



*Maryland Department of Transportation*

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# CONSOLIDATED TRANSPORTATION PROGRAM

## DRAFT

**2013 State Report on Transportation • FY 2013-2018**

*Martin O'Malley, Governor*  
*Anthony G. Brown, Lt. Governor*  
*Darrell B. Mobley, Acting Secretary*



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# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

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

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

**For further information about this document, please contact 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 the hearing impaired, Maryland Relay 711.**

**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 six year capital investment program for transportation, the Draft FY 2013-2018 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 in total: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the annual Attainment Report (AR) on Transportation System Performance. The CTP contains projects and programs across the Department. The CTP includes capital projects that are generally new, expanded or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential equipment related to the facility or service.

## ESTABLISHING PRIORITIES

This year's CTP reflects the priorities of the O'Malley/Brown Administration embodied in the goals of the Maryland Transportation Plan and is influenced by federal and state mandates related to transportation, the interests and concerns of local governments and the public. Guided by these considerations, MDOT has a clear set of priorities that represent a core focus of the State's transportation program.

While MDOT places a strong emphasis on these priorities, our economic challenges continue to limit resources and to require the Department to make tough decisions about how to invest public dollars in the most efficient and cost-effective way. Given the current issues and constraints, MDOT views the following as our transportation priorities:

### Priority: Safety & System Preservation

MDOT continues to place a high priority on allocating funds toward safety and system preservation. The MTP and the CTP both reflect significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements, facility rehabilitation and replacement and upkeep. A key area of focus is the condition of bridges across Maryland. The State Highway Administration continues to make significant progress in reducing the number of structurally deficient bridges on the state's highway system to ensure safe travel for Maryland motorists and other system users.

Since 2007, when Governor O'Malley took office, SHA has repaired or rehabilitated 121 state-owned bridges that had been classified as structurally deficient. By April 2012 SHA had reduced the total number of state-owned structurally deficient bridges to 97 out of more than 2,500 structures statewide. SHA reports the number of structurally deficient bridges to FHWA once a year in April. This effort has reduced the number of state-owned structurally deficient bridges in Maryland to its lowest number in more than a generation.

### Priority: Supporting Economic Development and Jobs

Transportation infrastructure provides value, and investing in Maryland's transportation system supports Maryland industries and businesses. Maryland employers depend upon high quality access to remain productive and competitive. By making investments in the transportation system Maryland retains and enhances access to markets across the globe. Maryland has had success receiving numerous discretionary grants that have benefited several projects in the short term. Over the past several years US DOT has awarded:

- \$15 million in grant funding to BWI Airport for apron resurfacing;
- \$60.0 million in design funds to replace the Baltimore and Potomac Tunnel;
- \$22 million to design a replacement for the Susquehanna Rail Bridge;

- \$2.6 million for expanded truck parking;
- \$9.4 million in design funds for track, platform and station improvements at BWI Rail Station;
- \$12.3 million to construct the Takoma/Langley Park Transit Center;
- \$2.5 million for priority bus corridor enhancements in Prince George's and Montgomery counties;
- Baltimore City received monies for their water taxi service;
- MTA has received monies for greenhouse gas and energy reduction improvements;
- MPA has received \$3.4 million for port security work;
- Most recently the MTA received a discretionary award of \$40 million to replace the Kirk bus facility. Phase I of this project will construct a new maintenance facility on land recently acquired adjacent to the current site. The project will improve air quality and reduce noise by storing buses indoors. The MTA also received an \$800,000 discretionary grant to refine and improve its Asset Management Plan.

In order to create the greatest economic benefit, to keep Marylanders working and to continue to improve the State's transportation network, MDOT is working to spend federal money as quickly as possible while preserving its capital program.



*Photo by Kathy Bergen Smith*

## Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school or other activities each day. Public transit is a sustainable investment in the future as it can help working families keep more money in the bank by providing them less expensive transportation options, address environmental issues like global climate change and can serve as a focus for the State's Smart, Green and Growing initiatives. When people choose to ride public transportation, it translates into fewer cars on the road, fewer emissions in the air and a healthier environment. That is why the O'Malley/Brown Administration is committed to doubling transit ridership by 2020. Transit can fit into the various communities across the State of Maryland so this year's CTP provides funding for transit in rural areas, small cities and metropolitan regions. For longer commutes, MDOT provides MARC train and commuter bus services to downtown Baltimore and Washington, D.C. Our state is committed to providing easily accessible, high quality public transportation. In today's economy transit is a wise and often necessary service that helps create opportunities and a better future for hundreds of thousands of people in Maryland. The O'Malley/Brown Administration is aggressively moving forward with new transit initiatives designed to meet current and future demand in both the Washington and Baltimore regions. The next generation of transit includes the Purple Line and Corridor Cities Transitway in the Washington region and the Red Line Transitway in the Baltimore region.

The Baltimore Red Line is a 14.1-mile, 19 station Light Rail system that will run from Johns Hopkins Bayview Medical Campus east of Baltimore to the Social Security Administration and CMS/Centers for Medicare and Medicaid service west of Baltimore. This project was named by President Obama as one of 14 infrastructure projects across the country that would receive expedited environmental review to help create new jobs quickly. The Red Line links the existing Baltimore Light Rail system, MARC stations, the Baltimore Metro subway and local bus routes to create a comprehensive regional transit network that is unprecedented in the Baltimore region. It will provide the region's first cross-town rail route and tie the City and suburbs together serving existing residential neighborhoods and employment centers. It also will support emerging new development at locations such as Harbor East, Canton Crossing and Uplands. The presence of the Red Line has the potential to spur revitalization efforts at Security Square Mall, Edmondson Village, Highlandtown, Greektown and around the West Baltimore MARC station. By linking with the MARC system, the Red Line will improve access to Washington, D.C. and to growing BRAC-related job opportunities at Fort Meade and Aberdeen.

The Purple Line is a light rail line serving a 16-mile east-west corridor between New Carrollton in Prince George's County and Bethesda in Montgomery County. On the eastern end, it will operate along the Montgomery County Master Plan's Georgetown Branch alignment, where innovative design techniques will be used to allow the hiker-biker trail and the Purple Line to coexist in a community-friendly-manner. The Purple Line will directly serve local communities and provide an important link to other transit services, particularly both branches of the Metrorail Red Line as well as the Green and Orange lines; MARC's Brunswick, Camden and Penn lines and local bus services. The Federal Transit Administration (FTA) gave MTA approval in October 2011 to move forward with preliminary engineering. This means the project can now prepare more detailed plans, cost estimates and environmental studies.

### Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Maryland's Smart Growth legacy by launching the Smart, Green and Growing initiative and by supporting the Sustainable Communities Act, passed by the Maryland General Assembly in 2010. These statewide initiatives provide a framework for addressing transportation challenges and for coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. This focus has enabled MDOT to promote new measures and mechanisms: to encourage rideshare, telework and other commuter options; to establish a broader sustainability agenda to address air emissions, water quality and other environmental impacts; and to coordinate with other agencies and partners to more strategically leverage investment. The Smart, Green and Growing Initiative also has encouraged the preservation of resource lands, the revitalization of existing communities and the promotion of compact, mixed-use development near existing and planned transit stations.

### Priority: Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is a key component of Maryland's efforts to ensure efficient use of our transportation system and promote sustainable, smart growth development for the State. A development that is "transit-oriented" typically comprises a mixture of land uses generally configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and carpoolers. TOD will help ensure that Maryland residents achieve maximum benefit for their investment in transit

and related transportation infrastructure. By contributing to transit ridership, TOD can reduce highway congestion, greenhouse gas emissions and sprawl.

MDOT works with State, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships, infrastructure investments and other project support. The Department has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and to promote principles of TOD through transit-supportive, land-use policies.

To date the O'Malley/Brown Administration has promoted TOD as part of its Smart, Green, and Growing initiative by officially designating 15 transit stations as Transit-Oriented Developments. These station areas are to be developed as integral elements of the state's overarching transportation agenda. They also will benefit from legislation which makes it easier for both state and local agencies to coordinate and advance their respective TOD agendas. For example, these designated TOD sites will be eligible to take advantage of 2009 legislation that grants many local governments greater flexibility to use existing tax increment financing (TIF) and special taxing district powers to finance these projects. Under the 2010 Sustainable Communities Act, these designated TODs are considered "Sustainable



Communities”, and will, thereby, gain more ready access to other state programs. This designation also ensures general oversight by an expanded Smart Growth Sub-Cabinet.

### Priority: Bicycle & Pedestrian Travel

Providing safe infrastructure so that people can choose to walk or bike to meet their daily needs results in fewer cars on the road, fewer emissions in the air, and a healthier Maryland. Supporting walking and bicycling is an



*Photo by Jay L. Baker, Governor's Office*

essential element of Maryland's Smart Growth strategy, and MDOT is committed to improving facilities for walking and biking across the statewide network. Several recent studies have highlighted the high economic return that bicycle and pedestrian projects can have by generating both jobs and tourism activity. With household budgets stressed, walking and bicycling are affordable travel options that are becoming even more critical to a high quality of life in Maryland. MDOT is working hard to realize Governor O'Malley's commitment to make trails in Maryland second to none.

MDOT includes accommodations for walking and bicycling in all of its projects, wherever possible, and has launched several programs specifically

directing additional funding to walking and biking. This draft CTP includes almost \$124 million for bicycle and pedestrian projects. These investments include a bikeways program launched in 2012 that will direct \$10 million to projects that support bicycle transportation. The bikeways program will provide needed funding to implement the Statewide Trails Plan and the Bicycle and Pedestrian Access Plan. The bikeways program is filling missing links in the statewide trails and bikeways network by connecting and extending on-road and off-road bicycle facilities across the state and improving connections to transit, work, schools, shopping, and other destinations.

### Priority: Natural Environment

MDOT recognizes the need to work within a framework of ecological boundaries. As our climate changes, those boundaries will continue to change. Our commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require our transportation system to be resilient and our strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation and resource planning with partners in other agencies and local governments, MDOT will ensure the investments we make 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. Retrofitting older parts of the transportation network with the latest stormwater management technology will move the State closer to meeting our water quality targets.

MDOT is working to address Climate Change issues, reduce air emissions and manage energy consumption related to the transportation industry. MDOT has been addressing these issues by continuing to improve its public transportation network and provide an alternative to single occupant vehicles. Another way is through the Electric Vehicle Infrastructure Council, a body created through state legislation in 2011 that is finalizing strategies to facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation infrastructure. MDOT is working with other states' departments of transportation and environmental agencies across the Northeast to assess the possibility of installing electric vehicle recharging stations across the region. The State continues to build its hybrid-electric bus technology and hybrid and flex-fuel vehicle fleets. With the

passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. MDOT has installed electric vehicle recharging stations for public use at several locations including MDOT headquarters, BWI Marshall Airport and at several park and ride lots throughout the state. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions and contribute to our long-term efforts to fight climate change.

MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and to limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.



MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations, the Maryland Department of the Environment, local governments and the private and not-for-profit sectors. We are working closely with the Maryland Department of the Environment and our sister agencies to develop a Green House Gas Reduction Plan.

## Priority: Security

The safety and security of the public is a top priority for the Maryland Department of Transportation. We work with our federal and local law enforcement partners on a daily basis and are constantly evaluating and implementing measures that will reduce the vulnerability of our citizens and our facilities. With an investment of federal and state dollars, progress is being made on a variety of fronts.

Recent investments to enhance security include a \$100 million terminal expansion program at Baltimore Washington International Thurgood Marshall Airport. The expansion, now under construction, will include creation of a new, state-of-the-art security screening area for concourses A, B and C. BWI Marshall also is in the midst of a \$60 million upgrade to various elements of its security network including enhancements to its video monitoring capability and access control system.

The Maryland Transportation Authority is investing \$12 million to upgrade security and surveillance at its major bridge facilities including enhancements to its video monitoring capability on the Bay Bridge.

MDOT has been a primary source of funding for the State's 700 MHz radio system to connect Maryland's first responders on one secure radio network. The first phase of the implementation has been completed and covers central Maryland, Kent County and key infrastructure operated by the Maryland Transportation Authority. With the implementation of Phase I, first responders responsible for two-thirds of Maryland's population can now talk to one another in an emergency situation via one secure radio system.

The security of customers and highly visible transit infrastructure is the focus of a \$61 million anti-terrorism and emergency preparedness program being implemented by the Maryland Transit Administration. Enhancements include improved video monitoring of transit stations and vehicles, communication improvements and public education efforts to involve MTA's hundreds of thousands of daily customers in the security effort based on the premise that, "If you see something, say something." Through its financial support of the Washington Metropolitan Area Transit Authority, MDOT also supports security enhancements to the Washington region's Metro subway system.

Governor Martin O'Malley's goal of making the Port of Baltimore the safest port in the nation is the driving force behind the Maryland Port Administration's \$43 million Terminal Security Program. With the assistance of our federal partners, the latest state-of-the-art technology is being integrated into a comprehensive port security network that includes enhancements to video monitoring, access controls and other security infrastructure. This comprehensive approach to port security has earned the Port of Baltimore an "Excellent" evaluation rating from the United States Coast Guard for four years in a row.

### Priority: Freight

Freight activity in Maryland is expected to double by 2030. The state's location at the geographic epicenter of the I-95 corridor means that the expected growth in freight will produce significant capacity constraints to traffic on highways and railways. While freight is expected to grow, chokepoints and aging infrastructure are impacting Maryland and the entire Northeast Corridor (NEC) and impeding the current flow of freight. These chokepoints create significant challenges for freight movement in the region, and can also have significant impacts on passenger rail operations for the NEC and, locally, for MARC commuter rail operations and capacity. We must address these challenges in order to accommodate freight demand and allow for the cost-effective and safe movement of goods by waterborne, rail, air and motor carrier providers.

To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and nonprofits, and participates in freight studies with groups such as the I-95 Corridor Coalition.



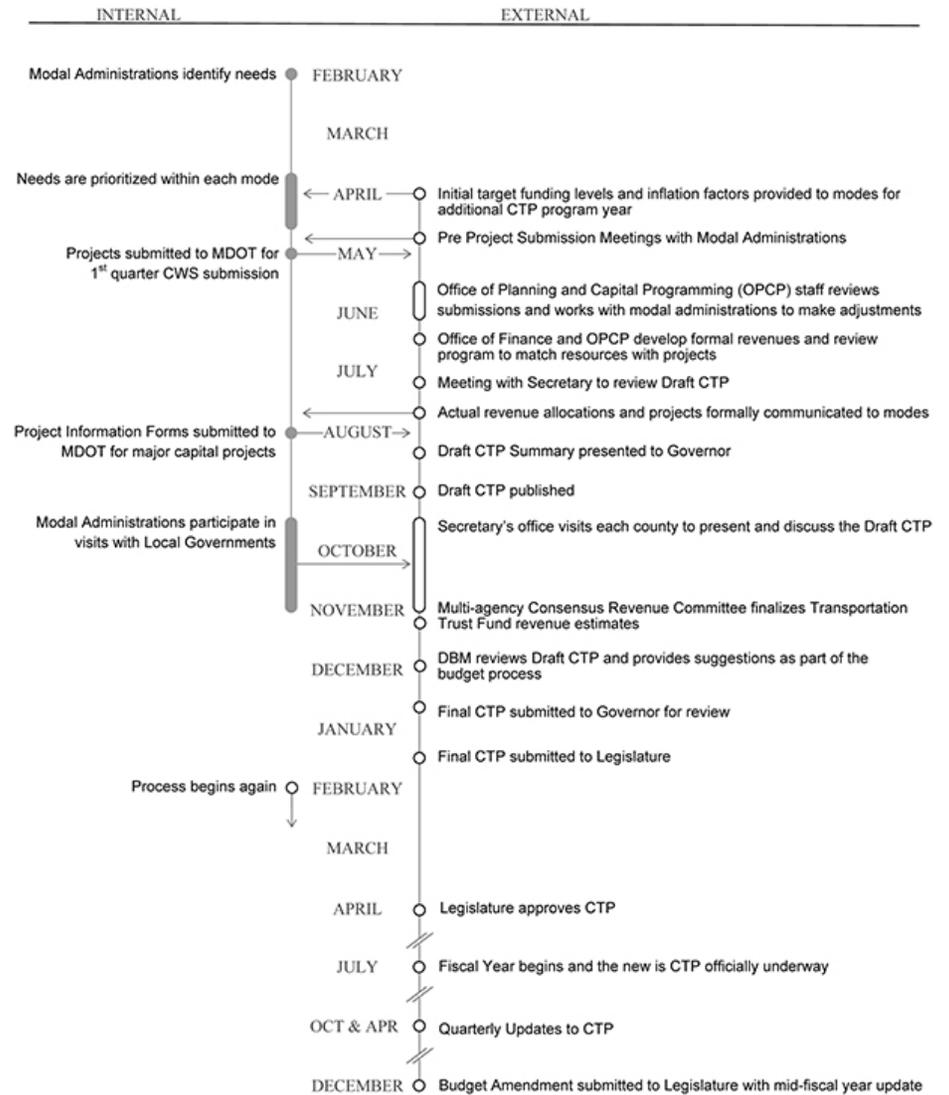
# Process for CTP Development

The CTP takes nearly a full year to create, and the criteria used to prioritize program and project investment and its milestones are outlined generally below.

These criteria include:

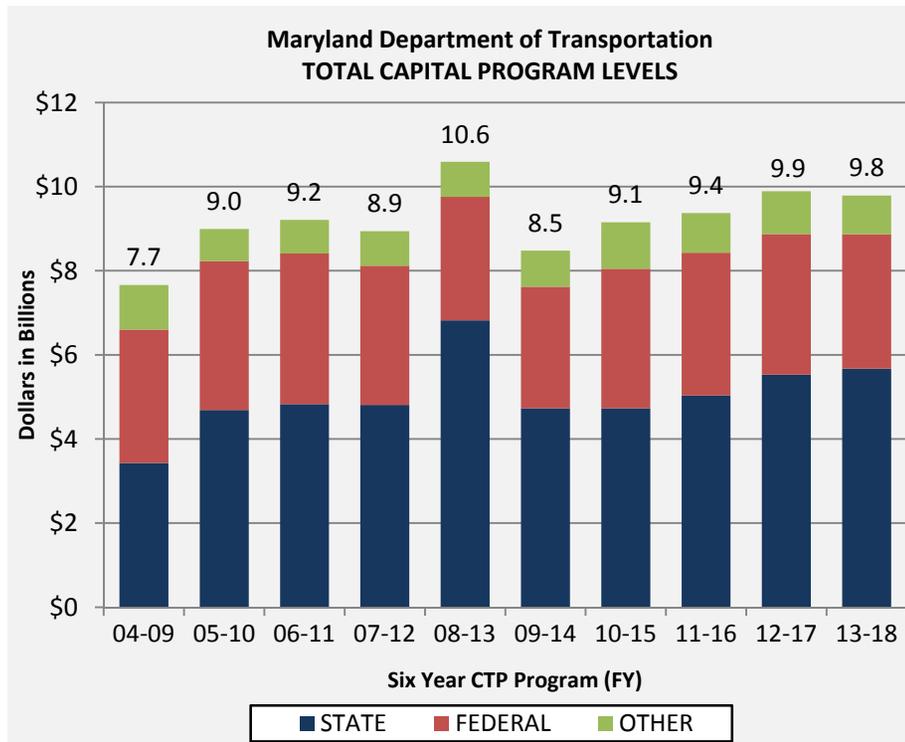
- Support existing project commitments and uphold intergovernmental agreements;
- Meet all federal and other legal mandates (e.g. TMDL compliance, PTC requirement by 2015, FAA regulations to maintain airport permit);
- Meet all Federal match requirements to maximize Federal revenue sources;
- Address critical safety issues;
- Support system preservation;
- Support local and/or statewide economic development;
- Support alternative modes of transportation (transit, bike and pedestrian);
- The single top priority (or one of two or three top priorities) within a local priority letter;
- Consistent with local plans;
- Included in the regional MPO long-range plan (if the project is located within an MPO boundary);
- Supports the Department's priorities and,
- Project supports State plans and objectives, such as priority revitalization area (e.g. TOD or a designated Sustainable Community).

## CTP Development Process Maryland Department of Transportation



# FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, the Secretary and MDOT must account for both State and local economic growth, projections of state transportation revenue and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. Being heavily influenced by State and national economic performance, the Trust Fund has experienced a number of funding challenges in recent years that have deeply impacted the Department's decision-making process. Maryland continues to work with the federal government and to rely on it as an important source of funding. MDOT is committed to working with available resources and investing in the most cost-effective, responsible manner that will constantly improve our transportation system while respecting our state's fiscal challenges.



## State Revenue Projections

Maryland's economy was substantially affected by the recent recession. MDOT had to adjust its Consolidated Transportation Program (CTP) in the face of declining revenues. However, the revenues added to the Transportation Trust Fund during the 2007 special session of the General Assembly cushioned MDOT from the full impact of the recession and enabled the Department to continue capital investments for projects already under construction and to support some safety and system preservation projects. Maryland's economy is slowly recovering from the deep nationwide economic downturn. The Department's revenues have stabilized and are starting to recover.

Total projected revenues amount to \$21.3 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 in prior sessions.

Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$4 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.6 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$3.5 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$792 million. Legislation enacted during the 2011 session of the Maryland General Assembly altered the portion of the State's 8.25 percent corporate income tax that MDOT receives. MDOT's share will be 8 percent for fiscal year 2013, 16.6 percent for fiscal years 2014-2016, and 14.6 percent for each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$3.7 billion for operating and capital programs. This amount does not include \$572 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$510 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.4 billion, with \$877 million from MTA; \$283 million from MPA; and \$1.3 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$1.9 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 \$290 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## FEDERAL AID ASSUMPTIONS

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141. This two-year, \$105 billion legislation authorizes highway and transit programs through FFY 2014 at levels generally equivalent to what was provided in FFY 2012. In FFY 2012, Maryland has received approximately \$580 million for highways and \$170 million for transit formula programs (including WMATA's formula allocation for Maryland service).

Our Consolidated Transportation Program (CTP) allocates federal funds to projects in the Program based on conservative projections for future federal funding. Because the federal bill did not increase federal funding the majority of funds authorized by MAP-21 will be used for projects already committed in our capital program and for unfunded system preservation needs.

While MAP-21 made policy changes regarding the use of federal funds, consolidated several funding categories and provides funding certainty for the next two years, the bill did not address the long-term solvency of the federal Highway Trust Fund (HTF) which has constrained MDOT's ability to plan for future investments throughout the State. Since FFY 2009, Congress added approximately \$35 billion in general funds to the HTF to protect against projected shortfalls but additional general fund transfers are increasingly unlikely. If Congress does not provide for additional revenue in the future they will need to reduce the amount of federal aid provided to states. This action would have a dramatic impact on programs that are currently funded in the CTP.

## Highways

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004 OA has ranged from 84 percent to 93 percent. Given fiscal concerns with the soundness of the Federal Highway Trust Fund, this CTP assumes an OA level of 85 percent for FFY 2013 and 80 percent for 2014 through 2018. This is much lower than the OA level received for FFY 2012 of 92 percent.

## Transit

The majority of Maryland's federal transit funds are also distributed by formula. FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$88.1 million for FFY 13. Rail modernization funding for Maryland is estimated at \$50.9 million in FFY 13. Additional federal funding will be requested for the development of Maryland's New Starts projects: the Purple Line, the Red Line and the Corridor Cities Transitway. Both the Red Line and the Purple Line have been approved to enter Preliminary Engineering. Currently, our intent is to seek at least 50 percent of the cost of the Purple and Red lines from federal funding.

## Washington Metropolitan Area Transit Authority — WMATA

WMATA also receives a significant amount of federal formula funds (80 percent federal share) for bus and rail preservation activities. In FFY 2012, WMATA received \$162 million. Additionally, in 2010 Congress passed legislation amending the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the WMATA system. This legislation authorized up to \$1.5 billion of FTA funding over 10 years. These federal funds need to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of the effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of \$300 million (\$50 million each year in federal fiscal years 2013 through 2018) as Maryland's initial matching contribution required by the federal legislation. To date, the federal government and the three jurisdictions have fulfilled their promise by providing the first three installments in FFY 2010, FFY 2011 and FFY 2012.

As required by the Act, all three jurisdictions passed identical amendments to the WMATA Compact; these amendments were ratified by Congress; and the President signed the amendments into law on August 19, 2009.

## Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), provides federal entitlement and discretionary funding for airport projects. Entitlement funding is calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International Airport (BWI Marshall) and adjusted based on authority to collect Passenger Facility Charges. The MAA estimates annual AIP Entitlement funding will range from \$3.5 million to \$4.0 million for BWI Marshall during the six-year period.

Congress has completed a multi-year authorization of FAA programs. The Maryland Aviation Administration (MAA) anticipates receiving additional discretionary AIP funding for BWI Marshall and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas (RSA.) An environmental assessment to determine the viable RSA options was completed and an FAA Finding of No Significant Impact (FONSI) was received. These improvements must be completed by the end of calendar year 2015. The MAA will augment federal AIP funding with FAA approved Passenger Facility Charge (PFC) funding as required.

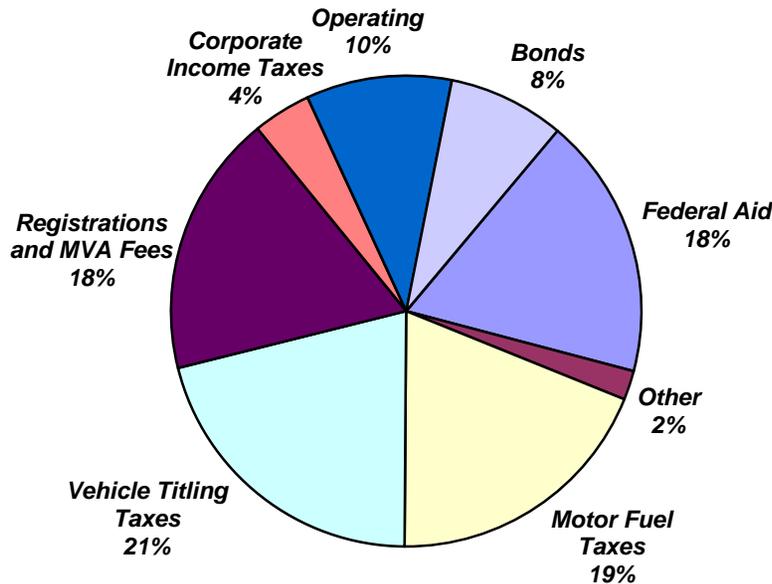
Future year entitlement and discretionary AIP funding of \$15 million or greater per federal fiscal year is expected between now and 2015. The MAA received \$20 million in FAA AIP funding in federal fiscal year 2012.



## 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 the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood 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 last enacted long term federal surface transportation authorizing legislation in June 2012 which provides investment in transportation infrastructure through FFY 2014.

### Where The Money Comes From

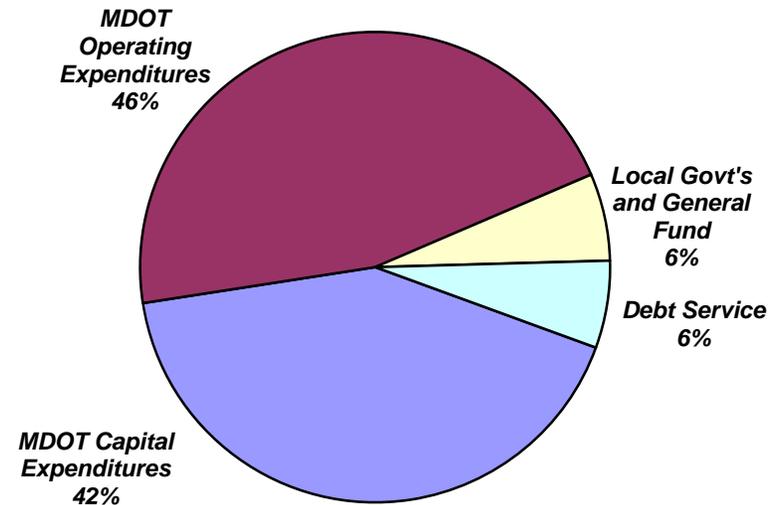


Total projected Trust Fund revenues amount to \$20.9 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

## WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2013-2018 CTP totals about \$9.8 billion; \$8.9 billion of which comes through the Trust Fund and \$0.9 billion from "Other" fund sources.

### Where The Money Goes



## EVALUATING OUR PERFORMANCE

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

- to report on progress toward achieving the goals and objectives in the Maryland Transportation Plan and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to set long-term and intermediate-term performance targets.

### Capital Expenditures

FY 2013 – 2018 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	175.7	61.7	0.0	237.4	2.4
MVA	104.5	0.7	0.0	105.2	1.1
MAA**	236.6	79.2	322.8	638.7	6.5
MPA	829.2	6.5	0.0	835.7	8.5
MTA	792.4	956.2	23.6	1,772.2	18.1
WMATA	837.3	0.0	572.0	1,409.3	14.4
SHA	2,699.8	2,090.4	0.0	4,790.2	48.9
<b>TOTAL</b>	<b>5,675.4</b>	<b>3,194.6</b>	<b>918.5</b>	<b>9,788.5</b>	<b>100.0</b>

Note: Figures may not add perfectly due to rounding error.

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

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

TSO – Transportation Secretary's Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

The performance measures were developed in a collaborative effort between the Secretary's Office, the modal administrations, the Maryland Transportation Authority and the AR-Advisory Committee. The Attainment Report documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

One of the performance measures established in the report is the percentage of the estimated budget that is spent. In FY 2012, the MTA spent 99% of its estimated FY 2012 budget. This budget was estimated in December of 2010 and reported to the General Assembly at that time. This performance measure is an indicator of efficiency, accuracy and proper planning and implementation.



# HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into agencies responsible for different modes of travel. These are referred to as MDOT's modal agencies, or modes. Projects in the Consolidated Transportation Program (CTP) are listed under the mode 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. 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 involved detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase these projects are candidates for future addition to the Construction Program.

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

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

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

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

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

The CTP also contains information on minor projects. These projects are smaller in scope and less costly. 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.

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



**MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2012-2017 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, \$78.4 million worth of projects have been added to the CTP. Of that amount seven projects at a cost of \$78.4 million were added to the Construction Program. One project at a cost of \$0 million was added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$60.2 million. One project was moved from the Construction Program to the D&E Program at a cost of \$18 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>	
Parking Revenue Control System at BWI Marshall Airport	11.9
<b>State Highway Administration</b>	
I-68, National Freeway; Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave. (Allegany)	11.9
MD 193, University Boulevard; Replace Bridge over I-495 (Montgomery)	13.5
MD 4, Pennsylvania Avenue; Replace Bridge over MD 223 (Prince George's)	13.0
I-95, Capital Beltway; Resurface roadway from D'arcy Road to Arena Drive (Prince George's)	11.6
MD 68, Lappans Road; Replace Bridge over James Run (Washington)	2.0
I-70, Eisenhower Memorial Highway; Replace Bridges over MD 63 (Washington)	14.5
	Total
	<b>78.4</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 Transit Administration</b>		
Southern Maryland Mass Transportation Analysis		0
		<hr/>
	<b>Total</b>	<b>0</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>ADDITIONAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transit Administration</b>	
Kirk Bus Facility Replacement	53.0
<b>State Highway Administration</b>	
MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)	7.2
	<hr/>
<b>Total</b>	<b>60.2</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>State Highway Administration</b>		
BRAC Intersections near Bethesda Naval Center; MD 355 - BRAC Intersection Improvements at Cedar Lane (State Wide)		18.0
		<hr/> <b>Total</b> <b>18.0</b>

**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 Transit Administration</b> Freight Line Grade Crossing Rehabilitation		Moved to the Minor System Preservation Program

## **COST & SCOPE CHANGES**

In total, one-hundred and nine major construction projects experienced significant changes in project cost or scope, for a net increase of \$480.0 million. Seventy-nine projects increased in cost by a total of \$566.0 million, while there were no projects that experienced a reduction in scope. The scope of three projects changed, which caused a net increase totalling \$70.4 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 2012 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS**

The Department completed eleven major projects in FY 2012, at a total cost of \$246.4 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>	
Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)	47.2
Airport Layout Plan Environmental Assessment at BWI Marshall Airport	3.0
<b>Maryland Transit Administration</b>	
MARC Frederick Extension	60.3
Metro Fire and Security Management Systems	67.5
<b>State Highway Administration</b>	
MD 36, George's Creek Road; Replace Bridge over Koontz Run (Allegany)	2.3
MD 295, Baltimore Washington Parkway; I-695 to I-195 (Anne Arundel)	14.4
MD 404, Shore Highway; Tuckahoe Road to MD 480. (Caroline)	15.9
MD 545, Blue Ball Road; Replace Bridge over Little Elk Creek (Cecil)	2.6
MD 725, Old Marlboro Road; Replace Bridge over Federal Spring Branch (Prince George's)	3.6
MD 5, Branch Avenue; MD 373 to US 301 (Prince George's)	8.6
US 113, Worcester Highway; Goody Hill Road to Massey Branch (Worcester)	21.0
<b>Total</b>	<b>246.4</b>

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
Rehabilitation and resurfacing of forty-two (42) segments of highway	65.9
Rehabilitation or replacement of forty-four (44) bridges	34.3
Safety and Geometric Improvements at five (5) locations	1.9
Fifty-seven (57) projects including community safety and enhancement projects, environmental preservation, sidewalks, enhancement, crash prevention, guardrail end treatments, drainage, ADA, commuter action improvements, traffic management, pedestrian access to transit, noise abatement and intersection capacity improvements	42.1
Eighty (80) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	160.0
<b>Total</b>	<hr/> <b>304.2</b>

## AWARDS

Highlights of projects awarded by the Department during FY 2012 are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MAA Consolidate Dispatch Center Upgrades	5.4
MAA Runway Pavement Rehabilitation and Improvements	40.3
MAA Reconstruct Runway Intersection	6.2
MAA Interior & Exterior Modifications	10.0
MPA Vessel Berth #3 at Masonville	20.3
MPA Construct Access Control Center for Terminals	2.3
MPA Water and Sanitary Rehabilitation	3.5
MPA Comprehensive Paving	3.3
MTA Bus - Minor Construction and Repairs	8.0
MTA Control Center Consolidation and Security Upgrade	15.4
MTA Light Rail - Minor Construction and Repairs	7.0
MTA MARC - Wedge Storage Yard at Union Station	21.3
SHA I-68 over Wills Creek/CSX/Cumberland Thru & MD 51	15.1
SHA I-695 over MD 372	16.8
SHA I-95 Contee Rd	49.3
SHA I-70 Conococheaque Creek	16.1
<b>Total</b>	<b>240.3</b>

**MARYLAND DEPARTMENT OF TRANSPORTATION  
CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2015	2016	2017	2018	
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>TOTAL</u>
The Secretary's Office *	88.5	57.5	38.6	24.5	14.0	14.3	237.4
Motor Vehicle Administration	24.2	23.2	19.2	16.1	11.2	11.3	105.2
Maryland Aviation Administration	196.7	149.6	133.4	85.2	29.4	44.3	638.7
Maryland Port Administration	114.3	142.0	148.0	129.9	148.7	152.8	835.7
Maryland Transit Administration	470.5	527.1	201.9	204.4	177.4	190.8	1,772.2
Washington Metropolitan Area Transit *	223.0	242.2	223.4	235.6	240.1	245.0	1,409.3
State Highway Administration	943.7	867.3	811.4	735.1	713.1	719.6	4,790.2
<b><u>TOTAL CAPITAL</u></b>	<b><u>2,060.9</u></b>	<b><u>2,008.9</u></b>	<b><u>1,575.9</u></b>	<b><u>1,430.8</u></b>	<b><u>1,334.0</u></b>	<b><u>1,378.0</u></b>	<b><u>9,788.5</u></b>
Special	994.3	1,075.1	899.8	908.8	882.8	914.7	5,675.4
Federal	835.0	768.6	514.3	368.2	350.1	358.5	3,194.6
Other Funds **	231.7	165.3	161.8	153.9	101.1	104.8	918.5

\* Capital funds for Washington Metropolitan Area Transit are budgeted in the Secretary's Office. They are shown separately for informational purposes.

\*\* Other funding not received through the Trust Fund. Includes some funds from Customer Facility Charges (CFC), Passenger Facility Charges (PFC), and \$572.0 million in federal funds received directly by WMATA that are not included in the MDOT budget.

***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 2013-FY 2018 CTP/STP:

	Federal Fiscal Year					<b><u>TOTAL</u></b>
	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017 - 18</u></b>	
Surface Transportation Program (STP)	72.6	106.1	109.4	115.4	228.1	631.6
National Highway System (NHS)	190.9	137.0	147.8	122.3	246.6	844.6
Interstate Maintenance (IM)	53.8	50.6	30.7	15.0	34.0	184.1
Bridge (BR)	57.8	81.7	80.6	69.5	151.0	440.6
Congestion Mitigation / Air Quality (CMAQ)	48.4	55.1	46.5	54.5	103.1	307.6
Safety (HSIP & SRTS)	1.0	11.7	15.1	16.8	28.6	73.2
Enhancements	9.6	8.5	8.9	9.2	19.2	55.4
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
Recreation Trails	1.2	1.2	1.2	1.2	2.4	7.2
Statewide Planning & Research (SPR)	16.9	16.9	16.9	16.9	33.7	101.3
Special Federal Appropriations	9.0	19.5	21.2	10.2	2.2	62.1
Equity Bonus	37.8	27.8	37.2	17.0	71.4	191.2
Urbanized Area Formula	75.3	65.5	52.2	31.8	84.0	308.8
New Starts, Fixed Guideway, Modernization and Bus	74.8	109.1	21.0	20.6	48.6	274.1
State of Good Repair	9.6	40.0	12.0	-	-	61.6
Elderly and Persons with Disabilities	2.2	3.3	2.5	3.3	5.5	16.8
Non-Urbanized	0.7	2.7	2.2	2.2	2.4	10.2
Tigger	1.5	-	-	-	-	1.5
ARRA	7.9	5.0	5.0	1.8	-	19.7
Job Access Reverse Commute (JARC)	0.2	0.4	0.3	0.3	0.6	1.8

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

	Federal Fiscal Year					<b><u>TOTAL</u></b>
	<b><u>2013</u></b>	<b><u>2014</u></b>	<b><u>2015</u></b>	<b><u>2016</u></b>	<b><u>2017 - 18</u></b>	
New Freedom	0.2	0.2	0.2	0.2	0.5	1.3
Freight Rail	0.6	-	-	-	-	0.6
Homeland Security	<u>14.6</u>	<u>16.1</u>	<u>7.3</u>	<u>-</u>	<u>-</u>	<u>38.0</u>
<b>TOTALS</b>	687.4	759.2	619.0	509.0	1,063.5	3,638.1

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2013 - FY 2018 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2013	2014	2015	2016	2017 - 18	
<b><u>Environmental Projects</u></b>						
National Highway System	2.5	3.4	1.8	1.1	2.7	11.5
Surface Transportation Program	28.7	32.0	30.4	9.8	14.3	115.2
Interstate Maintenance Enhancement	0.7	0.5	0.5	0.4	0.8	2.9
National Recreational Trails	11.7	8.4	8.7	9.1	19.4	57.3
	1.1	1.1	1.1	1.1	2.2	6.6
<b><u>Safety and Spot Improvements</u></b>						
National Highway System	23.4	12.0	8.8	7.2	15.9	67.3
Surface Transportation Program	79.6	55.1	45.1	36.9	83.6	300.3
Interstate Maintenance	4.0	3.6	3.1	2.8	6.3	19.8
Congestion Mitigation / Air Quality	4.4	2.8	2.2	1.5	3.4	14.3
Highway Safety (HSIP & SRTS)	16.0	16.0	16.0	16.0	32.0	96.0
<b><u>Resurfacing and Rehabilitation</u></b>						
National Highway System	27.4	21.7	19.9	17.4	42.3	128.7
Surface Transportation Program	67.2	53.2	48.9	42.7	103.9	315.9
Interstate Maintenance	29.9	23.7	21.7	19.0	46.2	140.5
<b><u>Bridge Replacement and Rehabilitation</u></b>						
Bridge Replacement and Rehabilitation	79.7	65.6	59.6	37.5	85.3	327.7
National Highway System	0.9	0.7	0.7	0.4	0.9	3.6
Surface Transportation Program	6.1	5.0	4.6	2.9	6.6	25.2
Interstate Maintenance	0.9	0.7	0.7	0.4	0.9	3.6
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
ARRA	2.1	-	-	-	-	2.1
<b><u>Urban Reconstr./Revitalization/APD Local Access</u></b>						
National Highway System	0.1	0.1	0.1	0.1	0.3	0.7
Surface Transportation Program	13.6	1.9	5.7	13.3	22.9	57.4
Appalachia Development	0.8	0.8	0.8	0.8	1.6	4.8

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

<b>SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES</b>	Federal Fiscal Year					<b>TOTAL</b>
	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017 - 18</b>	
<b><u>Congestion Management</u></b>						
National Highway System	2.0	1.2	0.8	0.7	1.3	6.0
Surface Transportation Program	5.8	3.5	2.5	1.8	3.8	17.4
Congestion Mitigation / Air Quality	11.8	5.8	3.5	2.6	5.5	29.2
ARRA	0.2	-	-	-	-	0.2
<b>TOTALS</b>	433.1	331.3	299.7	238.0	527.1	1,829.2

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

The following listing estimates system preservation program levels for FY 2013 through FY 2018. Anticipated projects for FY 2013 and FY 2014 within these totals are listed in the project detail section of this document.

