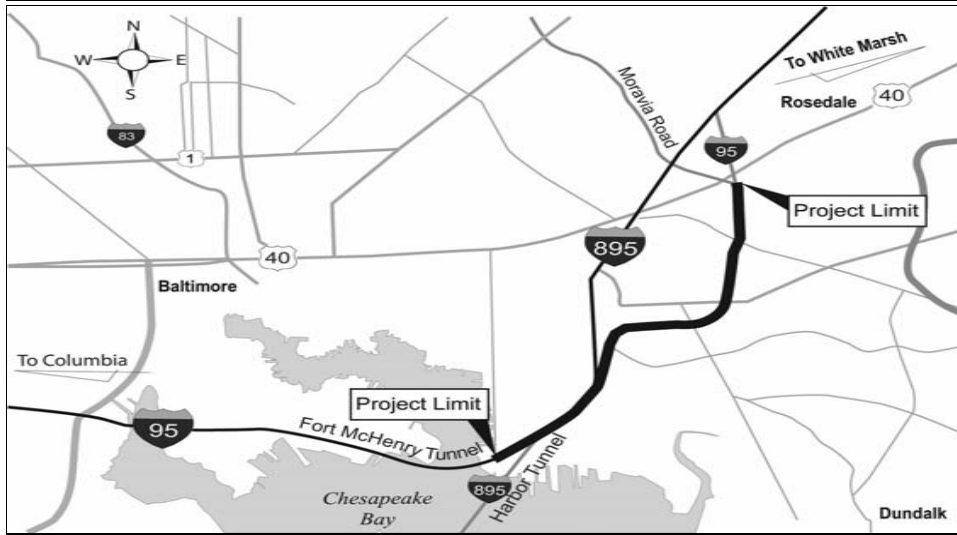
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Rehabilitating the fans will extend the useful life of the existing ventilation system.

**STATUS:** Engineering is underway. Construction will begin in FY 2020.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Moved from the Development and 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,149	1,830	248	300	250	271	150	100	1,319	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,800	0	0	1,330	2,585	15,480	17,975	7,430	44,800	0
Total	47,949	1,830	248	1,630	2,835	15,751	18,125	7,530	46,119	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements

**DESCRIPTION:** This project reconfigured I-95 to provide four continuous mainline lanes in each direction from north of the Fort McHenry Toll Plaza to the southern end of the I-95 Express Toll Lanes (ETL). The project involved restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

**PURPOSE & NEED SUMMARY STATEMENT:** This project provides lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETL. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that results from MDTA's I-895 Bridge Replacement Project. It improves safety by providing higher roadside concrete traffic barriers and bridge parapets.

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

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

**ASSOCIATED IMPROVEMENTS:**

I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) - Construction Program (Line 1)  
I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 20)

**EXPLANATION:** This project provides northbound and southbound lane continuity from north of the Fort McHenry Toll Plaza to the southern end of the I-95 Express Toll Lanes (ETL). This improves traffic flow on this segment of I-95 to accommodate traffic diverted from the Baltimore Harbor Tunnel Thruway during the I-895 Bridge Replacement project.

**STATUS:** Open to service.

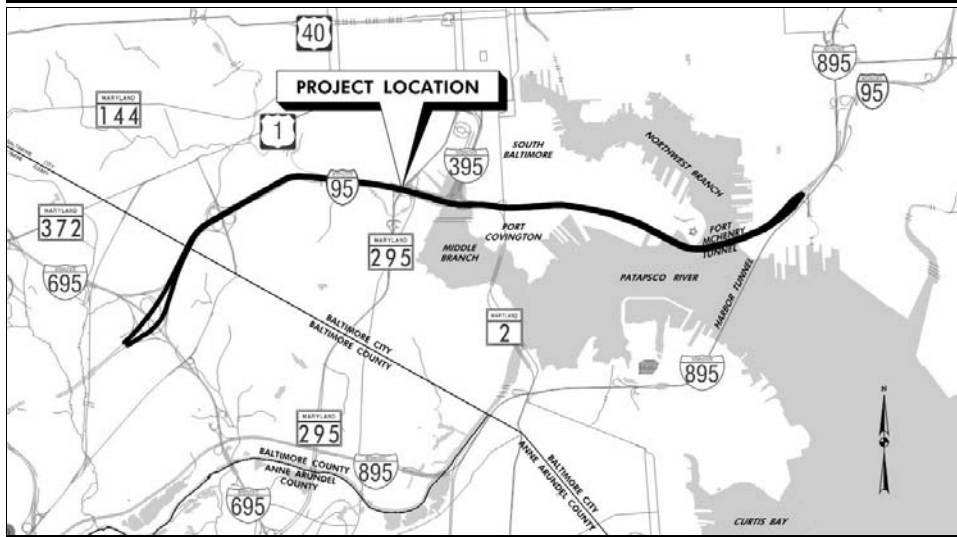
**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	FOR PLANNING PURPOSES ONLY					
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	5,405	5,280	125	0	0	0	0	0	125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,847	50,965	15,905	977	0	0	0	0	16,882	0
Total	73,807	56,800	16,030	977	0	0	0	0	17,007	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$2.6 million due to unspent contingencies and unclaimed early completion incentive.





**PROJECT:** I-95 Fort McHenry Tunnel - Port Covington I-95 Access

**DESCRIPTION:** The first phase of this project is a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

**PURPOSE & NEED SUMMARY STATEMENT:** A National Environmental Policy Act (NEPA) study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

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

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

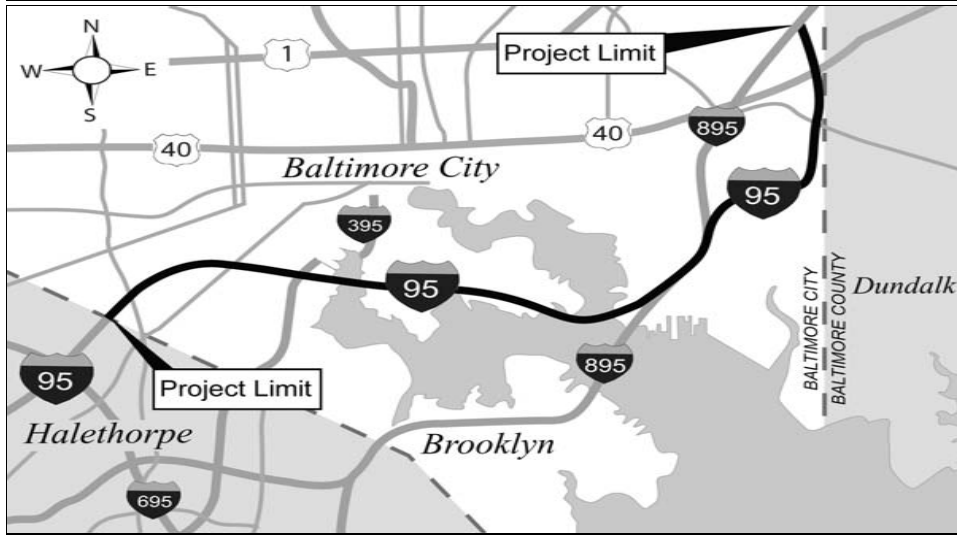
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

**STATUS:** Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for INFRA Grant application (pending).

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		BALANCE TO COMPLETE
Planning	400	355	45	0	0	0	0	0	45	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,000	0	0	0	0	5,500	11,000	11,000	27,500	5,500
Total	33,400	355	45	0	0	5,500	11,000	11,000	27,545	5,500
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

**DESCRIPTION:** Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

**PURPOSE & NEED SUMMARY STATEMENT:** The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

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

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

**ASSOCIATED IMPROVEMENTS:**

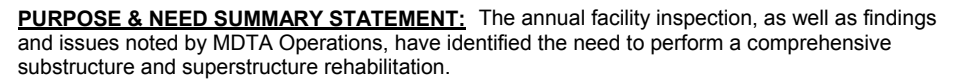
I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 10)

**EXPLANATION:** Repairs are needed to correct current wear and to prevent further wear of the decks.

**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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	290	460	0	0	0	0	0	460	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,993	68	2,722	2,867	336	0	0	0	5,925	0
Total	6,743	358	3,182	2,867	336	0	0	0	6,385	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

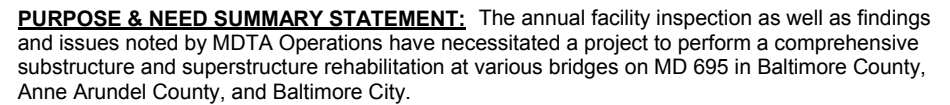
**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$3.8 million to reflect actual bid price.