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR	2015	2016	2017	2018	
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>TOTAL</u>
<b><u>The Secretary's Office</u></b>							
Minor Projects	43.7	20.3	12.4	7.9	7.6	7.8	99.7
<b><u>Motor Vehicle Administration</u></b>							
Building Improvements	8.3	8.8	9.5	8.1	4.3	4.4	43.4
Information Technology	10.1	8.1	6.5	5.2	4.8	4.9	39.6
Information Technology Project	<u>0.5</u>	<u>2.4</u>	<u>0.9</u>	<u>0.6</u>	-	-	<u>4.4</u>
TOTAL	18.9	19.3	16.9	13.9	9.1	9.3	87.4
<b><u>Maryland Aviation Administration</u></b>							
Airport Technology	2.3	2.1	1.2	1.2	1.2	1.2	9.2
Airside Development	1.6	4.5	2.5	-	-	-	8.6
Annual	0.3	0.2	0.2	0.1	0.1	0.1	1.0
Baltimore Washington	2.7	4.8	14.9	6.9	14.5	31.9	75.7
Consol Rental Car Facility	4.5	1.4	0.3	-	-	-	6.2
Environmental Compliance	0.8	0.8	-	-	-	-	1.6
Equipment	2.8	6.1	6.5	3.5	3.7	2.7	25.3
Information Tech CTIPP	-	-	-	-	-	-	-
Landside Development	3.5	2.8	0.5	-	-	-	6.8
Martin State	0.2	1.3	-	-	-	-	1.5
PMP Airfield Improvement	-	-	-	-	-	-	-

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

	CURRENT	BUDGET	Planning Years				SIX-YEAR
	YEAR	YEAR	2015	2016	2017	2018	TOTAL
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>TOTAL</u>
<b><u>Maryland Aviation Administration</u></b>							
Regional Aviation	4.0	3.9	2.9	2.4	2.4	1.3	16.9
Security	3.1	0.3	0.3	0.3	-	-	4.0
Terminal Development	6.0	6.4	5.2	-	-	-	17.6
TOTAL	31.8	34.6	34.5	14.4	21.9	37.2	174.4
<b><u>Maryland Port Administration</u></b>							
All Terminals	8.9	10.5	13.4	14.1	14.6	15.0	76.5
Dundalk Marine Terminal	12.2	14.5	13.8	1.8	1.9	1.9	46.1
Facilities and Equipment	2.2	0.7	1.0	0.9	0.9	1.0	6.7
Masonville Auto Terminal	2.2	0.2	1.1	1.1	1.2	1.2	7.0
North Locust Point	1.3	0.1	1.2	1.3	1.3	1.4	6.6
Open-Ended Consulting	6.4	6.9	7.1	5.5	5.6	5.8	37.3
Port-Wide	0.5	0.7	1.0	0.6	0.6	0.6	4.0
Seagirt Marine Terminal	-	-	-	-	-	-	-
South Locust Point	3.7	1.1	1.2	1.3	1.3	1.3	9.9
World Trade Center	4.7	2.8	1.5	1.1	1.1	1.1	12.3
TOTAL	42.1	37.5	41.3	27.7	28.5	29.3	206.4
<b><u>Maryland Transit Administration</u></b>							
Agency Wide	27.8	24.4	9.4	15.0	11.0	15.9	103.5
ARRA	1.1	-	-	-	-	-	1.1
Bus	11.3	5.2	2.3	2.7	2.2	3.1	26.8
Freight	0.8	0.8	-	0.6	0.6	1.0	3.8
Information Technology	-	-	-	-	-	-	-
Light Rail	14.2	7.3	2.4	3.3	3.5	5.0	35.7
MARC	9.5	5.3	2.7	3.0	3.9	3.2	27.6
Metro	12.9	13.5	6.3	5.2	5.3	6.0	49.2

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

	CURRENT	BUDGET	Planning Years				<u>SIX-YEAR</u> <u>TOTAL</u>
	YEAR	YEAR					
	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	
<b><u>Maryland Transit Administration</u></b>							
Mobility	1.7	0.8	0.6	0.6	0.4	0.7	4.8
TOTAL	79.3	57.3	23.7	30.4	26.9	34.9	252.5
<b><u>State Highway Administration</u></b>							
Safety, Congestion Relief, Highway and Bridge	607.1	562.5	549.9	532.1	569.9	589.3	3,410.8
Total Maximum Daily Load	21.7	31.2	28.2	6.3	1.9	1.9	91.2
Noise Barriers	1.9	3.1	1.3	1.3	1.5	1.5	10.6
Community Safety and Enhancements	18.4	16.7	25.0	29.1	25.2	26.1	140.5
Enhancements Program	13.7	10.7	11.1	11.6	12.1	12.4	71.6
Facilities	11.4	11.9	12.4	13.1	13.7	14.2	76.7
Communications	12.0	8.9	10.1	15.1	0.4	0.4	46.9
Equipment	12.7	12.2	11.4	11.7	12.1	12.5	72.6
Environmental Compliance	7.1	6.4	8.0	7.8	8.1	8.4	45.8
Truck Weight	5.5	3.6	2.4	2.3	2.4	2.5	18.7
TOTAL	711.5	667.2	659.8	630.4	647.3	669.2	3,985.4
<b>CTP SYSTEM</b>							
<b>PRESERVATION PROJECTS</b>	<b>927.3</b>	<b>836.2</b>	<b>788.6</b>	<b>724.7</b>	<b>741.3</b>	<b>787.7</b>	<b>4,805.8</b>

## **MAJOR BRIDGE PROJECTS**

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

<u><b>PIF LINE#</b></u>	<u><b>PROGRAM/PROJECT</b></u>	<u><b>DESCRIPTION</b></u>
<u><b>Allegheny County</b></u>		
<u><b>Construction Program</b></u>		
1.	I-68, National Freeway -- Interstate	Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
3.	US 220, McMullen Highway -- Primary	Replace Bridge over the Potomac River
<u><b>Baltimore County</b></u>		
<u><b>Construction Program</b></u>		
1.	I-83, Harrisburg Expressway -- Interstate	Replace Bridge on Middletown Rd. over I-83
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
3.	I-695, Baltimore Beltway -- Interstate	Replace Bridge at MD 26 (Liberty Road) (ARRA)
4.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 144 over I-695
5.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over MD 372 (Wilkins Ave.)
6.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
<u><b>Development and Evaluation Program</b></u>		
9.	I-695, Baltimore Beltway -- Interstate	Replace ramp at Southwest Boulevard
<u><b>Caroline County</b></u>		
<u><b>Construction Program</b></u>		
1.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the 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>Caroline County</u></b>		
<b><u>Construction Program</u></b>		
2.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
<b><u>Development and Evaluation Program</u></b>		
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
<b><u>Frederick County</u></b>		
<b><u>Construction Program</u></b>		
2.	I-270, Eisenhower Memorial Highway -- Interstate	Replace deck and widen bridges over MD 80 and Bennett Creek
3.	US 15, Catoctin Mountain Highway -- Primary	Replace Bridge on Motter Ave.
4.	MD 140, Taneytown Pike -- Primary	Replace Bridge over Monocacy River
5.	MD 76, Motters Station Road -- Secondary	Replace Bridge over Motter Run
6.	MD 550, Woodsboro Road -- Secondary	Replace Bridge over Israel Creek
<b><u>Howard County</u></b>		
<b><u>Construction Program</u></b>		
4.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
5.	US 40, Baltimore National Pike -- Secondary	US 40 WB Ramp to US 29 EB over US 40 EB
<b><u>Montgomery County</u></b>		
<b><u>Construction Program</u></b>		
1.	I-495, Capital Beltway -- Interstate	Rehabilitate Bridge over Northwest Branch
5.	MD 193, University Boulevard -- Secondary	Replace Bridge over I-495

**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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**Prince George's County**

**Construction Program**

4.	MD 4, Pennsylvania Avenue -- Primary	Replace Bridge over MD 223
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**Talbot County**

**Construction Program**

1.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
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**Development and Evaluation Program**

3.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
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**Washington County**

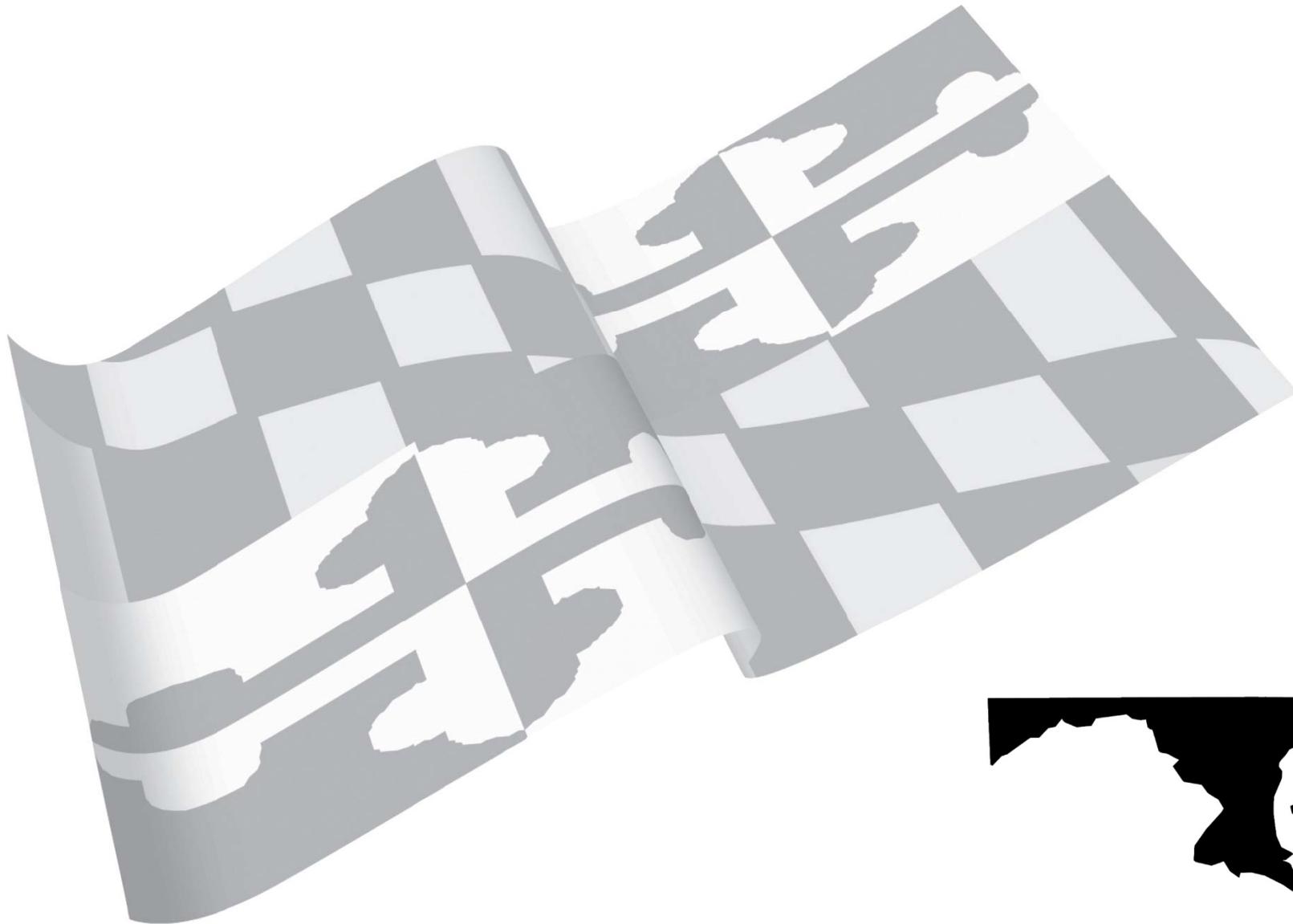
**Construction Program**

1.	I-70, Eisenhower Memorial Highway -- Interstate	Bridge over Conococheague Creek
2.	I-70, Eisenhower Memorial Highway -- Interstate	Replace Bridges over MD 63
3.	MD 68, Lappans Road -- Secondary	Replace Bridge over James Run

**Worcester County**

**Development and Evaluation Program**

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



**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

The Maryland Department of Transportation has various funding programs for bicycles and pedestrian programs.

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

	Projects currently funded for construction as of July 2012	Ongoing Grant Awards and Earmarks	FY13-18 Ped/Bike Program Funding^
Retrofit Sidewalk	660,000		10,000,000
Retrofit Bicycle	500,000		8,700,000
Community Enhancement and Safety	0		8,079,000*
Minor Urban Reconstruction	0		207,000*
ADA Program	18,536,000		61,000,000
Pedestrian Access to Transit	3,500,000		4,200,000
Primary/Secondary Program	1,312,848		1,312,848**
Bikeways Program	--	2,191,000	7,809,000
Bikeshare Program	--	2,488,000	0
Transportation Enhancements/Alternatives	--	26,336,500	18,200,000***
Recreational Trails	--	4,326,000	4,489,000***
Federal Earmark projects	--	14,965,000	0****
<b>Total</b>	<b>24,508,848</b>	<b>50,306,500</b>	<b>123,996,848</b>

^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

**PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF JULY 2012**

The following projects, funded for construction as of July 2012, are typical of projects that will be developed through the bicycle and pedestrian programs.

**STATE HIGHWAY ADMINISTRATION**

**Retrofit Sidewalk Program** (FY2013)

Frederick County

MD 26 from Kingfisher Drive to Latham Drive

180,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

**Retrofit Sidewalk Program** (FY2013) cont'd

Washington County

US 40 Eastbound from Nottingham Road to Bryan Place 290,000

US 40 Westbound from Oxford Circle to Nottingham Road 135,000

Worcester County

MD 374 from Esham Avenue to east of Washington Street 55,000

**TOTAL 660,000**

**Bicycle Retrofit Program** (FY2013)

Harford County

MD 543 from Gilmer Way to Church Creek 500,000

**TOTAL 500,000**

**ADA Program** (FY2013-14)

Areawide Contracts **TOTAL 18,536,000**

**Pedestrian Access to Transit** (FY2013)

Areawide Contracts **TOTAL 3,500,000**

**Primary/Secondary Program** (FY2013-18)

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

Allegany County

US 220 - Bridge over Potomac River  
sidewalks 1.0 miles 137,280  
shoulders 1.0 miles 150,000

MD 36 - Bridges over Koontz Run  
shoulders 0.1 miles 15,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Baltimore County

US 40 - Bridge over Patapsco River shoulders	0.1 miles	15,000
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Caroline County

MD 287 - Bridge over Choptank River shoulders	0.1 miles	15,000
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MD 328 - Bridge over Tuckahoe Creek shoulders	0.1 miles	15,000
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Frederick County

MD 140 - Bridge over Monocacy River shoulders	0.1 miles	15,000
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MD 76 - Bridge over Motter Run shoulders	0.1 miles	15,000
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MD 550 - Bridge over Israel Creek shoulders	0.1 miles	15,000
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Howard County

US 40 - Bridge over Patapsco River shoulders	0.1 miles	15,000
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Montgomery County

MD 97 - Randolph Rd. wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280

MD 185 - At Jones Bridge Road/ Kennsington Parkway sidewalks	0.1 miles	13,728
wide curb lanes	0.1 miles	15,000

Prince George's County

I-95 - At Contee Road Relocated sidewalks	2.0 miles	274,560
wide curb lanes	2.0 miles	300,000

**BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Talbot County

MD 328 - Bridge over Tuchahoe Creek

shoulders	0.1 miles		15,000
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wide curb lanes	3.1 miles	sub-total	465,000
shoulders	1.9 miles	sub-total	285,000
sidewalks	4.1 miles	sub-total	562,848

<b>TOTAL</b>			<b>1,312,848</b>
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**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 FY2012

Anacostia Riverwalk Trail	1,500,000
Chestertown Rail Trail	90,000
Cumberland C&O trail town connections	25,000

<b>TOTAL ONGOING AWARDS</b>	<b>2,191,000</b>
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**Bikeshare Program**

Frederick City feasibility study	12,000
Howard County feasibility study	40,000
Baltimore City bikeshare	993,000
Montgomery County bikeshare	1,008,000
University of Maryland	187,500
City of College Park	187,500
Prince George's County/Greenbelt feasibility study	60,000

<b>TOTAL ONGOING AWARDS</b>	<b>2,488,000</b>
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## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

### **Transportation Enhancements Program**

#### Allegany County

Amtrak Station Entryway Improvement 198,000

#### Anne Arundel County

South Shore Trail Phase II 1,645,000

#### Baltimore City

Baltimore Bicycle Safety Education Network 44,500

Baltimore Waterfront Promenade Inner Harbor East 2,000,000

Jones Falls Greenway Phase IV 2,000,000

Jones Falls Greenway Phase V 2,050,000

Herring Run Greenway 1,980,000

Key Highway bicycle pedestrian path 554,000

#### Frederick County

Ballenger Creek Trail Phase 1 857,000

Carroll Creek Park Trail Phase II 3,000,000

#### Howard County

Broken Land Parkway Pathway 386,000

#### Montgomery County

Shady Grove Metro Access Road Bikepath 1,255,000

#### Prince George's County

College Park Trolley Trail 200,000

North Gate Park at Paint Branch 830,000

#### St. Mary's County

Three Notch Trail Phase VI 1,435,000

#### Talbot County

Easton Rail Spur Line 827,000

#### Washington County

Western Maryland Rail Trail Phase IV 2,450,000

Big Slackwater C&O Path 4,400,000

## **BICYCLE AND PEDESTRIAN RELATED PROJECTS**

Wicomico County  
Northeast Collector Road Bikepath Phase II 225,000

**TOTAL 26,336,500**

### **Recreational Trails Program**

Typical projects, awarded FY2012

Baltimore Student Conservation Crew Robert E. Lee Park 10,000  
University Park Public Works Department Recreational Trail Restoration 20,000  
Cylburn Arboretum Trails Improvement Project 30,000  
DNR Wildlife and Heritage Western Regional Trail Project 25,000  
DNR Forest Service Green Ridge Trail Maintenance 30,000

**TOTAL ONGOING AWARDS 4,326,000**

### **Federal Earmark Projects**

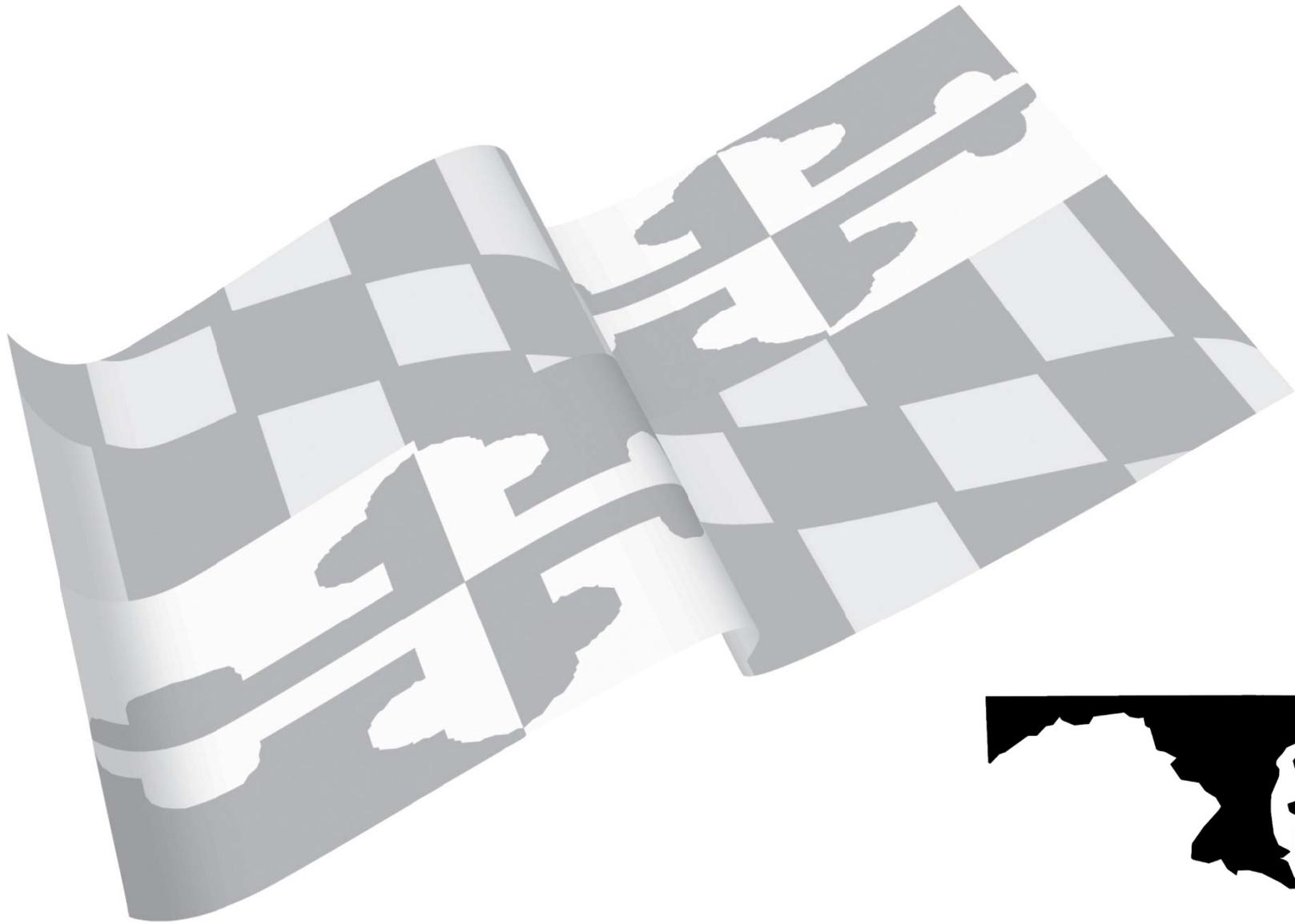
Anne Arundel County  
Broadneck Peninsula Trail 1,200,000

Baltimore City  
Gwynns Falls Trail/CSX Bridge 335,000  
West Baltimore Trail (West Side Trail) 720,000  
Jones Falls Trail Phase II 3,200,000  
Reconstruct East North Avenue (US 1) 4,000,000

Kent County  
Chestertown Trail 240,000

Montgomery County  
Rockville Pedestrian Access Improvements 150,000  
Gaithersburg Revitalization - Teachers Way 1,120,000  
Rockville Intermodal Access, Maryland Avenue and Market Street 3,200,000  
Rockville Intermodal Access, pedestrian safety improvements and Baltimore Rd 800,000

**TOTAL ONGOING AWARDS 14,965,000**



**REGIONAL AVIATION GRANTS**



**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2013**

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**

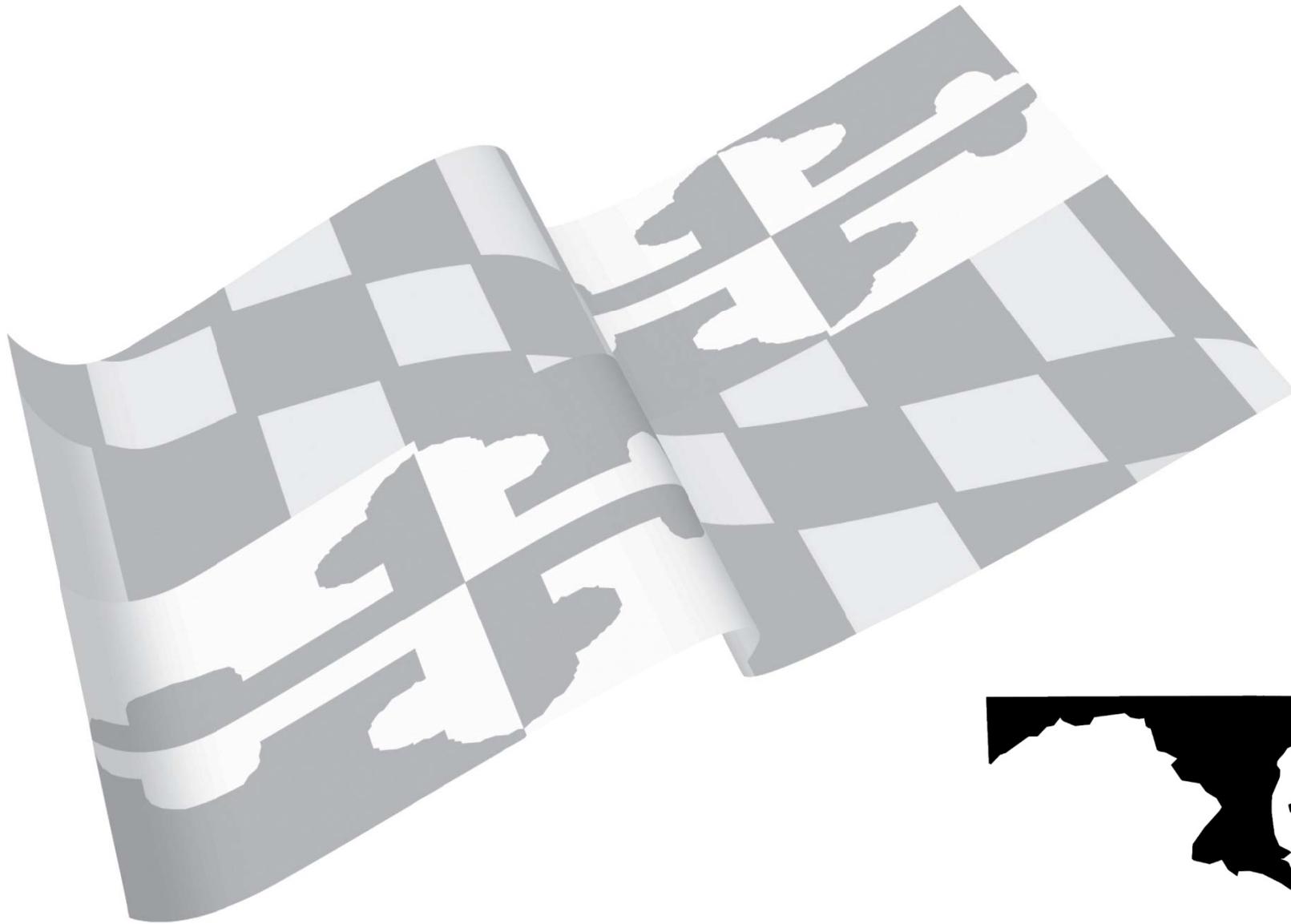
<b><u>COUNTY</u></b>	<b><u>AIRPORT</u></b>	<b>GRANT AMOUNT (\$000's)</b>			<b>Total</b>
		<b>Federal</b>	<b>State</b>	<b>Local/Owner</b>	
Allegany	Greater Cumberland Regional	194	461	161	816
Anne Arundel	Tipton	644	36	36	716
Baltimore City	Pier 7 Heliport	0	81	9	90
Carroll County	Carroll County Regional Airport	364	20	20	404
Charles County	Indian Head	5,698	436	323	6,457
Frederick County	Frederick Municipal Airport	299	401	151	851
Garrett County	Garrett	266	15	15	296
Harford County	Harford County	0	552	61	613
Harford County	Fallston	0	\$270	30	300
Montgomery County	Montgomery County Airpark	95	7	7	109
Montgomery County	Davis Airport	0	199	22	221

**GENERAL AVIATION GRANTS-IN-AID**  
**Fiscal Year 2013**

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

**MARYLAND AVIATION ADMINISTRATION**

<u>COUNTY</u>	<u>AIRPORT</u>	<b>GRANT AMOUNT (\$000's)</b>			<b>Total</b>
		<b>Federal</b>	<b>State</b>	<b>Local/Owner</b>	
Prince George's County	College Park	0	300	100	400
Prince George's County	Potomac Airfield	0	54	6	60
Queen Anne's County	Bay Bridge Airport	150	38	18	206
St. Mary's County	St. Mary's County Regional Airport	430	24	24	478
Somerset County	Crisfield-Somerset County Airport	50	3	3	56
Talbot County	Easton Airport	0	293	98	391
Washington County	Hagerstown Regional Airport	1,750	207	127	2,084
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	2,663	597	293	3,553
Worcester County	Ocean City Municipal	171	9	9	189



**BRAC ACTIVITIES**



## MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

Base Realignment and Closure (BRAC) encompassed the arrival of new residents, jobs, and national defense and security activities into Maryland in September, 2011. As a result of the Federally-established 2005 BRAC Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations, BRAC has brought a myriad of benefits and challenges to the State, including the need for transportation improvements that will both support the BRAC consolidations, as well as preserve Marylanders' quality of life.

Maryland is one of the few states that benefitted from BRAC by gaining 26,000 direct positions, with Aberdeen Proving Ground and Fort George G. Meade receiving the most growth. Somewhat unique to Maryland is that nearly all of the 26,000 jobs are or will be filled by civilian employees who are not authorized to live on the bases. When indirect and tertiary positions are factored into the equation, Maryland stands to gain between 45,000 and 60,000 new jobs – the greatest economic growth the State will experience since World War II. It is important to note that this represents both BRAC and other federal and Department of Defense (DoD) location decisions. According to the Maryland Department of Business and Economic Development, the five Maryland military installations to have the most significant increases in personnel resulting from BRAC and non-BRAC related DoD growth are:

- **Fort George G. Meade** in Anne Arundel County is expected to add 5,700 jobs due directly to BRAC, over 4,000 jobs due to ongoing National Security Agency and other Army and DoD growth, and over 10,000 jobs from Enhanced Use Lease (EUL) related growth over time (beyond the BRAC window of 2011);
- **Aberdeen Proving Ground** in Harford County is expected to add approximately 8,200 direct BRAC jobs on base, as well as 6,000 indirect and induced jobs, and 3,000 to 5,000 new jobs from EUL related growth over time (beyond the BRAC window of 2011);
- **National Naval Medical Center at Bethesda** in Montgomery County is expected to add approximately 2,500 new personnel due to BRAC, including 1,750 from the Walter Reed Army Medical Center, in addition to a doubling of patient load;
- **Fort Detrick** in Frederick County is expected to add approximately 2,000 jobs total, 220 of which will be due directly to BRAC; and
- **Joint Base Andrews** in Prince George's County is expected to add approximately 3,000 jobs total, 600 of which will be due directly to BRAC.

### *How has Maryland Prepared for BRAC?*

Efforts to meet the transportation needs in connection with BRAC continue in coordination with communities and stakeholder groups throughout the State. MDOT's work has been performed consistent with the vision set forth by the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor, which was established by the Governor and the General Assembly to "coordinate State activities and work with the federal and local governments to prepare for and accommodate incoming households and jobs while sustaining and enhancing the quality of life throughout the State." MDOT prepared a section of the State of Maryland's *BRAC Action Plan* for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to BRAC. The State of Maryland's *BRAC Action Plan* outlines

## MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

specific investments to meet the transportation needs of BRAC in Maryland. Transportation action items listed in the *BRAC Action Plan* are included in the table below, as well as references to specific project information forms (PIFs).

The *BRAC Action Plan* also proposed legislation, subsequently signed into law as the BRAC Community Enhancement Act in the summer of 2008, to allow for the designation of “BRAC Revitalization and Incentive Zones” (BRAC Zones) as a mechanism for local governments to provide State financing support for public infrastructure in areas targeted for BRAC growth. On December 15, 2008, Lt. Governor Brown announced the designation of BRAC Zones in Baltimore City, Anne Arundel County, the City of Frederick, the City of Laurel, and Prince George’s County. In 2009, additional BRAC Zones were designated in the City of Aberdeen in Harford County, and Savage Town Centre in Howard County.

The BRAC Community Enhancement Act also empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease (EUL) projects at military installations, which are otherwise exempt from local mitigation requirements. As a result of the legislation, in June 2009, a Payment in Lieu of Taxes Agreement (PILOT) was executed between MDOT (acting on behalf of the state), Harford County and the private developer, for mitigation in connection with an EUL Project to be located at the Aberdeen Proving Ground. A similar agreement was also executed at Fort Detrick for its Central Utility Plant project, and is anticipated in association with a planned EUL project at Fort Meade.

The State’s *BRAC Action Plan and progress reports* may be accessed at <http://www.brac.maryland.gov/subcabinet.asp>.

### ***MDOT’s Approach to BRAC***

MDOT’s mission for BRAC is “*to facilitate the safe and efficient movement of people and goods to support Maryland’s military installations while sustaining and enhancing the quality of transportation and Maryland’s communities throughout the State.*” This mission is achieved through the collaborative work of MDOT’s modal agencies: the Maryland Transit Administration (MTA), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), Maryland Aviation Administration (MAA), and Maryland Transportation Authority (MdTA).

MDOT has taken a proactive approach in planning for and implementing a coordinated response to the projected increase in demand on the transportation system as a result of BRAC. MDOT’s coordinated effort is reflected through the transportation planning process, involving consultation and collaboration with local governments, as well as regional, state and federal partners, including the BRAC-impacted military installations. Addressing BRAC needs is a challenge for transportation in terms of both time and funding, as major transportation projects

## **MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES**

may take 8-14 years to plan, design, fund and construct, while the BRAC moves have transpired in the short-term. To address the challenges of time and available funding, MDOT has relied on a “*high/low*” investment strategy to fund and deliver BRAC-related transportation projects.

Under the “*high/low*” strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for completion in concert with the 2011 consolidations, while higher-cost, major capacity projects will be implemented over time. Many of the long-term projects identified in the FY 2013-2018 CTP as BRAC-related are major projects that pre-date the 2005 BRAC decisions. These projects were already needed for overall regional growth, but are also needed to support access to Maryland’s BRAC-impacted military installations.

Short-term BRAC projects include intersection improvements (see pp. SHA-SW-7 to SHA-SW-10), transit improvements and the evaluation of direct transit services, operating and maintenance needs, and system preservation projects. Under the BRAC Intersection Improvement Program, SHA analyzed projected near-term traffic impacts at 107 heavily impacted intersections near BRAC-impacted installations. Sixteen (16) intersections were identified for potential improvement based on level of service, relative cost, environmental and socio-economic impacts, and proximity to the installations. Improvements at those 16 intersections were advanced to the 30% design stage, funded in part with federal assistance. Following continued development of regional priorities and in consideration of limited resources given prevailing economic conditions, priority intersections were then selected by stakeholders to advance toward implementation in synchronization with BRAC consolidation in 2011. Certain priority projects identified at Aberdeen Proving Ground and Fort George G. Meade commenced construction activities in 2010 and continue in construction in 2012; priority initiatives at National Naval Medical Center also commenced construction in 2011, and have been selected for additional grant funding through a Department of Defense program created to support critical transportation improvements at military medical facilities impacted by BRAC. Priority projects identified at Joint Base Andrews and Fort Detrick advanced in design through 2011.

Beyond the BRAC timeframe, MDOT and SHA will continue to work with local stakeholders and federal partners to advance priority projects in accordance with available funding. MDOT and MTA will also continue collaborations with the installations, their tenants, DoD, and local officials to advance and expand successful Transportation Demand Management programs developed in support of BRAC. These efforts include modified peak hour MARC schedules and added transit service; the growth and marketing of car and van pool programs; Ridesharing, and the Guaranteed Ride Home program; promotion of telework and flexible work hours, where possible, as well as bicycle and pedestrian uses.

In the FY 2013-2018 CTP, \$162 million has been programmed for SHA’s Intersection Improvement Program, and is structured to allow for flexibility; current available funding ensures that priority intersections will continue to advance in project development, to the point where phased construction could begin once additional funding is identified.

## **MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES**

Long-term BRAC-related projects include several major highway projects, such as the MD 175 and MD 198 Project Planning Studies, and MD 32 Corridor Feasibility Study at Fort George G. Meade, and the Branch Avenue Metro Access Project in Prince George's County. In addition, the MARC commuter rail system is also part of MDOT's "high" strategy. MARC serves an important role in Maryland's response to BRAC, serving both Fort George G. Meade and Aberdeen Proving Ground. At Governor O'Malley's direction, the MTA produced the "MARC Growth and Investment Plan" in 2007, an ambitious plan to triple MARC ridership by the year 2035. This Plan includes near-term and long-term projects in support of BRAC and regional mobility to be implemented over the next 25 years, which require the cooperation of both AMTRAK and CSX who own and operate the lines and will ultimately require significant money - \$3.9 billion in federal, State and private funding.

MDOT's BRAC strategy is in keeping with its commitment to Transit-Oriented Development (TOD) and Smart Growth. MDOT will aggressively promote TOD projects around the State's transit stations to accommodate growth in a more efficient and sustainable way by marketing property surrounding MARC, Metro, Light Rail, and other transit stations for development. Through 2012, MDOT and MTA have worked closely with the City of Aberdeen to develop a Station Area Master Plan in support of TOD efforts at the Aberdeen MARC station. Stakeholder collaboration will continue in 2013, and integrate with overall Demand Management programming implemented in support of BRAC consolidations at APG.

New funding approved by the General Assembly at the request of the Governor in 2007 allowed for additional investments in a balanced transportation system to be more responsive to the specific transportation needs around the BRAC-impacted Maryland military installations. Though requested projects continue to outstrip resources, requiring careful prioritization and staging of projects, the FY 2013-2018 CTP demonstrates MDOT's ongoing commitment to Maryland's BRAC-impacted communities.

## MARYLAND DEPARTMENT OF TRANSPORTATION BRAC ACTIVITIES

STATEWIDE – TRANSPORTATION		
ACTION	RESPONSIBLE STATE AGENCY	Status/CTP Page Reference
<b>I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool</b>		
1) Implement the MARC Growth and Investment Plan, improving service for existing customers and providing for capacity and service.	MTA	MTA-7
2) Promote seamless transit connections and customer convenience to and on military installations.	MTA	Ongoing
a. Develop MOUs to address security issues of direct service		
b. Work with APG and Ft. Meade on internal mobility for transit riders.		
3) Complete Smart Card implementation to provide seamless connections between MTA transit services, WMATA, and LOTS.	MTA	MTA-27-52
4) Provide continual ride-share coordination, promoting transit options, cost-effective carpooling and van pooling.	MTA	Ongoing
a. Add temporary coordinators for one-on-one support during BRAC influx.		
b. Explore "Flex-car" service options		
5) Assess feasibility in BRAC corridors for revitalizing communities through transportation improvements with emphasis on mass transit.	MDP, DHCD, DBED, MDOT	Ongoing
<b>II. Encourage Smart Growth with Transportation Policies and Projects</b>		
1) Revive the Community Safety and Enhancement Program	MDOT	SHA-SW-2
2) Expand pedestrian and bicycle access	MDOT	Ongoing
a. Emphasize inclusion of sidewalks and bicycle lanes in SHA projects.		
b. Target potential BRAC transportation enhancement program funding for bicycle and pedestrian improvements		
3) Promote Transit-Oriented Development (TOD) projects along MARC and WMATA system, targeting mixed-use and walkable, vibrant communities.	MDOT, MDP	Ongoing
4) Promote growth in targeted municipalities and growth areas through marketing and investments such as evaluation of additional MARC stations.	MTA	Ongoing

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

<b>STATEWIDE - TRANSPORTATION (continued)</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>III. Provide Customer Service</b>		
1) Assess feasibility of new air service options at BWI Thurgood Marshall Airport to serve BRAC employees, contractors and families	MAA	Ongoing
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations	MVA	Ongoing
3) Participate in relocation fairs to promote transportation services for workers and families.	MTA	Ongoing

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

<b>ABERDEEN PROVING GROUND – TRANSPORTATION</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>I. Promote Transit Alternatives - Transit, Carpool, and Vanpool</b>		
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans	MTA	Ongoing
<b>II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements</b>		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Implement bridge replacement construction for MD 7 structure over Cranberry Run	SHA	Complete
<b>III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)</b>		
1) Implement ADA improvements and build station at Edgewood MARC Station	MTA	MTA-6
2) Planning and Engineering for assessment of transit needs for BRAC: APG-related studies	MTA	MTA-40
a. Aberdeen MARC Station parking expansion		
b. Aberdeen MARC Station Relocation Study		
c. BRAC Commuter Bus Study		
3) Support LOTS for Cecil and Harford Counties	MTA	MTA-52
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
<b>IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)</b>		
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40	SHA	SHA-H-4
2) Implement key intersection improvements, including US 40 at MD 715 and MD 7/159.	SHA	SHA-SW-8, SHA-H-2/3
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43	MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.	MdTA	MdTA-28
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA, SHA	MdTA -2

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

<b>ABERDEEN PROVING GROUND - TRANSPORTATION (continued)</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-28
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	Complete
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-28
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-22
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	-Complete
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-MINOR-18
12) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

<b>FORT MEADE – TRANSPORTATION</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>I. Promote Transit Options</b>		
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing
<b>II. Implement Strategic Roadway Investments for near-term Transportation Improvements</b>		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
<b>III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)</b>		
1) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-39
2) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-52
3). Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-40
a. BRAC Commuter Bus Study		
<b>IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)</b>		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-5
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-6
3) Implement key intersection improvements	SHA	SHA-SW-7, SHA-AA-1

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

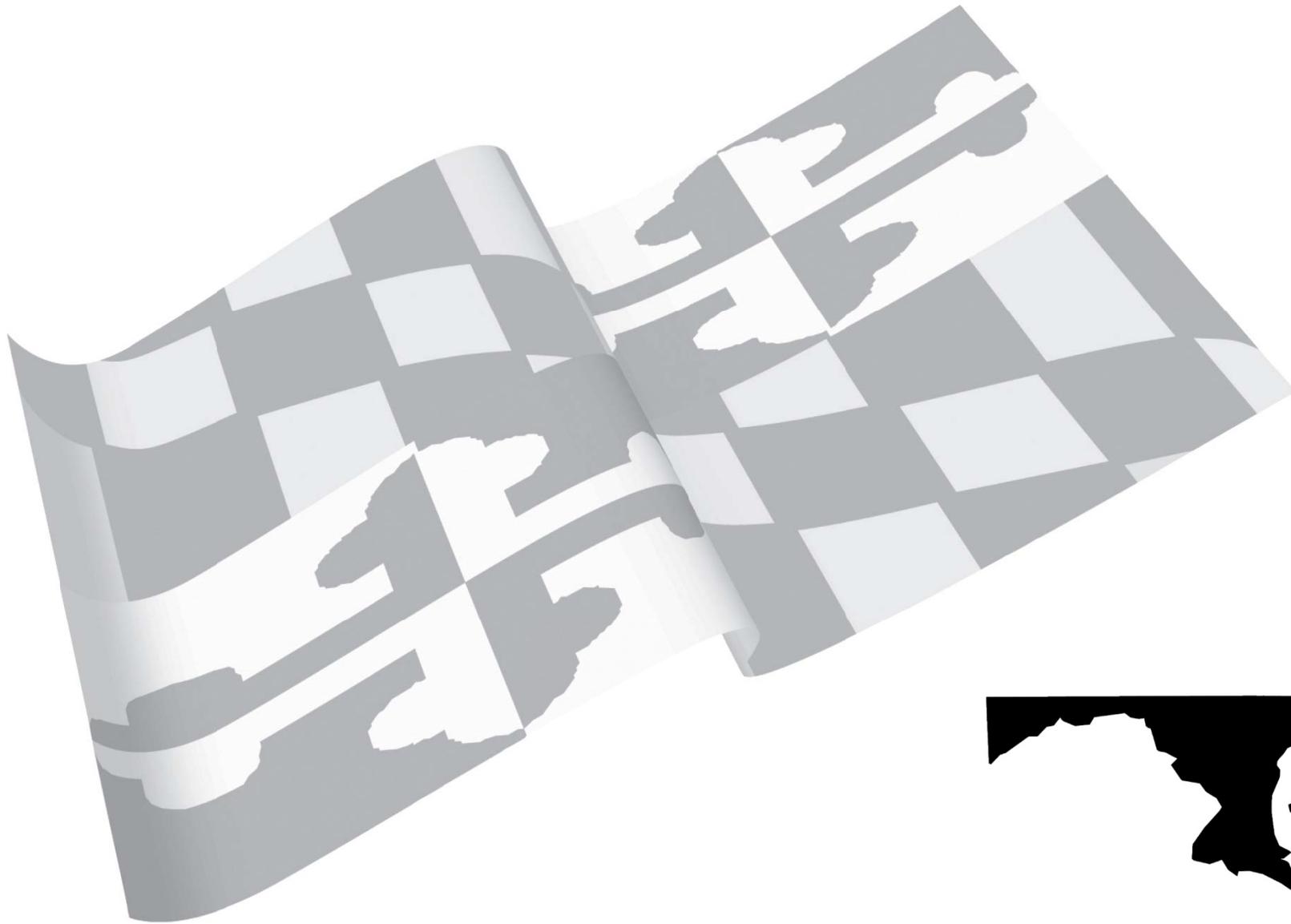
<b>NATIONAL NAVAL MEDICAL CENTER (BETHESDA) – TRANSPORTATION</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>I. Promote Transit Options</b>		
1) Conduct feasibility study for new Medical Center Metrorail Station entrance	WMATA	complete
2) Emphasize transit improvements, given a heavily urbanized setting.	WMATA, MTA	
a. Evaluate potential WMATA bus service adjustments and improvements.		WMATA- Ongoing
b. Support local evaluation of direct shuttle service on base.		
<b>II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements</b>		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
<b>III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)</b>		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-40
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-35,52
<b>IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)</b>		
1) Implement key intersection improvements	SHA	SHA-SW-9, SHA-M-16
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues	SHA	Complete

**MARYLAND DEPARTMENT OF TRANSPORTATION  
BRAC ACTIVITIES**

<b>FORT DETRICK – TRANSPORTATION</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>I. Implement Strategic Roadway Investments for near-term Transportation Improvements</b>		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Review signal system along US 40 from US 15 to Waverly Drive	SHA	Complete
<b>II. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)</b>		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-52
<b>III. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)</b>		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.	SHA	SHA-F-10

<b>ANDREWS AIR FORCE BASE – TRANSPORTATION</b>		
<b>ACTION</b>	<b>RESPONSIBLE STATE AGENCY</b>	<b>Status/CTP Page Reference</b>
<b>I. Implement Strategic Roadway Investments for near-term Transportation Improvements</b>		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
<b>II. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)</b>		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-40
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-44
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-36
<b>III. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)</b>		
1) Implement key intersection improvements	SHA	SHA-SW-10
2) Construct a new interchange at MD 4 and Suitland Parkway	SHA	SHA-PG-10





**AMERICAN RECOVERY AND  
REINVESTMENT ACT (ARRA) SUMMARY**



## American Recovery and Reinvestment Act Maryland State Highway Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date (mm/dd/yyyy)	Current Percent Complete	Scheduled Completion Month (mm/yyyy)
Anne Arundel	Areawide Resurfacing	4,612,024	9/29/2009	90.9%	varies by project
Anne Arundel	Areawide Resurfacing	6,939,000	10/15/2009	90.6%	varies by project
Baltimore	MD 26 (Liberty Road) Bridge Replacement	21,788,000	4/1/2010	79.7%	12/2012
Baltimore City	Argonne Drive Bridge	6,528,294	2/15/2010	75.0%	varies by project
Baltimore City	Citywide Traffic Signal Reconstruction and Rewiring	4,000,000	9/7/2010	62.0%	varies by project
Calvert	Areawide Resurfacing	5,117,038	5/14/2009	90.4%	varies by project
Caroline	MD 404, East of Tuckahoe Creek to East of MD 480	2,437,935	9/28/2009	53.0%	12/2012
Caroline	Areawide Resurfacing	2,516,042	6/22/2009	97.0%	varies by project
Cecil	Areawide Resurfacing	3,408,022	9/20/2009	83.0%	varies by project
Charles	Areawide Resurfacing	4,612,050	5/20/2009	83.0%	varies by project
Kent	Areawide Resurfacing	2,306,012	6/15/2009	94.0%	varies by project
Prince George's	MD 201 over I-95 (Bridge Replacement)	5,878,653	3/15/2010	40.0%	10/2012
Prince George's	Areawide Resurfacing	8,166,000	10/9/2009	97.8%	varies by project
Queen Anne's	Areawide Resurfacing	3,828,006	6/9/2009	97.0%	varies by project
St. Mary's	Areawide Resurfacing	6,140,665	6/11/2009	88.2%	varies by project
Talbot	Areawide Resurfacing	2,288,019	6/10/2009	95.0%	varies by project
Areawide	Truck Weigh/Inspection Stations (Fund 23) Full Depth Concrete Repair, approx 11 locations	845,000	7/28/2009	53.0%	varies by project
Areawide	Dynamic Message Signs Deployment	3,410,000	4/7/2010	98.0%	varies by project
SHA D1	ADA contract for District 1, including Ocean City	4,089,000	10/5/2009	95.0%	varies by project
SHA D2	Safety improvements for Resurfacing D-2	299,042	4/15/2010	92.0%	varies by project
SHA D3	Signals and Reconstructs in District 3	5,251,000	9/30/2009	92.0%	varies by project
SHA D3	Safety improvements for Resurfacing D-3	468,485	7/22/2009	97.0%	varies by project
SHA D5	ADA contract for District 5	1,905,000	8/3/2009	75.5%	varies by project
SHA D7	ADA contract for District 7	1,987,656	7/27/2009	96.4%	varies by project
	<b>ARRA - Total</b>	108,820,943			as of 7/31/12

**NOTE:** In addition to the ongoing projects shown in the table another 101 ARRA Projects were completed at a total of \$240,158,000.

## American Recovery and Reinvestment Act Maryland State Transit Projects

Jurisdiction	Description	ARRA Cost Estimate (\$)	Notice to Proceed Date (mm/dd/yyyy)	Current Percent Complete	Scheduled Completion Month (mm/yyyy)
AA Co., Balto City, Balto Co.	MARC BWI Station Improvements (FRA)	9,400,000	10/18/2010	92.2%	10/2012
Baltimore City	MARC Penn Station Improvements (heating, windows)	4,557,826	7/31/2009	85.0%	9/2012
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	18,000,000	4/22/2009	85.0%	4/2013
Montgomery	MARC CSXT Joint Benefit Projects (Randolph interlocking)	4,700,000	9/30/2010	86.6%	9/2012
Systemwide	MARC Public Address System	6,774,205	4/13/2009	84.2%	9/2012
	<b>MARC - Total</b>	<b>25,432,031</b>			
	<b>ARRA - MTA Total</b>	<b>43,432,031</b>			
	<b>Local Transit Vehicles/Facilities Small Urban</b>	<b>4,433,725</b>			
Carroll	Bus Equipment [Branding]	50,000	8/11/2009	70.56%	9/2012
	<b>Carroll - Total</b>	<b>50,000</b>			
Harford	Medium Low-Floor < 30' Bus - Expansion (12)	4,210,536	7/10/2009	-	12/2012
Harford	Preventative Maintenance	173,189	7/1/2009	97.38%	12/2012
	<b>Harford - Total</b>	<b>4,383,725</b>			
	<b>Local Transit Vehicles/Facilities Urban Baltimore</b>	<b>100,000</b>			
Howard	Bus Stop Amenities	100,000	2/8/2011	77.42%	9/2012
	<b>Howard - Total</b>	<b>100,000</b>			
	<b>ARRA - LOTS Subtotal</b>	<b>4,533,725</b>			
	<b>ARRA - Total</b>	<b>47,965,756</b>			as of 7/31/12

**NOTE:** In addition to the ongoing projects shown in the table another 195 ARRA Projects Completed at a total of \$188,147,111 (\$74,524,395 in ARRA LOTS Projects and \$39,098,321 in ARRA MTA Projects.)

## American Recovery and Reinvestment Act Summary of Discretionary Grants to MDOT

<b>FEMA Port Security Grant</b>		<u>Cost</u>	<u>Status</u>
Port of Baltimore security improvements	subtotal	\$1.3	Design Complete. Construction Underway
<b>High Speed Intercity Passenger Rail Grants</b>			
Design of BWI Rail Station new platform, station building and fourth track		\$9.4	Design Well Underway
Design of a replacement to the Baltimore & Potomac Tunnel		\$60.0	Design Starting soon
	subtotal	\$69.4	
<b>Transportation Investment Generating Economic Recovery (TIGER)</b>			
Takoma/Langley Park Transit Center		\$11.8	Design Underway
Bus priority Improvements in the Washington Region		\$2.5	Design Underway
	subtotal	\$14.3	
<b>Total</b>		<b>\$85.0</b>	

**Transportation grants awarded to other entities, include:**

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\$4.9 million for FAA small airport grants to make improvements to power systems, air traffic control towers and navigation and landing equipment;

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\$3.5 million for EPA Diesel Emissions Reduction programs to Port of Baltimore businesses;

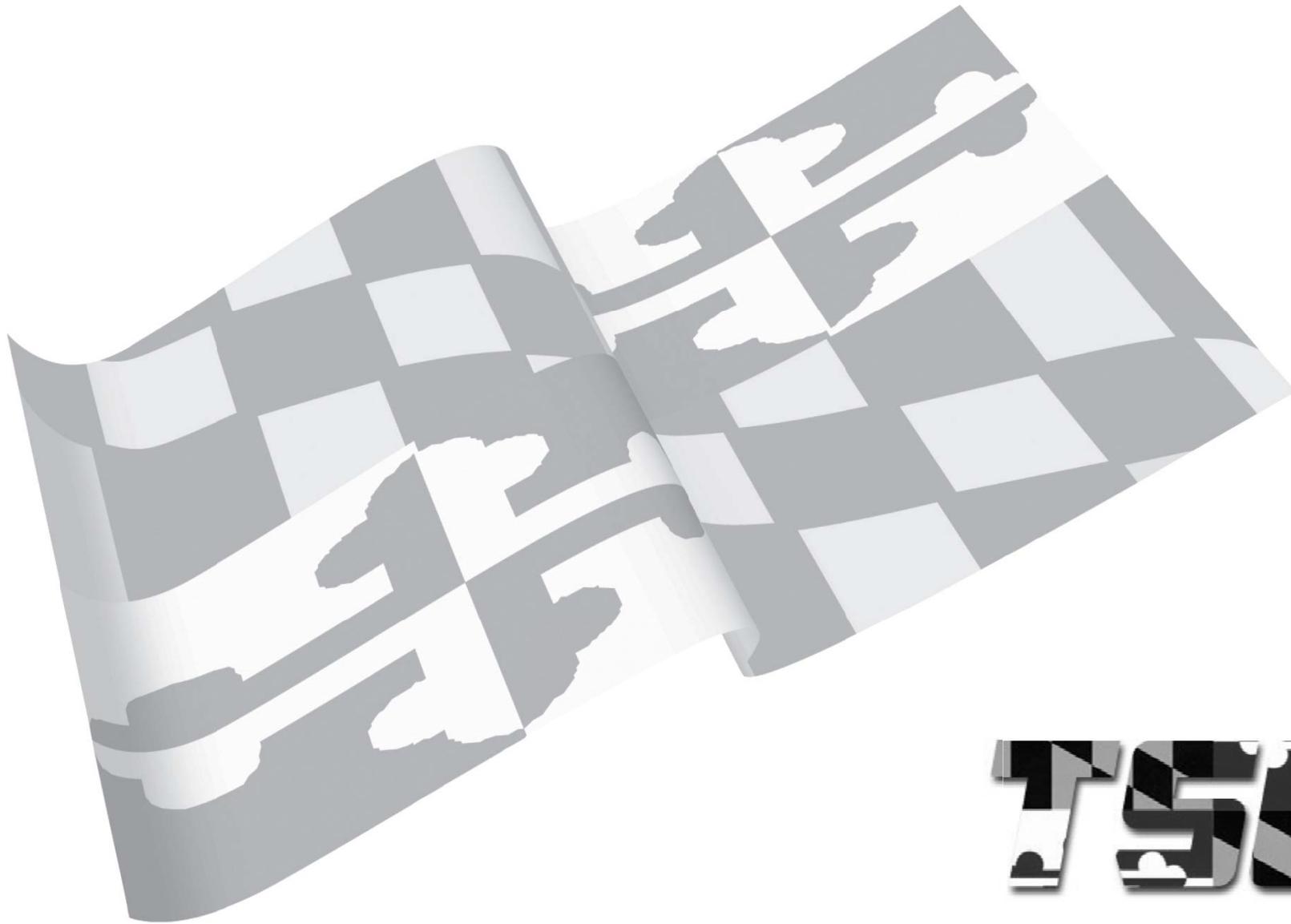
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\$1.6 million for FHWA Ferry Boat Discretionary program to the City of Baltimore for pier improvements and vehicle purchases in Baltimore's Inner Harbor;

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**NOTE:** In addition to the ongoing projects shown in the table, 2 grants have been fully expended at a total of \$15.2 million (1 FEMA Port Security Grant for the Rehabilitate the C/D Apron at BWI Thurgood Marshall Airport at a total of \$15 million and 1 FHWA On the Job Training/Support Services Grant at a total of \$0.2 million.





**TSP**



**THE SECRETARY'S OFFICE**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	33.1	15.0	4.1	4.4	4.2	4.3	65.0
System Preservation Minor Projects	43.7	20.3	12.4	7.9	7.6	7.8	99.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>10.0</u>	<u>20.0</u>	<u>20.0</u>	<u>10.0</u>	<u>-</u>	<u>-</u>	<u>60.0</u>
SUBTOTAL	86.8	55.3	36.4	22.3	11.8	12.1	224.7
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>12.7</u>
TOTAL	88.5	57.5	38.6	24.5	14.0	14.3	237.4
Special Funds	76.8	37.5	18.6	14.5	14.0	14.3	175.7
Federal Funds	11.7	20.0	20.0	10.0	-	-	61.7



**PROJECT:** Transportation Enhancement Program

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

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

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

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY 18

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
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	257,015	185,415	13,700	10,700	11,100	11,600	12,100	12,400	71,600	0	
Total	257,015	185,415	13,700	10,700	11,100	11,600	12,100	12,400	71,600	0	
Federal-Aid	204,672	147,372	11,700	8,400	8,700	9,100	9,600	9,800	57,300	0	

STIP REFERENCE #State6



**PROJECT:** Transportation Emission Reduction Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Total cost has increased by \$4.3 million due to the addition of FY 18.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					....2015....	....2016....	....2017....	....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
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	65,937	40,937	4,100	3,964	4,053	4,355	4,235	4,293	25,000	0
Total	65,937	40,937	4,100	3,964	4,053	4,355	4,235	4,293	25,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



**PROJECT:** Bikeways Network Program

**DESCRIPTION:** Planning, design and construction of on-road and off-road bicycle facilities that fill priority missing links and create a safe, functional bicycle network.

**JUSTIFICATION:** Infrastructure for walking and biking is a core element of Maryland's multimodal transportation system. Walking and biking are clean, green and healthy transportation options. This program will help to 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.

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

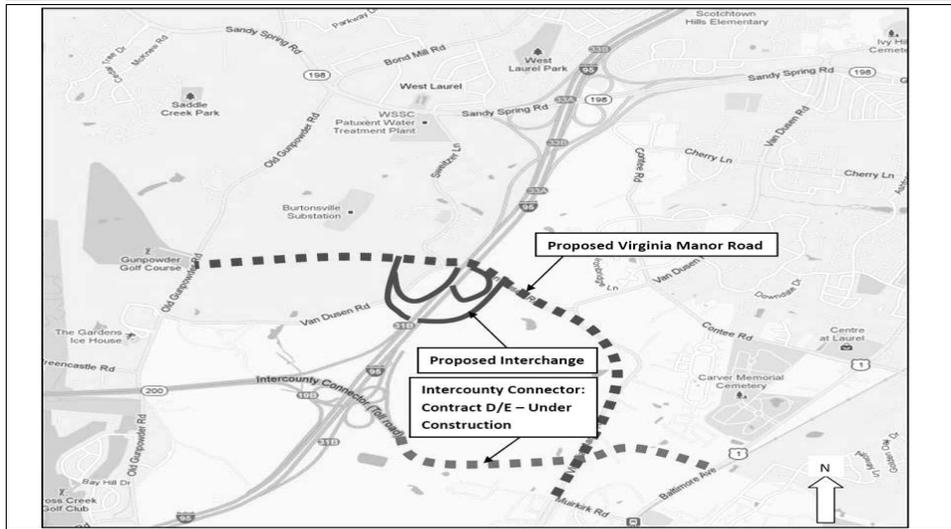
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:** Pedestrian Access to Transit (SHA Line SW-6), Bike Retrofit, Sidewalk Retrofit (SHA Line SW-3), Transportation Enhancements Program (TSO Line 01).

**STATUS:** First round of project grants were announced in March 2012. A second round was announced in July 2012. Nearly 50 projects are moving forward with Bikeways Program funds.

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 2012			2013	2014	....2015....	....2016....			....2017....
Planning	925	25	300	600	0	0	0	0	900	0	
Engineering	2,575	0	575	2,000	0	0	0	0	2,575	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	6,500	0	2,225	4,275	0	0	0	0	6,500	0	
Total	10,000	25	3,100	6,875	0	0	0	0	9,975	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0170



**PROJECT:** Virginia Manor Road Relocated, Old Gunpowder Road to the InterCounty Connector

**DESCRIPTION:** A Secretary's grant to Prince George's County for construction/reconstruction of Relocated Virginia Manor Road between the InterCounty Connector and Old Gunpowder Road (app. 2.8 miles). Connections will be made to both the InterCounty Connector and the new I-95/Contee Road Interchange. Bicycle and pedestrian access will be provided.

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

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

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

**ASSOCIATED IMPROVEMENTS:** I-95/Contee Road Interchange (SHA PG-Line 1)  
 InterCounty Connector (SHA PG-Line 5).

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

**STATUS:** Engineering underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,000	0	3,000	0	0	0	0	0	3,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	27,000	0	20,000	7,000	0	0	0	0	27,000	0	
<b>Total</b>	<b>30,000</b>	<b>0</b>	<b>23,000</b>	<b>7,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0165; STIP Reference #State12



**PROJECT:** High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)

**DESCRIPTION:** The purpose of this project is to perform preliminary engineering and National Environmental Policy Act analysis for the Amtrak Baltimore and Potomac Tunnel on Amtrak's Northeast Corridor (NEC).

**JUSTIFICATION:** This project is funded through the federal High Speed Intercity Passenger Rail (HSIPR) program and addresses the planning required to construct an alternative tunnel to replace the 100-plus year old tunnel. This project is being managed by Amtrak and MDOT is the recipient of the grant funds. The project is critical for safety, but will also provide improved trip time on the NEC. The tunnel is considered one of the priority projects for the NEC in Amtrak's 2030 Master 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:** MARC Growth and Investment (MTA-7), Baltimore Rail Study (TSO, Line 6 Item 4)

**STATUS:** This federally funded project will evaluate the feasibility of tunnel replacement and builds from previous congressionally funded studies in which MDOT has been engaged. Grant funding was obligated in April 2011. Initial legal and analytical work is underway. RFPs began in Spring 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015....	.....2016....			.....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	60,000	0	10,000	20,000	20,000	10,000	0	0	60,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	60,000	0	10,000	20,000	20,000	10,000	0	0	60,000	0	
Federal-Aid	60,000	0	10,000	20,000	20,000	10,000	0	0	60,000	0	

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**THE SECRETARY'S OFFICE - LINE 6**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 13 and Prior</u>		
1	Transfer to MdTA (0138)	6,000	Complete
2	Mainframe Upgrade 2 (0144)	500	Complete
3	Baltimore Grand Prix Grant (0157)	1,380	Complete
4	Document Direct Upgrade (0163)	300	Complete
5	View Direct Licensing (0174)	418	Completed
6	MEDCO - New MDOT Building (0070)	157	Underway
7	Baltimore Rail Study (State Share) (0121)	369	Underway
8	Ridgely Trail Grant (0122)	6	Underway
9	Charles Street Trolley Grant (0135)	57	Underway
10	TOD Implementation (Revenue Increase Project) (0143)	4,000	Underway
11	MBE 2009 Disparity Study (0146)	200	Underway
12	University of Maryland - NCSG Agreement (0148)	150	Underway
13	MD 695 @ Broening Highway Grant (0150)	4,011	Underway
14	OPCP-09 Consultant Contract (0153)	742	Underway
15	MD Department of Planning Grant (0154)	92	Underway
16	TSO Environmental (0161)	538	Underway
17	IV&V - Major IT Development Projects (0162)	429	Underway
18	OPCP-12 Consultant Contract (0169)	3,315	Underway
19	MEA/MDOT Electric Truck Voucher MOU (0171)	200	Underway
20	Maryland Bike Share Program (0172)	2,500	Underway
21	Real Estate Services (0005)	445	Ongoing
22	Program Management (0019)	300	Ongoing
23	Network Hardware/Software Replacement Costs (0020)	3,800	Ongoing
24	Rail Safety Oversight (0032)	120	Ongoing
25	Airport Citizens Committee (0078)	276	Ongoing
26	MDOT Headquarters Building (0081)	496	Ongoing
27	Security/Emergency Management (0082)	393	Ongoing
28	Capital Program Management System Maintenance (0086)	250	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

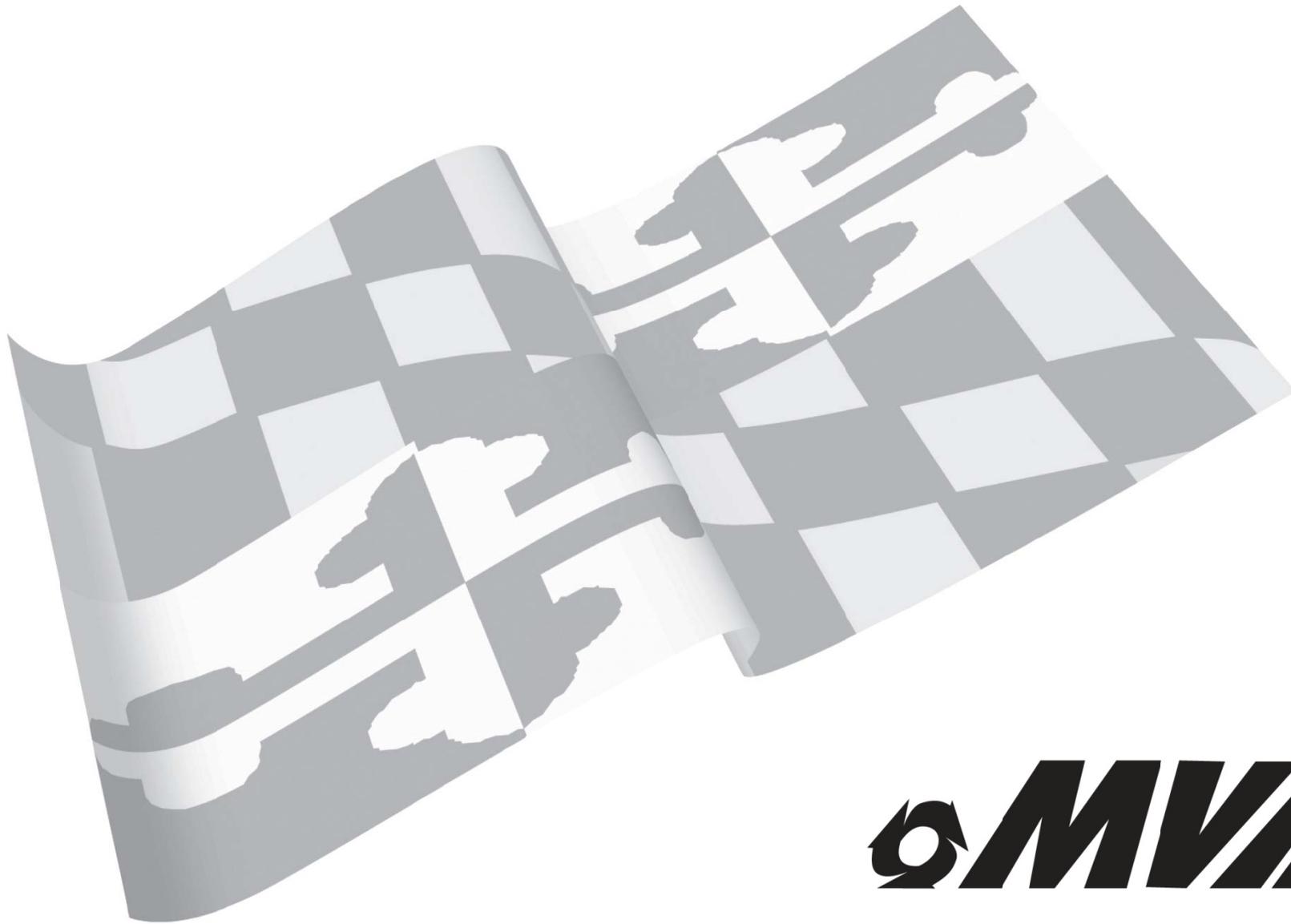
**THE SECRETARY'S OFFICE - LINE 6 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>The Secretary's Office (cont'd)</u></b>			
<b><u>FY 13 and Prior (cont'd)</u></b>			
29	TSO OA Replacements OBJ 10 (0099)	145	Ongoing
30	TSO OA Enhancements/OBJ 11 (0100)	73	Ongoing
31	Data Center Shared Services (0101)	562	Ongoing
32	Environmental Compliance Oversight (0126)	1,378	Ongoing
33	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
34	Special Real Estate Counsel Contract (0133)	225	Ongoing
35	Towson Circle Grant (0149)	1,600	Summer, 2013
36	Gmail Google Docs (0177)	1,344	Summer 2012
37	Canton Railroad Grant (0173)	1,700	Winter 2013
38	CAD/RMS - DVED & ASED (0176)	268	Winter 2013
39	State Personnel System (Benefits) (0178)	697	Winter 2013
40	MBE 2015 Disparity Study (0168)	3,000	Summer 2013
41	Anacostia Riverwalk Trail/Arboretum Grant (0166)	50	FY 2013
42	I-95/Forestville Road Ramp Improvement Grant (0167)	2,000	FY 2013
43	Grant for CSX - Intermodal Container Transfer Facility Location Study (0179)	2,500	Fall, 2012
<b><u>FY 2014</u></b>			
44	TOD Implementation (Revenue Increase Project) (0143)	2,000	Underway
45	MBE 2009 Disparity Study (0146)	425	Underway
46	University of Maryland - NCSG Agreement (0148)	150	Underway
47	MD Department of Planning Grant (0154)	92	Underway
48	TSO Environmental (0161)	180	Underway
49	OPCP-12 Consultant Contract (0169)	3,115	Underway
50	Real Estate Services (005)	295	Ongoing
51	Program Management (0019)	300	Ongoing
52	Network Hardware/Software Replacement Costs (0020)	3,901	Ongoing
53	Rail Safety Oversight (0032)	120	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>The Secretary's Office (cont'd)</u></b>			
<b><u>FY 2014 (cont'd)</u></b>			
54	Airport Citizens Committee (0078)	250	Ongoing
55	MDOT Headquarters Building (0081)	100	Ongoing
56	Capital Program Management System Maintenance (0086)	239	Ongoing
57	TSO OA Replacements OBJ 10 (0099)	148	Ongoing
58	TSO OA Enhancements/OBJ 11 (0100)	75	Ongoing
59	Data Center Shared Services (0101)	576	Ongoing
60	Environmental Compliance Oversight (0126)	450	Ongoing
61	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
62	Special Real Estate Counsel Contract (0133)	225	Ongoing
63	Towson Circle Grant (0149)	400	Fall, 2012
64	CAD/RMS - DVED & ASED (176)	121	Winter 2013
65	State Personnel System (Benefits) (0178)	481	Winter 2013
66	700 MHz Radios - CVED & ASED (0175)	1,200	FY 2014



 **MVA**



**MOTOR VEHICLE ADMINISTRATION**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	2.6	1.6	1.1	1.0	1.0	0.7	8.0
System Preservation Minor Projects	18.9	19.2	17.0	13.9	9.0	9.3	87.4
<b><u>Development &amp; Evaluation Program</u></b>	<u>1.5</u>	<u>1.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.8</u>
SUBTOTAL	23.1	22.1	18.1	14.9	10.0	10.0	98.2
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.1</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>7.0</u>
TOTAL	24.2	23.2	19.2	16.1	11.2	11.3	105.2
Special Funds	23.8	22.9	19.2	16.1	11.2	11.3	104.5
Federal Funds	0.4	0.3	0.1	-	-	-	0.7

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**PROJECT:** Real ID Act

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- Security System Preservation & Improvement (Line 5, Item No. 24)
- Employee Scheduling System (Line 5, Item No. 19)
- DLS/POS Migration (Line 5, Item No. 22)

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			FOR PLANNING PURPOSES ONLY	.....2015....	.....2016....	.....2017....			.....2018....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,345	2,345	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,179	840	620	569	150	0	0	0	1,339	0	
Total	4,524	3,185	620	569	150	0	0	0	1,339	0	
Federal-Aid	1,771	1,059	354	303	55	0	0	0	712	0	

The screenshot shows the Maryland Motor Vehicle Administration website. At the top, there is a navigation bar with links for Home, FAQs, Hours & Locations, Fees, Contact Us, Helpful Links, Forms, InfoMVA, Site Map, and Administrator's Corner. A central banner features the MVA logo and a search bar. Below the banner, there are several sections:
 

- ONLINE TRANSACTIONS:** Online Registration Renewal, Change of Address, Central Scheduling, and More.
- DRIVER SERVICES:** Driving Records, Online Tutorial, Driver Licenses/Identification Cards, and More.
- VEHICLE SERVICES:** New to Maryland, Title & Registration, VEIP, and More.
- BUSINESS SERVICES:** Bulletins, Dealers, Forms, and More.
- ABOUT MVA:** Employment, Environmental Management, Fees, and More.

 A prominent 'MVA Announcement' box states: 'In preparation for an upcoming telephone system upgrade at the Glen Burnie branch (including Headquarters, all telephones, IVR (Interactive Voice Response) and voicemail services will be unavailable for a period of 3 hours on Thursday, July 22, from 8 p.m. to 11 p.m. If you need to conduct MVA business over the phone, please call before 8 p.m. or after 11 p.m. on July 22nd. This outage will also impact the Cumberland, Gaithersburg and VEIP Call Centers as well. Customers trying to call into any of the affected offices during this timeframe will just hear ringing. We expect to resume normal operations at 11 p.m. on July 22nd.'
   
 Other sections include 'Office of the GOVERNOR', 'DO IT ONLINE' (Change of Address, Driving Records, Online Tutorial), 'MVA Announcements' (Holiday Closing, New Standard License Plates, New Driving Skills Test, Executive Order), and 'Business Services' (Bulletins, Dealer Information, Forms).

**PROJECT:** Alternative Service Delivery Systems

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

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

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

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

**ASSOCIATED IMPROVEMENTS:** Project Core (Line 2)

**STATUS:** Ongoing.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The implementation of new Kiosks will 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 will enhance customer satisfaction.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increase of \$2.1 million for additional enhancements and planned spending in FY 2018.

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 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,893	1,284	100	100	100	100	103	106	609	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	19,570	13,514	1,905	894	894	894	889	580	6,056	0	
Total	21,463	14,798	2,005	994	994	994	992	686	6,665	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

**DESCRIPTION:** Project Core planning to modernize, standardize and integrate core MVA business systems to enable outstanding customer service, safety, and security. The current project phase will lead to development of an RFP to move MVA to a modernized Information Technology platform. This platform would define how components of an IT architecture are assembled, communicate, store/secure data, and interact with both MVA staff and customers, in order to create a core service infrastructure. Project Core would also serve as the base architecture for replacing existing legacy systems such as Titling and Registration System (TARIS).

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Alternative Service Delivery Systems (Line 2)

**STATUS:** Project planning underway.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	3,314	466	1,536	1,312	0	0	0	0	2,848	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	3,314	466	1,536	1,312	0	0	0	0	2,848	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost estimate for planning was increased by \$1.0 million.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MOTOR VEHICLE ADMINISTRATION - LINE 4**

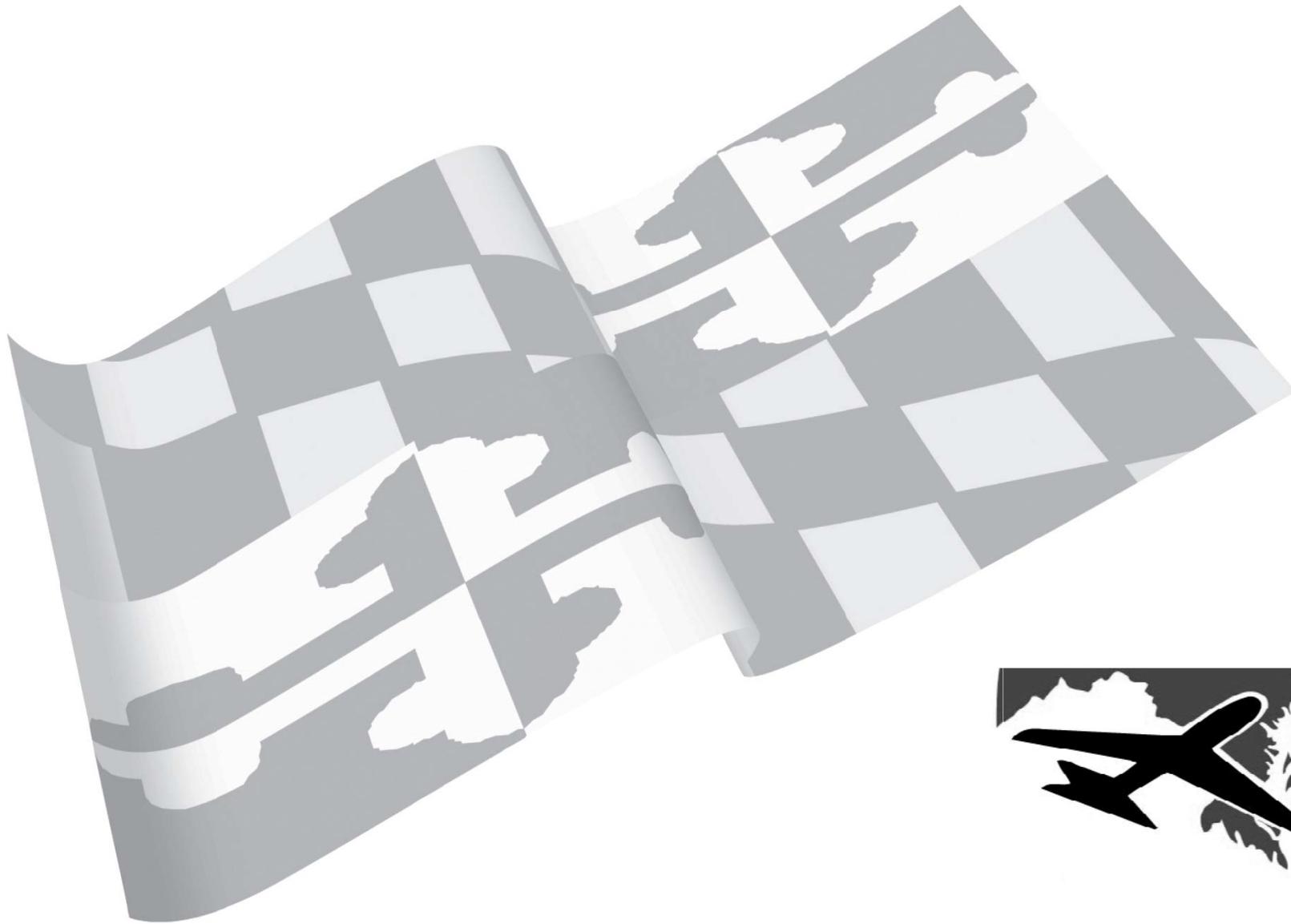
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior</u></b>			
<b><u>Building Improvements</u></b>			
1	Baltimore City Office Relocation (0602)	2,845	Complete
2	Walnut Hill Express Office Relocation (0682)	200	Underway
3	Columbia Express Office Relocation (0674)	200	Underway
4	Building and Interior Modification (0598)	788	Ongoing
5	Comprehensive Planning Services (0536)	550	Ongoing
6	Environmental Management System Improvements (0668)	950	Ongoing
7	Essex Branch Office Relocation (0675)	700	Ongoing
8	Glen Burnie Office Systems Preservation (0512)	1,200	Ongoing
9	VEIP Preservation (0686)	1,200	Ongoing
10	Salisbury Branch Renovation (0693)	1,845	Fall, 2012
11	Glenmont Express Office Relocation (0676)	200	Spring, 2013
<b><u>Information Technology</u></b>			
12	CDL Skills Test Electronic Issuance & Wireless System (0683)	693	Complete
13	Internal Auditing Automation (0691)	100	Underway
14	Inventory Management (0692)	200	Underway
15	Accounts Payable System Improvements (0690)	500	Underway
16	Automated Compulsory Ins Sys (ACIS) 2 Planning (0672)	250	Underway
17	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Underway
18	Employee Scheduling System (0687)	350	Underway
19	Central Document Processing System Preservation (0651)	1,270	Ongoing
20	Computer Equipment System Preservation (0645)	1,827	Ongoing
21	DLS/POS Migration (0681)	2,093	Ongoing
22	Network Switch System Preservation (0649)	95	Ongoing
23	Security System Preservation & Improvement (0518)	192	Ongoing
24	System Preservation (0597)	2,345	Ongoing
25	Telecommunication System Preservation & Improvement (0545)	691	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2013 and Prior (cont'd)</u></b>		
	<b><u>Information Technology Project (Appr 8)</u></b>		
26	DIWS Upgrade (MITDP) (0684)	4,400	Underway
	<b><u>FY 2014</u></b>		
	<b><u>Building Improvements</u></b>		
27	Building and Interior Modification (0598)	425	Ongoing
28	Comprehensive Planning Services (0536)	550	Ongoing
29	Environmental Management System Improvements (0668)	800	Ongoing
30	Essex Branch Office Relocation (0675)	2,000	Ongoing
31	Glen Burnie Office Systems Preservation (0512)	1,141	Ongoing
32	VEIP Preservation (0686)	1,150	Ongoing
33	Frederick Branch Renovation (0694)	1,600	Summer, 2013
34	Glen Burnie Branch Office (0540)	1,516	Summer, 2013
35	Glen Burnie Site Reconstruction (0552)	4,823	Summer, 2013
	<b><u>Information Technology</u></b>		
36	Central Document Processing System Preservation (0651)	500	Ongoing
37	Computer Equipment System Preservation (0645)	2,311	Ongoing
38	DLS/POS Migration (0681)	1,777	Ongoing
39	Network Switch System Preservation (0649)	100	Ongoing
40	Security System Preservation & Improvement (0518)	198	Ongoing
41	System Preservation (0597)	1,779	Ongoing
42	Telecommunication System Preservation & Improvement (0545)	695	Ongoing
43	Driver Law Test System (0695)	500	Summer, 2013

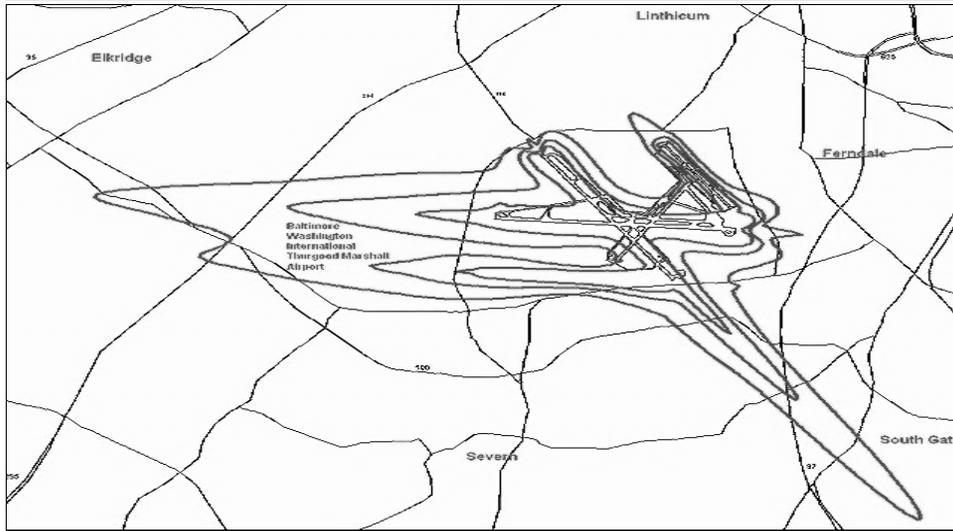




**MARYLAND AVIATION ADMINISTRATION**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	158.8	108.8	92.8	64.7	1.5	0.9	427.6
System Preservation Minor Projects	31.8	34.7	34.5	14.4	21.8	37.2	174.4
<b><u>Development &amp; Evaluation Program</u></b>	-	-	-	-	-	-	-
<b>SUBTOTAL</b>	190.6	143.5	127.3	79.1	23.3	38.2	602.1
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	6.1	6.1	6.1	6.1	6.1	6.1	36.6
<b>TOTAL</b>	196.7	149.6	133.4	85.2	29.4	44.3	638.7
<b>Special Funds</b>	46.3	50.0	50.0	25.2	25.2	40.0	236.6
<b>Federal Funds</b>	22.4	28.1	15.8	4.3	4.3	4.3	79.2
<b>Other Funding *</b>	128.0	71.4	67.6	55.8	-	-	322.8
<b><u>Other Funding Breakdown*</u></b>							
CFC	4.5	1.4	0.3	-	-	-	6.3
PFC	120.7	69.0	67.3	55.8	-	-	312.8
RAA	1.0	1.0	-	-	-	-	2.0
TSAOTA	1.8	-	-	-	-	-	1.8
	128.0	71.4	67.6	55.8	-	-	322.8



**PROJECT:** Noise Zone Land Acquisition Program

**DESCRIPTION:** This program promotes compatible land use around Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). This is accomplished through the purchase of residential properties offered voluntarily for sale by owners within designated impacted noise areas.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland Environmental Noise Act requires the Maryland Aviation Administration (MAA) to minimize the impact of aircraft related noise on people living near BWI Marshall. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Marshall Noise Zone, in accordance and consistent with local zoning.