**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$3.9 million to reflect actual bid price.

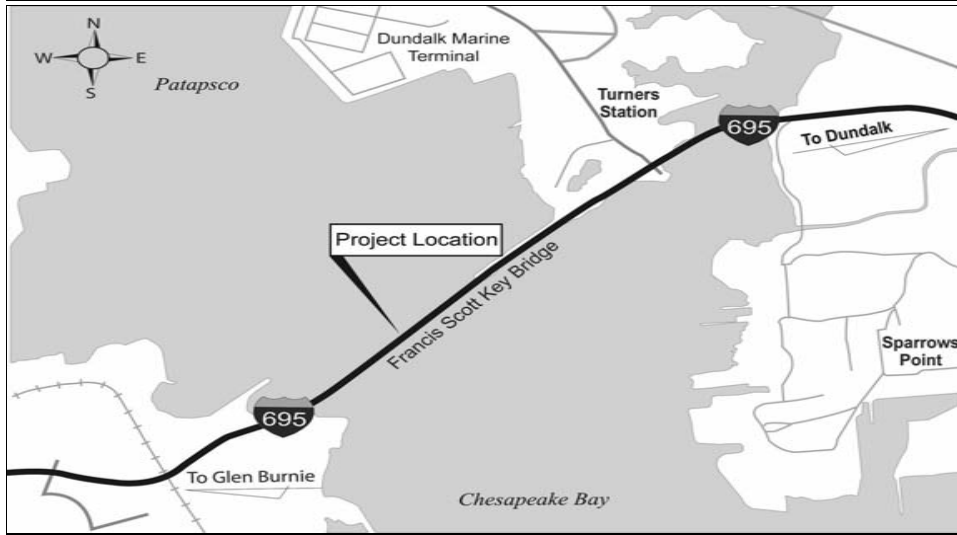


**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.

[illegible]



**PROJECT:** MD 695 Francis Scott Key Bridge - Clean and Paint Structural Steel of Approach Spans and Miscellaneous Repairs

**DESCRIPTION:** Clean and paint Francis Scott Key Bridge approach spans to restore and protect the integrity of steel bridge components.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform cleaning and painting of the structural steel approach spans of the bridge.

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

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

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Paint throughout the spans is deteriorating. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

**STATUS:** Engineering 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	6	94	0	0	0	0	0	94	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,476	773	3,007	2,208	1,488	0	0	0	6,703	0
Total	7,576	779	3,101	2,208	1,488	0	0	0	6,797	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$6.7 million to reflect actual bid price.



**PROJECT:** MD 695 Francis Scott Key Bridge - Resurfacing

**DESCRIPTION:** Resurface the existing asphalt pavement on MD 695 Baltimore Beltway from the interchange with MD 10 to the interchange with MD 151.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection and follow-up studies revealed the need for resurfacing the existing asphalt pavement on MD 695 Baltimore Beltway.

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

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

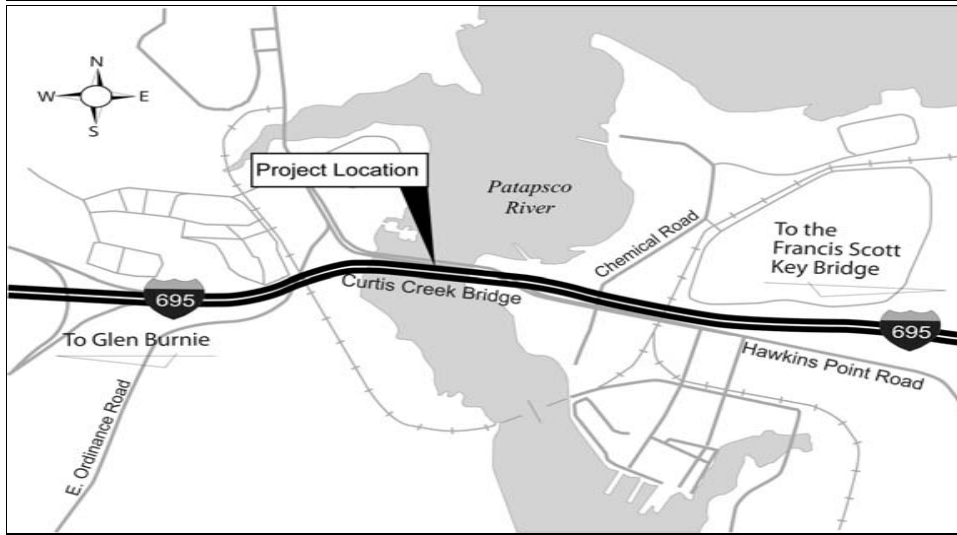
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Resurfacing will extend the useful life of the highway.

**STATUS:** Engineering is complete. Construction will begin in FY 2019.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	419	81	0	0	0	0	0	81	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,638	0	950	8,542	146	0	0	0	9,638	0
Total	10,138	419	1,031	8,542	146	0	0	0	9,719	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$2.1 million to reflect actual bid price and decreased by \$9.0 million for scope change that decreased the area to be paved.



**PROJECT:** MD 695 Francis Scott Key Bridge - Structural, Mechanical, and Electrical Rehabilitation of the Curtis Creek Bridges

**DESCRIPTION:** Performed a comprehensive structural, mechanical, and electrical rehabilitation of the substructure, superstructure, and draw spans. Rehabilitation of the draw spans included rehabilitation or replacement of the open gear frame, auxiliary system, tail locks, motor drives, control system, and differential reducer.

**PURPOSE & NEED SUMMARY STATEMENT:** The annual facility inspection and follow-up studies revealed the need for a comprehensive structural, mechanical, and electrical rehabilitation of the substructure, superstructure, and draw spans.

**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       |

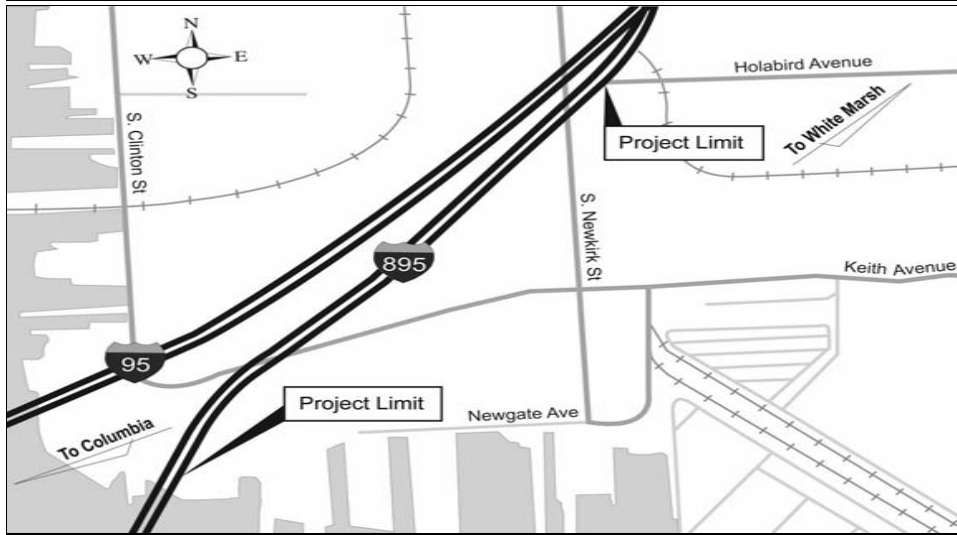
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Structural, mechanical, and electrical rehabilitation will improve the operational reliability of the draw spans and extend the useful life of the bridges.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	2,191	2,191	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,547	13,612	8,935	0	0	0	0	0	8,935	0
Total	24,738	15,803	8,935	0	0	0	0	0	8,935	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement

**DESCRIPTION:** Replace the elevated portion of the I-895 roadway from the north portal entrance to Holabird Avenue. The rehabilitation of the tunnel deck, liner, and standpipe and sump pump systems have been added to this project. Note: This project was previously named "Replace Canton Viaduct."

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the bridge are nearing the end of their life cycle. The bridge deck, substructure, and superstructure are experiencing various degrees of wear. Additional work within the tunnel has been added to the project.

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

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

**EXPLANATION:** The elevated portion of the roadway from the north portal entrance to Holabird Avenue will be replaced because it is nearing the end of its life cycle. Rehabilitation of the tunnel deck, liner, standpipes and sump pumps will extend the useful life of those components.

**ASSOCIATED IMPROVEMENTS:**

- I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 12)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 22)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Prog. (Line 23)

**STATUS:** Engineering is complete. Right-of-way acquisition 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	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2018	YEAR 2019	YEAR 2020	.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,705	22,705	0	0	0	0	0	0	0	0
Right-of-way	9,002	1,958	3,862	3,182	0	0	0	0	7,044	0
Construction	219,758	29,582	69,169	66,520	37,384	17,103	0	0	190,176	0
Total	251,465	54,245	73,031	69,702	37,384	17,103	0	0	197,220	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$16.0 million to reflect actual bid price and decreased by \$23.0 million for lower Construction Management Inspection (CMI) costs due to a schedule change for a net decrease of \$39.0 million.





**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

**DESCRIPTION:** Replace thirty-two ventilation fans located in the Canton and Fairfield Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

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

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

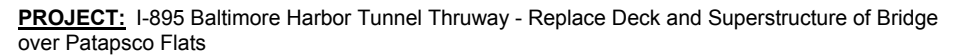
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Replacing the vent fans will extend the life of the existing ventilation system.

**STATUS:** Engineering is complete. Construction is underway.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,828	3,828	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,046	25,320	11,654	9,128	14,905	6,039	0	0	41,726	0
Total	70,874	29,148	11,654	9,128	14,905	6,039	0	0	41,726	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**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.

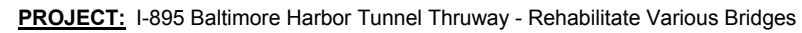
<input type="checkbox"/>	Safety & Security	<input type="checkbox"/>	Environmental Stewardship
<input checked="" type="checkbox"/>	System Preservation	<input type="checkbox"/>	Community Vitality
<input type="checkbox"/>	Quality of Service	<input type="checkbox"/>	Economic Prosperity

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 20)  
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges - Construction Prog. (Line 23)

**STATUS:** Engineering is complete. Construction is underway.

<input type="checkbox"/>	SPECIAL	<input type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input checked="" type="checkbox"/>	OTHER
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**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PURPOSE & NEED SUMMARY STATEMENT:** The substructure and superstructure of the bridges were experiencing various degrees of wear. The improvements considerably increased the useful life of these structures.

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

**ASSOCIATED IMPROVEMENTS:**

I-895 Baltimore Harbor Tunnel Thruway - I-895 Bridge Replacement - Construction Program (Line 20)  
I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco  
Flats - Construction Program (Line 22)

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$1.7 million for scope change to include additional substructure concrete repairs.

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**PROJECT:** I-895 Harbor Tunnel Thruway - Replace 15KV Feeder Cables

**DESCRIPTION:** Replace four 15KV feeder cables between service substations in the Canton and Fairfield Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cables.

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

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

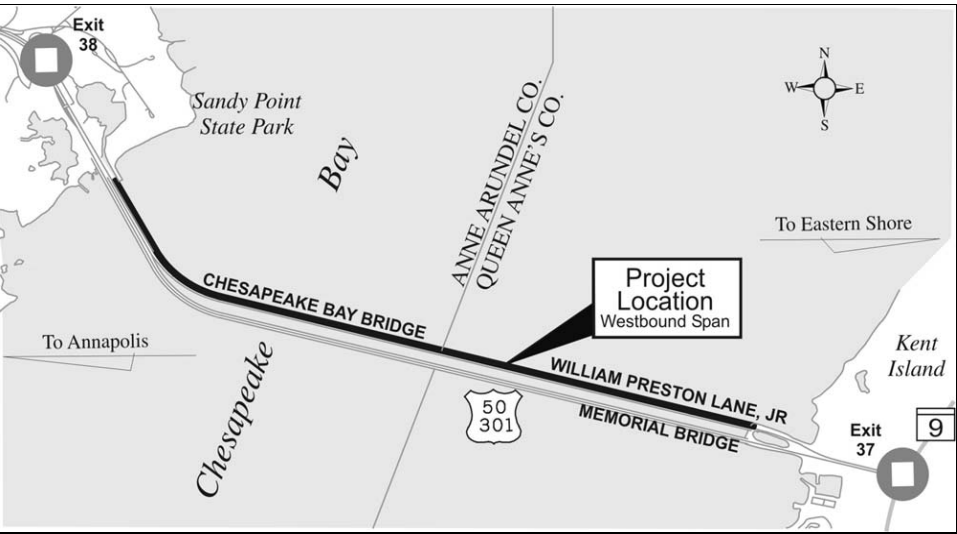
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The aging cables are at the end of their useful life and need to be replaced.

**STATUS:** Engineering is complete. Construction is underway.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	157	157	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,594	6	2,295	4,317	1,976	0	0	0	8,588	0
Total	8,751	163	2,295	4,317	1,976	0	0	0	8,588	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$1.5 million to reflect actual bid price.



**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       |

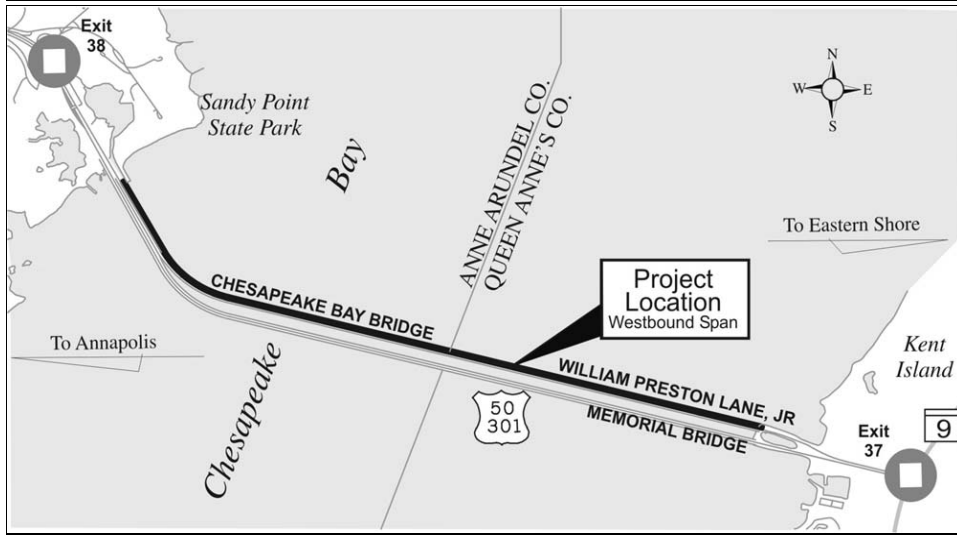
**EXPLANATION:** The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

**STATUS:** Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV 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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	983	983	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	101,770	84,780	10,250	6,740	0	0	0	0	16,990	0
Total	102,753	85,763	10,250	6,740	0	0	0	0	16,990	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Deck Rehabilitation and Miscellaneous Modifications

**DESCRIPTION:** Deck rehabilitation of the westbound span of the Bay Bridge includes resurfacing Lane 1 with Latex Modified Concrete (LMC) with the exception of the areas where the deck was already replaced, rehabilitating Lanes 2 and 3 by overlaying with LMC, and patching and sealing the remaining areas where needed. This project also includes replacing the lane use signal gantries (LUSG) mounted on the westbound span which is all the bridge-mounted LUSG with the exception of those mounted on the through truss and suspension towers.

**PURPOSE & NEED SUMMARY STATEMENT:** Inspection of the deck surface revealed the need for rehabilitation including overlays and sealing to extend the service life of the deck.

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

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

**ASSOCIATED IMPROVEMENTS:** None.

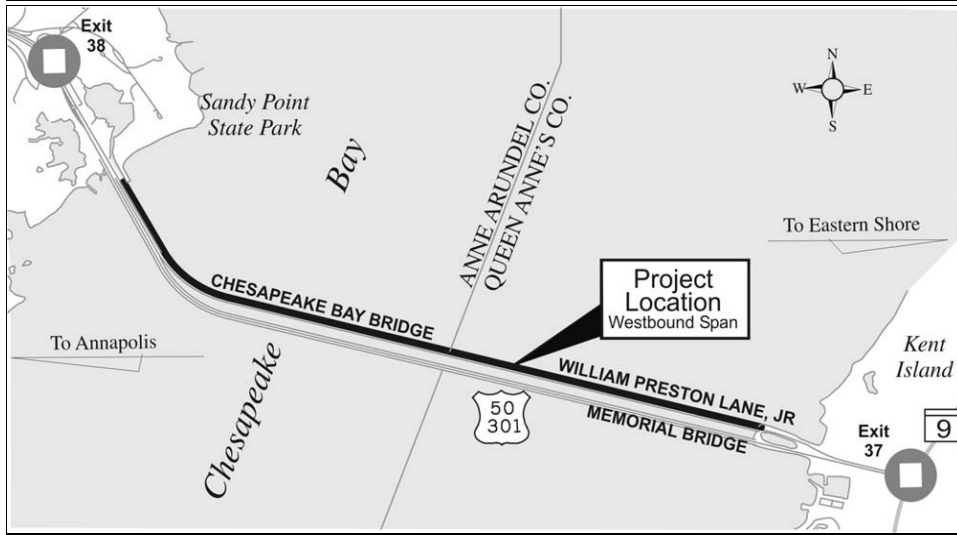
**EXPLANATION:** Rehabilitation of the westbound span of the Bay Bridge will improve riding conditions and extend the useful life of the deck.