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

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

**ASSOCIATED IMPROVEMENTS:**  
 Homeowner Assistance Program -- Line 2

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

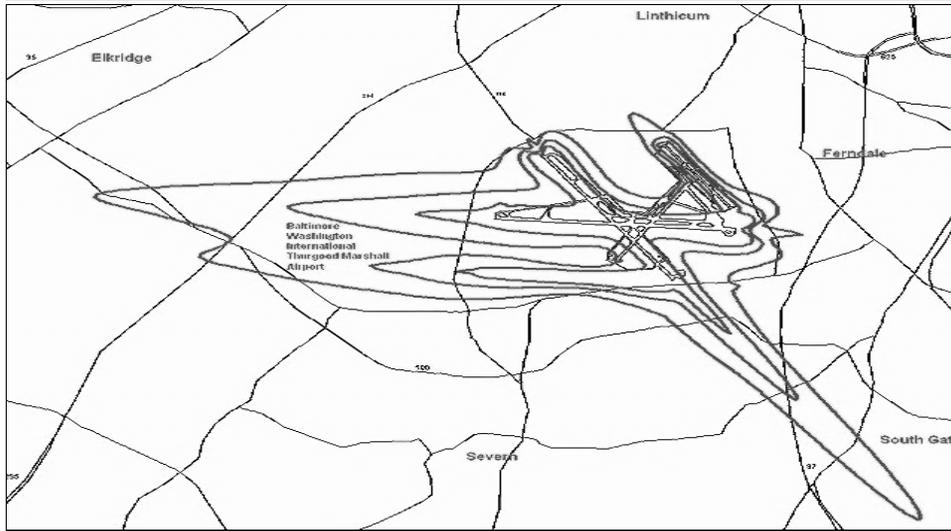
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program enhances the environment of neighboring communities by providing noise mitigation through the purchase of residential properties from people living within designated noise zones near BWI Marshall.

**STATUS:** MAA has acquired 250 properties through FY 2012.

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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2015....	....2016....	....2017....	....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	39,441	33,814	0	350	277	5,000	0	0	5,627	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>39,490</b>	<b>33,863</b>	<b>0</b>	<b>350</b>	<b>277</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>5,627</b>	<b>0</b>
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increase of \$4.0 million to reimburse the Federal Noise Escrow Account established as part of the Noise Land Re-Use Plan. The cashflow change aligns potential payments with the Noise Land Re-Use Plan.



**PROJECT:** Homeowner Assistance Program

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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:**

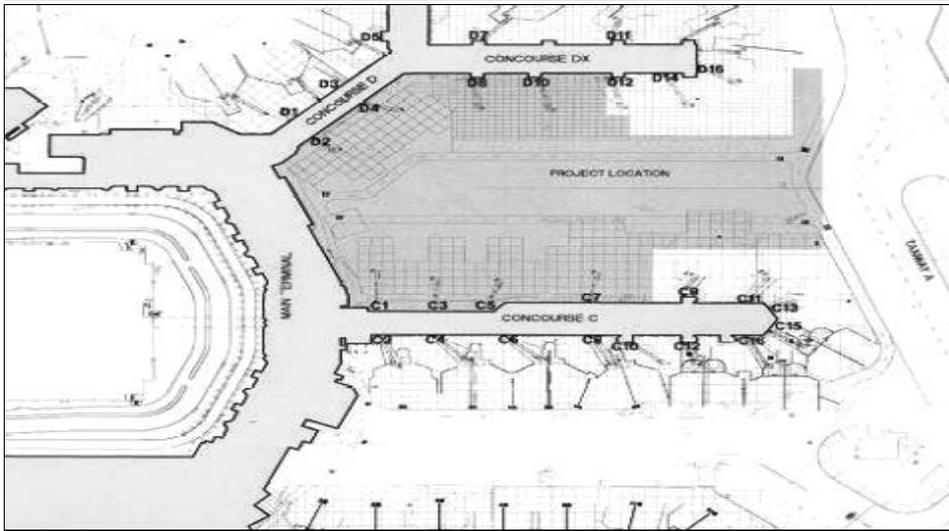
Noise Zone Land Acquisition Program -- Line 1

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

**STATUS:** MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2012.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	463	445	3	3	3	3	3	3	18	0
Right-of-way	28,235	22,615	936	936	937	937	937	937	5,620	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>28,698</b>	<b>23,060</b>	<b>939</b>	<b>939</b>	<b>940</b>	<b>940</b>	<b>940</b>	<b>940</b>	<b>5,638</b>	<b>0</b>
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The \$0.9 million cost increase reflects the addition of FY 2018.



**PROJECT:** Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)

**DESCRIPTION:** This project consists of the reconstruction of the aircraft ramp area between Concourses C and D. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, communications infrastructure, and ramp lighting.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will enhance airfield safety and operations through reconstruction of pavement and apron grade, drainage structures, and upgrade of airfield lighting to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project enhances compliance with FAA Part 139 regulations that require airfield pavement to be free of cracks and surface variations that could impair directional control of air carrier aircraft. New drainage and deicing structures will improve runoff collection and recycling of chemicals used for inclement weather.

**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:** ARRA phases complete February 2011 with the balance of the project complete in Spring 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increase of \$0.5 million reflects final security cost, construction management and design to close project.

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

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

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,415	3,415	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	43,759	43,759	0	0	0	0	0	0	0	0	
Total	47,174	47,174	0	0	0	0	0	0	0	0	
Federal-Aid	22,883	22,883	0	0	0	0	0	0	0	0	

Other funding source is Passenger Facility Charge (PFC) revenue. Federal funding includes \$15 million from American Recovery and Reinvestment Act (ARRA).



**PROJECT:** Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall

**DESCRIPTION:** The project represents the initial phase of the Runway Safety Area (RSA) and Pavement Management Program (PMP) Improvements. Interim pavement repairs necessary to support changing aircraft traffic patterns during the construction phasing include Runway 4-22 and multiple taxiways, plus construction access and vehicle service road repairs. Also, included is the pavement rehabilitation and standards compliance improvements necessary at the intersection of Runways 10-28 and 15R-33L.

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 5.  
 Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 6.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

**STATUS:** Taxiway P and D complete August 2012. Intersection of Runways 10-28 and 15R-33L, and several other taxiway improvements completed in 2011.

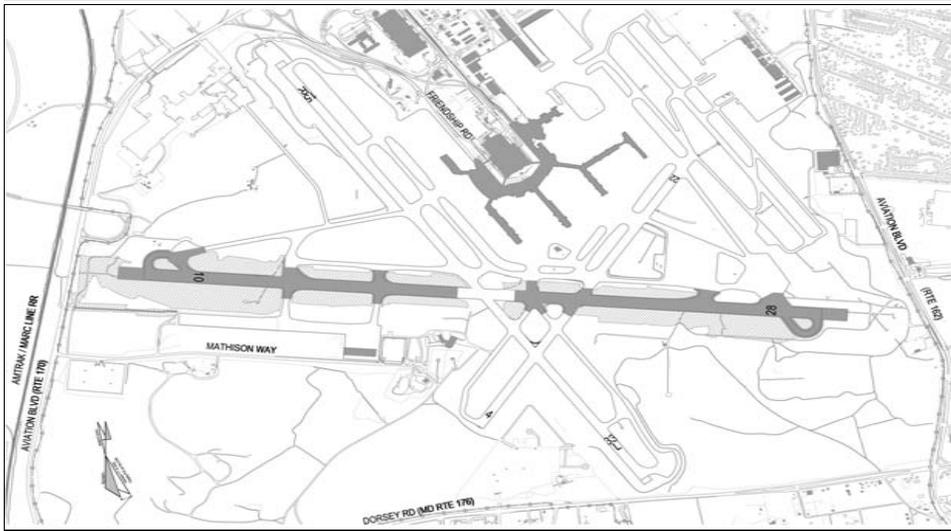
**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decrease of \$2.4 million is the result of several final project costs being under budget by \$2.5 million, and \$.6 million for one pavement section moved to Phase 2. These \$3.1 million of decreases are offset by additional pavement sections costing \$0.7 million, resulting in an overall reduction of \$2.4 million.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2015....	....2016....	....2017....	....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,077	2,059	18	0	0	0	0	0	18	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,310	13,183	127	0	0	0	0	0	127	0	
Total	15,387	15,242	145	0	0	0	0	0	145	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

7725, 7740, 7741, 7742, 7754, 7756, 7757, 7758, 7760, 7761, 7770, 7771, 7772



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 4.  
 Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 6.  
 Airport Layout Plan Environmental Assessment -- Line 10.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

**STATUS:** Construction began Summer 2012.

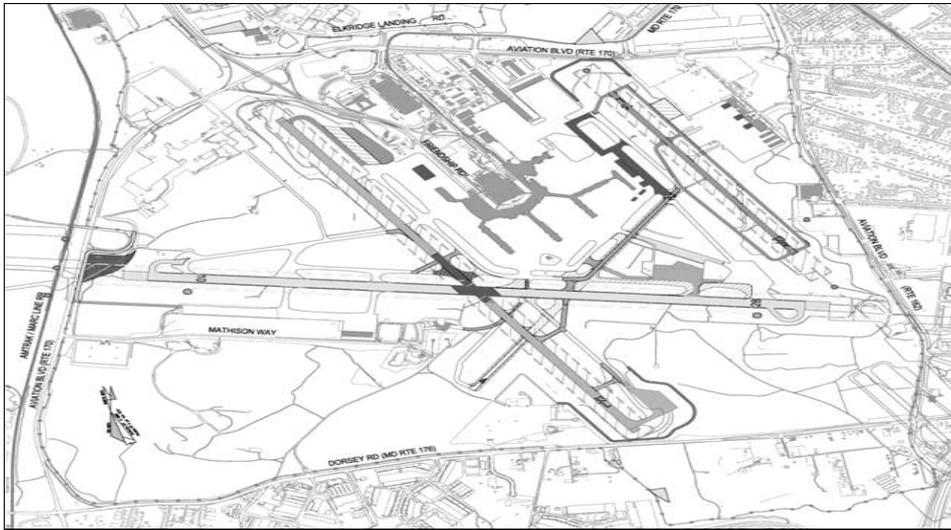
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2015....	....2016....	....2017....	....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,090	2,933	623	534	0	0	0	0	1,157	0	
Right-of-way	1,420	18	1,402	0	0	0	0	0	1,402	0	
Construction	54,120	5	50,256	3,859	0	0	0	0	54,115	0	
<b>Total</b>	<b>59,630</b>	<b>2,956</b>	<b>52,281</b>	<b>4,393</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,674</b>	<b>0</b>	
Federal-Aid	21,050	0	21,050	0	0	0	0	0	21,050	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Formerly part of Runway Safety Area, Standards and Pavement Improvements Line 6.

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

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

Other funding source is Passenger Facility Charge (PFC) revenue.  
 7701, 7709, 7710, 7721, 7735, 7759



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

**DESCRIPTION:** This project consists of the design and construction of the Runway Safety Area (RSA), and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include Runways 15R-33L, 4-22 and 15L-33R, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 4.  
 Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 5.  
 Airport Layout Plan Environmental Assessment -- Line 10.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

**STATUS:** Design continues for construction starts beginning in calendar year 2013 and beyond.

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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	30,887	12,472	3,432	6,892	5,297	2,224	570	0	18,415	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	221,329	20	384	83,107	81,253	56,565	0	0	221,309	0	
Total	252,216	12,492	3,816	89,999	86,550	58,789	570	0	239,724	0	
Federal-Aid	40,000	0	0	25,000	15,000	0	0	0	40,000	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decrease of \$85 million results from transferring \$60 million to Phase 2 on Line 5, and \$25 million of cost reductions from environmental assessment solutions.

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

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

Other funding source is Passenger Facility Charge (PFC) revenue.  
 7708, 7711, 7717, 7719, 7723, 7724, 7726, 7728, 7730,  
 7731, 7732, 7733, 7736, 7738, 7743, 7744, 7748, 7755,  
 7762, 7767, 7768, 7769, 9800



**PROJECT:** Integrated Life-Safety and Security Systems at BWI Marshall Airport

**DESCRIPTION:** These projects provide for the replacement of numerous, disparate, end of life cycle facility monitoring, emergency response and security systems. The use of new technologies will allow the integration of Consolidated Dispatch Center (CDC) systems with Closed Circuit Television (CCTV) and Controlled Access Security System (CASS). Improvements will include replacement of the MODUCOM fire alert and fire alarm system, terminal-wide CCTV and CASS systems, automation of the dispatching system, monitoring/control workstations, access detection, and event monitoring.

**PURPOSE & NEED SUMMARY STATEMENT:** Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) regulations require BWI Marshall to provide adequate safeguards to prevent unauthorized entry to secure areas, maintain event records, and meet standards for incident response.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Replacement of the aged security monitoring and dispatching systems improves compliance with FAA Part 139 and TSA security regulations. These modern security monitoring and response alert systems will enhance the safety and security of all airport users.

**STATUS:** Constuction underway. Completion scheduled for Spring 2013.

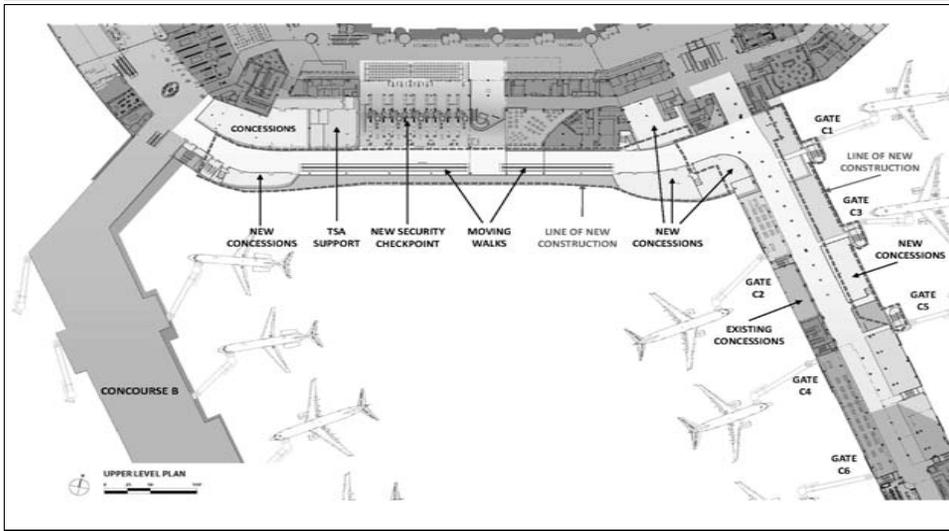
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,576	4,400	176	0	0	0	0	0	176	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	42,775	27,885	14,890	0	0	0	0	0	14,890	0	
Total	47,351	32,285	15,066	0	0	0	0	0	15,066	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Minor change to cashflow based on expenditures.

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

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

Other funding sources are Passenger Facility Charge (PFC) revenue and TSA grant. 7200, 7402, 7403, 7404



**PROJECT:** B/C Connector at BWI Marshall Airport

**DESCRIPTION:** The terminal improvements in this project include the relocation of the Concourse C passenger screening checkpoint to the B/C terminal zone, the addition of a secure-side connector between Concourses B and C, the widening of Concourse C, the conversion of the existing Concourse C entrance into egress space, provision for moving walkways, reconfigured holdrooms and improved passenger amenities.

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

**STATUS:** B/C Connector and Security Checkpoint construction began in Spring 2012. Construction of Concourse C Widening to begin by Fall 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increase of \$5.2 million in additional planning, design and construction costs to accommodate the needs of the airlines/tenants. Project cashflow revisions based on construction start and work schedules.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	1,062	1,062	0	0	0	0	0	0	0	0	
Engineering	11,730	3,406	8,324	0	0	0	0	0	8,324	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	92,142	6,974	77,492	7,676	0	0	0	0	85,168	0	
<b>Total</b>	<b>104,934</b>	<b>11,442</b>	<b>85,816</b>	<b>7,676</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93,492</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Other funding sources are Passenger Facility Charge (PFC) revenues.  
9020, 9501, 9865, 9883, 9884, 9885, 9886, 9887, 9888, 9889



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

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

**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.

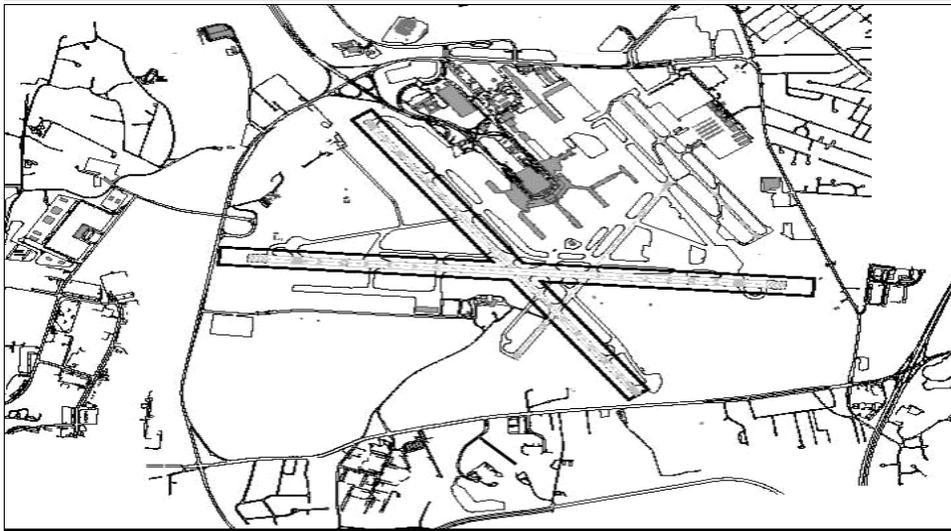
**STATUS:** Update of project scope underway for advertisement in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** New project added to the Construction Program. Formerly deferred by cost containment.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2015....	....2016....	....2017....	....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,593	638	739	216	0	0	0	0	955	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,320	1	0	5,266	5,053	0	0	0	10,319	0	
<b>Total</b>	<b>11,913</b>	<b>639</b>	<b>739</b>	<b>5,482</b>	<b>5,053</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,274</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

**DESCRIPTION:** This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the Airport Layout Plan (ALP) and Master Plan. Projects include: runway safety areas, airfield pavement, terminal improvements, perimeter roadway, and other ancillary facilities.

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

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

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

**ASSOCIATED IMPROVEMENTS:**

Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 4.  
 Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 5.  
 Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 6.

**STATUS:** Environmental assessment complete Spring 2012.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....		
Planning	1,837	1,837	0	0	0	0	0	0	0	0
Engineering	1,176	1,176	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	3,013	3,013	0	0	0	0	0	0	0	0
Federal-Aid	1,611	1,611	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decrease of \$93,000 reflects final costs for services.

Other funding source is Passenger Facility Charge (PFC) revenue.  
 1429, 1617, 7700

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND AVIATION ADMINISTRATION - LINE 11**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2013 and Prior</u></b>		
	<b><u>Airport Technology</u></b>		
1	Permanent Noise Monitoring System Replacement (7405)	1,578	Fall, 2012
2	IT Equipment (1456)	12,506	Ongoing
	<b><u>Airside Development</u></b>		
3	Comprehensive Paving FY 2012 (9008)	7,887	Ongoing
4	Terminal Building Head Knocker Protection (1924)	733	Fall, 2012
	<b><u>Annual</u></b>		
5	Bridge Inspection (SHA Consultant) (1023)	80	Underway
6	Terminal Spaceframe Inspection (7000)	100	Underway
7	Real Estate Administrative Services (7019)	374	Ongoing
8	Real Estate Property Services (7018)	232	Ongoing
9	Parking Garage Structure Inspection (1463)	432	Ongoing
	<b><u>Baltimore/Washington</u></b>		
10	OECM - AEIS Mapping Validation (1723)	1,777	Complete
11	Acoustical Services Contract (1485)	640	Complete
12	Pavement Management BWI/MTN (1389)	2,159	Underway
13	Wildlife Hazard Assessment (1903)	26	Complete
14	Comp Acoustical Services Contract (1918)	759	Underway
15	Comp Arch Eng Design Services (1915)	672	Underway
16	Comp Professional Program Mgmt (1916)	450	Underway
17	Wildlife Management Plan (1181)	1,083	Complete
18	Fire Protection Engineer Services (1173)	217	Ongoing
19	Comp Arch Eng Design Services (7015)	2,994	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Baltimore/Washington (cont'd)</u></b>			
20	Comp Construction Mgmt & Inspection (7016)	3,083	Ongoing
21	Comprehensive AIT Services (1291)	428	Ongoing
22	Building Permits and Inspections (1390)	1,442	Ongoing
23	Comp Airport Planning Services 11-002-005 (1901)	2,048	Ongoing
24	Comp Construction Mgmt & Inspection 10-006/009 (8016)	750	Ongoing
25	Comp Environmental Planning 11-001/004 (1900)	882	Ongoing
26	Capital Financial Services (2018)	200	Fall, 2012
27	Prof Services GIS, SUE and Engineering Data (2016)	800	Fall, 2012
28	Utility Designating (2017)	20	Fall, 2012
29	Wildlife Management Services (2019)	275	Underway
<b><u>Consol Rental Car Facility</u></b>			
30	CRCF CSB Courtyard Improvements (8304)	1,925	Complete
31	CRCF Bus Fleet Refurbishment (1972)	1,082	Fall, 2012
32	CRCF Exterior Facility Improvements (1973)	681	Spring, 2013
33	CRCF Garage Improvements (1971)	2,215	Fall, 2012
34	CRCF Interior Facility Improvements (1970)	2,530	Underway
35	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	418	Spring, 2013
<b><u>Environmental Compliance</u></b>			
36	Terminal Environmental Mitigation (8105)	359	Ongoing
37	Comp Environmental Compliance (9407)	1,891	Ongoing
38	Comp Environmental Compliance (9408)	666	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Equipment</u></b>			
39	Portable Emergency Power (9315)	1,627	Underway
40	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,500	Spring, 2013
41	Medic Unit - Replacement (9406)	170	Fall, 2012
42	Shift Commander Response Vehicle (9425)	150	Fall, 2012
43	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	800	Fall, 2012
44	Quint - Replacement (9201)	800	Fall, 2012
<b><u>Landside Development</u></b>			
45	ADA Landside Improvements (9419)	347	Ongoing
46	Airport Signage (1920)	450	Complete
47	Widen Airport Exit Roadway to I-195 Westbound Design (7009)	926	Complete
48	Amtrak Station Design Planning (9422)	433	Complete
49	Construction Material Storage Building (9404)	52	Underway
50	Hourly Garage Inspection Improvements (9415)	2,297	Underway
51	Hourly Garage Tunnel Repair (9322)	941	Underway
52	Terminal Roadway Overhead Sign Structure Replacement (2020)	807	Fall, 2012
53	Daily Garage Inspection Repairs (1921)	3,127	Spring, 2013
<b><u>Martin State</u></b>			
54	MTN Taxilane K Pavement (9299)	1,507	Complete
55	MTN Business Case Obstruction Mitigation and Funding Analysis (2012)	97	Underway
56	MTN Obstruction Survey (2010)	81	Underway
<b><u>Regional Aviation</u></b>			
57	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Regional Aviation (cont'd)</u></b>			
58	Regional Airports Economic Impact Study (2013)	149	Underway
59	Regional Aviation Program (1107)	600	Underway
60	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Underway
<b><u>Security</u></b>			
61	BWI Perimeter Gate G Modification (9207)	2,486	Complete
62	Gate J Improvements (1922)	1,019	Underway
63	Security Initiatives (1298)	275	Underway
64	TSA Baggage Screening Improvements (9000)	1,798	Complete
<b><u>Terminal Development</u></b>			
65	County Sewer and Water Capital Improvements (1028)	9,351	Ongoing
66	Sanitary Sewer Upgrade Phase 3 (9313)	188	Complete
67	Terminal Interior / Exterior Modifications (8014)	1,169	Complete
68	Energy Performance Projects (9430)	18,869	Complete
69	Pier C Cooling Tower Replacement (9403)	11	Complete
70	Pier C Gravity Sewer Main Improvements (8305)	390	Complete
71	Chesapeake Lounge Renovation (9423)	291	Complete
72	Pier C Sewer Line Replacement (1941)	294	Complete
73	Terminal Interior / Exterior Modifications (1914)	3,480	Underway
74	Terminal Improvement Project (7017)	7,805	Underway
75	ADA Restroom Access Study (9418)	75	Underway
76	FAA Control Tower Glass Replacement (1940)	2,432	Underway
77	VALE Solar Funding Evaluation (9424)	327	Underway
78	Daily Garage Solar Panels Phase 2 (1942)	500	Fall, 2012
79	Painting Terminal Exterior - Airside (7301)	130	Spring, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Terminal Development (cont'd)</u></b>			
80	Facility Management Program (7600)	303	Ongoing
81	Utilities Connection (7020)	147	Ongoing
82	Terminal Leasehold Modifications (7500)	1,174	Ongoing
83	Terminal Interior / Exterior Modifications (2014)	1,602	Summer, 2012
<b><u>FY 2014</u></b>			
<b><u>Airport Technology</u></b>			
84	Hourly Garage Parking Guidance System Upgrade (1931)	935	Summer, 2013
<b><u>Airside Development</u></b>			
85	ARFF Station HVAC Replacement (1927)	2,034	Summer, 2013
86	Comprehensive Paving FY 2013 (1908)	2,500	Summer, 2013
<b><u>Annual</u></b>			
87	Comprehensive Regional Air Passenger Survey (1486)	100	Summer, 2013
88	Wildlife Deterrent Unit Inspections (1904)	15	Summer, 2013
<b><u>Baltimore/Washington</u></b>			
89	BWI / MTN Environmental Documents (9003)	1,500	Summer, 2013
<b><u>Equipment</u></b>			
90	ARFF Equip Repl - Fire Engine Unit #30055 (1986)	474	Summer, 2013
91	ARFF Equip Repl - Rescue Truck Unit #30004 (1985)	263	Summer, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

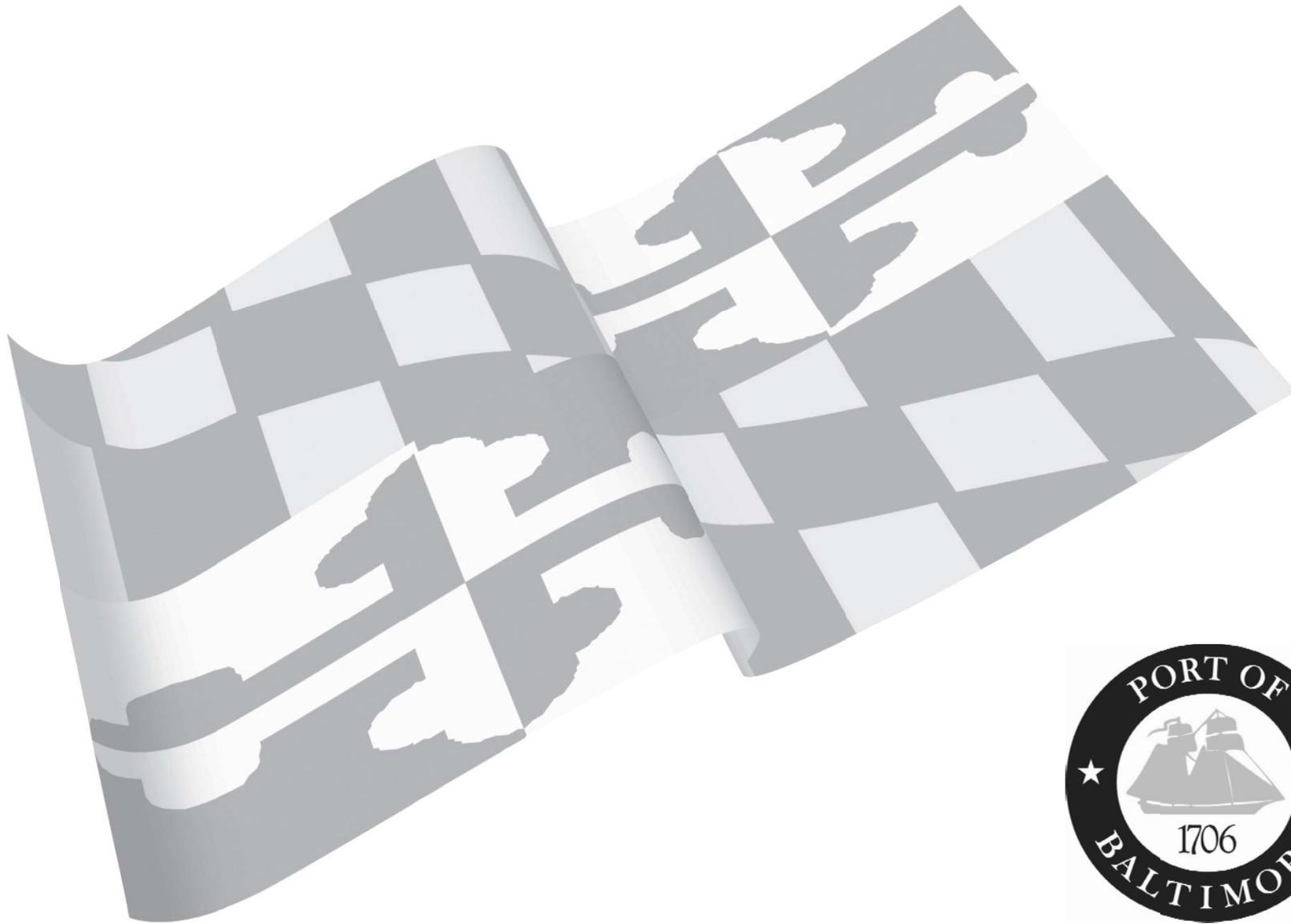
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 (cont'd)</u></b>		
	<b><u>Equipment (cont'd)</u></b>		
92	Snow Equip - Mini VAMMAS Snow Removal Units (2) (1983)	1,350	Summer, 2013
93	Snow Equip - New Hagie Plow Sweeper (1984)	475	Summer, 2013
94	Snow Equip Repl - Front End Loader #9755 (1980)	200	Summer, 2013
95	Snow Equip Repl - Front End Loader #9756 (1981)	200	Summer, 2013
96	Snow Equip Repl - FWD Snow Blower #9254 (1982)	400	Summer, 2013
	<b><u>Landside Development</u></b>		
97	Landside Comprehensive Paving - FY 2012 (9014)	500	Summer, 2013
	<b><u>Martin State</u></b>		
98	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2013
99	MTN Air Traffic Control Tower (1121)	950	Summer, 2013
100	MTN Obstruction Removal (9431)	319	Summer, 2013
	<b><u>Regional Aviation</u></b>		
101	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2013
102	Hagerstown Regional Airport R/W 9-27 Extension (1462)	1,000	Summer, 2013
103	Regional Aviation Program (1107)	600	Summer, 2013
104	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2013
	<b><u>Security</u></b>		
105	Security Initiatives (1298)	300	Summer, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>FY 2014 (cont'd)</u>			
<u>Terminal Development</u>			
106	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Summer, 2013
107	Terminal Space Frame Painting (1926)	5,851	Summer, 2013





**MARYLAND PORT ADMINISTRATION**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	58.1	83.6	92.7	88.2	100.9	103.7	527.2
System Preservation Minor Projects	43.1	41.2	41.3	27.7	28.5	29.3	211.1
<b><u>Development &amp; Evaluation Program</u></b>	<u>8.3</u>	<u>11.3</u>	<u>8.6</u>	<u>8.4</u>	<u>13.5</u>	<u>13.9</u>	<u>64.0</u>
SUBTOTAL	109.6	136.1	142.6	124.3	142.9	146.9	802.4
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.7</u>	<u>5.8</u>	<u>5.4</u>	<u>5.6</u>	<u>5.8</u>	<u>5.9</u>	<u>33.3</u>
TOTAL	114.3	142.0	148.0	129.9	148.7	152.8	835.7
Special Funds	108.8	141.0	148.0	129.9	148.7	152.8	829.2
Federal Funds	5.5	1.0	-	-	-	-	6.5



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

**DESCRIPTION:** Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island operated as a dredge material placement site since 1984. The southern part of the island is developed for use as a wildlife habitat. On December 31, 2009 Hart Miller Island ceased accepting dredge material. The MPA is currently designing a wildlife habitat for the North cell of the island.

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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  
 Dredge Material Program -- Line 9

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program increased by \$3.0 million due to the addition of FY 18(\$4.2 Million) offset by project savings.

PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,573	6,015	324	500	449	405	434	446	2,558	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	91,874	59,232	4,109	10,293	7,256	3,551	3,666	3,767	32,642	0
Total	100,447	65,247	4,433	10,793	7,705	3,956	4,100	4,213	35,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003



**PROJECT:** Dredge Material Placement and Monitoring

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

**JUSTIFICATION:** The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

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

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

**ASSOCIATED IMPROVEMENTS:**

- Hart-Miller Island Related Projects -- Line 1
- Dredge Material Program -- Line 9
- Masonville Vessel Berth - Line 8

**STATUS:** The MPA continues to evaluate alternative dredge material placement sites. The Corp cost/share arrangement with the MPA has changed from 25/75 to 35/65. Masonville Dredge Material Placement Facility is accepting dredge material.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Total program increased by \$79.6 million due to planned site development at Coke Point and other projects.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	21,613	9,011	7,625	2,861	791	550	382	393	12,602	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	679,997	328,328	27,061	46,656	83,726	56,347	68,004	69,875	351,669	0
Total	701,610	337,339	34,686	49,517	84,517	56,897	68,386	70,268	364,271	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1900, 5101, 5103, 5105, 5206, 5208, 5211, 5215, 5218, 5221, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5305, 5418



**PROJECT:** Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal, Phase I

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. (Berth 4 is the next phase, which is not yet funded.)

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

**STATUS:** Construction for Phase I was completed in December 2006. Additional funding is needed for Phase II (Berth 4, estimated to cost \$22 million). Funds were added to address immediate berth repair needs.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program increased by \$1.8 Million due to the addition of funds for Berth 4 repair.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2015....	....2016....	....2017....	....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	405	405	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	28,676	23,876	1,000	3,800	0	0	0	0	4,800	0	
Total	29,081	24,281	1,000	3,800	0	0	0	0	4,800	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** Terminal Security Program

**DESCRIPTION:** The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: Visitor Access Control; Baltimore Area CCTV Integration, South Locust Point Security Infrastructure; ARRA iCCTV coverage expansion; South Locust Point Cruise Terminal CCTVs and intrusion detection; TWIC reader expansion; Mobile Sonar Detection and Thermal Imaging recognition.

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Contracts were awarded for Round 7 and 8, and ARRA funded Federal Security grant projects. The Transportation Security Administration approved an MPA submitted 2011 grant.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program increased by \$4.8 million due to the addition of Federal funding for South Locust Point Cruise Terminal security projects; purchase of additional TWIC readers, sonar and thermal imaging equipment; and non-Federal funding of the Terminal wide CCTV upgrade.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		....2017....	....2018....
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	42,834	31,962	7,574	3,298	0	0	0	0	10,872		0
Total	42,834	31,962	7,574	3,298	0	0	0	0	10,872		0
Federal-Aid	20,617	14,147	5,515	955	0	0	0	0	6,470		0

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1769, 1771, 1772, 1773, 1774, 1775, 1776, 1780, 1781, 1782, 1783, 1789, 1798, 1799



**PROJECT:** South Locust Point Cruise Terminal

**DESCRIPTION:** Current projects include installing a redundant electrical feeder, storm bollards and restroom; and enclosing the existing canopy. The Cruise Terminal public address system will be upgraded. The passenger gangway was recently installed. Cruise lines operate international excursions out of MPA facilities. A total of 100 departures are scheduled for the 2012 cruise season.

**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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

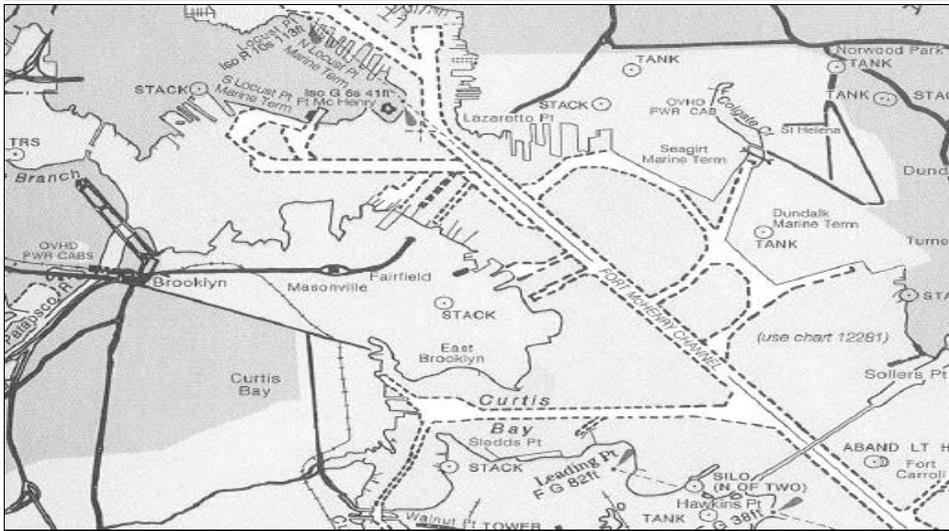
**EXPLANATION:** The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program decreased by \$2.6 million due to the deletion of closed projects.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,233	1,608	1,375	250	0	0	0	0	1,625	0
Total	3,233	1,608	1,375	250	0	0	0	0	1,625	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1621, 1626, 1628, 1635, 1637



**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 Marine 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.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

**STATUS:** The MPA is engaged in negotiations and performing environmental remediation.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
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	16,080	8,740	500	6,840	0	0	0	0	7,340	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	16,080	8,740	500	6,840	0	0	0	0	7,340	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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

**DESCRIPTION:** In April 2006 the Maryland Port Administration and Honeywell International entered into a Consent Decree with the Maryland Department of the Environment (MDE) to provide a long-term final remedy to resolve all environmental matters related to the presence of chrome ore processing residue at Dundalk. The MPA and Honeywell International entered into a Settlement Agreement; the agreement specifies the financial and operating responsibilities to be conducted by each party for the duration of the remediation.