**STATUS:** Engineering is underway. Construction will begin in FY 2020.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	1,000	851	149	0	0	0	0	0	149	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,856	0	0	2,769	10,376	1,711	0	0	14,856	0
Total	15,856	851	149	2,769	10,376	1,711	0	0	15,005	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.





**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

**DESCRIPTION:** Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

**PURPOSE & NEED SUMMARY STATEMENT:** The main suspension cable investigation of the westbound Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

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

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

**EXPLANATION:** The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

**ASSOCIATED IMPROVEMENTS:**

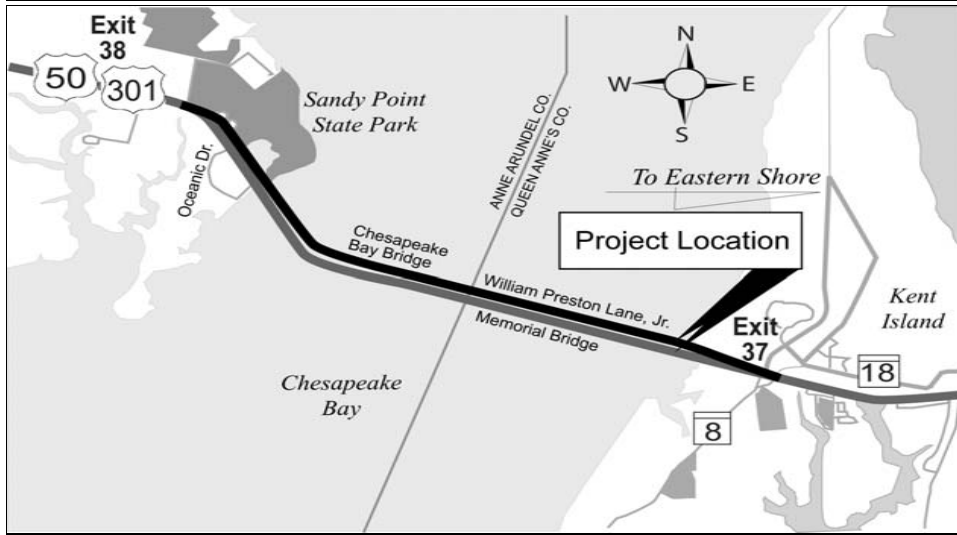
- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 25)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

**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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	3,419	2,020	1,399	0	0	0	0	0	1,399	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,180	15,638	9,720	7,822	0	0	0	0	17,542	0
Total	36,599	17,658	11,119	7,822	0	0	0	0	18,941	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.





**PROJECT:** US 50/301 Bay Bridge - Structural Repairs and Miscellaneous Modifications

**DESCRIPTION:** This project includes structural concrete and steel repairs to both spans of the Bay Bridge. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge access. An additional phase of structural work has been added to include replacement or rehabilitation to components of the suspension spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The routine inspections of the eastbound and westbound spans of the Bay Bridge found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the bridge. Recent inspections indicated additional structural work needed to suspension span components that have been experiencing defects and deterioration. This includes replacement of rocker links and wind tongues and rehabilitation of bearings. Navigational lighting renovations have also been added as they can be well coordinated with the structural work.

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

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

**EXPLANATION:** This project will repair areas of wear and extend the useful life of the components.

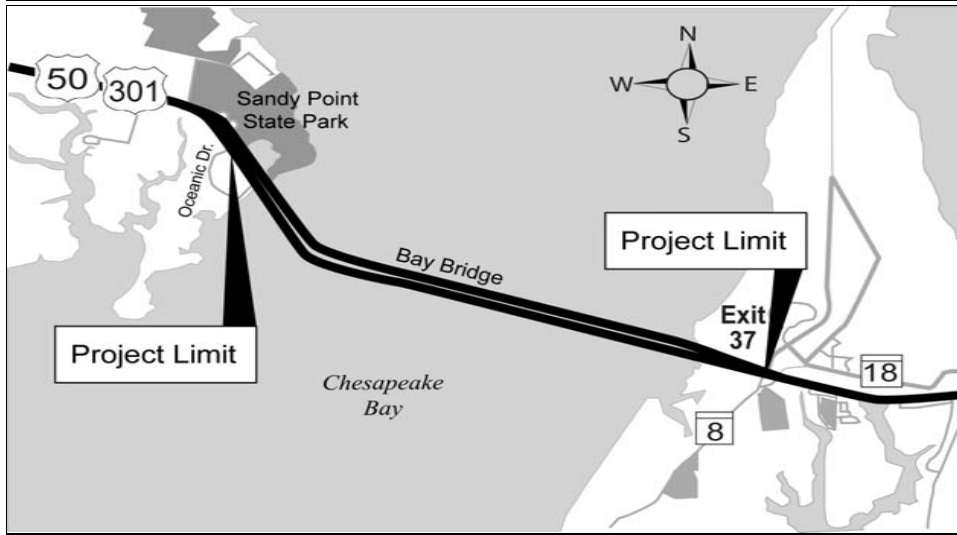
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 25)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 27)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Rehabilitate EB Bridge Deck - Development & Evaluation Program (Line 36)

**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 ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	2,490	1,495	995	0	0	0	0	0	995	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,905	31,819	10,488	8,598	0	0	0	0	19,086	0
Total	53,395	33,314	11,483	8,598	0	0	0	0	20,081	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost decreased by \$7.1 million to reflect actual bid price.



**PROJECT:** US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span

**DESCRIPTION:** Replace 5KV feeder cable on the eastbound span of the Bay Bridge. This project includes changes in location and design to improve reliability.

**PURPOSE & NEED SUMMARY STATEMENT:** Facility inspections and InterNational Electrical Testing Association (NETA) testing identified the need to replace the feeder cable and associated components.

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

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

**EXPLANATION:** The aging cables are at the end of their useful life and need to be replaced.

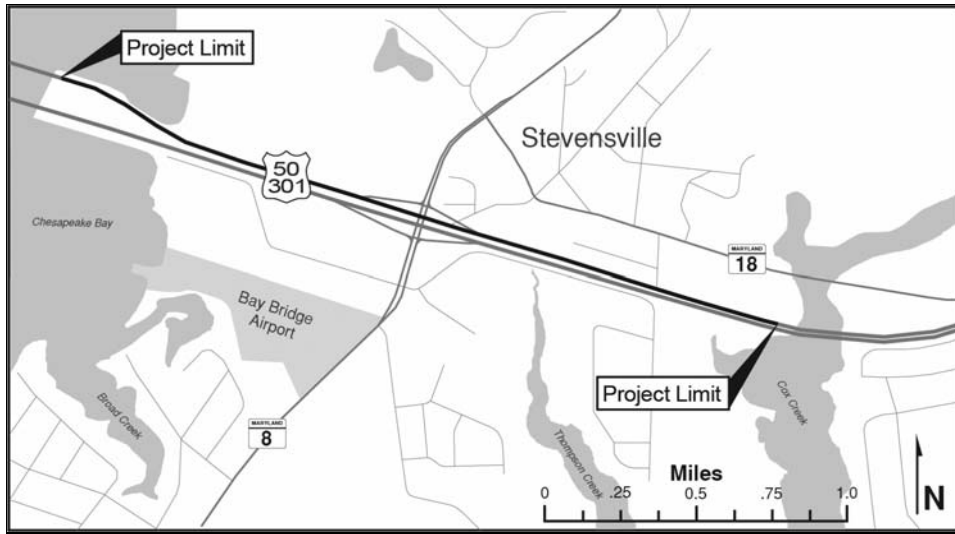
**ASSOCIATED IMPROVEMENTS:**

US 50/301 Bay Bridge - Crossover Automated Lane Closure System - Construction Program (Line 31)  
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 36)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY2020.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,442	1,142	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,520	18	0	4,176	16,766	2,560	0	0	23,502	0
Total	24,962	1,160	300	4,176	16,766	2,560	0	0	23,802	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$10.7 million for design changes to accommodate the Crossover Automated Lane Closure System and the Rehabilitate Eastbound Bridge Deck projects.



**PROJECT:** US 50/301 Bay Bridge - Crossover Automated Lane Closure System

**DESCRIPTION:** The automated lane closure system includes enhanced lane use signals, gantries, pavement markings, dynamic in-pavement lights, dynamic message signs (DMS), and cameras to deploy lane closure and two-way traffic automatically.

**PURPOSE & NEED SUMMARY STATEMENT:** The installation of an automated lane closure system will reduce the response time and improve safety for implementing lane closure and two-way traffic operations on the bridge for incidents and construction work. The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in June 1973 and has three lanes for westbound travelers. During periods of heavy eastbound traffic, one lane of the westbound bridge is reversed to carry eastbound travelers ("two-way" traffic operations).

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

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

**ASSOCIATED IMPROVEMENTS:**

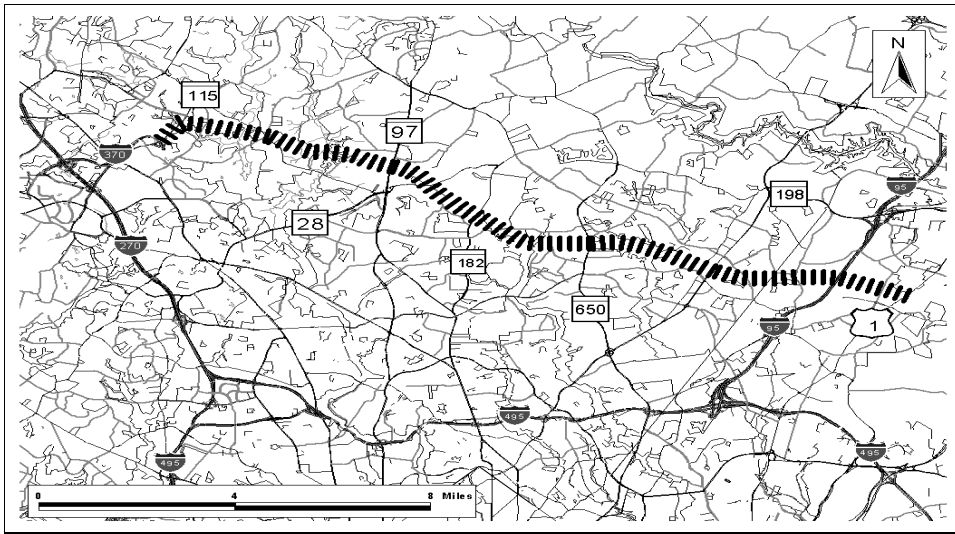
US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span - Construction Program (Line30)

**EXPLANATION:** The enhancement of the lane closure and two-way traffic operations system will improve and reduce the response on the bridge for incidents and construction work.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2020.

POTENTIAL FUNDING SOURCE:										
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	197	303	0	0	0	0	0	303	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,770	0	0	3,108	8,514	1,148	0	0	12,770	0
Total	13,270	197	303	3,108	8,514	1,148	0	0	13,073	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Construction Program.



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Constructed a new east-west, multi-modal highway in Montgomery County and Prince George's County between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments from past development impacts in the project area.

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

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

**EXPLANATION:** The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

**ASSOCIATED IMPROVEMENTS:**

US 29 Interchanges (Lines 9, 10, Montgomery County - SHA)  
MD 28/MD 198, MD 97 to I-95 (Line 11, Montgomery County - SHA)  
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 26, Prince George's County - SHA)

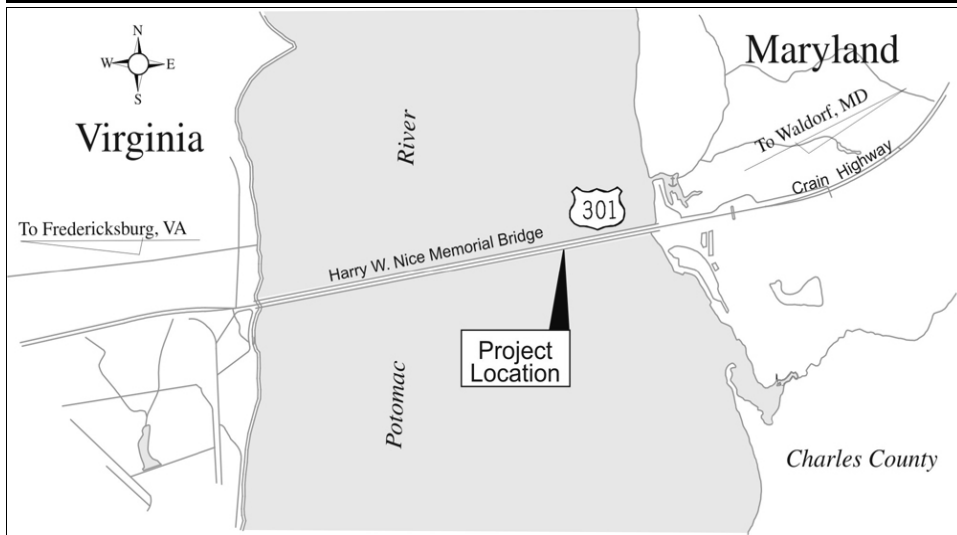
**STATUS:** The facility is open to service. Final construction elements, environmental mitigation, and stewardship projects are underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 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			
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2018			.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	29,657	29,657	0	0	0	0	0	0	0	0
Engineering	75,183	75,183	0	0	0	0	0	0	0	0
Right-of-way	244,550	243,425	1,125	0	0	0	0	0	1,125	0
Construction	2,027,888	2,014,523	11,579	1,426	240	120	0	0	13,365	0
Total	2,377,278	2,362,788	12,704	1,426	240	120	0	0	14,490	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.

1982



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - 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:

- |  |  |
|--|--|
| <input checked="" 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 type="checkbox"/> 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 2018 - 23 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	28,239	21,827	4,489	1,923	0	0	0	0	6,412	0
Right-of-way	10,605	130	3,000	2,586	2,080	2,809	0	0	10,475	0
Construction	724,461	0	0	44,403	189,819	211,383	207,916	70,940	724,461	0
Total	768,600	27,252	7,489	48,912	191,899	214,192	207,916	70,940	741,348	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Point Breeze - Renovate Building 2330

**DESCRIPTION:** Renovated 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 Point Breeze Building 2330 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 improves communication and efficiency.

**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       |

**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 allows for maximum efficiency.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:										
					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	1,436	1,436	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,025	8,584	3,441	0	0	0	0	0	3,441	0
Total	13,461	10,020	3,441	0	0	0	0	0	3,441	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

**DESCRIPTION:** The project will design and build a replacement toll system and services to support it; and design and build a new Customer Service Center (CSC) and provide the services to operate it. These projects include account and transaction processing systems, CSC phone systems, IVR, MVA lookups, reporting, operations, web site, mobile app, image review services, reciprocity services, enforcement services, and maintenance services for 6 to up to 10 years.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

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

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

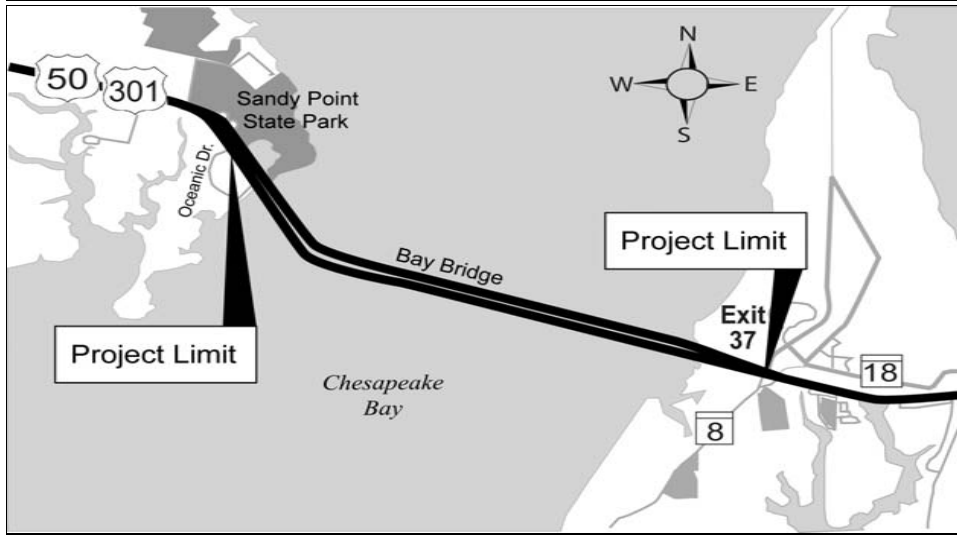
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will update the Electronic Toll Collection hardware and Operating System software and increase the capacity for handling video tolling and citations.