**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. A Corrective Measures Alternatives Analysis (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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

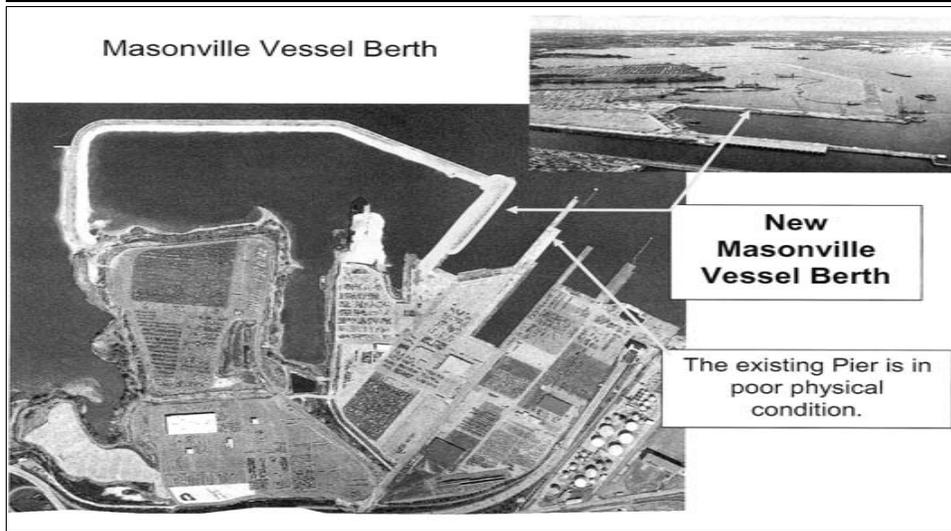
**EXPLANATION:** Remediation of the affective areas located at the Dundalk Marine Terminal will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor. The application of Corrective Measure will enable the reclamation of chrome affected areas. The MPA will use these 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 MDE in July 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program increased by \$28.2 million due to the addition of FY 18.

POTENTIAL FUNDING SOURCE:		<input 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 2012			2013	2014	....2015....	....2016....			....2017....
Planning	463	463	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	113,063	24,615	2,557	480	480	27,320	28,415	29,196	88,448	0	0
Total	113,526	25,078	2,557	480	480	27,320	28,415	29,196	88,448	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

1011, 1068, 1084, 1102, 1104, 1106, 1108, 1120, 2020, 9000



**PROJECT:** Masonville Vessel Berth Construction

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

**PURPOSE & NEED SUMMARY STATEMENT:** This new structure will replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore finished calendar year 2011 as # 1 in the nation for auto exports. Within 20 years of the Masonville Vessel Berth construction, auto movements over the Berth are predicted to grow from 120,000 to 230,000 units. The Masonville DCMF will be converted into a marine terminal. The Masonville Vessel Berth will replace Pier 4 and service vessels making calls to the future Masonville Marine Terminal.

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

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

**ASSOCIATED IMPROVEMENTS:** Dredge Material Placement and Monitoring - Line 2

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Development of the Masonville DCMF will have a positive impact on the creation of local jobs in the Baltimore area. The indirect impact of those local jobs will generate related economic benefits to the state of Maryland.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,955	1,503	6,992	12,460	0	0	0	0	19,452	0
Total	20,955	1,503	6,992	12,460	0	0	0	0	19,452	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program decreased by \$2.5 million due to a favorable contract award.



**PROJECT:** Dredge Material Management Program

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Feasibility studies are underway.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			FOR PLANNING PURPOSES ONLY	.....2015....	.....2016....	.....2017....		
Planning	95,999	56,913	4,100	6,653	4,170	3,980	9,955	10,228	39,086	0
Engineering	44,155	19,199	4,248	4,665	4,410	4,430	3,553	3,650	24,956	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
<b>Total</b>	<b>143,151</b>	<b>79,109</b>	<b>8,348</b>	<b>11,318</b>	<b>8,580</b>	<b>8,410</b>	<b>13,508</b>	<b>13,878</b>	<b>64,042</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The program increased by \$4.1 million due to the addition of dredge placement technical services agreements.

5216, 5217, 5220, 5224, 5250, 5400, 5401, 5402, 5404, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419, 5420, 5421, 5422, 5423

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior</u></b>			
<b><u>All Terminals</u></b>			
1	Berth Substructure IV (1787)	3,414	Complete
2	Environmental Best Practices (1738)	2,717	Underway
3	Environmental Remediation (1400)	1,442	Underway
4	Storm Water Pollution Prevention (1410)	36	Underway
5	Concrete Deck Repair III (1821)	678	Underway
6	EPC Capital Projects (1829)	100	Underway
7	MARAMA Dray Truck Program (1831)	300	Underway
8	Paving Repair VII (1766)	3,260	Underway
9	Water and Sanitary Line Upgrade (1130)	3,500	Underway
10	Landside Preservation (1715)	70	Underway
11	Hawkins Point O&M (1707)	1,165	Ongoing
12	Agency Wide Berth Substructure Repairs V (1830)	3,500	Fall, 2012
13	Open Ended Building Maintenance Contract (1832)	1,100	Spring, 2013
<b><u>Dundalk Marine Terminal</u></b>			
14	9th Street Substation Relocation (1109)	1,978	Complete
15	Roll-up Door Replacement - Shed 6 and Dunmar Bldg (3141)	28	Complete
16	Heavy Load Area Berth 7/10 (1133)	1,658	Underway
17	DMT Bollard Replacment Program (3138)	285	Underway
18	DMT High Voltage Feeder (1123)	3,024	Underway
19	High Mast Lighting - APM area DMT (1112)	900	Underway
20	Shed 201B Roof Repair (3151)	15	Underway
21	Storm Drain Cleaning (3133)	130	Underway
22	Berth 6/7 Rail Rehabilitation (1135)	1,231	Underway
23	Fumigation Building Repair (3142)	377	Underway
24	Building 91A Roof and Siding Replacement (3129)	750	Fall, 2012
25	Heavy Load Pads Berth 12 (1137)	1,800	Fall, 2012

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Dundalk Marine Terminal (cont'd)</u></b>			
26	Repair of Berth 1 through 4 (3143)	4,800	Fall, 2012
27	Shed 201 Siding Repair (1138)	145	Fall, 2012
28	Berth 11-13A Row Pile Replacement (3157)	200	Spring, 2013
29	Berth 12 Crane Rail Repairs (3148)	500	Spring, 2013
30	Building 91A HVAC Replacement - EPC Program (3135)	200	Spring, 2013
31	Building 91C Demo & BDS Renovation (1140)	500	Spring, 2013
32	Crane Electrical Pit Rehabilitation (3152)	400	Spring, 2013
33	Demolition of Hanger 63D (3145)	800	Spring, 2013
34	DMT Back Gate and Mestek Demolition (3155)	1,000	Spring, 2013
35	Fender Replacement Program (3147)	300	Spring, 2013
36	Main Line Rail Survey and Replacement (1141)	850	Spring, 2013
37	Maintenance Building Backup Generator (3146)	800	Spring, 2013
38	Rehabilitation of Portions of Dunmar - Police HQ (3144)	500	Spring, 2013
<b><u>Facilities and Equipment</u></b>			
39	Replace Cabs for Cranes #10, Rehab Crane Cab #9 & #12 (1134)	100	Complete
40	Vessel Emission Reduction (3050)	36	Complete
41	Big Red Engine Rebuild (3054)	14	Complete
42	Vanguard Sweeper (3052)	191	Complete
43	Vehicle Op-to-Cap (3053)	30	Complete
44	Sprinkler Repairs (3038)	873	Underway
45	Equipment and Infrastructure Preservation (3029)	1,299	Underway
46	Refurbish Big Red Crane Mechanical System (3049)	150	Underway
47	Rotator for DMT Cranes (3048)	130	Underway
48	Fendering Redesign and Replacement (1129)	1,000	Underway
49	Railroad Crane Inspection and Construction (3106)	362	Underway
50	Crane Truck (3051)	229	Summer, 2012

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>Facilities and Equipment (cont'd)</u></b>			
51	Crane Dynamic Resistor Upgrade (3056)	150	Spring, 2013
52	Crane Harness Repair (3057)	100	Spring, 2013
53	Crane Trolley Rail Support System (3055)	150	Spring, 2013
<b><u>Masonville Auto Terminal</u></b>			
54	Berth 4 Approach Slab Reconstruction (1747)	2,421	Fall, 2012
<b><u>North Locust Point</u></b>			
55	Repair of Two Watermain Breaks (1817)	25	Complete
56	Breasting Dolphin - North Locus Point (3140)	1,110	Underway
57	Paceco Crane Rehabilitation (1850)	280	Spring, 2013
58	Whirley Crane Rehabilitation (1818)	150	Spring, 2013
<b><u>Open-Ended Consulting</u></b>			
59	Construction Management Inspection 2007 (1240)	1,955	Complete
60	Portwide Engineering & Design FY 08 JMT (1253)	2,040	Complete
61	Underwater Welding Expert (1729)	25	Complete
62	Comprehensive Facility Inspection Diving (1725)	213	Underway
63	Construction Management Inspection FY 2009 (1249)	2,037	Underway
64	Engineering Survey Consultants (1241)	200	Underway
65	PE Inspection Diver IV (1826)	200	Underway
66	Portwide EGINEERING & Design FY 11 - STV (1259)	707	Underway
67	Portwide EGINEERING & Design FY 11 - Moffat & Nichols (1257)	213	Underway
68	Portwide EGINEERING & Design FY 11 - WBCM (1256)	1,238	Underway
69	Portwide EGINEERING & Design FY 11 - WRA (1258)	1,332	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2013 and Prior (cont'd)</u></b>		
	<b><u>Open-Ended Consulting (cont'd)</u></b>		
70	Portwide Engineering and Design - Balance (1211)	700	Underway
71	Construction Management Inspection FY 13 - FY14 (1270)	3,000	Spring, 2013
	<b><u>Port - Wide</u></b>		
72	Open Ended Studies - Planning III (3128)	1,500	Underway
73	CTIPP Equipment (3124)	257	Underway
	<b><u>South Locust Point</u></b>		
74	SLP Berth Substructure DEF (1634)	1,533	Underway
75	Cruise Terminal Public Address System (1640)	200	Spring, 2013
76	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Spring, 2013
	<b><u>World Trade Center</u></b>		
77	Sondheim Plaza Lighting (1528)	379	Complete
78	New Roof Deck & Guardrail Waterproofing (1523)	646	Underway
79	Emergency and Security System Upgrade - WTC (1535)	13	Underway
80	Fire Alarm Upgrade - WTC (1534)	127	Underway
81	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	60	Underway
82	Tenant Renovation - Meridian WTC (3107)	831	Underway
83	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Summer, 2012
84	Transformer Replacment - WTC Tenants (3480)	200	Summer, 2012
85	ADA Restroom Renovations (3400)	540	Spring, 2013
86	Cathodic Protection WTC Sheet Piles (3420)	100	Spring, 2013
87	Rehbilitation of Shaft # 1 - WTC (3452)	300	Spring, 2013
88	Seal WTC Building Columns (3490)	1,565	Spring, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

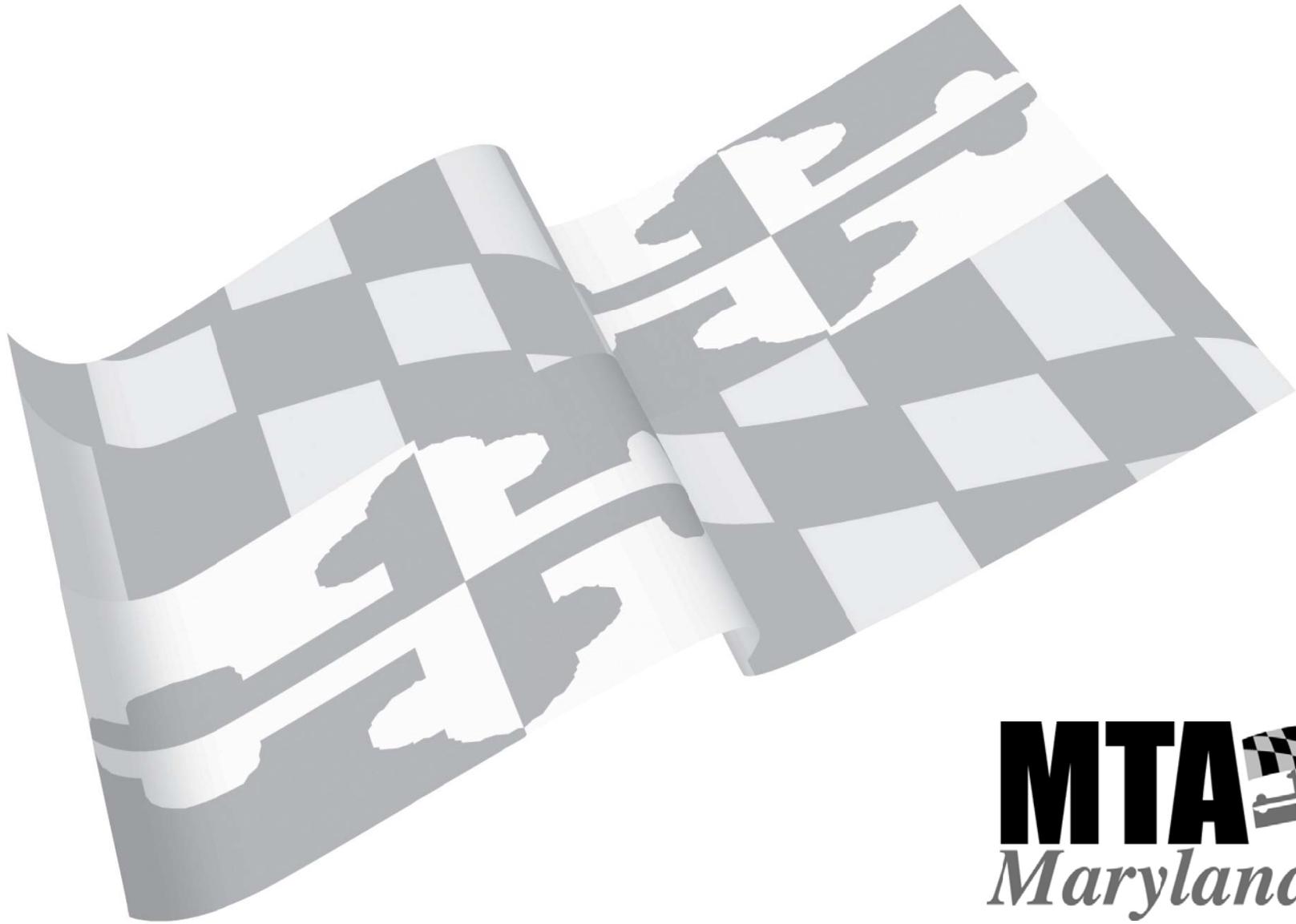
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2013 and Prior (cont'd)</u></b>		
	<b><u>World Trade Center (cont'd)</u></b>		
89	Storm Drain Cover Replacement - WTC (3470)	125	Spring, 2013
	<b><u>FY 2014</u></b>		
	<b><u>All Terminals</u></b>		
90	Hawkins Point O&M (1707)	1,644	Ongoing
91	Berth Substructure Repair (1730)	500	Summer, 2013
92	Concrete Repair Balance (1820)	520	Summer, 2013
93	Environmental Mitigation Maintenance (1739)	100	Summer, 2013
94	Paving Repair Balance (1706)	2,570	Summer, 2013
95	Pricing Contingency Change (1742)	300	Summer, 2013
	<b><u>Dundalk Marine Terminal</u></b>		
96	Berth and Infrastucture Enhancements (3149)	9,850	Summer, 2013
97	Demolition of RoRo Ramp , Berth 8/P DMT (3154)	500	Fall, 2013
98	Mobile Crane - DMT (3156)	1,020	Spring, 2014
99	Move Surcharge from Lot 300 to Lot 500 @ DMT (3153)	770	Spring, 2014
	<b><u>Facilities and Equipment</u></b>		
100	Railroad Crane Inspection and Construction (3106)	362	Summer, 2013
101	Crane Structural Inspection (3058)	250	Fall, 2013
	<b><u>Open-Ended Consulting</u></b>		
102	Inspection Surveys (1827)	400	Summer, 2013
103	Portwide Engineering and Design - Balance (1211)	5,130	Summer, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2014 (cont'd)</u></b>		
	<b><u>Port - Wide</u></b>		
104	CTIPP Equipment (3124)	257	Summer, 2013
	<b><u>South Locust Point</u></b>		
105	Coast Guard Cruise Terminal Office (1638)	400	Summer, 2013
106	Permanent Cruise Restrooms (1639)	150	Spring, 2014
	<b><u>World Trade Center</u></b>		
107	Emergency Equipment Relocation (3450)	510	Summer, 2013
108	Tenant Renovation - Meridian WTC (3107)	235	Summer, 2013
109	World Trade Center Balance (1527)	1,030	Summer, 2013
110	WTC Plaza Under Drain (3451)	540	Spring, 2014





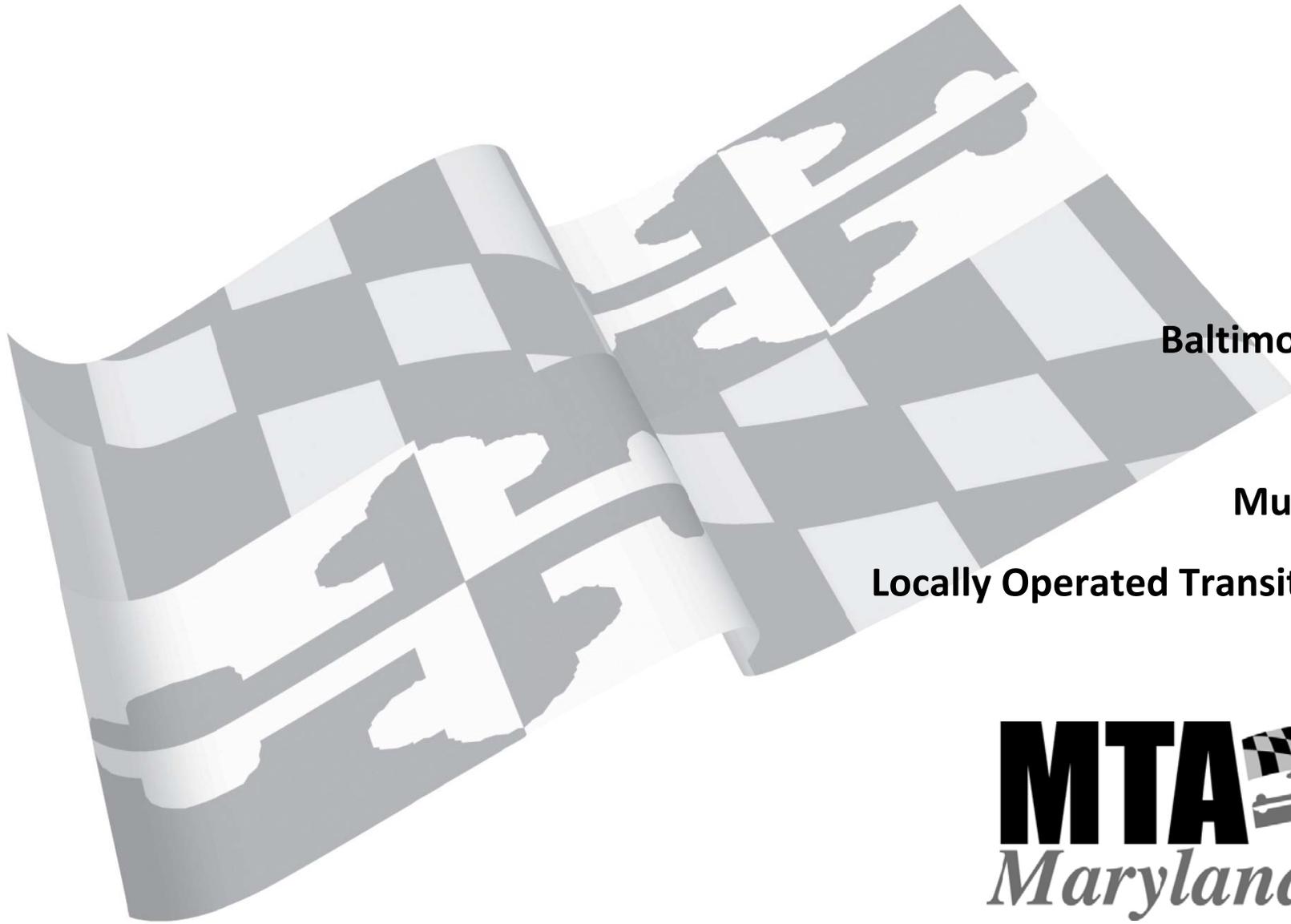
**MTA**   
*Maryland*



**MARYLAND TRANSIT ADMINISTRATION**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	252.3	360.2	175.0	161.9	137.9	142.7	1,229.9
System Preservation Minor Projects	79.3	57.2	23.7	30.3	26.9	34.9	252.3
<b><u>Development &amp; Evaluation Program</u></b>	<u>129.1</u>	<u>99.7</u>	<u>0.2</u>	<u>0.2</u>	<u>0.2</u>	<u>0.2</u>	<u>229.6</u>
<b>SUBTOTAL</b>	460.6	517.1	198.9	192.4	164.9	177.8	1,711.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>9.9</u>	<u>10.0</u>	<u>3.0</u>	<u>12.0</u>	<u>12.5</u>	<u>13.0</u>	<u>60.4</u>
<b>TOTAL</b>	470.5	527.1	201.9	204.4	177.4	190.8	1,772.2
<b>Special Funds</b>	240.2	228.8	63.5	92.6	77.3	90.0	792.4
<b>Federal Funds</b>	214.7	294.7	137.5	110.1	99.1	100.1	956.2
<b>Other Funding</b>	15.7	3.7	0.9	1.7	0.9	0.7	23.6



**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Multi-Modal**

**Locally Operated Transit Systems**



**MTA CONSTRUCTION PROGRAM**





**PROJECT:** MARC Frederick Extension

**DESCRIPTION:** Service extension from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations which connect to the Brunswick Line and provide access to Washington, D.C.

**PURPOSE & NEED SUMMARY STATEMENT:** This extension assists in meeting travel demands of the I-270 corridor by providing additional MARC stations. The Frederick downtown station supports the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** This project provides commuter rail service between the Frederick area, the I-270 Corridor and Washington.

**STATUS:** This project is complete.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	676	676	0	0	0	0	0	0	0	0	0
Engineering	3,512	3,512	0	0	0	0	0	0	0	0	0
Right-of-way	6,269	6,269	0	0	0	0	0	0	0	0	0
Construction	49,809	49,809	0	0	0	0	0	0	0	0	0
Total	60,266	60,266	0	0	0	0	0	0	0	0	0
Federal-Aid	47,691	47,691	0	0	0	0	0	0	0	0	0

**USAGE:** There was an average of 405 MARC boardings per day on the MARC Frederick Extension in FY 12.



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

**DESCRIPTION:** Funding for planning, environmental documentation, design, property acquisition and construction of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as planning and environmental documentation for a new MARC Layover and Maintenance Facility in Harford County.

**PURPOSE & NEED SUMMARY STATEMENT:** Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The Washington Mid-Day Storage Yard will reduce interference with Amtrak operations in Washington and provide urgently needed fleet storage away from the passenger platforms at Washington Union Station.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Construction is underway for the Washington Mid-Day Storage Yard. Site selection for a maintenance and layover facility in Harford County is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	3,436	1,137	1,749	550	0	0	0	0	2,299	0
Engineering	8,200	8,200	0	0	0	0	0	0	0	0
Right-of-way	1,461	1,461	0	0	0	0	0	0	0	0
Construction	38,504	3,871	15,000	19,633	0	0	0	0	34,633	0
Total	51,601	14,669	16,749	20,183	0	0	0	0	36,932	0
Federal-Aid	39,899	10,793	13,400	15,706	0	0	0	0	29,106	0



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

**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 at the Cloppers and Pepco sites and other track improvements. Amtrak efforts include projects such as passenger upgrades at Baltimore Penn Station and Washington Union Station as well as other track improvements.

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** The Pepco interlocking construction is complete, the Cloppers interlocking replacement is under construction.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased \$1.4 million due to the addition of FY 2018. FY 2018 includes \$19.8 million of previously programmed funding.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,936	1,786	25	25	25	25	25	25	150	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	221,475	113,476	24,263	25,942	9,988	5,556	21,075	21,175	107,999	0	
Total	223,411	115,262	24,288	25,967	10,013	5,581	21,100	21,200	108,149	0	
Federal-Aid	171,913	85,602	19,334	20,664	8,009	4,464	16,880	16,960	86,311	0	

#8007 and #8010 are ARRA projects  
0183, 0687, 8007, 8010



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

**DESCRIPTION:** Minor overhaul of 34 MARC IIB coaches; minor overhaul of 63 MARC III coaches; and purchase of 54 MARC IV multi-level coaches.

**PURPOSE & NEED SUMMARY STATEMENT:** The overhauls will extend the life cycle of mechanical systems and car bodies providing safe and reliable vehicles for MARC service. The 54 new railcars will replace 26 IIA and 12 Gallery coaches scheduled for retirement, while 16 of the new vehicles will be used for expanded service.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

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

**STATUS:** Delivery of overhauled MARC IIB vehicles completed in FY 2012. Production phase of the 54 MARC IV coaches is underway. Specification development is underway for the overhaul of MARC III vehicles.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The overhaul of MARC IIA vehicles has been cancelled and removed as these vehicles will be retired.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	668	518	150	0	0	0	0	0	150	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	216,234	62,903	22,250	102,981	14,044	14,056	0	0	153,331	0	
Total	216,902	63,421	22,400	102,981	14,044	14,056	0	0	153,481	0	
Federal-Aid	172,493	50,108	17,920	82,298	11,235	10,932	0	0	122,385	0	

0181, 1263, 1304



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

**DESCRIPTION:** Procurement of 26 re-manufactured diesel locomotives and overhaul of 6 high-horsepower (HHP) electric locomotives.

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** Twenty-six diesel locomotives have been delivered and are in service. The electric locomotive overhaul is in specification development.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decreased by \$10.8 million due to completion of overhaul of AEM7 locomotives.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	237	100	137	0	0	0	0	0	137	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	107,624	92,275	3,518	4,000	5,000	2,831	0	0	15,349	0	
Total	107,861	92,375	3,655	4,000	5,000	2,831	0	0	15,486	0	
Federal-Aid	86,152	73,780	2,907	3,200	4,000	2,265	0	0	12,372	0	

1203, 1245



**PROJECT:** MARC Edgewood Station

**DESCRIPTION:** Phase I of the project included expanded parking and ADA platform improvements. Phase II improvements include replacement of the existing station trailer with a permanent building and site enhancements to improve customer service and ADA access. This is a BRAC-related project.

**PURPOSE & NEED SUMMARY STATEMENT:** Current ridership and anticipated growth due to BRAC will be better accommodated in a permanent facility.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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:**

Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 40

**EXPLANATION:** This project includes an improved station environment for customers and provides access in compliance with the Americans with Disabilities Act (ADA).

**STATUS:** Phase I parking expansion and ADA platform improvements are complete. Construction of Phase II is underway with completion expected in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		YEAR	TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	809	809	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,293	998	3,295	0	0	0	0	0	3,295	0	0
Total	5,102	1,807	3,295	0	0	0	0	0	3,295	0	0
Federal-Aid	3,531	1,345	2,186	0	0	0	0	0	2,186	0	0

**USAGE:** Approximately 281 MARC boardings per day occurred during FY 2012.



**PROJECT:** MARC Growth and Investment Plan

**DESCRIPTION:** The MARC Growth and Investment Plan project includes environmental and preliminary engineering for nine miles of 4th track between Odenton and Halethorpe, a crossover bridge interlocking, and a new platform and station building at BWI MARC station.

**PURPOSE & NEED SUMMARY STATEMENT:** MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** MARC Growth and Investment Plan expands capacity of MARC system providing better service for existing riders and new service for growth centers.

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

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

**ASSOCIATED IMPROVEMENTS:**

MARC BWI Rail Station (ARRA) - Line 12  
 Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 40

**STATUS:** Planning and engineering underway for BWI improvement projects. The MARC Growth and Investment Plan is being updated in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	3,982	3,822	160	0	0	0	0	0	160	0	
Engineering	6,088	5,893	195	0	0	0	0	0	195	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	10,070	9,715	355	0	0	0	0	0	355	0	
Federal-Aid	9,813	9,458	355	0	0	0	0	0	355	0	



**PROJECT:** MARC Positive Train Control

**DESCRIPTION:** Support implementation and development of Positive Train Control for MARC as required by the Federal Railroad Administration Code of Federal Regulations. Positive Train Control incorporates an onboard 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 onboard computer determines the train cannot operate safely within the restrictions, it applies the brakes thus preventing any potential accidents. All locomotives will be upgraded to operate the Positive Train Control system.

**PURPOSE & NEED SUMMARY STATEMENT:** Positive Train control for MARC will create a safeguard against train collision through proper train spacing on the tracks and active speed limit oversight. Federal Railroad Administration requires the system be operational by 2015.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

None

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

**STATUS:** Procurement is underway. Construction is expected to begin in the current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28	28	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,031	1,298	9,233	1,500	0	0	0	0	10,733	0
Total	12,059	1,326	9,233	1,500	0	0	0	0	10,733	0
Federal-Aid	9,442	858	7,384	1,200	0	0	0	0	8,584	0



**PROJECT:** Paul S. Sarbanes Transit Center

**DESCRIPTION:** Construct a transit center at the Silver Spring Metrorail Station under a transit-oriented development (TOD) agreement between WMATA and a private developer, with a portion of the site reserved for future high-rise office, residential and hotel towers. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queuing area, kiss and ride parking, and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail.

**PURPOSE & NEED SUMMARY STATEMENT:** Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. Proposed high density TOD should increase ridership of MARC, Metrorail and Bus. The project will support the ongoing revitalization of downtown Silver Spring.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

Purple Line -- Line 42

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

**STATUS:** The opening of the transit center has been delayed due to a construction dispute.

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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2015....	....2016....	....2017....	....2018....			
Planning	825	825	0	0	0	0	0	0	0	0	
Engineering	7,786	7,786	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	96,007	91,345	4,662	0	0	0	0	0	4,662	0	
Total	104,618	99,956	4,662	0	0	0	0	0	4,662	0	
Federal-Aid	53,957	53,957	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The project cost has increased by \$4.7m. The contribution from Montgomery County is increased by \$4.7m to cover the additional costs.

**USAGE:** Approximately 650 MARC boardings per day occurred during FY 2012.

Project total reflects a \$36.8 million local contribution from Montgomery County.  
0254



**PROJECT:** MARC Halethorpe Station Improvements

**DESCRIPTION:** Phase I of the project provided an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, landscaping and full ADA access.

**PURPOSE & NEED SUMMARY STATEMENT:** Platform and access improvements will improve service and reduce boarding times.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project preserves and upgrades the Halethorpe MARC Station by improving ADA access, expanding parking, and adding passenger amenities.

**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:** Phase I is complete. Construction of Phase II is underway with completion expected in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**USAGE:** An average of approximately 1,255 MARC boardings per day occurred during FY 2012.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,845	2,845	0	0	0	0	0	0	0	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	25,019	16,419	8,600	0	0	0	0	0	8,600	0
Total	29,860	21,260	8,600	0	0	0	0	0	8,600	0
Federal-Aid	22,620	15,867	6,753	0	0	0	0	0	6,753	0



**PROJECT:** MARC West Baltimore Station Parking Expansion (ARRA)

**DESCRIPTION:** Demolition in Phase I cleared the way for parking expansion. Phase II will more than double MARC commuter parking capacity from 316 to 638 spaces. In addition, project will reconnect divided communities by rebuilding the 400 block of North Payson Street, introducing streetscape features, a community garden, and station artwork. The project will also provide parking for the future Red Line/MARC interchange station.

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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:**

Red Line - Line 41

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

**STATUS:** Phase I demolition is complete. Phase II construction begins in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015....	.....2016....		
Planning	841	841	0	0	0	0	0	0	0	0
Engineering	1,640	1,640	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,290	2,600	4,235	3,455	0	0	0	0	7,690	0
Total	12,771	5,081	4,235	3,455	0	0	0	0	7,690	0
Federal-Aid	4,551	4,551	0	0	0	0	0	0	0	0

**USAGE:** An average of 796 MARC boardings per day occurred during FY 2012.

#8013 is an ARRA project.  
1089, 8013



**PROJECT:** MARC BWI Rail Station (ARRA)

**DESCRIPTION:** Replace the existing two elevators at the BWI Rail Station and provide an additional elevator on each side of the pedestrian bridge as well as paths from the elevators to the overhead bridge. The project also includes electrical upgrades and installation of a new generator. Structural improvements to the parking garages are also included.

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides new elevators for the BWI Rail station. It includes inspection and repairs to garages as well as maintenance repairs.

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

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

**ASSOCIATED IMPROVEMENTS:**  
MARC Growth and Investment - Line 7

**STATUS:** ARRA-funded station renovations completed in FY 2012. Engineering and construction are underway for parking garage improvements.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**USAGE:** There were approximately 2,224 daily boardings at this station in FY 2012.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	806	606	200	0	0	0	0	0	200	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,618	2,973	675	1,080	1,445	1,445	0	0	4,645	0	
Total	8,424	3,579	875	1,080	1,445	1,445	0	0	4,845	0	
Federal-Aid	6,318	2,442	628	936	1,156	1,156	0	0	3,876	0	

1358, 8008



**PROJECT:** Homeland Security

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

Closed Circuit Television (CCTV) Improvements - Line 31

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

**STATUS:** Project is ongoing.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,535	1,213	1,730	592	0	0	0	0	2,322	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,442	21,657	12,925	15,591	7,269	0	0	0	35,785	0
Total	60,977	22,870	14,655	16,183	7,269	0	0	0	38,107	0
Federal-Aid	60,435	22,384	14,627	16,155	7,269	0	0	0	38,051	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

1240, 1342, 1379, 1384, 1432, 1433



**PROJECT:** Freight Bridge Rehabilitation

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

**JUSTIFICATION:** On-going rehabilitation of freight bridges is necessary for safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Tuckahoe Bridge stabilization and Seaford Line culvert construction projects completed in FY 2012. Townsend Line culvert construction planned in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased \$1.4 million due to the addition of FY 2018.

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 2012			2013	2014	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,475	3,170	680	250	450	425	250	250	2,305	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,743	9,575	0	1,333	1,148	1,767	745	1,175	6,168	0
<b>Total</b>	<b>21,218</b>	<b>12,745</b>	<b>680</b>	<b>1,583</b>	<b>1,598</b>	<b>2,192</b>	<b>995</b>	<b>1,425</b>	<b>8,473</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Light Rail Vehicle Overhauls

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**STATUS:** The project is being re-bid due to a change in scope.

<u>POTENTIAL FUNDING SOURCE:</u> <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,904	2,039	865	0	0	0	0	0	865	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	200,074	13,396	4,340	17,000	26,213	46,011	45,114	48,000	186,678	0
<b>Total</b>	<b>202,978</b>	<b>15,435</b>	<b>5,205</b>	<b>17,000</b>	<b>26,213</b>	<b>46,011</b>	<b>45,114</b>	<b>48,000</b>	<b>187,543</b>	<b>0</b>
Federal-Aid	130,677	3,882	0	7,156	25,003	36,145	34,491	24,000	126,795	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$47.7 million primarily due to additional scope requirements for the Mid-Life Overhaul.



**PROJECT:** Owings Mills Joint Development

**DESCRIPTION:** Project involves a master plan and site infrastructure improvements for joint development of the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes replacement parking structures and utilities.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** This project supports mixed-use Transit Oriented Development (TOD) immediately adjacent to the Metro station to reduce automobile trips.

**STATUS:** Construction of the first garage is complete. Garage #2 is on hold until FY 2016 due to economic and private development conditions. Baltimore County has started construction of the Learning Center, a focus of the TOD site. Infrastructure construction is underway and will be completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	271	271	0	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	30,981	23,265	390	0	0	7,326	0	0	7,716	0	0
Total	31,691	23,975	390	0	0	7,326	0	0	7,716	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Funding reflects a \$13.1 million contribution from Baltimore County.  
0057



**PROJECT:** Metro Railcar Overhauls

**DESCRIPTION:** Repair of critical equipment such as traction motors, gearboxes, axles and wheels.

**PURPOSE & NEED SUMMARY STATEMENT:** On-going overhaul for Metro vehicle subsystems is required to reduce system failures and improve reliability. This overhaul keeps the Metro system in a state of good repair.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides an overhaul of the Metro vehicles to ensure safe, reliable service to the end of the cars' useful life.

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

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

**ASSOCIATED IMPROVEMENTS:**

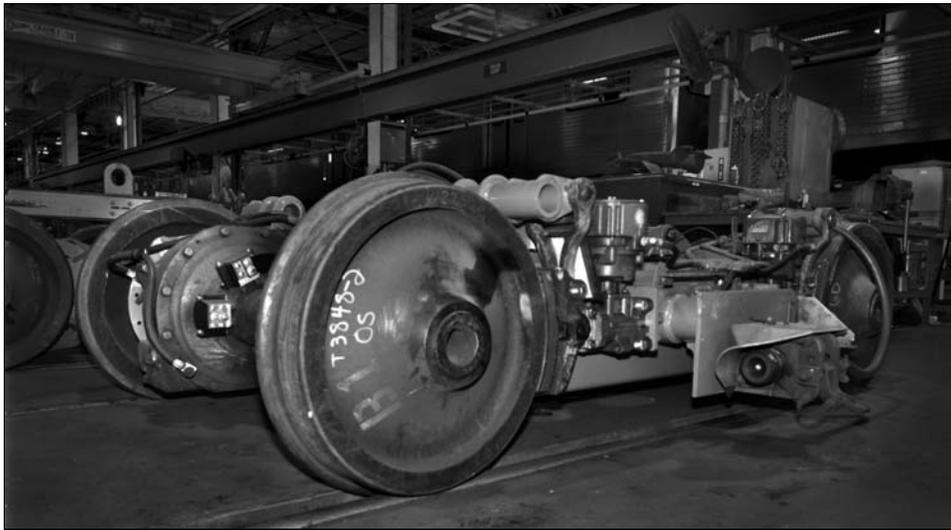
Metro Railcar Truck Assembly Overhaul (ARRA) - Line 18

**STATUS:** Specification development for the next five-year overhaul cycle is underway with overhaul work scheduled to begin in FY 2014. Ongoing overhauls are underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$700k due to the addition of FY 2018.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	150	250	0	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,542	14,496	3,246	3,375	4,975	8,375	7,375	700	28,046	0
Total	42,942	14,646	3,496	3,375	4,975	8,375	7,375	700	28,296	0
Federal-Aid	26,601	5,940	2,617	2,860	3,520	6,224	5,440	0	20,661	0

0091, 1281



**PROJECT:** Metro Railcar Truck Assembly Overhaul (ARRA)

**DESCRIPTION:** Five-year overhaul cycle of major equipment to ensure safe and reliable operation of railcars. Truck assemblies, which consist of critical equipment such as traction motors, gearboxes, axles and wheels require overhaul to ensure safe operation and to prevent high failure rate.

**PURPOSE & NEED SUMMARY STATEMENT:** Obsolete parts and defective components are in need of repair or replacement to ensure proper operation.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project overhauls the Metro railcars truck assemblies to extend their useful life.

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

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

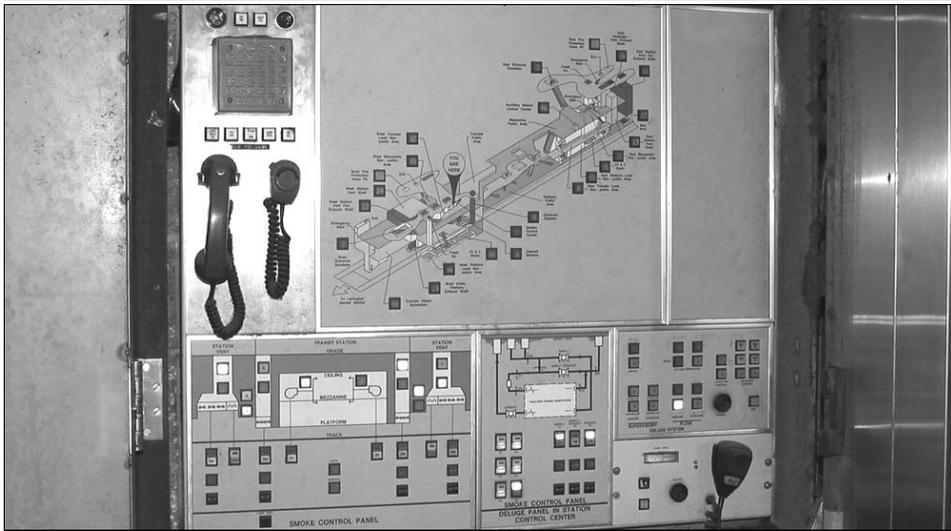
**ASSOCIATED IMPROVEMENTS:**  
Metro Railcar Overhauls - Line 17

**STATUS:** Construction is scheduled for completion in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,000	15,744	2,256	0	0	0	0	0	2,256	0
Total	18,000	15,744	2,256	0	0	0	0	0	2,256	0
Federal-Aid	18,000	15,744	2,256	0	0	0	0	0	2,256	0

#8019 is an ARRA project.  
8019



**PROJECT:** Metro Fire and Security Management Systems

**DESCRIPTION:** The project will modernize the entire passenger station Life Safety and Supervisory Control and Data Acquisition (SCADA) systems and replace the obsolete control center systems required to manage the overall Metro SCADA function. This effort will affect the existing fire detection and management system with the associated station ventilation and smoke removal systems, the SCADA system for the primary control of passenger station security, smoke and fire suppression systems, and the motor controls for the ventilation and smoke removal electric fan motors.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing SCADA system is nearing the end of its useful life. A new system will provide enhanced life safety functionality.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides up-to-date fire detection and management system for the safe operation of Metro.