**STATUS:** Engineering and construction are underway.

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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2021....	....2022....	....2023....	....2024....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,736	7,217	3,538	3,994	526	263	132	66	8,519	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,827	2,936	27,741	32,862	4,610	4,390	4,169	3,949	77,721	23,170
Total	119,563	10,153	31,279	36,856	5,136	4,653	4,301	4,015	86,240	23,170
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Cost increased by \$41.1 million to reflect actual bid price.



**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 - Clean and Paint Structural Steel WB Bridge - Construction Program (Line 25)
- US 50/301 Bay Bridge - Rehabilitate Suspension Spans WB Bridge - Construction Program (Line 28)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Construction Program (Line 29)
- US 50/301 Bay Bridge - Replace 5KV Feeder Cable on Eastbound Span - Construction Program

**STATUS:** Engineering is 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 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2021.....	.....2022.....	.....2023.....	.....2024.....	0	0
Engineering	10,930	5,211	2,267	2,000	1,452	0	0	0	5,719	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,930	5,211	2,267	2,000	1,452	0	0	0	5,719	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.





**PROJECT:** US 50/301 Bay Bridge - Tier 1 NEPA Study

**DESCRIPTION:** Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Determine crossing location and explore financial viability. This study is financed in the MDTA operating budget.

**JUSTIFICATION:** In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders. The study will include securing formal agency agreement on a crossing location.

**ASSOCIATED IMPROVEMENTS:** None.

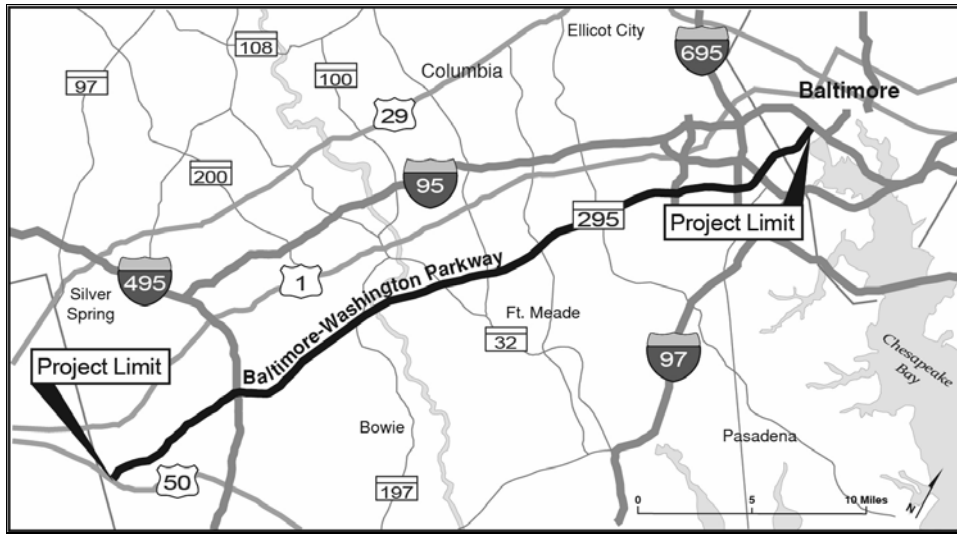
**STATUS:** Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL	EXPEND THRU 2018	CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2021.....	.....2022.....	.....2023.....	.....2024.....		
Planning	5,000	340	2,660	1,500	500	0	0	0	4,660	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	340	2,660	1,500	500	0	0	0	4,660	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** None.



**PROJECT:** Traffic Relief Plan: MD 295

**DESCRIPTION:** Planning study in support of the Traffic Relief Plan, which will implement Express Toll Lanes (ETL) along MD 295. Requires transfer of the Baltimore-Washington Parkway from the National Park Service to MDTA. MDTA will own, operate, and maintain the entire roadway from I-95 to US 50 (approximately 29.5 miles). This study is financed in the MDTA operating budget.

**JUSTIFICATION:** MD 295 carries more than 120,000 people daily, and is congested 7 hours per day.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

POTENTIAL FUNDING SOURCE:					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR 2019	BUDGET YEAR 2020	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED	EXPEND			.....2021.....	.....2022.....	.....2023.....	.....2024.....			
	COST (\$000)	THRU 2018									
Planning	25	0	25	0	0	0	0	0	25	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	25	0	25	0	0	0	0	0	25	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** Added to the Development and Evaluation Program.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2018 Completions</u></b>		
	<b><u>KENNEDY HIGHWAY</u></b>		
1	Replace Navigational Lighting on the Tydings Bridge (2332)	832	Complete
	<b><u>MULTI-AREA</u></b>		
2	On-Call Facility/Building Repairs (2240)	3,803	Complete
3	On-Call Structural & Concrete Repairs and Miscellaneous Modifications (2385)	14,173	Complete
4	On-Call Structural Repairs and Miscellaneous Modifications (2254)	15,498	Complete
5	On-Call Structural Repairs and Miscellaneous Modifications (2388)	13,833	Complete
6	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK, BHT, and FSK (2290)	6,406	Complete
	<b><u>NICE BRIDGE</u></b>		
7	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	596	Complete
	<b><u>W. P. LANE BRIDGE</u></b>		
8	Modify Lane Use System (2340)	1,335	Complete
9	Renovate Conduit Hangers - Westbound Span (2267)	1,385	Complete
10	Repair Toll Plaza Concrete Paving (2318)	4,332	Complete
11	Replace HVAC at Campus Buildings (2362)	7,126	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020</u></b>		
	<b><u>BALTIMORE HARBOR TUNNEL</u></b>		
12	Administration Building Roof Replacement and Envelope Rehabilitation (2439)	3,773	Underway
13	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	378	Underway
14	I-895 Frankfurst Interchange Modifications (Engineering only) (2487)	345	Underway
15	I-895 TMDL Stream Restoration Upstream of BY052X01 (2454)	769	Underway
16	Mill and Overlay Bridge Decks (2437)	7,236	Underway
17	Repair Slopes and Drainage (2380)	4,244	Underway
18	Replacement of Concrete Median Barrier along I-895 (2423)	4,387	Underway
19	Switchgear Replacement (Engineering only) (2462)	500	Underway
	<b><u>F.S.KEY BRIDGE</u></b>		
20	Building Renovations at FSK Campus (2319)	5,622	Underway
21	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	245	Underway
22	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	134	Underway
23	Maintenance & Repair of Curtis Creek Drawbridges (2420)	1,073	Underway
24	Police Headquarters Building Envelope and Interior Renovations (2438)	5,881	Underway
25	Renovate Second Floor of Administration Building 303 (2406)	4,133	Underway
26	Replace Heating Oil with Gas at FSK Police Administration Building (2461)	835	Underway
27	Replace Underground Storage Tanks (2202)	15	Underway
	<b><u>FORT MCHENRY TUNNEL</u></b>		
28	Bridge Deck Rehabilitation and Miscellaneous Repairs to FMT South (Engineering only) (2508)	450	Spring, 2019
29	Fatigue Retrofits on I-95 (Engineering only) (2449)	291	Underway
30	Install Fire Suppression System (Engineering only) (2505)	500	Underway
31	Install Fresh Air Duct Lighting (2367)	998	Underway
32	MDTA Police Vehicle Storage Garage (Engineering only) (2499)	600	Underway
33	Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall (Engineering only) (2458)	188	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>FORT MCHENRY TUNNEL (cont'd)</u></b>		
34	Renovate 1st and 5th Floors at East Vent Building (2364)	1,687	Underway
35	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	5,203	Underway
	<b><u>INTERCOUNTY CONNECTOR</u></b>		
36	ICC Fiber Optic Utility Tracer Wire (2482)	700	Underway
	<b><u>KENNEDY HIGHWAY</u></b>		
37	Structural Rehabilitation of the Millard E. Tydings Memorial Bridge (Engineering only) (2509)	200	Spring, 2019
38	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	3,277	Underway
39	Maintenance Facility 2 Building Renovations (2440)	2,343	Underway
40	Maintenance Facility Complex (Engineering only) (2500)	750	Underway
41	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	325	Underway
42	Replace I-95 Bridge over CSXT (Engineering and Right of Way only) (2436)	262	Underway
43	Substation and Electrical Equipment Replacement (Engineering Only) (2484)	156	Underway
44	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 (Engineering only) (2452)	516	Underway
	<b><u>MULTI-AREA</u></b>		
45	Allocated Reserve - Enhancement Projects (2445)	2,344	Ongoing
46	Allocated Reserve - System Preservation Projects (2325)	11,444	Ongoing
47	On-Call Signs, Sign Lights, and Sign Structures (2507)	1,859	Spring, 2019
48	Program Logic Controller (PLC) System Upgrade on BHT & FMT (Engineering only) (2506)	200	Spring, 2019
49	10-Year Equipment Budget - FY 2018 through FY 2027 (2471)	19,647	Underway
50	Bay TMDL Stormwater Retrofits - Phase IV (2404)	2,002	Underway
51	Bay TMDL Stormwater Retrofits - Phase VI (2444)	969	Underway
52	Clean and Paint Bridges at BHT & JFK (Engineering only) (2486)	200	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>MULTI-AREA (cont'd)</u></b>		
53	Clean and Paint Bridges on BHT Thruway and JFK Highway (2466)	2,865	Underway
54	DYNAC Traffic Control System Upgrade (2468)	208	Underway
55	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	250	Underway
56	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	429	Underway
57	Furnish and Install License Plate Recognition Systems (2360)	2,565	Underway
58	Install E-ZPass Back-Up Site (2225)	638	Underway
59	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	1,436	Underway
60	Mainline Small Drainage System Preservation (2421)	2,718	Underway
61	Maximo 7.6 Software (2478)	573	Underway
62	On-Call Drainage and Stormwater BMP Remediation III (Engineering only) (2496)	60	Underway
63	On-Call Drainage and Stormwater Remediation (2422)	1,380	Underway
64	On-Call Electrical and ITS - #3 (2418)	3,065	Underway
65	On-Call Electrical/ITS (2498)	1,375	Underway
66	On-Call Facility/Building Repairs (2411)	662	Underway
67	On-Call Miscellaneous Paving Repairs (2417)	4,136	Underway
68	On-Call Miscellaneous Paving Repairs (2485)	3,941	Underway
69	On-Call Sign Structures (2298)	299	Underway
70	On-Call Signs, Sign Lights and Sign Structures (2426)	2,697	Underway
71	On-Call Structural Repairs & Miscellaneous Modifications (2479)	2,935	Underway
72	On-Call Structural Repairs & Miscellaneous Modifications (2480)	2,740	Underway
73	On-Call Structural Repairs and Miscellaneous Modifications (2415)	2,792	Underway
74	On-Call Structural Repairs and Miscellaneous Modifications (2416)	3,280	Underway
75	Outfall Rehabilitation - Phase 1 (Engineering only) (2489)	250	Underway
76	Program Management Services for System Preservation (Engineering only) (2235)	10,000	Underway
77	Radio Rebroadcast and Radiax in BHT & FMT (Engineering only) (2497)	200	Underway
78	Replace Police In Car Digital Video System (2456)	2,700	Underway
79	Replace Uninterruptible Power Supplies (2413)	233	Underway
80	Small Drainage Rehabilitation (2483)	1,782	Underway