**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:** Phase I, construction of the main fire and security management system is complete and in service. Phase II, construction of a Digital Transmission System and integrating the system with the Central Control Center, will be completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Project budget decreased by approximately \$900k due to cost savings.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	201	201	0	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	62,822	62,809	13	0	0	0	0	0	13	0	0
Total	67,508	67,495	13	0	0	0	0	0	13	0	0
Federal-Aid	47,979	47,979	0	0	0	0	0	0	0	0	0



**PROJECT:** Metro Electrical Substation Improvements

**DESCRIPTION:** Overhaul and improvements to electrical substations used to supply power to Metro trains. Includes equipment compartments, switch gear controls, flooring, power supply panels and electrical connections.

**PURPOSE & NEED SUMMARY STATEMENT:** Operational environment and normal wear have degraded the condition of electrical power supply equipment. The service life of the existing equipment has been met. Repair, refurbishment or replacement is necessary to ensure reliability and safety.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** This project overhauls and improves the power supply for the Metro.

**STATUS:** Construction work is expected to be complete in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,057	10,715	1,342	0	0	0	0	0	1,342	0
Total	12,461	11,119	1,342	0	0	0	0	0	1,342	0
Federal-Aid	7,856	6,783	1,073	0	0	0	0	0	1,073	0



**PROJECT:** Metro Interlocking Renewals

**DESCRIPTION:** Complete rebuild of track interlockings on the Metro system, at locations such as Rogers Avenue, Reisterstown Plaza West, and Portal stations. Interlockings allow trains to cross from one track to another using a special trackwork turnout and a series of switches.

**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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

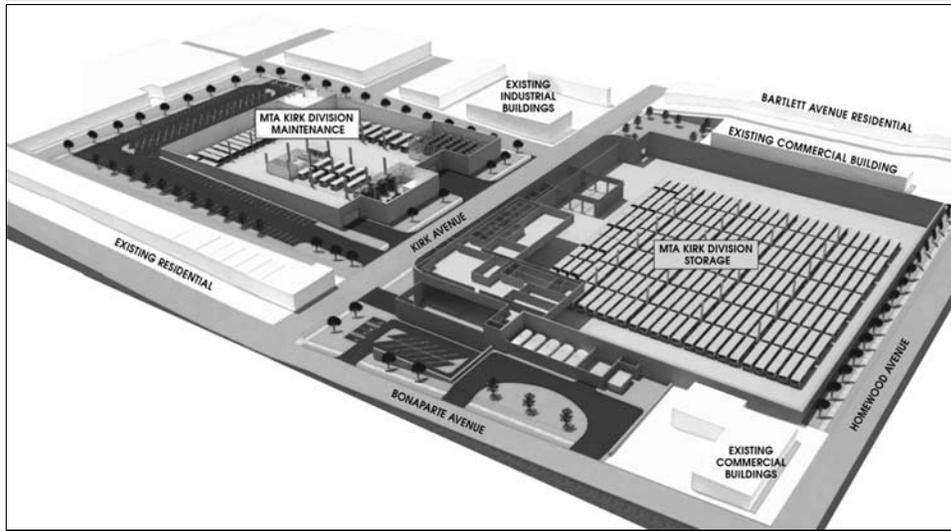
None.

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

**STATUS:** Rogers Avenue interlocking substantially completed in FY 2012, with closeout activities in FY 2013. Engineering is underway for the Reisterstown Plaza West interlocking with construction planned in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,461	1,122	699	400	240	0	0	0	1,339	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,558	2,055	1,038	100	5,365	0	0	0	6,503	0
Total	11,019	3,177	1,737	500	5,605	0	0	0	7,842	0
Federal-Aid	8,736	2,467	1,389	400	4,480	0	0	0	6,269	0



**PROJECT:** Kirk Bus Facility Replacement

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

**PURPOSE & NEED SUMMARY STATEMENT:** The existing Kirk facility is 65 years old, severely constrained, and cannot adequately maintain MTA's growing fleet of hybrid diesel-electric buses. MTA employees must park off-site on the surrounding neighborhood streets. By replacing the existing Kirk facility with two new "Green" buildings, substantial operational efficiencies will be realized, employees will be able to park on-site, 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

**STATUS:** Engineering is nearly complete. Construction of Phase I of the project will be advertised in FY 2013 with construction expected to begin in FY 2014. Construction of Phase II will proceed when funding becomes available.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$53.0 million due to an award of \$40.0 million from the FTA State of Good Repair program and \$13.0 million in additional state funds to construct Phase I. The project was moved from the D&E program 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 ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	3,343	3,343	0	0	0	0	0	0	0	0	
Engineering	5,747	4,747	1,000	0	0	0	0	0	1,000	0	
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0	
Construction	53,000	0	0	35,000	18,000	0	0	0	53,000	0	
Total	64,546	10,546	1,000	35,000	18,000	0	0	0	54,000	0	
Federal-Aid	45,456	4,956	500	28,000	12,000	0	0	0	40,500	0	



**PROJECT:** Bus Procurement

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

**JUSTIFICATION:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to maintain the average age of the bus fleet. Replacement buses are hybrid diesel-electric which 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:**  
None.

**STATUS:** 57 40-foot hybrid diesel-electric buses were received in FY 2012 and are in revenue service. 53 40-foot hybrid diesel-electric and 10 60-foot articulated hybrid diesel-electric buses will be purchased in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$75.2 million to align funding with the Fleet Management Plan.

**USAGE:** Average weekday bus ridership was more than 243,000 in FY 2012.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	299,202	74,420	45,225	20,004	30,500	47,341	35,749	45,963	224,782	0
Total	299,202	74,420	45,225	20,004	30,500	47,341	35,749	45,963	224,782	0
Federal-Aid	218,506	59,592	36,180	16,003	24,400	24,713	18,720	38,898	158,914	0



**PROJECT:** Bus Communications Systems Upgrade

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

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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:**

CAD/AVL and Passenger Information Systems - Line 29

**EXPLANATION:** This project provides an integrated system for MTA's existing bus fleet to offer enhanced safety and security.

**STATUS:** Construction is scheduled to begin in FY 2013.

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 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	749	749	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,108	2,133	1,150	14,225	8,600	1,000	0	0	24,975	0
Total	27,857	2,882	1,150	14,225	8,600	1,000	0	0	24,975	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased \$1.6 million due to additional scope requirements.



**PROJECT:** Bus New Main Shop

**DESCRIPTION:** Design and construct a new bus maintenance shop. The new facility will be utilized to perform major bus repairs including engine replacement, transmission repairs, and HVAC repairs. The facility will be designed with "Green" design principles.

**PURPOSE & NEED SUMMARY STATEMENT:** Major bus repairs will be done in a new shop freeing space in existing maintenance areas and will improve utilization of the existing maintenance facilities, and allow an increased number of articulated and alternative energy buses to be added to the existing fleet.

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

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

**ASSOCIATED IMPROVEMENTS:**  
None.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

**STATUS:** Project design is underway. Construction is expected to begin in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased \$5.3 million to meet project scope requirements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	156	156	0	0	0	0	0	0	0	0	
Engineering	2,000	1,700	300	0	0	0	0	0	300	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,277	0	0	20,000	11,277	0	0	0	31,277	0	
Total	33,433	1,856	300	20,000	11,277	0	0	0	31,577	0	
Federal-Aid	24,289	3	0	15,264	9,022	0	0	0	24,286	0	



**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:** Procurement is underway.

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

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,553	41,587	2,000	6,966	0	0	5,000	5,000	18,966	0
Total	60,553	41,587	2,000	6,966	0	0	5,000	5,000	18,966	0
Federal-Aid	30,969	15,796	1,600	5,573	0	0	4,000	4,000	15,173	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$10.0 million for vehicle purchases in FY 2017 and 2018.

**USAGE:** Traditional Mobility average weekday ridership in FY2012 was more than 5,000.



**PROJECT:** Replacement of Fare Collection Equipment and Smart Card Implementation

**DESCRIPTION:** Replace existing fare collection equipment on core Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of Smart Card technology and credit card readers on the rail systems.

**PURPOSE & NEED SUMMARY STATEMENT:** The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability. The Smart Card technology will allow faster passenger loading on bus and rail, and more accurate ridership numbers.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

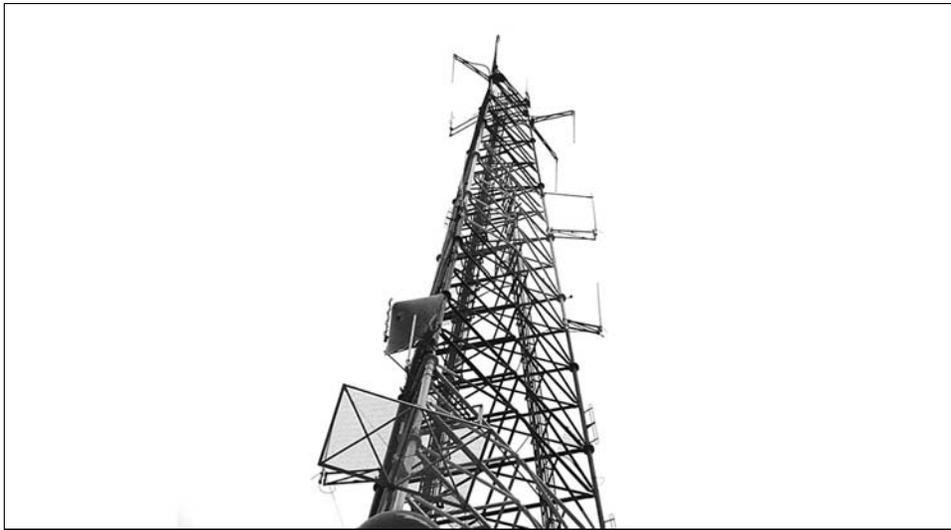
**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** This project provides state-of-the-art fare collection and seamless fare payment in the Baltimore and Washington area transit systems.

**STATUS:** Smart Card implementation is complete. Development of additional payment capabilities is underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	200	50	150	0	0	0	0	0	150	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	79,141	68,967	2,797	3,174	2,400	550	503	750	10,174	0	
Total	79,341	69,017	2,947	3,174	2,400	550	503	750	10,324	0	
Federal-Aid	4,035	4,035	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decreased by \$22.0 million due to the elimination of the data collection equipment project, a bus fare collection effort, which was completed in FY 2011.



**PROJECT:** Trunked Radio Site Locations

**DESCRIPTION:** Design, procure, and install an antenna and combiner/multicoupler system upgrade for the six trunk radio sites.

Phase I - Mays Chapel, Westview, and TV Hill.

Phase II - Owings Mills Maryland Public Television Tower, Baltimore County Hickey Tower, and Jacobsville in Anne Arundel County.

**PURPOSE & NEED SUMMARY STATEMENT:** The additional trunked radio system sites will enhance radio coverage for MTA Operations and Maintenance activities thereby increasing 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:**  
None.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project provides enhanced and dependable radio coverage for MTA services.

**STATUS:** Phase I is complete. Phase II will be completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					....2015....	....2016....	....2017....	....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	710	710	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,474	8,721	3,753	0	0	0	0	0	3,753	0
Total	13,184	9,431	3,753	0	0	0	0	0	3,753	0
Federal-Aid	5,238	2,236	3,002	0	0	0	0	0	3,002	0



**PROJECT:** CAD/AVL Systems

**DESCRIPTION:** The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve the bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements. The vehicle location systems will be used to provide real-time vehicle arrival information to patrons.

**PURPOSE & NEED SUMMARY STATEMENT:** The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real-time management and scheduling adherence as well as providing real-time information to patrons.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project upgrades for the bus fleet communication systems, enabling better tracking of buses and improves the quality of information available to patrons.

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

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

**ASSOCIATED IMPROVEMENTS:**

Bus Communications Systems Upgrade - Line 24

**STATUS:** Installation of the CAD/AVL system will be completed in FY 2013. Real-time information will be available to patrons in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	344	344	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,036	12,636	1,725	675	0	0	0	0	2,400	0
Total	15,380	12,980	1,725	675	0	0	0	0	2,400	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0



**PROJECT:** Central Control Center

**DESCRIPTION:** A newly expanded facility integrating the operations of Bus, Metro, Light Rail and MARC control centers. Facility improvements include air handling units and heating and cooling systems replacements.

**PURPOSE & NEED SUMMARY STATEMENT:** The ability to operate four modes from one location, while replacing obsolete equipment. The centralized operation will enable MTA to more quickly respond to incidents and emergencies, limiting disruptions, enhancing passenger safety and improving service quality.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

**ASSOCIATED IMPROVEMENTS:**

None.

**EXPLANATION:** The ability to monitor the operation of four modes from one location will improve on-time performance and establish consistency within the operation modes.

**STATUS:** Information systems installation and facility renovations are underway.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,365	1,306	59	0	0	0	0	0	59	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	13,571	2,512	6,950	4,109	0	0	0	0	11,059	0	
Total	14,936	3,818	7,009	4,109	0	0	0	0	11,118	0	
Federal-Aid	6,701	0	3,454	3,247	0	0	0	0	6,701	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$1.2 million to accommodate additional facility improvement needs.



**PROJECT:** Closed Circuit Television (CCTV) Improvements

**DESCRIPTION:** Installation of CCTV equipment in stations and maintenance facilities in four phases:

- Phase I - 1 Light Rail and 10 Metro locations
- Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
- Phase III - 3 Light Rail, 4 MARC, and 6 Metro Stations as well as an administrative complex
- Phase IV - 3 Light Rail and 8 MARC Stations and 1 Metro location

**PURPOSE & NEED SUMMARY STATEMENT:** The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a systemwide threat vulnerability assessment.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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:**

Homeland Security - Line 13

**EXPLANATION:** This project enhances surveillance capabilities to improve safety.

**STATUS:** Phases I and II are complete. Construction of Phases III and IV is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$1.0 million to complete funding for Phase IV.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	29	29	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,938	20,421	2,517	1,000	0	0	0	0	3,517	0
Total	23,967	20,450	2,517	1,000	0	0	0	0	3,517	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0



**PROJECT:** Southern Maryland Commuter Bus Initiative

**DESCRIPTION:** Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, New Market, and Charlotte Hall in Southern Maryland.

**PURPOSE & NEED SUMMARY STATEMENT:** Southern Maryland has been identified as one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

**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:** Prince Frederick was completed in FY 2012. Construction of Charlotte Hall began in FY 2012. Design is underway for Dunkirk, New Market and Waldorf.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased \$2.0 million due to the escalated costs of the Dunkirk and Waldorf lots.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	4,348	3,961	387	0	0	0	0	0	387	0
Engineering	4,033	2,983	450	600	0	0	0	0	1,050	0
Right-of-way	5,076	5,076	0	0	0	0	0	0	0	0
Construction	26,286	3,297	6,258	16,731	0	0	0	0	22,989	0
Total	39,743	15,317	7,095	17,331	0	0	0	0	24,426	0
Federal-Aid	26,500	9,806	5,408	11,286	0	0	0	0	16,694	0

1035, 1036, 1037, 1038, 1041



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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Locally Operated Transit Systems - Line 51

**STATUS:** Funds are awarded based on an annual application cycle. Several projects, including ARRA funded vehicles and facilities for the Baltimore Washington regions and Cecil County were completed in FY 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$12.0 million due to the addition of FY 2018.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....		
Planning	34	34	0	0	0	0	0	0	0	0
Engineering	29,461	20,161	1,550	1,550	1,550	1,550	1,550	1,550	9,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	230,915	143,754	18,971	22,546	12,317	12,291	10,518	10,518	87,161	0
Total	260,410	163,949	20,521	24,096	13,867	13,841	12,068	12,068	96,461	0
Federal-Aid	231,913	145,892	18,975	22,130	12,317	12,293	10,717	9,589	86,021	0

#8020, 8021, 8022, 8023, and 8024 are ARRA projects.  
0045, 0211, 0217, 0218, 0826, 0878, 0885, 1150, 1184, 1261, 1347, 1348, 1355, 1356, 1373, 1426, 1431, 8020, 8021, 8022, 8023, 8024



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

**DESCRIPTION:** Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
Locally Operated Transit Systems -- Line 52

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$2.8 million due to the addition of FY 2018.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	43,607	21,613	2,804	4,093	3,947	4,284	4,032	2,834	21,994	0	
Total	43,607	21,613	2,804	4,093	3,947	4,284	4,032	2,834	21,994	0	
Federal-Aid	36,483	19,615	2,243	3,274	2,509	3,349	3,226	2,267	16,868	0	



**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacement and preventive maintenance.

**JUSTIFICATION:** These investments will make the Ride On bus system more 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:**  
None.

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

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$5.0 million to address the bus replacement needs of Montgomery County.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2015....	.....2016....	.....2017....	.....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	60,790	41,180	9,610	2,000	2,000	2,000	2,000	2,000	19,610	0	
Total	60,790	41,180	9,610	2,000	2,000	2,000	2,000	2,000	19,610	0	
Federal-Aid	14,005	2,805	3,200	1,600	1,600	1,600	1,600	1,600	11,200	0	

0892, 0894



**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** Funding for annual bus replacement.

**JUSTIFICATION:** These investments will make The Bus system more 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:**

None.

**STATUS:** Funding is awarded on an annual basis for bus replacements.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015....	.....2016....		
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	14,485	10,985	1,000	500	500	500	500	500	3,500	0
<b>Total</b>	<b>14,485</b>	<b>10,985</b>	<b>1,000</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>3,500</b>	<b>0</b>
Federal-Aid	6,926	4,126	800	400	400	400	400	400	2,800	0

0893, 1430



**PROJECT:** Agencywide Roof Replacement (ARRA)

**DESCRIPTION:** Repair or replacement of roofs on MTA facilities.

**JUSTIFICATION:** Repairs are needed to stop leaks, increase energy efficiency and extend service life.

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

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

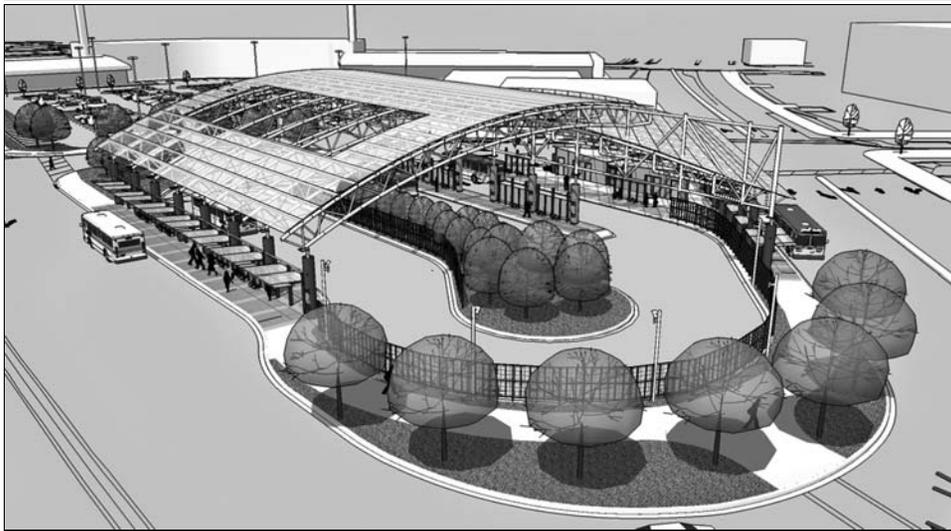
**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Washington Blvd. Bus Maintenance facility roof construction completed in FY 2012. Light Rail North Avenue roof replacement is scheduled to begin in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$2.0 million due to the addition of FY 2018.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,470	1,227	297	346	200	200	100	100	1,243	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,308	12,314	2,372	1,747	2,550	1,875	3,325	2,125	13,994	0
Total	28,778	13,541	2,669	2,093	2,750	2,075	3,425	2,225	15,237	0
Federal-Aid	21,405	10,842	2,135	48	2,200	1,660	2,740	1,780	10,563	0

#8002 is an ARRA project.  
0300, 8002



**PROJECT:** Takoma/Langley Park Transit Center (ARRA)

**DESCRIPTION:** Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

**PURPOSE & NEED SUMMARY STATEMENT:** This area is the busiest transit transfer point, outside a rail station in the Washington region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

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

**ASSOCIATED IMPROVEMENTS:**  
 Purple Line -- Line 42

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

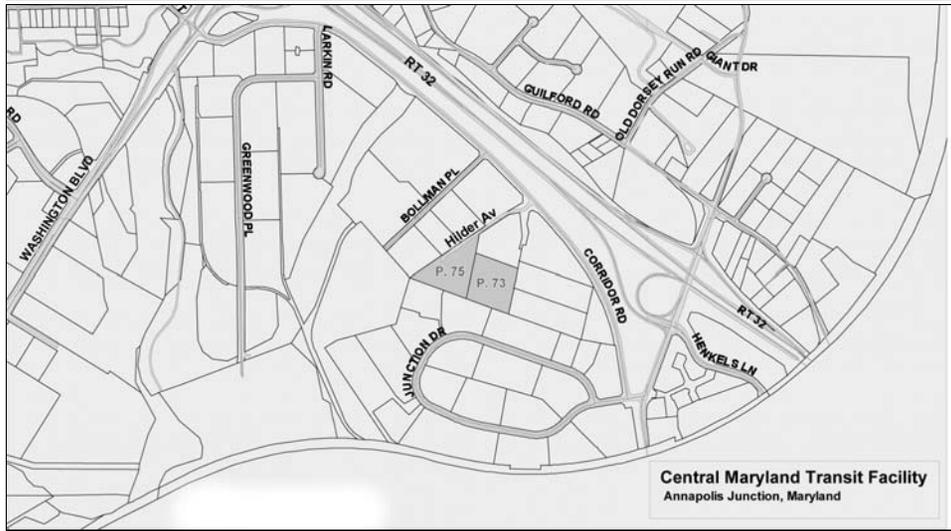
**STATUS:** Project design is currently underway. Negotiations for right-of-way acquisition are ongoing.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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 ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2012			2013	2014	....2015....	....2016....		
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,771	2,378	393	0	0	0	0	0	393	0
Right-of-way	9,200	0	9,200	0	0	0	0	0	9,200	0
Construction	12,523	0	0	5,000	5,000	2,523	0	0	12,523	0
<b>Total</b>	<b>24,970</b>	<b>2,854</b>	<b>9,593</b>	<b>5,000</b>	<b>5,000</b>	<b>2,523</b>	<b>0</b>	<b>0</b>	<b>22,116</b>	<b>0</b>
Federal-Aid	12,660	0	818	5,000	5,000	1,842	0	0	12,660	0

The estimated non-federal cost of \$12.31 million is being funded by Montgomery County (\$2.5 million), WMATA (\$7.31 million) and Prince George's County (\$2.5 million). The federal share consists of two grants, one for \$818k and an \$11.8 million ARRA grant.

1164, 8030



**PROJECT:** Central Maryland Transit Maintenance Facility

**DESCRIPTION:** Planning and design of a publicly-owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel. This is a BRAC related project.

**PURPOSE & NEED SUMMARY STATEMENT:** The project will reduce operating costs, associated with the maintenance support function, and support local bus service in the Ft. Meade area.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will reduce cost while providing an updated maintenance facility.

**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:**

Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 40

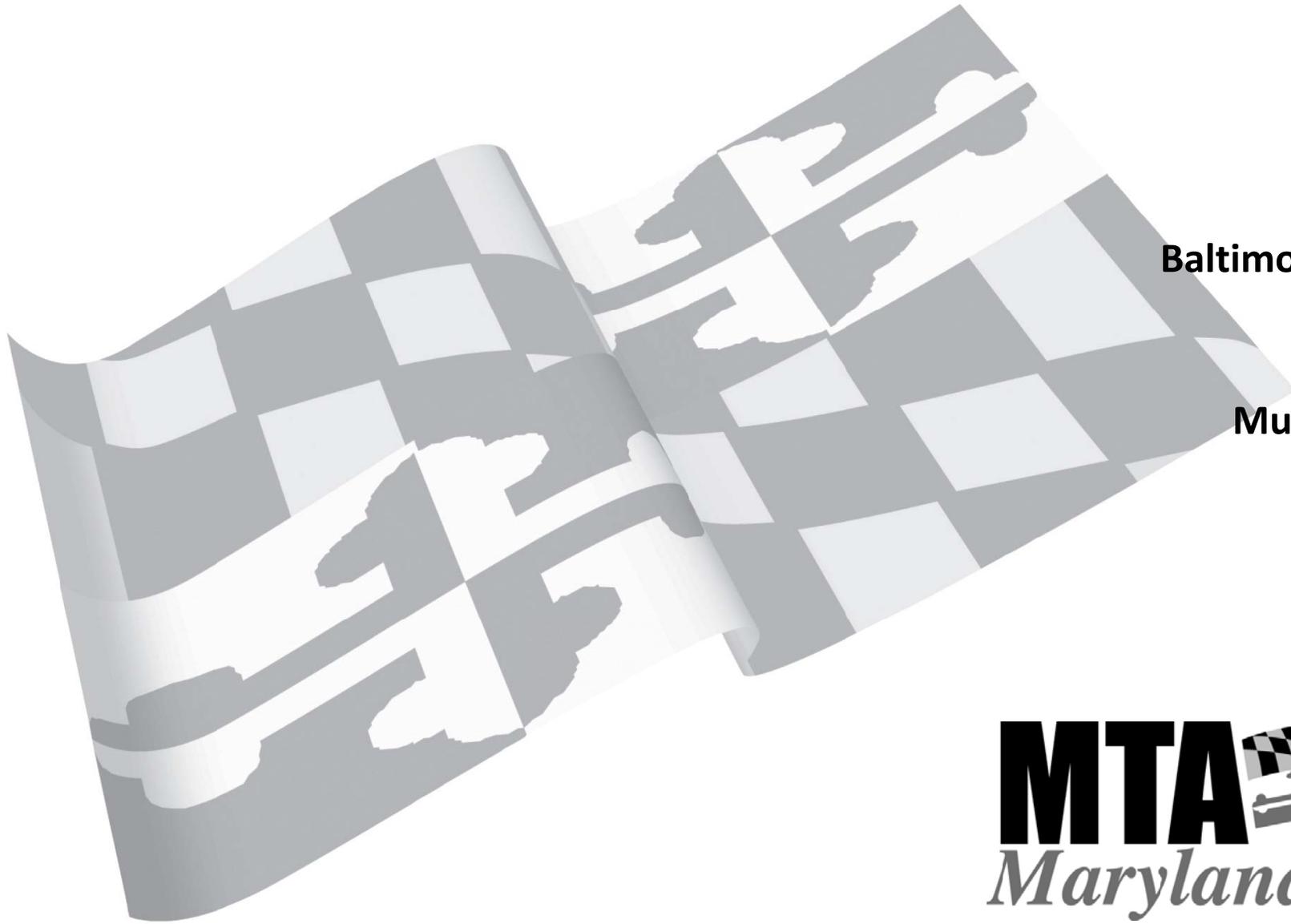
**STATUS:** Design is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,725	500	1,225	0	0	0	0	0	1,225	0	
Right-of-way	3,014	3,014	0	0	0	0	0	0	0	0	
Construction	4,094	0	2,000	2,094	0	0	0	0	4,094	0	
<b>Total</b>	<b>8,833</b>	<b>3,514</b>	<b>3,225</b>	<b>2,094</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,319</b>	<b>0</b>	
Federal-Aid	6,655	2,411	2,580	1,664	0	0	0	0	4,244	0	

A \$5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.





**MARC**

**Light Rail**

**Baltimore Metro**

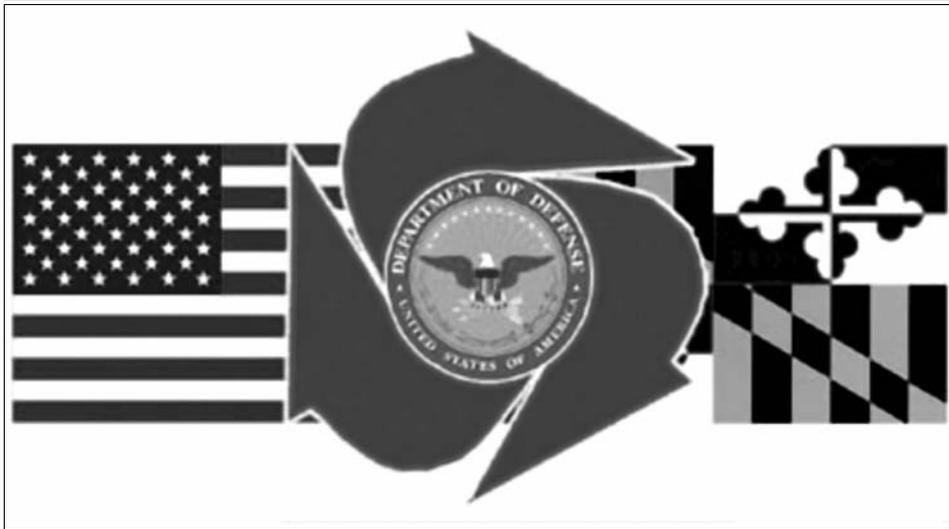
**Bus**

**Multi-Modal**



**MTA DEVELOPMENT & EVALUATION PROGRAM**





**PROJECT:** Assessment of Transit Needs for Maryland Base Realignment and Closure

**DESCRIPTION:** Assess transit needs related to the proposed BRAC assignments and prepare proposals to address identified needs. Focus will be on Ft Meade, Bethesda, Aberdeen, Fort Detrick and Andrews AFB. This is a BRAC related project.

**JUSTIFICATION:** Central Maryland is expected to experience additional growth due to BRAC. Funding is provided to study transit improvements needed to support additional travel demand.

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

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

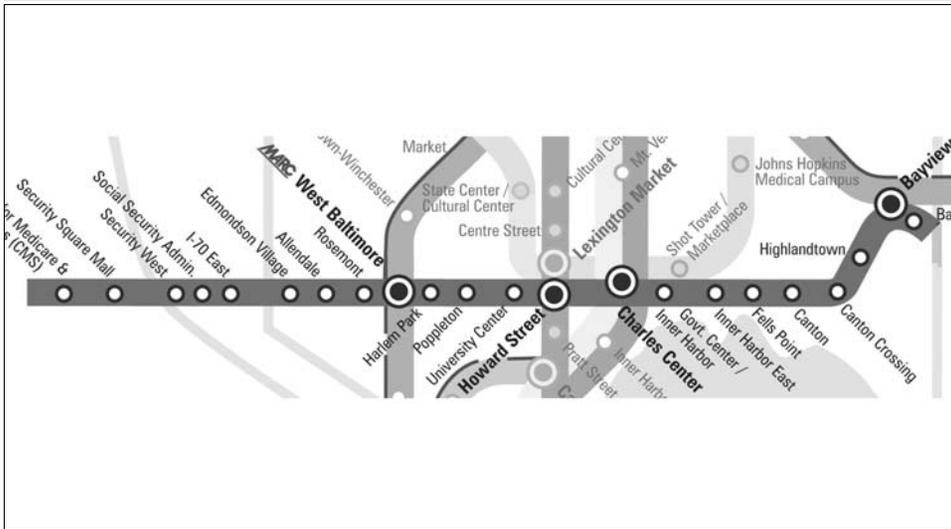
**ASSOCIATED IMPROVEMENTS:**

- MARC Edgewood Station -- Line 6
- Central Maryland Transit Maintenance Facility -- Line 39

**STATUS:** Coordination with BRAC bases and local jurisdictions is ongoing.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			FOR PLANNING PURPOSES ONLY					
			2013	2014	....2015....	....2016....	....2017....	....2018....		
Planning	3,239	2,039	130	270	200	200	200	200	1,200	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,239</b>	<b>2,039</b>	<b>130</b>	<b>270</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>200</b>	<b>1,200</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Baltimore Red Line

**DESCRIPTION:** Construct a 14-mile light rail line between Woodlawn area in western Baltimore County and Bayview Medical Center located within Baltimore City.

**JUSTIFICATION:** The Red Line will improve transit mobility in an east-west corridor of the Baltimore region. This project is intended to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues. The Red Line will connect to MARC, Light Rail and Metro Subway.

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

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

**ASSOCIATED IMPROVEMENTS:**

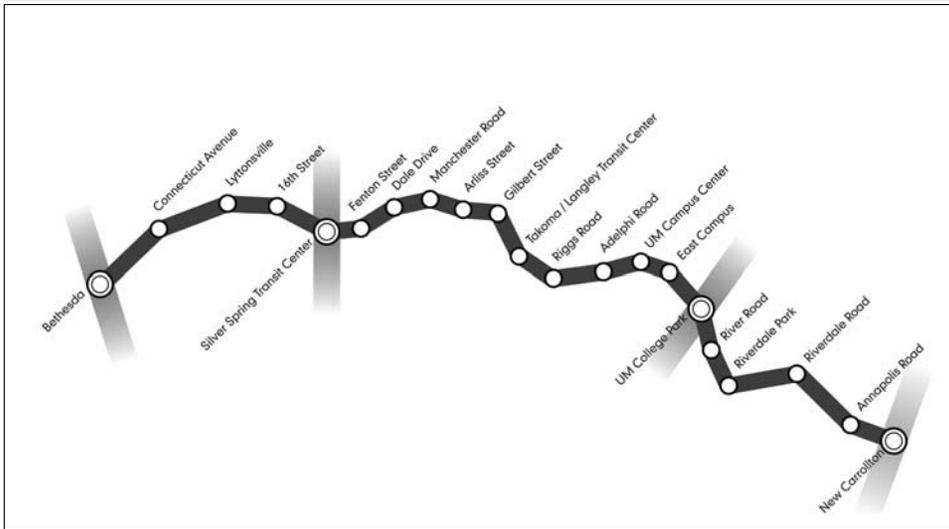
MARC West Baltimore Station Parking Expansion (ARRA) - Line 11

**STATUS:** Preliminary engineering and preparation of a Final Environmental Impact Statement are underway. Subject to federal approval, Final Design is scheduled to begin in the budget year.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decreased \$29.4 million due to no longer available federal funding previously programmed.

**USAGE:** Average daily ridership in 2030 is estimated to be 57,000.

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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	60,799	60,799	0	0	0	0	0	0	0	0	
Engineering	143,600	44,700	58,420	40,480	0	0	0	0	98,900	0	
Right-of-way	10,000	0	10,000	0	0	0	0	0	10,000	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>214,399</b>	<b>105,499</b>	<b>68,420</b>	<b>40,480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108,900</b>	<b>0</b>	
Federal-Aid	68,583	21,783	18,880	27,920	0	0	0	0	46,800	0	



**PROJECT:** Purple Line

**DESCRIPTION:** Construct a 16-mile light rail line that will operate between Bethesda and Silver Spring in Montgomery County and extend into Prince Georges County to connect with the Metrorail system at College Park and New Carrollton. The Bethesda to Silver Spring portion would include a parallel hiker/biker trail. The project would provide direct connections to both branches of the Metrorail Red Line, Green Line and Orange Line. The Purple Line will also link to all three MARC lines, AMTRAK and regional/local bus services. The project includes 21 stations.

**JUSTIFICATION:** The Purple Line will serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations. This transit line also connects the MARC Brunswick, Camden and Penn lines and to Amtrak at New Carrollton as well as to regional and local bus services.

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

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

**ASSOCIATED IMPROVEMENTS:**

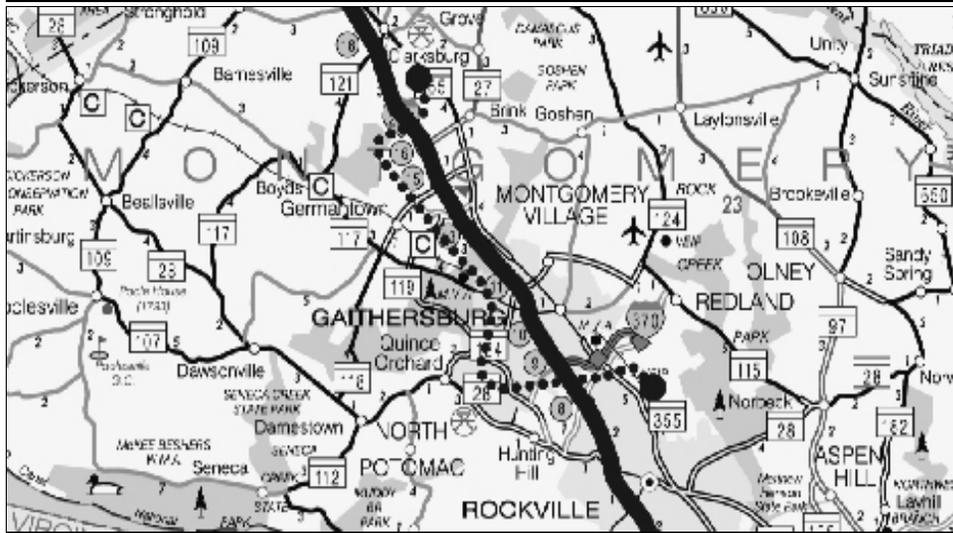
- Paul S. Sarbanes Transit Center -- Line 9
- Takoma/Langley Park Transit Center -- Line 38

**STATUS:** Preliminary engineering and preparation of a Final Environmental Impact Statement are underway. Subject to federal approval, Final Design is scheduled to begin during the budget year.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost decreased \$52.4 million due to no longer available federal funding previously programmed.

**USAGE:** Ridership for 2030 is estimated at approximately 60,000 daily boardings.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015....	.....2016....	.....2017....	.....2018....			
Planning	53,007	53,007	0	0	0	0	0	0	0	0	0
Engineering	132,360	35,060	55,500	41,800	0	0	0	0	97,300	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>185,367</b>	<b>88,067</b>	<b>55,500</b>	<b>41,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,300</b>	<b>0</b>	<b>0</b>
Federal-Aid	27,432	27,432	0	0	0	0	0	0	0	0	0



**PROJECT:** Corridor Cities Transitway (CCT)

**DESCRIPTION:** The Corridor Cities Transitway (CCT) will be a new 15 mile bus rapid transit (BRT) transitway in Montgomery County. The project will provide new intra-County transit service running northwest along existing and proposed transit-oriented land uses from the Shady Grove Metro Station in northern Rockville through Gaithersburg, Germantown and terminating just south of Clarksburg at COMSAT. The CCT will provide modal transfers to the existing MTA MARC Line at Metropolitan Grove and WMATA Metro Red Line at Shady Grove, as well as a supporting bus network.

**JUSTIFICATION:** The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

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

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

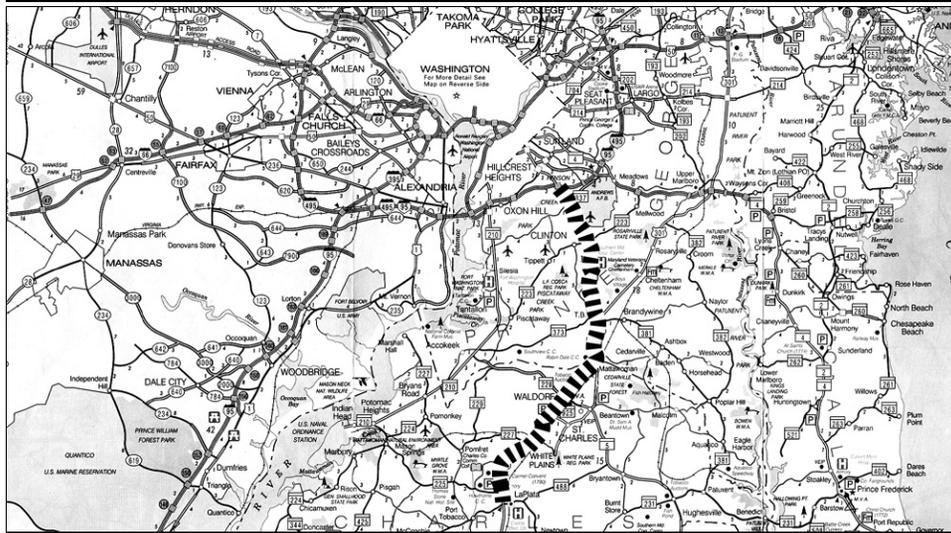
**ASSOCIATED IMPROVEMENTS:**

- SHA - I-70/I-270 Interchange
- SHA - I-70, MD 85 Extended and MD 355 Relocated
- SHA - MD 80 and MD 355 Relocated
- SHA - I-70, Mt. Phillip Road to MD 144

**STATUS:** The Locally Preferred Alternative alignment and mode (BRT) were selected in FY 2012. Preliminary engineering is expected to begin in FY 2014 for Phase I to Metropolitan Grove.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** FY 2014 anticipated federal aid of \$4.0 million has been replaced with State Funds.