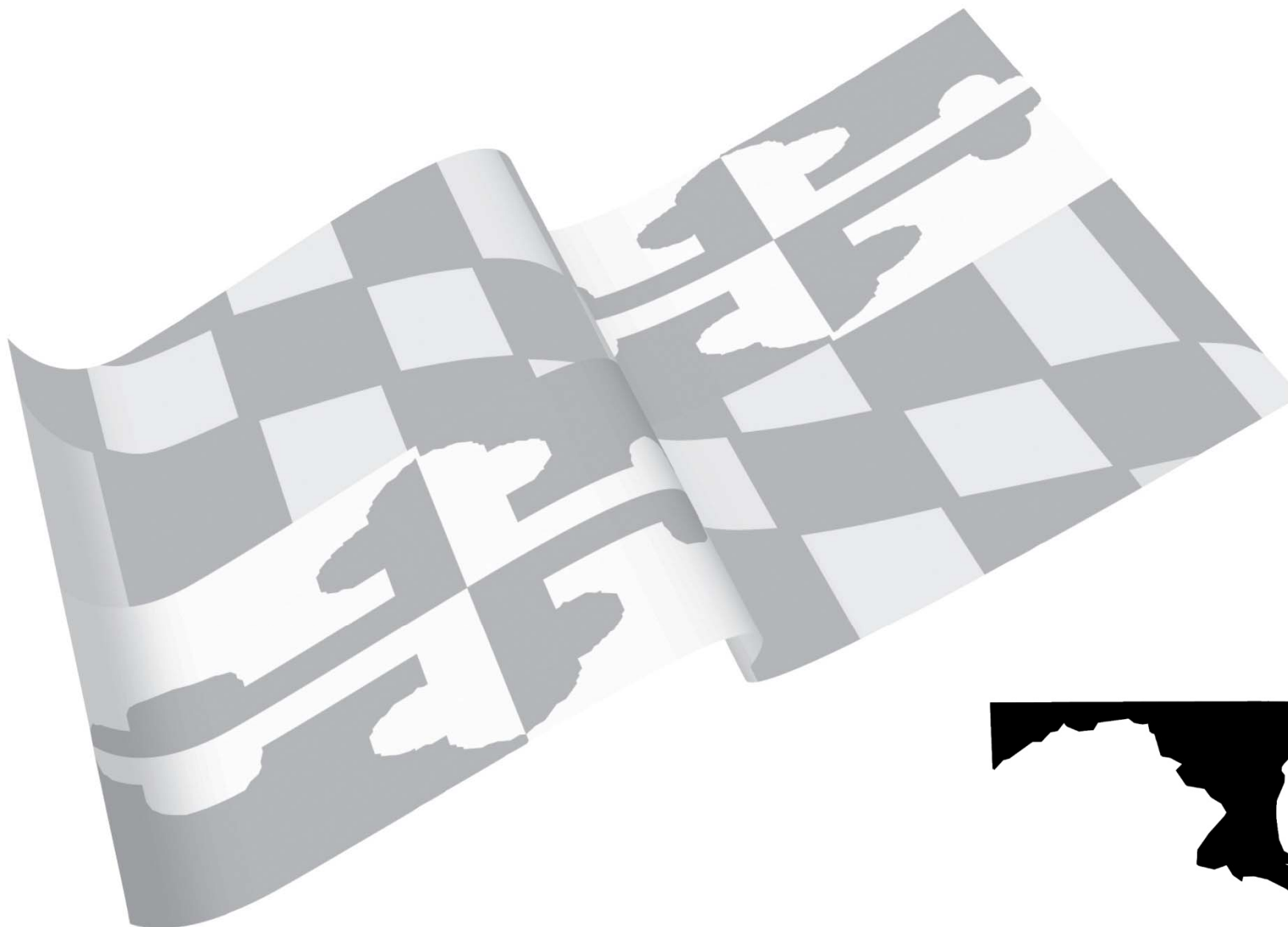
## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 39 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY19 + FY20 PROJECT COST (\$000's)	CONSTRUCTION START
	<b><u>Fiscal Year 2019 and 2020 (cont'd)</u></b>		
	<b><u>MULTI-AREA (cont'd)</u></b>		
81	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	399	Underway
82	Update Phone System to NECSV9500 (2433)	1,792	Underway
	<b><u>NICE BRIDGE</u></b>		
83	Install Communications Tower (2424)	1,292	Underway
84	Rehabilitate Substructure and Superstructure (2395)	1,402	Underway
	<b><u>POINT BREEZE</u></b>		
85	MDTA Contract Life Cycle Manangement (Software) (2503)	1,250	Summer, 2019
86	MDTA Enterprise Budget Planning and Management System (Software) (2502)	750	Summer, 2019
87	Demolition of Power Plant Building (Engineering only) (2398)	400	Underway
88	On-Call Facility and Building Repairs (2400)	604	Underway
	<b><u>W. P. LANE BRIDGE</u></b>		
89	Queue Detection System (Engineering only) (2504)	200	Spring, 2019
90	Construct Project Management Office and Maintenance Equipment Storage Building (Engineering only) (2470)	600	Underway
91	Miscellaneous Security Improvements (Engineering only) (2488)	250	Underway
92	On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge (2501)	406	Underway
93	Police and Automotive Maintenance Building Generator Replacement (2481)	421	Underway
94	Rehabilitate Maintenance Access Facilities of EB and WB Spans (Engineering only) (2459)	155	Underway
95	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	90	Underway
96	Replace Bay Bridge Staging Dock (2392)	2,969	Underway