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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	17,811	13,061	4,750	0	0	0	0	0	4,750	0	
Engineering	17,433	0	250	17,183	0	0	0	0	17,433	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
<b>Total</b>	<b>35,244</b>	<b>13,061</b>	<b>5,000</b>	<b>17,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,183</b>	<b>0</b>	
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0	



**PROJECT:** Southern Maryland Mass Transportation Analysis

**DESCRIPTION:** Planning activities to identify and protect an alignment for future development of high-capacity transit services in the US 301/MD 5 corridor from White Plains to the Branch Avenue Metrorail Station.

**JUSTIFICATION:** Continued growth in Southern Maryland has created high levels of traffic congestion in the US 301/MD 5 corridor. Planning is needed to determine the role of a high capacity transit service in the corridor.

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

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

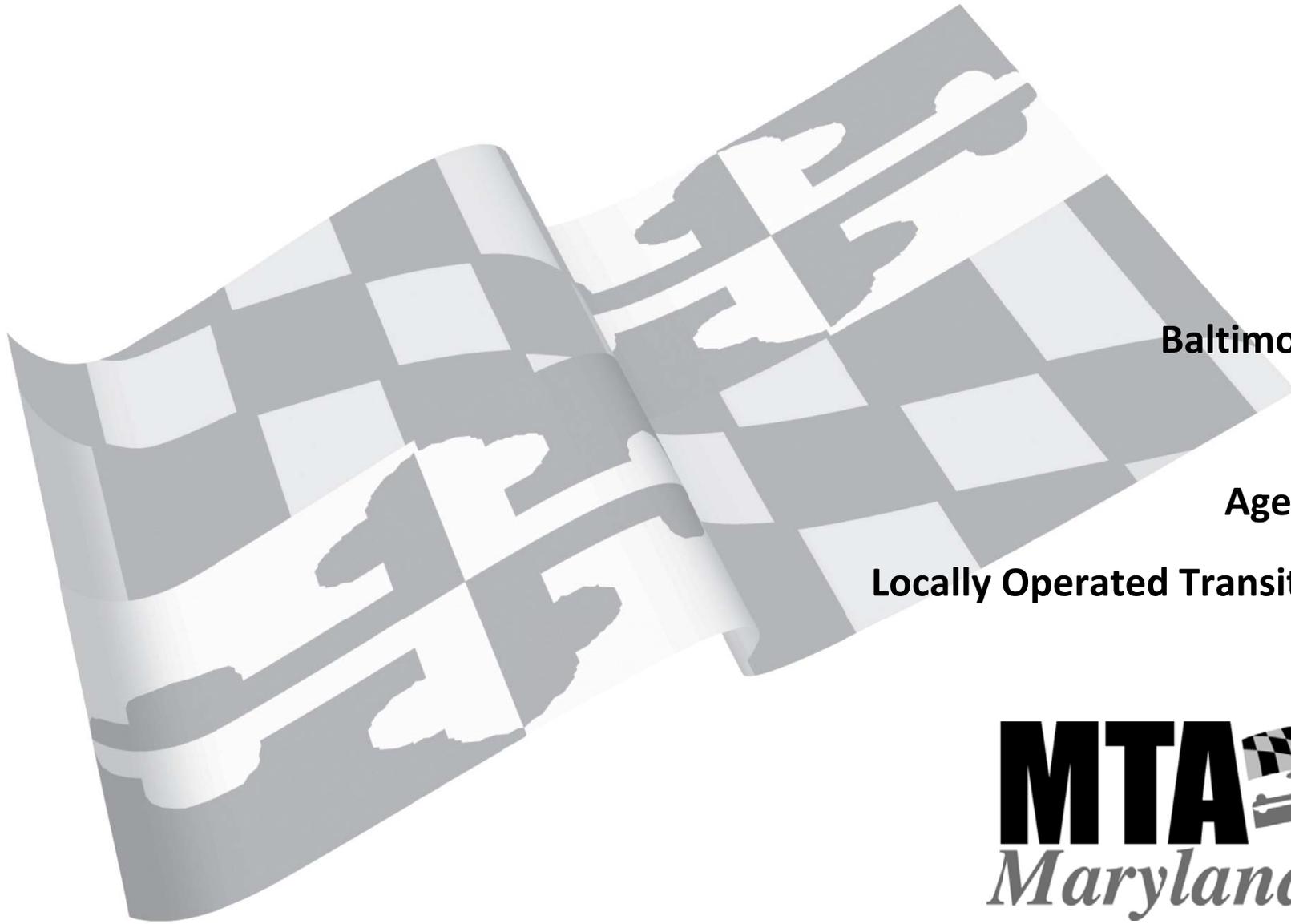
**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Corridor preservation study completed. Grant funding requested from FTA to examine future transit opportunities in the corridor.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	1,236	1,236	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
<b>Total</b>	<b>1,236</b>	<b>1,236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**MARC**

**Freight**

**Light Rail**

**Baltimore Metro**

**Bus**

**Agency Wide**

**Locally Operated Transit Systems**



**MTA MINOR PROJECTS**



**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Energy Savings Initiatives (1422)	857	Complete
2	Washington Blvd Building Improvements (1247)	5,992	Complete
3	Transit Facilities Improvements (0447)	3,041	Complete
4	Wheaton CBD Intermodal Access (1271)	522	Complete
5	Lexington Market Transit Improvement/West Side Development (1060)	7,316	Complete
6	Scheduling System (0513)	4,968	Complete
7	Northern District Police Facility Relocation (1324)	9,580	Complete
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2013 and 2014</u></b>			
8	MAXIMO (1168)	5,266	Underway
9	Station Signage Improvements (0843)	947	Underway
10	Bethesda Metro Entrance D&E (1269)	5,000	Underway
11	Commuter Bus Retrofits (1375)	120	Underway
12	Engineering Management System (1204)	1,884	Underway
13	Howard Street Revitalization (1207)	4,797	Underway
14	Police Dispatch CAD Records Management (1393)	1,720	Underway
15	Transit Info Ctr Telephone Systems Update (1395)	1,221	Underway
16	Capital Beltway South Side Transit Study D&E (1420)	89	Underway
17	Station Signage Improvements	947	Ongoing
18	Capital Program Support Fund (1239)	1,220	Ongoing
19	Access Control (1213)	200	Ongoing
20	Information Technology Preservation Fund (1396)	80	Ongoing
21	Environmental Compliance (1149)	3,348	Ongoing
22	Guaranteed Ride Home (1419)	50	Ongoing
23	Safety and Infrastructure Improvements (1070)	205	Ongoing
24	Communications Systems Upgrades & Support (1367)	5,283	Ongoing
25	Wicomico Demolition and Hazmat Abatement (1392)	50	Ongoing
26	Non-Revenue Vehicles (1079)	1,043	Ongoing
27	ADA Compliance (0266)	450	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 45 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2013 and 2014 (cont'd)</u></b>			
28	Owner-Controlled Insurance Program (0832)	1,135	Ongoing
29	New IT Equipment (1103)	733	Ongoing
30	Telephone Communications Systems (0493)	6,132	Ongoing
31	Rail Purchase (0660)	3,437	Ongoing
32	Parking Lot Inspection & Repaving (0177, 0470)	661	Ongoing
33	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	3,059	Ongoing
34	Miscellaneous Planning Studies (0510)	1,110	Ongoing
35	Engineering Standards (0221)	200	Ongoing
36	Rail Electrical System Preservation D&E (1321)	280	FY 2013
37	Video & Security Interoperability D & E (1372)	125	FY 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 46**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Operator Seat Replacements (1122)	482	Complete
2	NW Division Upgrade (ARRA) (8027)	5,400	Complete
3	Facilities Rehab (1076)	5,512	Complete
4	Equipment, Tools & Support Services (1078)	1,137	Complete
5	A/C Shop Equipment & Services (0547)	294	Complete
6	A/C Components/Block Heater Program (0849)	1,593	Complete
7	Support Shops Equipment and Services (0783)	751	Complete
8	Fuel/Fluids Management System (1120)	1,873	Complete
<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2013 and 2014</u></b>			
9	Division Maintenance Facility Ventilation Improvements (1073, 1181)	2,006	Underway
10	Systemwide Improvements and Rehabilitation (1148)	852	Underway
11	Diesel Engine Replacements (1424)	650	Underway
12	Bus Lifts (1096)	1,292	Underway
13	Facilities Rehabilitation (0193, 1180)	3,001	Underway
14	Wireless LAN D & E (1210)	1,026	Underway
15	Maintenance Support Improvement Fund (0554)	1,246	Ongoing
16	Wash Replacement (1421)	600	FY 2013
17	Boiler Replacement D&E (1228)	175	FY 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 47**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FREIGHT IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Dorchester County Airport Expansion D & E (1191)	7	Complete
2	Freight Pollution-Reducing Locomotive Procurement (1423)	1,400	Complete
<b><u>FREIGHT IMPROVEMENTS -- FY 2013 and 2014</u></b>			
3	Freight/LTR Rail Abandonment (1100)	240	Underway
4	Grade Crossing Rehab Fund (0212)	165	Ongoing
5	Capital Improvement Program (0590)	355	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 48**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Yard Switches Conversion (0451)	1,044	Complete
2	Electrical Equipment Overhaul and Upgrade (1185)	289	Complete
3	Signal Priority (1142)	2,739	Complete
4	Norfolk-Southern Lead Track Rehabilitation (1340)	526	Complete
5	Parking Expansion (ARRA) (8003)	2,284	Complete
6	Substation Breakers Replacement/Overhaul (ARRA) (8026)	5,500	Complete
7	Signage Upgrades (ARRA) (8004)	572	Complete
8	Bridge Fastener Replacement Fund (1279)	87	Complete
9	Substation Installation (ARRA) (8005)	4,799	Complete
<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2013 and 2014</u></b>			
10	Electric Box Replacement (1187)	1,598	Underway
11	PA/LED Signs Replacement (1294)	500	Underway
12	Howard Street Safety Improvements (0489)	1,171	Underway
13	Substation Installations (ARRA) (0341)	4,762	Underway
14	Light Rail Vehicle Cameras D & E (1211)	244	Underway
15	North Ave Yard Improvements D&E (1140)	95	Underway
16	Yard Switches Upgrade-Manual to Electric (ARRA) (8028)	300	Underway
17	Refurbish North Ave Carwash (1188)	800	Underway
18	Bridge Preservation (0248)	736	Ongoing
19	Railroad Worker Protection Equipment (1364)	1,486	Ongoing
20	Balance Weight Assembly (1254)	1,700	Ongoing
21	Grade Crossing Repair (1048)	1,921	Ongoing
22	Rail Installation (0797)	214	Ongoing
23	Drainage Improvements (0856)	3,881	Ongoing
24	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,127	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 49**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>MARC IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Martins Yard Improvements (ARRA) (8009)	402	Complete
2	Laurel Station Rehabilitation (ARRA) (8006)	2,100	Complete
3	Muirkirk Retaining Wall (ARRA) (8012)	181	Complete
4	Aberdeen Station Enhancements (1182)	238	Complete
5	Passenger Warning System @ 7 CSX Stations (0420)	2,876	Complete
<b><u>MARC IMPROVEMENTS -- FY 2013 and 2014</u></b>			
6	PA/LED Signs (0430)	8,894	Underway
7	W. Baltimore New Station D & E (1290)	1,143	Underway
8	Parking Needs Study D & E (1363)	300	Underway
9	East Baltimore and Martins Evaluation D & E (1217)	200	Underway
10	Public Address System (ARRA) (8011)	8,314	Underway
11	Aberdeen Station Parking Expansion (1298)	112	Underway
12	Procure Riverside Maintenance Facility from CSX D&E (1177)	400	Underway
13	New Bayview Station D&E (1292)	1,000	Underway
14	System Preservation Fund (0634)	1,940	Ongoing
15	Structural Inspection D&E (1376)	221	Ongoing
16	Miscellaneous Facility Improvements and Rehab. (0199)	1,100	Ongoing
17	Parking Lot Improvements (1006)	1,084	Ongoing

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 50**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>METRO IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>			
1	Tunnel Grouting Fund (1318)	165	Complete
2	Train Control Replacement D&E (1289)	268	Complete
3	CCTV Wirelss Infrastructure (1293)	261	Complete
4	Rail Inspection Program D & E (0194)	1,074	Complete
5	Tunnel and Underground Station Repairs (ARRA) (8017)	3,900	Complete
6	Public Address System (ARRA) (8015)	5,400	Complete
7	Mainline Third Rail Heater Rehabilitation (1320)	218	Complete
8	Station Communication and Control Booth Rebuilds (1259)	94	Complete
9	Replacement of Street Gratings (1178)	586	Complete
10	Fastener and Bolt Replacement (ARRA) (8014)	3,623	Complete
11	Bridge and Elevated Structures Rehab. (ARRA) (8018)	2,795	Complete
12	Station Renovations (ARRA) (8016)	6,377	Complete
<b><u>METRO IMPROVEMENTS -- FY 2013 and 2014</u></b>			
13	Rail Vehicle and Signaling System Replacement D&E (1415)	1,250	Underway
14	Third Rail Cover Board (1425)	222	Underway
15	PA/LED Signs (1295)	2,001	Underway
16	Rail Shop Equipment Improvements (0838)	3,908	Underway
17	Station Emergency Telephones (1288)	2,818	Underway
18	Rail Fastener and Bolt Replacement (0455)	9,417	Underway
19	Rail Installation Program (0868)	10,022	Ongoing
20	Train Control Systems (0840)	400	Ongoing
21	Bridge & Elevated Structures Rehab. Fund (0239)	1,681	Ongoing
22	Tunnel Structural Repairs (0529)	2,561	Ongoing
23	Miscellaneous System Preservation Improvements (0179, 1186)	1,400	Ongoing
24	Owings Mills Platform Rehabilitation (1413)	1,000	FY 2014

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSIT ADMINISTRATION - LINE 51**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>MOBILITY IMPROVEMENTS -- FY 2012 COMPLETIONS</u></b>		
1	New Centralized Mobility Facility D & E (1146)	693	Complete
	<b><u>MOBILITY IMPROVEMENTS -- FY 2013 and 2014</u></b>		
2	Miscellaneous Improvements Fund (1166)	600	Ongoing
3	Traveling Trainer Program (New Freedom) (1428)	126	Ongoing
4	Traveling Trainer Program (JARC) (1427)	118	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS</u></b>			
<b><u>ALLEGANY COUNTY FY 2012 COMPLETIONS</u></b>			
5	Diagnostic PC	6	Complete
6	Preventive Maintenance (ARRA)	516	Complete
<b><u>ALLEGANY FY 2013 AND 2014</u></b>			
7	Preventive Maintenance	300	Ongoing
8	2 AC Units	7	FY 2013
9	4 On-Vehicle Cameras	7	FY 2013
10	Compact Floor Machine	2	FY 2013
11	Copier/Fax	10	FY 2013
12	Emergency Generator	23	FY 2013
13	Heavy Duty Bus Lift	30	FY 2013
14	Tire Changer	5	FY 2013
15	2 Small Buses	130	FY 2014
<b><u>ANNAPOLIS FY 2012 COMPLETIONS</u></b>			
16	1 Trolley (ARRA)	590	Complete
17	5 Heavy Duty Replacement Buses (ARRA)	1,643	Complete
18	Jack Stands	11	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ANNAPOLIS FY 2013 AND 2014</u></b>			
19	Preventive Maintenance	180	Ongoing
20	1 Support Vehicle	25	FY 2013
21	5 Radios	4	FY 2013
22	ADP Software	6	FY 2013
23	Bike Racks	12	FY 2013
24	Hybrid Bus Test Equipment	15	FY 2013
25	Operations Control Center	50	FY 2013
26	Surveillance Cameras	221	FY 2013
27	Bus Wash Facility Rehabilitation	90	FY 2014
28	Electronic Farebox System	300	FY 2014
29	Tire Storage Facility	152	FY 2014
<b><u>ANNE ARUNDEL FY 2012 COMPLETIONS</u></b>			
30	Ridesharing	193	Complete
<b><u>ANNE ARUNDEL COUNTY FY 2013 AND 2014</u></b>			
31	Ridesharing	193	Ongoing
<b><u>BALTIMORE CITY FY 2012 COMPLETIONS</u></b>			
32	Ridesharing	80	Complete
<b><u>BALTIMORE CITY FY 2013 AND 2014</u></b>			
33	Ridesharing	80	Ongoing
<b><u>BALTIMORE COUNTY FY 2012 COMPLETIONS</u></b>			
34	Ridesharing	170	Complete
<b><u>BALTIMORE COUNTY FY 2013 AND 2014</u></b>			
35	Ridesharing	170	Ongoing
36	Ridesharing	170	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CALVERT COUNTY FY 2012 COMPLETIONS</u></b>			
37	AED Machine	4	Complete
38	Bus Facility Canopy	417	Complete
39	Bus Shelter (ARRA)	9	Complete
40	Bus Stop Signs	1	Complete
41	Computer Equipment (ARRA)	4	Complete
42	Electronic Farebox System (ARRA)	219	Complete
43	Shop Equipment	66	Complete
44	Tire Balancer	6	Complete
<b><u>CALVERT COUNTY FY 2013 AND 2014</u></b>			
45	1 Replacement Van	50	Underway
46	Preventive Maintenance	98	Ongoing
47	Ridesharing	9	Ongoing
48	1 Supervisory Vehicle	30	FY 2013
49	Electronic Fareboxes	115	FY 2013
50	Radio System & Radios	24	FY 2013
51	2 Small Buses	115	FY 2014
52	4 Medium Replacement Buses	633	FY 2014
53	Electronic Fareboxes	65	FY 2014
54	In Vehicle Camera System	50	FY 2014
<b><u>CAROLINE COUNTY FY 2012 COMPLETIONS</u></b>			
55	2 Small Replacement Buses	112	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CAROLINE COUNTY FY 2013 AND 2014</u></b>			
56	2 Strobe Lights	1	FY 2013
57	4 Radios	13	FY 2013
58	Block Heater Outlet	11	FY 2013
59	1 Medium Bus	116	FY 2014
60	1 Small Bus	61	FY 2014
61	Denton Parking Bus Shelter	9	FY 2014
62	Replacement Bus Cameras	10	FY 2014
<b><u>CARROLL COUNTY FY 2012 COMPLETIONS</u></b>			
63	Operations Facility & Parking Construction (ARRA)	850	Complete
<b><u>CARROLL COUNTY FY 2013 AND 2014</u></b>			
64	Bus Equipment Branding (ARRA)	50	Underway
65	Preventive Maintenance	200	Ongoing
66	Trapeze Software Fee	18	Ongoing
67	2 Small Expansion Buses	120	FY 2014
68	3 Small Replacement Buses	177	FY 2014
<b><u>CECIL COUNTY FY 2012 COMPLETIONS</u></b>			
69	Auto Destination Signs	28	Complete
70	Diesel Fuel Pumps (ARRA)	138	Complete
71	Large Bus Storage Facility (ARRA)	190	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>CECIL COUNTY FY 2013 AND 2014</u></b>			
72	Preventive Maintenance	104	Ongoing
73	11 Surveillance Cameras	30	FY 2013
74	2 Bus Wraps	5	FY 2013
75	4 Bicycle Racks	6	FY 2013
76	5 Fareboxes	4	FY 2013
77	8 Bus Shelters	38	FY 2013
78	2 Small Buses	146	FY 2014
79	5 Passenger Counters	1	FY 2014
80	Additional Bus Shelters	30	FY 2014
81	NextBus Passenger Info System	64	FY 2014
82	Route Match System	53	FY 2014
<b><u>CHARLES COUNTY FY 2012 COMPLETIONS</u></b>			
83	Bike Racks (ARRA)	4	Complete
84	Information Posts/Signs (ARRA)	1	Complete
85	Video Surveillance Cameras (ARRA)	14	Complete
<b><u>CHARLES COUNTY FY 2013 AND 2014</u></b>			
86	Preventive Maintenance (ARRA)	410	Underway
87	Bus Stop Signs	8	FY 2013
88	County VanGo Transfer Facility	400	FY 2013
89	Maintenance Facility Feasibility Study	55	FY 2013
90	Preventive Maintenance	227	FY 2013
91	7 Small Buses	395	FY 2014
92	P&R Facility Improvements	232	FY 2014
<b><u>DORCHESTER FY 2012 COMPLETIONS</u></b>			
93	1 Small Replacement Bus	55	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>DORCHESTER FY 2013 AND 2014</u></b>			
94	Preventive Maintenance	35	Underway
95	1 Medium Replacement Bus	140	FY 2013
96	1 Minivan	25	FY 2013
97	1 Radio	12	FY 2013
98	10 AVL Units	42	FY 2013
99	1 Medium Replacement Bus	113	FY 2014
100	Bus Facility Camera System	135	FY 2014
101	Cambridge Parking Lot Upgrade	18	FY 2014
<b><u>FREDERICK COUNTY FY 2012 COMPLETIONS</u></b>			
102	2 Medium Hybrid Buses (ARRA)	1,100	Complete
103	Parking Lot Construction (ARRA)	1,100	Complete
<b><u>FREDERICK COUNTY FY 2013 AND 2014</u></b>			
104	Preventive Maintenance	650	Ongoing
105	Ridesharing	123	Ongoing
106	2 Bus Engines	70	FY 2013
107	Parking Lot Cameras	17	FY 2013
<b><u>GARRETT COUNTY FY 2012 COMPLETIONS</u></b>			
108	2 Small Replacement Buses	86	Complete
109	Enclosed Vehicle Parking Canopy (ARRA)	275	Complete
<b><u>GARRETT COUNTY FY 2013 AND 2014</u></b>			
110	Preventive Maintenance	181	Ongoing
111	1 Support Vehicle	38	FY 2013
112	2 Minivans	83	FY 2013
113	Shah Software	20	FY 2013
114	2 Small Buses	103	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>HARFORD COUNTY FY 2012 COMPLETIONS</u></b>			
115	Preventive Maintenance (ARRA)	173	Complete
<b><u>HARFORD COUNTY FY 2013 AND 2014</u></b>			
116	12 Medium Expansion Buses (ARRA)	4,210	Underway
117	Ridesharing	88	Ongoing
118	Maintenance Equipment	17	FY 2013
119	Preventive Maintenance	80	FY 2013
120	Training PCs, AudioVisual Training Equipment & Software	10	FY 2013
121	1 Medium Bus	198	FY 2014
122	Bus Shelters	130	FY 2014
123	Bus Stop Info Signs	15	FY 2014
<b><u>HOWARD COUNTY FY 2012 COMPLETIONS</u></b>			
124	Preventive Maintenance	150	Complete
<b><u>HOWARD COUNTY FY 2013 AND 2014</u></b>			
125	Bus Painting (ARRA)	61	Underway
126	Bus Stop Amenities (ARRA)	100	Underway
127	Hybrid Vehicles	1,638	Underway
128	Preventive Maintenance	150	Ongoing
129	Ridesharing	130	Ongoing
130	Voucher Card System	179	FY 2013
131	Bus IT Package	78	FY 2014
<b><u>MONTGOMERY COUNTY FY 2013 AND 2014</u></b>			
132	Ridesharing	372	Ongoing

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>OCEAN CITY FY 2012 COMPLETIONS</u></b>			
133	1 Small Replacement Bus	57	Complete
134	4 Heavy Duty Replacement Buses	1,579	Complete
135	Electronic Fareboxes (ARRA)	18	Complete
136	Park & Ride Renovation (ARRA)	50	Complete
<b><u>OCEAN CITY FY 2013 AND 2014</u></b>			
137	3 Heavy Duty Replacement Buses	1,408	Underway
138	Bus Lifts	250	Underway
139	Bus Spare Parts	75	Underway
140	Capital Maintenance Equipment	75	Underway
141	Preventive Maintenance	500	Ongoing
142	Bus Barn Fire Suppression	15	FY 2014
143	Bus Barn Roof Repairs	25	FY 2014
144	Bus Wash Facility Renovations	70	FY 2014
145	Campus Plan	1,250	FY 2014
146	Park & Ride Decking	100	FY 2014
<b><u>PRINCE GEORGE'S COUNTY FY 2012 COMPLETIONS</u></b>			
147	14 Heavy Duty Buses - South County Circulator	4,774	Complete
148	6 Small Buses - South County Circulator	384	Complete
<b><u>PRINCE GEORGE'S COUNTY FY 2013 AND 2014</u></b>			
149	Ridesharing	269	Ongoing
<b><u>QUEEN ANNE'S COUNTY FY 2012 COMPLETIONS</u></b>			
150	1 Medium Replacement Bus (ARRA)	144	Complete

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>QUEEN ANNE'S COUNTY FY 2013 AND 2014</u></b>			
151	Preventive Maintenance	35	Ongoing
152	Shop Tools	14	FY 2013
153	Tires	9	FY 2013
154	Bus Cameras	5	FY 2014
155	Bus Wash Facility Renovation	70	FY 2014
156	Cameras for 10 Buses	30	FY 2014
<b><u>ST MARY'S COUNTY FY 2012 COMPLETIONS</u></b>			
157	5 Bus Shelters (ARRA)	24	Complete
158	Bus Cameras	13	Complete
159	Bus Canopy Solar Lights (ARRA)	20	Complete
160	Bus Wash Solar Lights (ARRA)	4	Complete
161	Concrete Pads (ARRA)	1	Complete
162	Diagnostic Software	8	Complete
163	Dispatch Software	33	Complete
164	Passenger Amenities	1	Complete
165	Shop Equipment	9	Complete
166	Shop Equipment (ARRA)	31	Complete
<b><u>ST MARY'S COUNTY FY 2013 AND 2014</u></b>			
167	Bus Barn Construction	1,102	Underway
168	Bus Stop Amenities	6	Underway
169	2 Wheelchair Tiedowns	6	FY 2013
170	Preventive Maintenance	35	FY 2013
171	1 Small Bus	47	FY 2014
172	2 Medium Replacement Buses	233	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>WASHINGTON COUNTY FY 2012 COMPLETIONS</u></b>			
173	Bus Shelters	100	Complete
174	Bus Shelters (ARRA)	135	Complete
175	GFI Fareboxes (ARRA)	206	Complete
176	Preventive Maintenance (ARRA)	170	Complete
177	Transfer Point Relocation (ARRA)	875	Complete
<b><u>WASHINGTON COUNTY FY 2013 AND 2014</u></b>			
178	Farebox Equipment	40	Underway
179	On Board Surveillance Cameras	80	Underway
180	Mobile Data Computers	35	FY 2013
181	Passenger Shelter Installs	100	FY 2013
182	Preventive Maintenance	100	FY 2013
183	1 Small Bus	51	FY 2014
184	On Vehicle Video Surveillance	82	FY 2014
<b><u>CENTRAL MD REGIONAL TRANSIT FY 2012 COMPLETIONS</u></b>			
185	AVL System Install & Maintenance (ARRA)	600	Complete
<b><u>CENTRAL MD REGIONAL TRANSIT FY 2013 AND 2014</u></b>			
186	Electric Bus Project	3,778	Underway
187	1 Medium Replacement Bus	191	FY 2014
188	Bus Stop Amenities	60	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED 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 2012 COMPLETIONS</u></b>			
189	Admin Facility Phase I Rehab and Furnishings	823	Complete
190	Computer Software (ARRA)	149	Complete
191	Maintenance Lift Equipment	40	Complete
192	Ridesharing	109	Complete
193	Security Updates (ARRA)	12	Complete
194	Tires	105	Complete
195	Two-Way Radios	15	Complete
<b><u>TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2013 AND 2014</u></b>			
196	1 Laptop	2	Underway
197	1 Medium Replace Bus	142	Underway
198	GPS Hardware	4	Underway
199	Maintenance Facility & Site Work	7,200	Underway
200	Office Equipment	9	Underway
201	Preventive Maintenance	400	Ongoing
202	Ridesharing	109	Ongoing
203	Maintenance Facility Support Vehicle	40	FY 2013
204	Presentation Case	2,000	FY 2013
205	Spare Parts	20	FY 2013
206	1 Minivan	45	FY 2014
207	Bus Security Cameras	30	FY 2014
208	Passenger Amenities	75	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

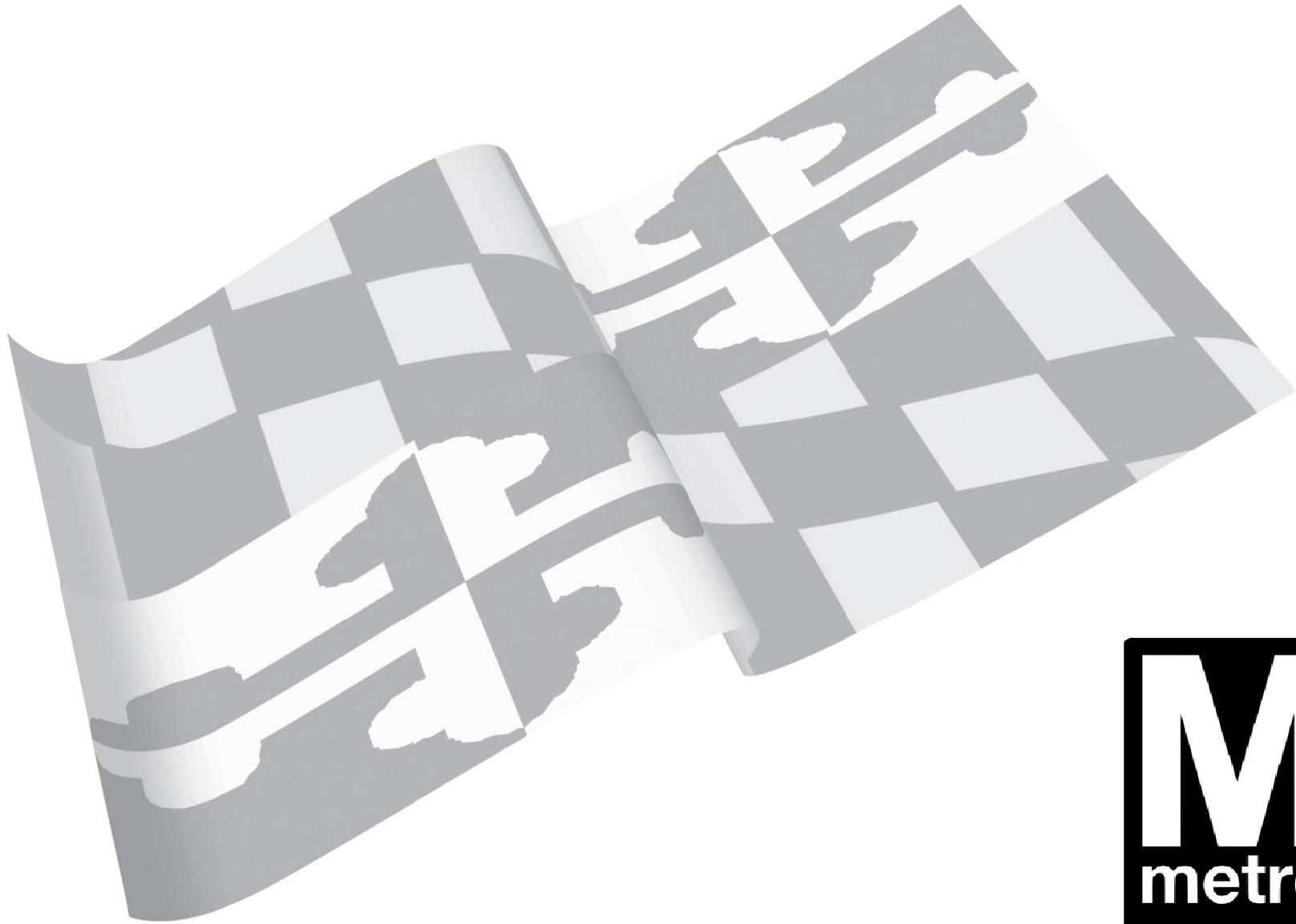
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014</u></b>			
209	Allegany County HRDC - Preventive Maintenance	11	FY 2013
210	ARC of Baltimore - 2 Small Buses & Preventive Maintenance	125	FY 2013
211	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	81	FY 2013
212	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	77	FY 2013
213	Bayside Community Network- 2 Small Buses & Preventive Maintenance	136	FY 2013
214	Charles County Nursing & Rehab - Preventive Maintenance	12	FY 2013
215	Daybreak Adult Day Services - 1 Small Bus & Preventive Maintenance	71	FY 2013
216	Dorchester County Commission on Aging - Preventive Maintenance	14	FY 2013
217	Dove Pointe - 1 Small Bus & Preventive Maintenance	89	FY 2013
218	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	68	FY 2013
219	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	66	FY 2013
220	Friends Aware - 1 Minivan & Preventive Maintenance	57	FY 2013
221	Humanim - Preventive Maintenance	8	FY 2013
222	Kent Center - 1 Small Bus & Preventive Maintenance	62	FY 2013
223	Lifebridge Health - Preventive Maintenance	6	FY 2013
224	Progress Unlimited - 2 Small Buses & Preventive Maintenance	126	FY 2013
225	Shore Up - Preventive Maintenance	8	FY 2013
226	Southern Md TCCAC - 1 Small Bus & Preventive Maintenance	63	FY 2013
227	Spring Dell - 3 Small Buses & Preventive Maintenance	204	FY 2013
228	UCP of Central Md - Preventive Maintenance	12	FY 2013
229	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	72	FY 2013
230	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	FY 2013
231	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	45	FY 2013
232	Appalachian Parent Association - 2 Small Buses	120	FY 2014
233	ARC of Northern Chesapeake Region - 2 Small Buses	120	FY 2014
234	Bay Community Support Svcs - 1 Small Bus	60	FY 2014
235	Center for Life Enrichment - 2 Small Buses	120	FY 2014
236	Chi Centers - 1 Small Bus	60	FY 2014
237	Prologue Inc - 2 Small Buses	120	FY 2014
238	Somerset Community Services - 2 Small Buses	120	FY 2014

**LOCALLY OPERATED TRANSIT SYSTEMS**

**MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)</u></b>			
<b><u>ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014 (cont'd)</u></b>			
239	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2014
240	Way Station - 2 Small Buses	120	FY 2014
<b><u>EASTERN SHORE NON-PROFITS FY 2013 AND 2014</u></b>			
241	Job Access and Reverse Commute (JARC) Program	47	Ongoing
242	New Freedom Program	882	FY 2013
<b><u>WESTERN MD NON-PROFITS FY 2013 AND 2014</u></b>			
243	Job Access and Reverse Commute (JARC) Program	34	Ongoing
244	New Freedom Program	68	Ongoing
<b><u>SOUTHERN MD NON-PROFITS FY 2013 AND 2014</u></b>			
245	Job Access and Reverse Commute (JARC) Program	100	Ongoing
246	New Freedom Program	400	Ongoing
<b><u>CENTRAL MD NON-PROFITS FY 2013 AND 2014</u></b>			
247	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
248	New Freedom Program	542	Ongoing





**WASHINGTON METROPOLITAN AREA TRANSIT**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	223.0	242.2	223.4	235.6	240.1	245.0	1,409.3
<b>Special Funds</b>	135.1	152.1	130.1	139.2	140.0	140.8	837.3
<b>Federal Funds - WMATA *</b>	88.0	90.1	93.3	96.4	100.1	104.1	572.0

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



**PROJECT:** Metrorail Debt Service

**DESCRIPTION:** Maryland Department of Transportation's share of Metrorail debt service payments, which supplement the 103-mile rail system's construction.

**JUSTIFICATION:** Payments required to retire revenue bonds previously issued by the Washington Metropolitan Area Transit Authority to supplement construction costs of 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:**  
WMATA Capital Improvement Program -- Line 2

**STATUS:** The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....		
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	638,709	628,768	5,741	4,200	0	0	0	0	9,941	0
Total	638,709	628,768	5,741	4,200	0	0	0	0	9,941	0
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0



**PROJECT:** WMATA Capital Improvement Program

**DESCRIPTION:** This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

**JUSTIFICATION:** WMATA's FY 2013-2018 CIP is focused on infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2013-2018 CIP includes, but is not limited to, projects to replace rail cars, rehabilitate some of the oldest segments of the Metrorail system, replace vehicles for Metrobus and Metro Access, and implement recommendations for the National Transportation Safety Board. The projects included in WMATA's CIP are priority projects selected from WMATA's Capital Needs inventory, a detailed assessment of WMATA's capital needs over the next ten years.

**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:**

Metrorail Debt Service -- Line 1  
 Matching Funds -- Line 4

**STATUS:** The FY 2013 - 2018 CIP was adopted by the WMATA Board of Directors on May 24, 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Project cost increased by \$118.0 million due to the addition of \$183.0 million in FY 2018 and an adjustment to match WMATA's current funding requirement forecast.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2013	2014	....2015....	....2016....			....2017....
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	2,049,445	1,024,988	155,776	170,753	161,833	174,071	178,590	183,434	1,024,457	0	
<b>Total</b>	<b>2,049,445</b>	<b>1,024,988</b>	<b>155,776</b>	<b>170,753</b>	<b>161,833</b>	<b>174,071</b>	<b>178,590</b>	<b>183,434</b>	<b>1,024,457</b>	<b>0</b>	
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0	

9003, 9004, 9005, 9006



**PROJECT:** Rail Cars/Capital Improvement Program

**DESCRIPTION:** This program funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program. Another portion of this program funded Maryland's share of 48 new rail cars that were ordered in FY 2003.

**JUSTIFICATION:** WMATA's Project Development Program provides for planning and preliminary design of projects within the WMATA region. The addition of new rail cars provided significant relief to certain severe overcrowding conditions.

**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. All of the rail cars purchased through this program are in service.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Project cost increased by \$1.1 million due to the addition of FY 2018.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015....	.....2016....	.....2017....	.....2018....		
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	75,797	69,341	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	75,797	69,341	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



**PROJECT:** Matching Funds 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 the federal funds.

**JUSTIFICATION:** Maryland is committed to providing its annual share of the match to the federal funds as part of the dedicated funding package for WMATA.

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

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

**ASSOCIATED IMPROVEMENTS:**

WMATA Capital Improvement Program -- Line 2

**STATUS:** Congress appropriated \$150.0 million in Federal Fiscal Year 2012 and Maryland will provide \$50.0 million in matching funds to WMATA. The funds will be used for capital improvements including, but not limited to, the purchase of new rail cars to replace WMATA's 1000 series vehicles.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Project cost increased \$50.0 million due to the addition of FY 2018.

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 2012			2013	2014	....2015....	....2016....			....2017....
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	549,991	94,159	50,000	55,733	50,000	50,000	50,000	50,000	305,733	150,099	
Total	549,991	94,159	50,000	55,733	50,000	50,000	50,000	50,000	305,733	150,099	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

**DESCRIPTION:** The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provides federal funding for infrastructure projects around the nation. WMATA was projected to receive \$201.8 million directly from the federal government; no local match required. Approximately \$72.4 million of the federal funds are attributable to Maryland.