## **APPENDIX A – CHAPTER 30 SCORES**



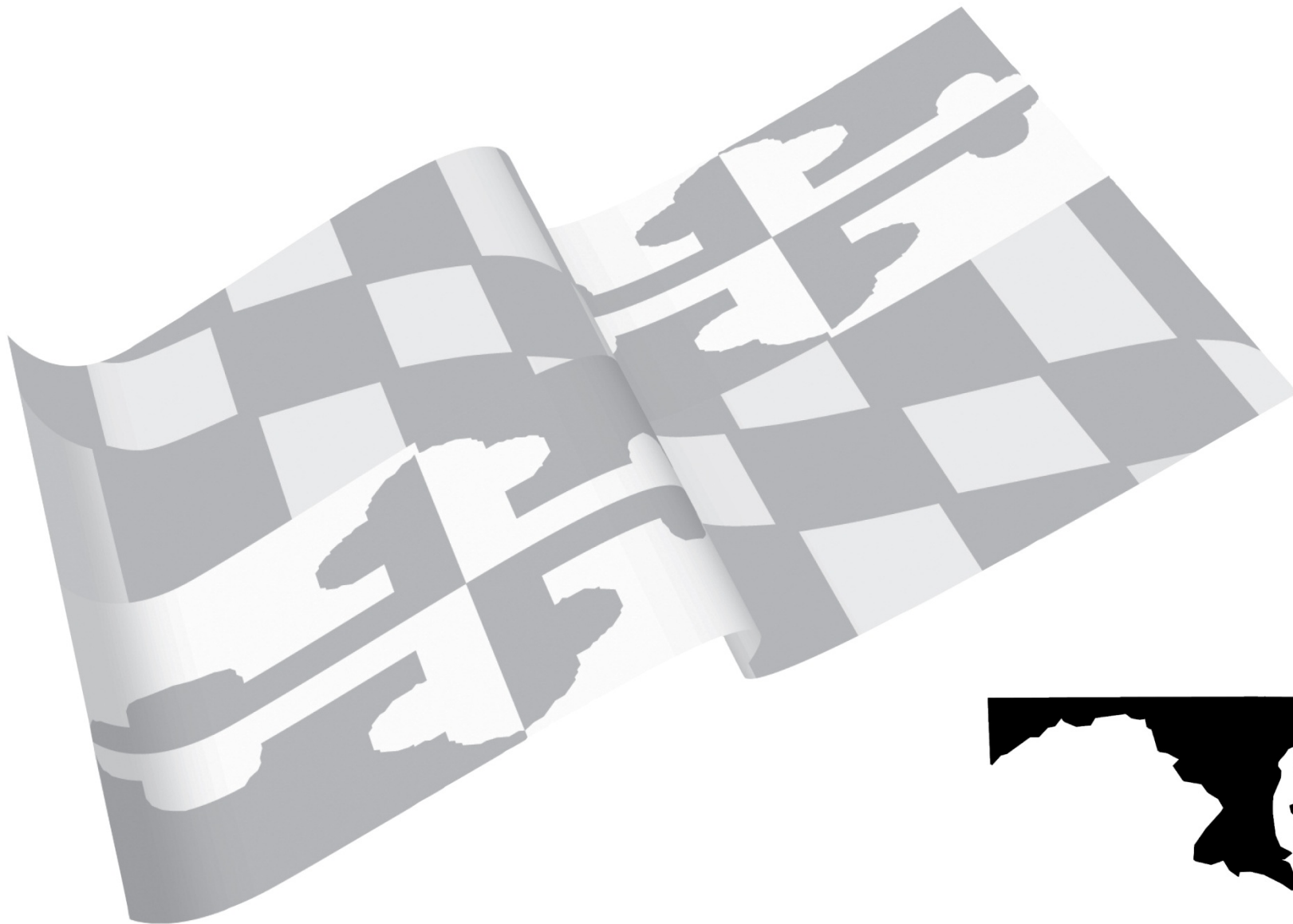
**Appendix A: Chapter 30 Project Scores**  
**Final FY 19-24 CTP**

The Maryland Department of Transportation (MDOT) evaluates major transportation projects through a project-based scoring model as required by the Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30). Major Transportation projects are defined as highway and transit capacity projects over \$5 million. The major transportation projects evaluated through the scoring model in this year's CTP and their corresponding scores are shown below. Please note that the maximum allowable score for any project was determined to be 500. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT utilizes in its project evaluation and selection process.

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
I-270 and I-495 (US 40 to Potomac River)	MDOT SHA	500.00	1
US 40 & Otsego Street/Ohio Street Intersection	Harford County	106.38	2
MD 170 (MD 100 to south of MD 174)	Anne Arundel County	34.36	3
MD 713 (MD 175 to MD 176)	Anne Arundel County	32.59	4
MD 117 (I-270 to Watkins Mill Road)	Montgomery County	28.40	5
MD 175 (US 1 to Dorsey Run Road)	Howard County	22.64	6
MD 214 (MD 468 to Oakford Avenue)	Anne Arundel County	21.51	7
MD 177 (Catherine Avenue to Edwin Raynor Boulevard)	Anne Arundel County	21.50	8
MD 18 (Castle Marina Road to the Kent Narrows)	Queen Anne's County	17.21	9
US 29 (Middle Patuxent River to Seneca Drive)	Howard County	15.99	10
US 220 and MD 53 at Cresaptown	MDOT SHA	15.86	11
MD 85 (English Muffin Way to Guilford Drive)	Frederick County & City of Frederick	15.38	12
MD 586 Veirs Mill Road Bus Rapid Transit	Montgomery County	14.96	13
I-95 (MD 32 to MD 100)	MDOT SHA	14.60	14
MD 175 (MD 170 to west of MD 295)	Anne Arundel County	13.57	15
US 15/US 40 (I-70 To MD 26)	Frederick County & City of Frederick	13.08	16
MD 355 (MD 27 to Stringtown Road)	Montgomery County	12.38	17
I-81 (North of MD 63/68 to Pennsylvania state line)	Washington County	8.25	18
MD 26 (MD 32 to Liberty Reservoir)	Carroll County	7.67	19
MD 198 (MD 295 to MD 32)	Anne Arundel County	7.32	20
MD 210 (MD 228 to Kerby Hill Road)	Prince George's County	6.23	21
MD 295 (I-195 to MD 100) and Hanover Road (MD 170 to CSX Railroad)	Anne Arundel County	5.42	22
MD 32 (MD 26 to Howard County line)	Carroll County	5.37	23
I-70 (I-270 to Alternate US 40)	Frederick County & City of Frederick	4.61	24
MD 197 (MD 450 to Kenhill Drive)	Prince George's County	4.57	25
US 29 @ Musgrove/Fairland Interchange	MDOT SHA	4.45	26

**Appendix A: Chapter 30 Project Scores**  
**Final FY 19-24 CTP**

<b><u>Project Name</u></b>	<b><u>Sponsor</u></b>	<b><u>Score</u></b>	<b><u>Rank</u></b>
US 29 @ Industrial Parkway/Tech Road Interchange	MDOT SHA	4.38	27
I-95/I-495 @ Greenbelt Metro Station Interchange	Prince George's County	3.97	28
I-70 (US 29 to US 40)	Howard County	3.86	29
MD 2 and MD 4 (north of Stoakley Road to south of MD 765A)	MDOT SHA	3.82	30
BWI Rail Station and Fourth Track	MDOT MTA	3.60	31
MD 650 New Hampshire Avenue Bus Rapid Transit	Montgomery County	3.59	32
MD 223 (MD 4 to Steed Road)	Prince George's County	3.19	33
I-795 @ Dolfield Boulevard Interchange	Baltimore County	3.09	34
US 29 @ Stewart Lane Interchange	MDOT SHA	2.70	35
MD 5 (north of I-95/I-495 to US 301)	Prince George's County	2.53	36
MD 4 (I-95/I-495 to MD 223)	Prince George's County	2.24	37
Southern Maryland Rapid Transit (SMRT)	Charles County & Prince George's County	2.03	38
US 301 @ MD 5 Business/MD 228	MDOT SHA	2.03	39
MD 4 Governor Thomas Johnson Bridge	MDOT SHA	1.91	40
MD 213 Bypass Chester River Boulevard	Kent County	1.66	41
East-West Light Rail Transit	Baltimore County	1.45	42





### ***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.