**JUSTIFICATION:** The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems. WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

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

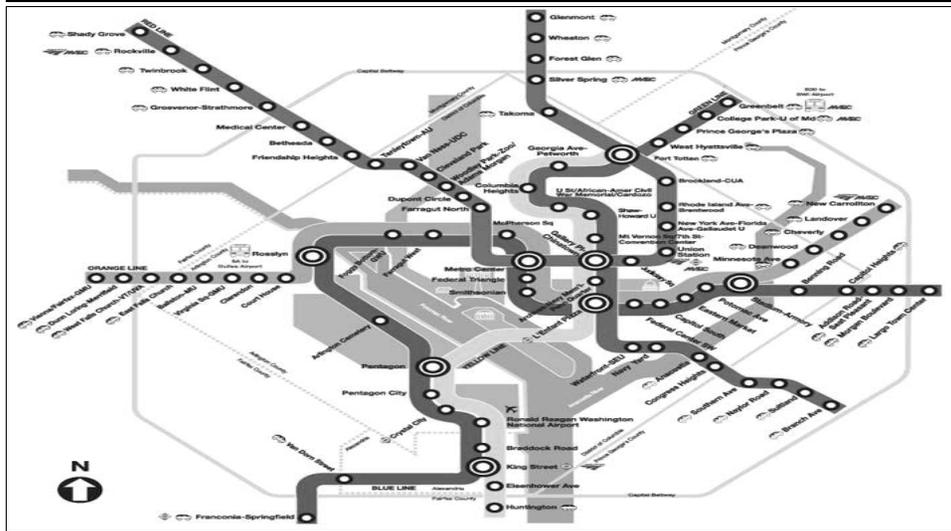
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** WMATA's ARRA projects are completed.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....			....2017....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	72,416	72,416	0	0	0	0	0	0	0	0	
Total	72,416	72,416	0	0	0	0	0	0	0	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 \$3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

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

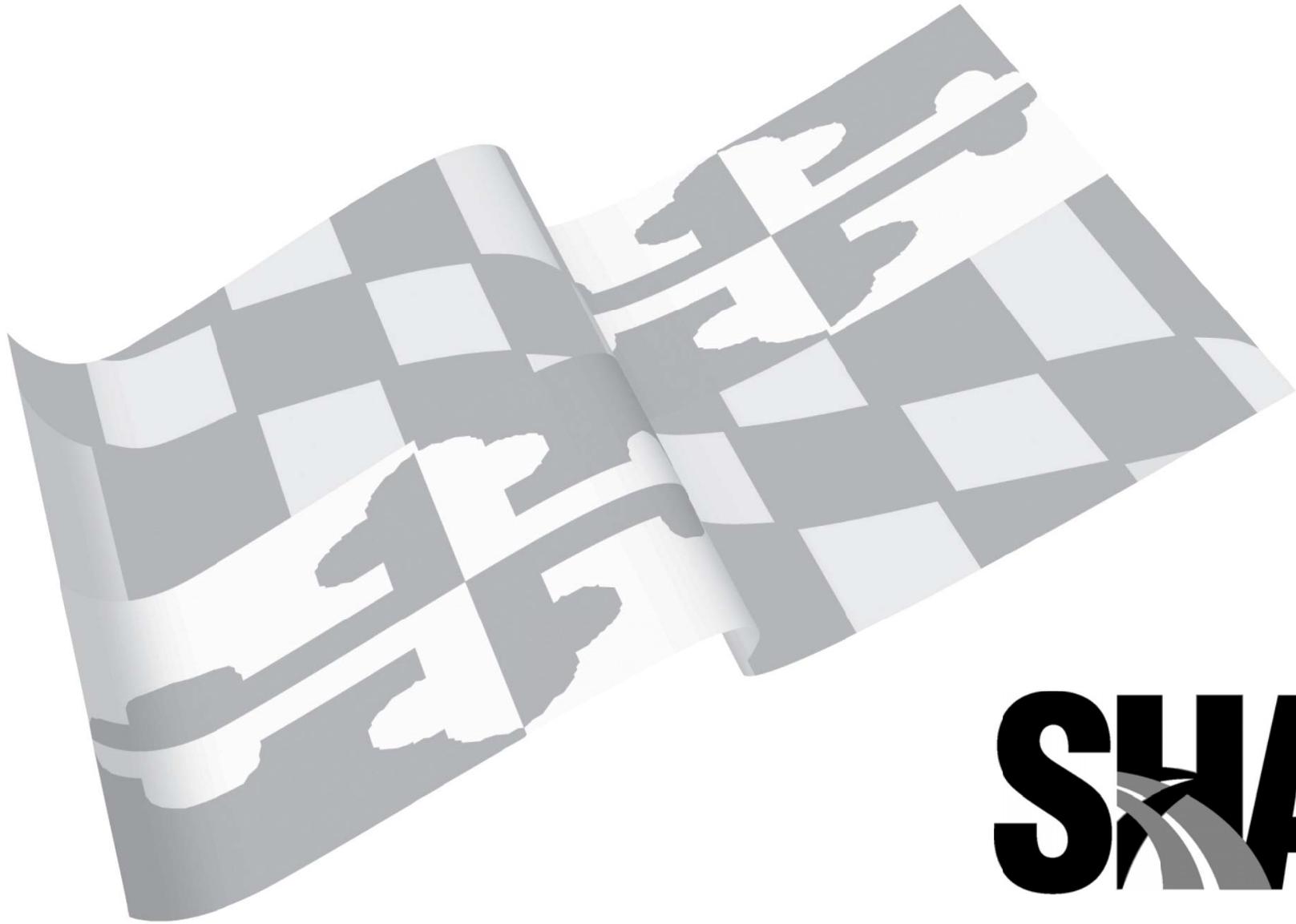
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet to Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
None.

**STATUS:** Maryland's share of the annual contributions to the Metro Matters program is approximately \$10.5 million during the FY 2013-2018. The final maturity date of the Metro Matters Bonds is in FY 2034.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Project cost increased \$10.5 million due to the addition of FY 2018.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
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	94,067	31,355	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0	
<b>Total</b>	<b>94,067</b>	<b>31,355</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>10,452</b>	<b>62,712</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



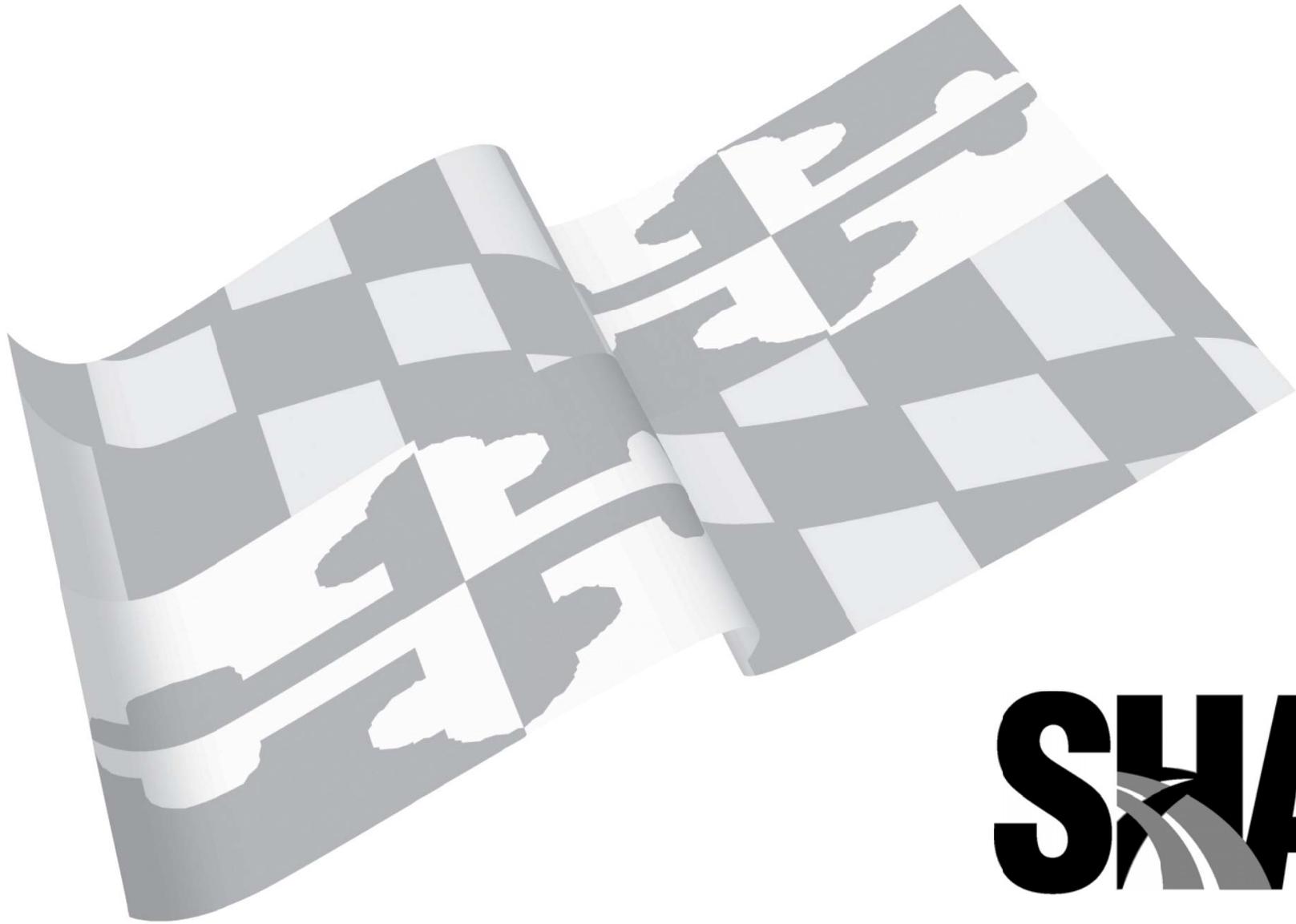
**SHA**



**STATE HIGHWAY ADMINISTRATION**

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

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	150.9	121.3	56.8	37.7	2.3	-	369.0
Safety, Congestion Relief and Community Enhancements	711.6	667.1	659.8	630.5	647.4	669.5	3,985.9
Other System Preservation	37.7	36.7	38.4	38.2	38.9	39.7	229.6
Programs 3 & 8	11.8	12.0	11.7	10.3	10.2	10.4	66.4
<b><u>Development &amp; Evaluation Program</u></b>	<u>31.8</u>	<u>30.2</u>	<u>44.8</u>	<u>18.4</u>	<u>14.3</u>	<u>-</u>	<u>139.5</u>
<b>TOTAL</b>	943.8	867.3	811.5	735.1	713.1	719.6	4,790.4
Special Funds	363.4	442.8	470.4	491.4	466.4	465.5	2,699.8
Federal Funds	580.4	424.5	341.0	243.8	246.7	254.1	2,090.4



**SHA**



**SHA STATEWIDE**





**PROJECT:** Coordinated Highway Action Response Team (CHART)

**DESCRIPTION:** Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

**PURPOSE & NEED SUMMARY STATEMENT:** Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

**ASSOCIATED IMPROVEMENTS:**

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**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. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

**STATUS:** Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY18.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	111,186	72,086	9,500	9,600	6,200	5,800	4,000	4,000	39,100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	257,568	203,868	14,200	8,000	7,700	7,100	8,100	8,600	53,700	0
Total	368,754	275,954	23,700	17,600	13,900	12,900	12,100	12,600	92,800	0
Federal-Aid	355,490	271,970	21,330	15,840	12,510	11,610	10,890	11,340	83,520	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Community Safety and Enhancement Program

**DESCRIPTION:** This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

**PURPOSE & NEED SUMMARY STATEMENT:** Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program targets transportation improvements in older urban areas with physical infrastructure that is in need of repair to support economic development and revitalization. Provides/promotes bike and pedestrian access to commercial centers, transit facilities, schools and other public facilities. Encourages other State Agencies to target resources for those areas with the goal of increasing their attractiveness for private investment.

**STATUS:** Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY18.

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

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Sidewalk Program

**DESCRIPTION:** This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

**PURPOSE & NEED SUMMARY STATEMENT:** Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

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

**ASSOCIATED IMPROVEMENTS:**

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

**STATUS:** Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY18.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,547	4,747	1,500	200	200	300	300	300	2,800	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	42,229	34,729	1,100	2,200	1,900	700	800	800	7,500	0
Total	50,071	39,771	2,600	2,400	2,100	1,000	1,100	1,100	10,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Sound Barrier Program

**DESCRIPTION:** Funding to implement retrofit sound barrier projects that meet eligibility criteria.

**PURPOSE & NEED SUMMARY STATEMENT:** Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

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

**ASSOCIATED IMPROVEMENTS:**

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

**STATUS:** Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY18.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY						
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	37,804	35,504	1,000	400	300	200	200	200	2,300	0	
Right-of-way	353	353	0	0	0	0	0	0	0	0	
Construction	292,526	284,226	900	2,700	1,000	1,100	1,300	1,300	8,300	0	
Total	330,683	320,083	1,900	3,100	1,300	1,300	1,500	1,500	10,600	0	
Federal-Aid	223,698	218,998	700	2,200	800	200	400	400	4,700	0	

**CLASSIFICATION:**

STATE - N/A

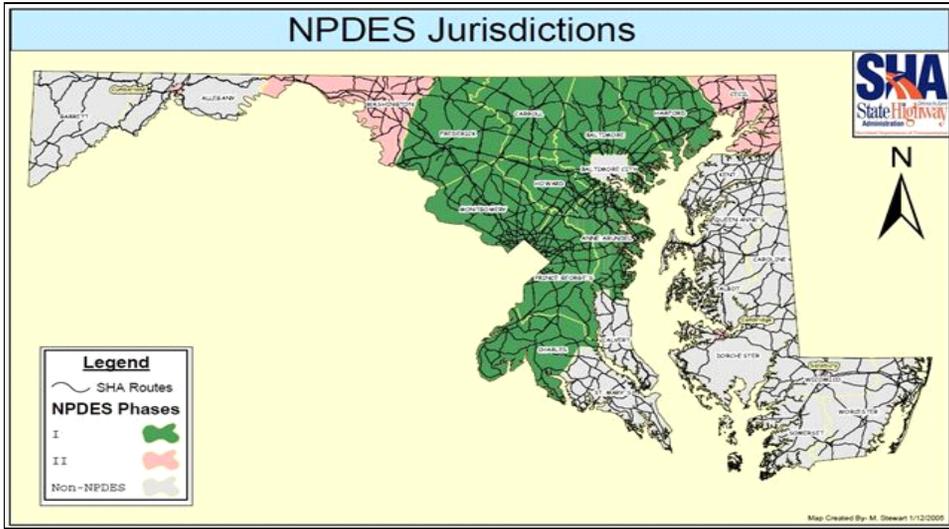
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Total Maximum Daily Load (TMDL)

**DESCRIPTION:** Plan, design, and construct stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

**PURPOSE & NEED SUMMARY STATEMENT:** SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

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

**ASSOCIATED IMPROVEMENTS:**

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added funding in FY14 thru FY18.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY						
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	16,700	4,200	6,000	3,500	3,000	0	0	0	12,500	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	90,600	11,900	15,700	27,700	25,200	6,300	1,900	1,900	78,700	0	
Total	107,300	16,100	21,700	31,200	28,200	6,300	1,900	1,900	91,200	0	
Federal-Aid	79,894	11,894	16,700	22,000	23,200	4,300	900	900	68,000	0	

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** Pedestrian Access To Transit

**DESCRIPTION:** Install ADA-compliant sidewalk connections to provide access to transit facilities. Specific work elements include constructing new sidewalk or reconstructing existing sidewalk; installing curb and gutter, ADA-compliant curb ramps and driveway crossings; upgrading pedestrian signals to accessible pedestrian signals (APS); enhancing pavement markings and pedestrian signage; and providing concrete pads for bus shelters.

**PURPOSE & NEED SUMMARY STATEMENT:** The primary purpose of the Pedestrian Access to Transit Program is to provide barrier-free access to public transportation facilities for pedestrians and bicyclists. Efforts are targeted toward locations within one-half mile of an existing transit station and will provide enhanced transit access, pedestrian amenities, and the promotion of transit-oriented development. SHA coordinates with the Maryland Transit Administration, WMATA, local transit providers, and the counties and municipalities to identify needed improvements.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Projects in the Pedestrian Access to Transit program will provide barrier-free access to public transportation, promoting the use of alternative forms of transportation and potentially reducing vehicle miles traveled (VMT) and congestion on state roadways.

**STATUS:** Engineering and Construction Underway. Projects constructed or under construction include MD 185 (Connecticut Avenue) in Montgomery County, MD 212 (Riggs Road) in Prince Georges County, MD 542 (Loch Raven Boulevard) and MD 45 (York Road) in Baltimore County.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	0	1,000	0	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,300	7,600	3,700	0	0	0	0	0	3,700	0
Total	12,300	7,600	4,700	0	0	0	0	0	4,700	0
Federal-Aid	8,610	5,320	3,290	0	0	0	0	0	3,290	0

**CLASSIFICATION:**

STATE - N/A

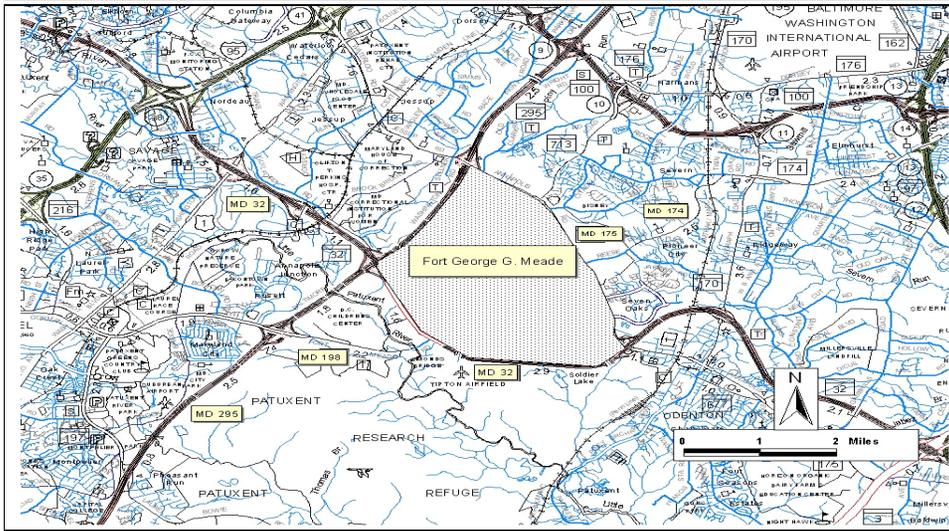
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Fort Meade

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 175, MD 713 to Disney Road (Anne Arundel Line 1)
- MD 175, MD 295 to MD 170 (Anne Arundel County Line 5)
- MD 198, MD 295 to MD 32 (Anne Arundel County Line 6)

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

- Quality of Service  Safety & Security
- System Preservation & Performance  Environmental Stewardship
- Connectivity for Daily Life

**EXPLANATION:** Improvements to key intersections in the vicinity of Fort Meade are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

**STATUS:** Engineering & Right-of-Way underway. Construction cost includes a \$10.0 million payment to Fort Meade for gate improvements.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY						
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	1,000	199	551	250	0	0	0	0	0	801	0
Engineering	9,390	6,538	2,852	0	0	0	0	0	0	2,852	0
Right-of-way	13,900	462	13,188	250	0	0	0	0	0	13,438	0
Construction	14,950	0	7,475	7,475	0	0	0	0	0	14,950	0
Total	39,240	7,199	24,066	7,975	0	0	0	0	0	32,041	0
Federal-Aid	33,102	1,061	24,066	7,975	0	0	0	0	0	32,041	0

**CLASSIFICATION:**

STATE - N/A

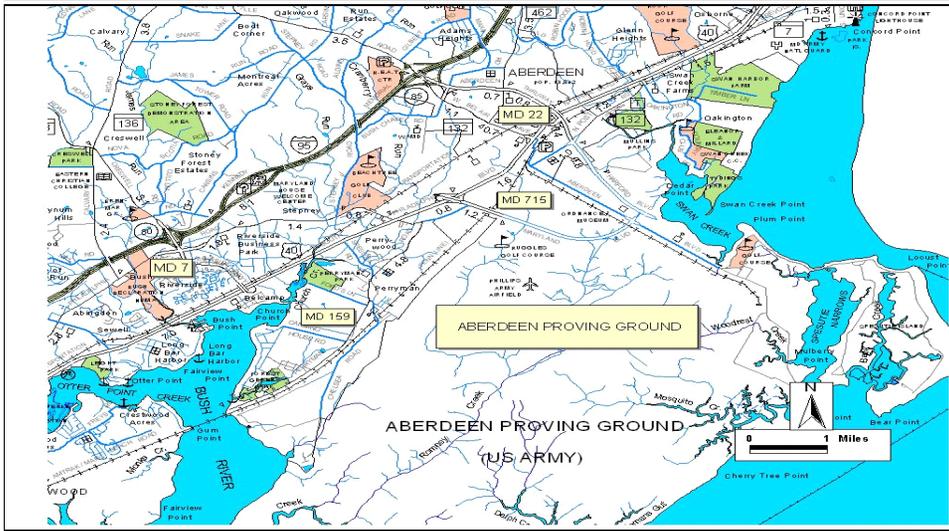
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Aberdeen Proving Grounds

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

**ASSOCIATED IMPROVEMENTS:**  
 US 40, Interchange at MD 715 (Harford County Line 2)  
 Perryman, Access Study (Harford County Line 4)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Improvements to key intersections in the vicinity of Aberdeen Proving Grounds are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

**STATUS:** Engineering and Right-of-Way underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added \$8.6 million to Right-of-Way for MD 22 at MD 462 and Utilities for MD 22 at Old Post Road.

PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY						
					.....2015.....	.....2016.....	.....2017.....	.....2018.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,519	4,719	750	750	3,300	0	0	0	0	4,800	0
Right-of-way	11,943	75	7,268	3,000	1,600	0	0	0	0	11,868	0
Construction	6,860	0	2,000	4,860	0	0	0	0	0	6,860	0
<b>Total</b>	<b>28,322</b>	<b>4,794</b>	<b>10,018</b>	<b>8,610</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,528</b>	<b>0</b>
Federal-Aid	24,603	1,075	10,018	8,610	4,900	0	0	0	0	23,528	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

STATE - N/A

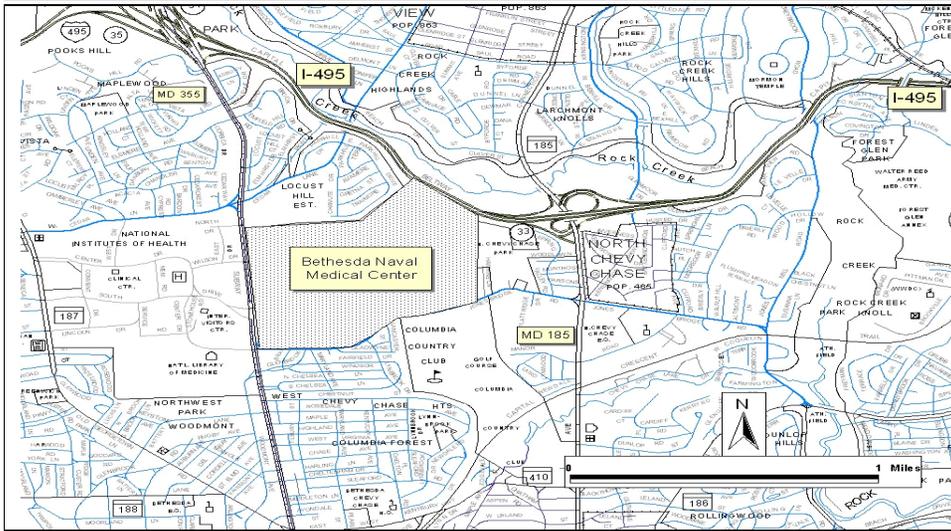
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Bethesda Naval Center

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 185, at Jones Bridge Road - Phase 1&3(Montgomery County Line 4)  
 MD 355, at Cedar Lane & Jones Bridge Road (Montgomery County Line 6)

**STATUS:** Engineering and Right-of-Way underway. Awaiting final approval of \$48.9 million from DoD for additional construction projects.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Moved MD 355 at West Cedar Lane (Phase 1&2) from the Construction Program to the Development & Evaluation Program awaiting approval of funds from the Office of Economic Adjustments.

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				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,101	9,366	735	0	0	0	0	0	735	0
Right-of-way	3,149	956	1,100	1,093	0	0	0	0	2,193	0
Construction	16,720	0	1,083	6,929	4,188	4,520	0	0	16,720	0
Total	29,970	10,322	2,918	8,022	4,188	4,520	0	0	19,648	0
Federal-Aid	22,072	2,424	2,918	8,022	4,188	4,520	0	0	19,648	0

**CLASSIFICATION:**

STATE - N/A

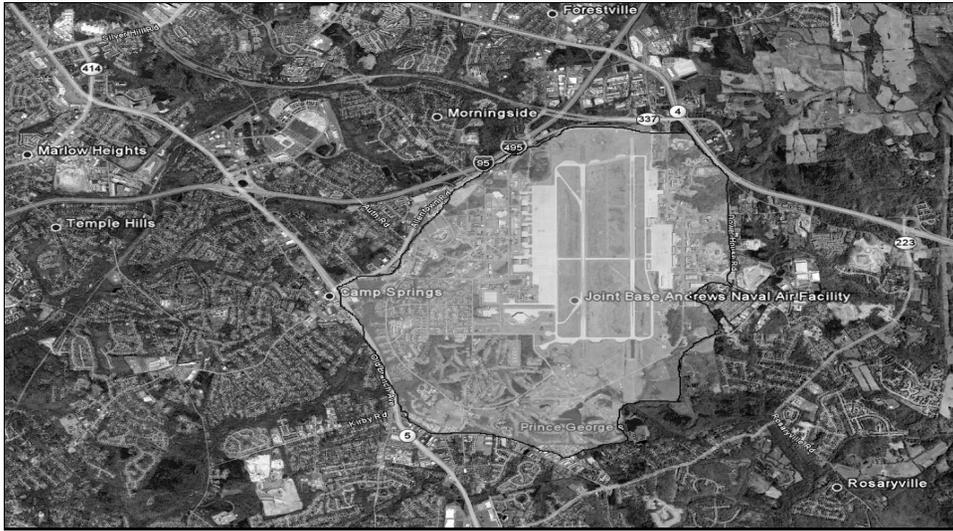
FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



**PROJECT:** BRAC Intersections near Andrews Air Force Base

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Andrews Air Force Base is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 6)
- I-95/495, Branch Ave. Metro Access (Prince George's Line 8)
- MD 4, at Suitland Parkway (Prince george's Line 10)
- MD 4, MD 223 to I-95 (Prince George's Line 11)
- MD 5, US 301 to I-95 (Prince George's Line 12)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added \$2.0 million to Engineering for MD 337 at I-495 NB Off Ramp and MD 218.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,497	996	1,500	1,500	2,501	0	0	0	5,501	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	6,497	996	1,500	1,500	2,501	0	0	0	5,501	0
Federal-Aid	6,497	996	1,500	1,500	2,501	0	0	0	5,501	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
		<b><u>Fiscal Year 2012 Completions</u></b>		
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
1		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,619	Completed
		<b><u>Safety/Spot Improvement</u></b>		
2		Replace/Upgrade Traffic Barriers at various locations in District 5; guardrails	938	Completed
3		Various locations in District 1 along MD 90, US 113 and US 13 Bus.; guardrails	2,998	Completed
		<b><u>Environmental Preservation</u></b>		
4	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	433	Completed
		<b><u>Enhancements</u></b>		
		<b><u>Environmental Mitigation</u></b>		
5		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre	415	Completed
		<b><u>Fiscal Years 2013 and 2014</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
6		Various locations in Baltimore and Harford Counties; joint sealing	225	FY 2013
7		Various locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties; traffic barrier upgrades	1,494	FY 2013
8		Various locations in District 4; slurry seal	892	FY 2013

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
9		At various locations in District 6; slurry seal	2,821	FY 2013
10		Various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	1,675	FY 2013
11		Various locations in Dorchester, Somerset, Wicomico and Worcester Counties; traffic barrier	1,207	FY 2013
12		Various locations in Baltimore or Harford Counties; patching	3,276	FY 2013
13		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	FY 2013
14		Install and upgrade traffic barrier in District 6; guardrail	1,338	Under construction
15		Various locations in District 5 and Prince George's County; drainage	2,820	FY 2013
16		Concrete pavement repairs at various locations in District 5	724	FY 2013
17		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2013
18		Traffic barrier upgrades at various locations in District 3	1,143	FY 2013
19		Various Locations in District 5; slurry seal	1,932	Under construction
<b><u>Safety/Spot Improvement</u></b>				
20		At various locations in District 5; sidewalks	2,860	FY 2013
21		At various locations in District 3; sidewalks	4,004	FY 2013

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<u>Fiscal Years 2013 and 2014 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22		Various locations statewide; drainage	1,257	FY 2013
23		Various locations in District 6; pavement marking	4,559	FY 2013
24		Various locations in District 7; pavement markings	757	FY 2013
25		Various locations in Allegany and Garrett Counties; geometric improvements	2,133	Under construction
26		Various locations in District 6; joint sealing	445	FY 2013
27		Various locations in District 4; pavement markings	517	FY 2013
28		Repairs on Stormwater Facilities in various locations; drainage improvement	1,898	FY 2013
29		Install/upgrade Traffic barriers in District 6	588	Under construction
30		Sign Reflectivity Management Statewide; signing	8,000	FY 2013
31		Traffic Barrier in District 4; guard rail	416	Under construction
32		Friction Improvements in District 3 - Phase 3; joint sealing	3,029	FY 2013
33		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
<u>Traffic Management</u>				
34		Various locations in District 3, 4 and 5; signalization	5,750	FY 2013

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<u>Fiscal Years 2013 and 2014 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
35		Various Locations in Districts 6 and 7; signalization	3,432	FY 2013
36		At various locations in District 5; signing	2,288	FY 2013
37		Various locations in District 5; signalization	5,875	FY 2013
38		Various locations; signalization	3,262	FY 2013
39		Various locations in District 1 and District 2; signing	1,144	FY 2013
40		Various locations in District 1; signing	2,383	FY 2013
41		Various locations in District 4; signalization	3,432	FY 2013
42		Various locations in District 4; sign structures	2,383	FY 2013
43		Various locations in District 3; sign structures	2,288	FY 2013
44		Various locations in District 3; signing	3,432	FY 2013
45		Various locations in District 1 and District 2; signalization	1,144	FY 2013
46		Various locations in District 6 and District 7; signalization	2,288	FY 2013
47		Various locations in District 3; signalization	6,029	FY 2013
48		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	FY2012

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
49		Install and modify Traffic Control devices in District 4; signalization	6,022	FY 2013
50		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	FY 2013
51		Various Locations in District 1 and 2; signalization	1,064	Under construction
52		Various Locations in District 4; lighting	1,783	FY 2013
53		Various Locations in District 1 and 2; signing	1,287	Under construction
54		Various Locations in District3; signalization	2,288	Under construction
55		Various Locations in District 3; signing	2,810	Under construction
56		Various Locations in District 5; signalization	2,104	Under construction
57		Various Locations in District 6 and 7; lighting	930	FY 2013
58		Various Locations in District 4; signing	2,999	Under construction
59		Various Locations in District 5; lighting	1,674	FY 2013
60		Various Locations in District 3; lighting	1,984	Under construction
61		Various Locations in District 6 and 7; signing	2,170	Under construction
62		Various Locations in District 1 and 2; lighting	1,300	FY 2013

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
63		Various Locations in District 4; signalization	2,048	FY 2013
64		Various Locations in District 6 and 7; signalization	1,074	Under construction
65		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
66		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction
67		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
68		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	Under construction
<b><u>C.H.A.R.T. Projects</u></b>				
69		Statewide Automatic Vehicle Location Deployment	1,600	FY 2013
70		Road Weather Information Systems Upgrade	500	FY 2013
71		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
72		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	FY 2013
73		Back-up Power for CHART Cameras	1,818	FY 2013
74		First Responder Video Sharing	1,000	FY 2013
75		10 CCTV Cameras Project	700	FY 2013

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects (cont'd)</u></b>				
76		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,538	Under construction
77		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Under construction
<b><u>Environmental Preservation</u></b>				
78		Various interchanges on US 50 and US 13; landscaping	915	FY 2013
79		Various interchanges on I 83, I 695 and I 95; landscaping	1,487	FY 2013
80		Various Interchanges on US 50 and MD 100	1,144	FY 2013
81		Various interchanges on I 70, I 68 and MD 200; landscaping	801	FY 2013
82		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,487	FY 2013
83		Landscaping at various locations in District 3 and District 5; landscaping	204	FY 2013
84		Landscaping at various locations in District 4 and District 7; landscaping	220	FY 2013
85		Landscaping at various locations in District 1 and District 2; landscaping	114	FY 2013
86		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement Program)	83	Under construction
87		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	148	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

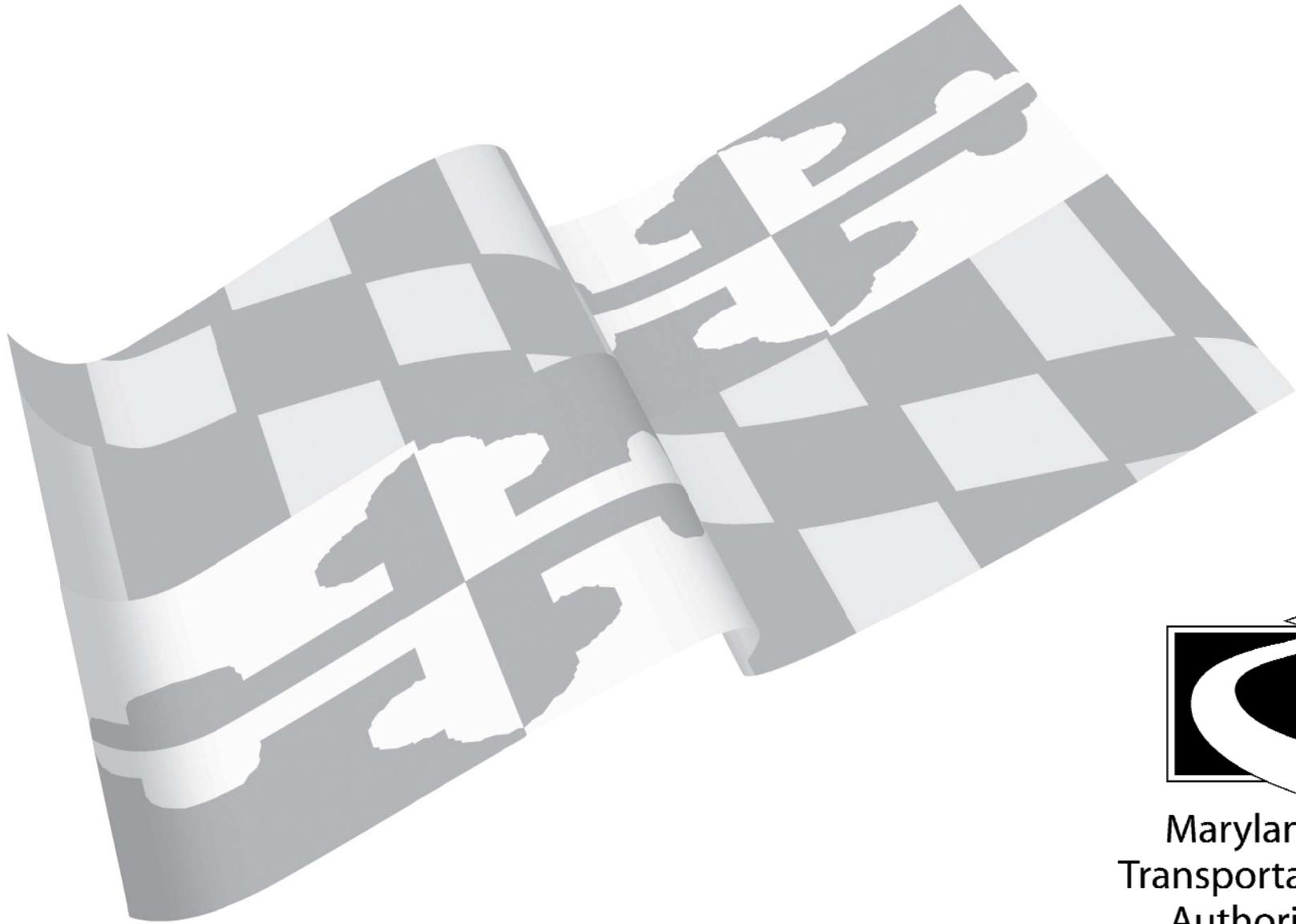
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
88		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	59	Underway
89		Tree Planting in District 1 and 2 (ARRA PROJECT)	270	Under construction
90		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	424	Under construction
91		Wetland and reforestation in District 5 (ARRA PROJECT)	236	Under construction
92		Wetland and reforestation in District 3 (ARRA PROJECT)	281	Under construction
93		Chesapeake Country National Scenic Byway Gateways; environmental preservation	60	Under construction
94	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	2,517	FY 2013
95	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	229	FY 2013
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>				
96		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
97		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2012
<b><u>Fiscal Years 2013 and 2014 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
98		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Underway
99		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	Underway
<b><u>Environmental Mitigation (cont'd)</u></b>				
100		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	193	Underway
101		Tree Planting at Various Locations in District 4	500	FY 2013
102		Tree planting SHA 2010; 750 acres of approximately 600 trees per acre	400	Completed
<b><u>Congressional Earmarks</u></b>				
103		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	0	





Maryland  
Transportation  
Authority



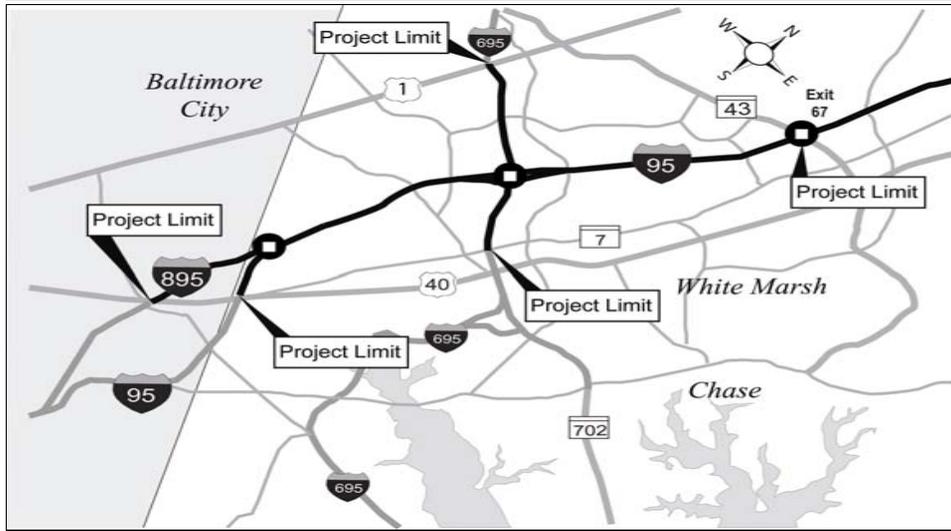
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<b>SIX-YEAR <u>TOTAL</u></b>
<b><u>Construction Program</u></b>							
Major Projects	397.7	306.2	97.4	45.0	37.7	34.1	918.0
System Preservation Minor Projects	136.0	174.3	113.5	136.3	226.2	234.2	1,020.6
<b><u>Development &amp; Evaluation Program</u></b>							
	<u>0.5</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.5</u>
<b>TOTAL</b>	534.1	480.5	211.0	181.3	263.9	268.2	1,939.1

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**PROJECT:** I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

**DESCRIPTION:** Construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improve the interchanges with I-895, I-695 and MD 43. (BRAC related.)

**PURPOSE & NEED SUMMARY STATEMENT:** This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and LOS F (lowest level of efficiency, frequent slowing required) during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

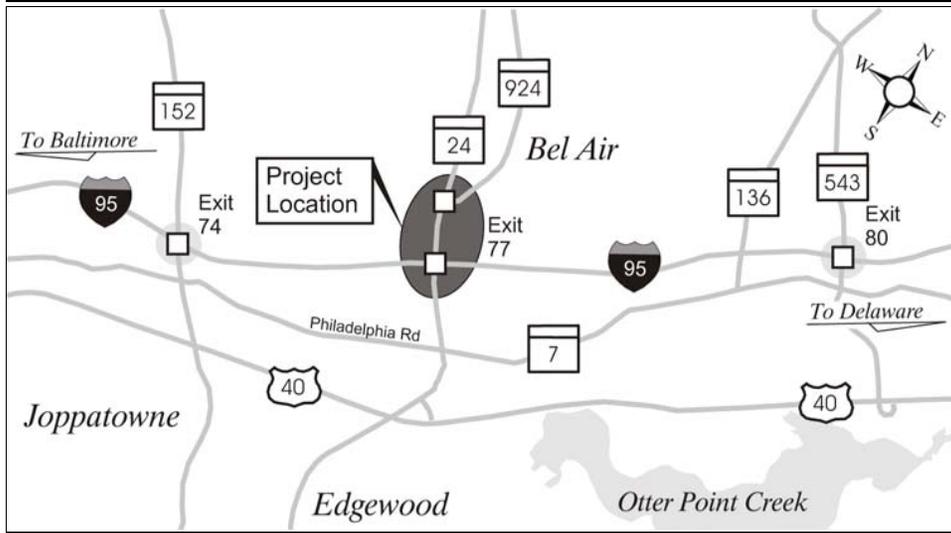
**ASSOCIATED IMPROVEMENTS:**

- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)
- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Section 200 - Development and Evaluation Program (Line 28)

**STATUS:** Right-of-way acquisition is complete. Engineering and construction are underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	114,434	110,341	2,120	1,968	5	0	0	0	4,093	0
Right-of-way	44,546	44,546	0	0	0	0	0	0	0	0
Construction	866,207	614,466	115,208	105,468	31,065	0	0	0	251,741	0
<b>Total</b>	<b>1,031,219</b>	<b>775,385</b>	<b>117,328</b>	<b>107,436</b>	<b>31,070</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255,834</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

**DESCRIPTION:** Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924/Tollgate Road intersection to a grade separated interchange. (BRAC related.)

**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The project will improve capacity and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection. This improvement will address weaving movements on I-95 and MD 24 and improve traffic flow.

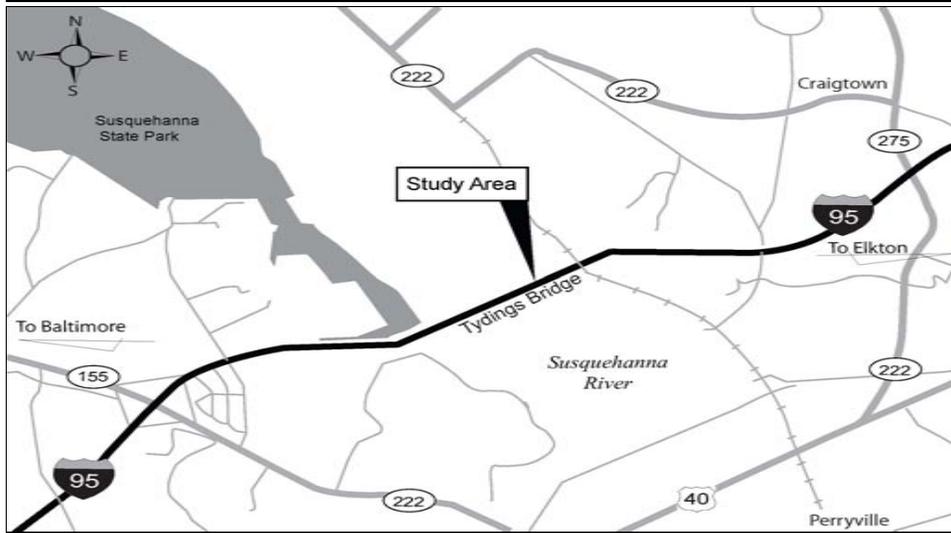
**ASSOCIATED IMPROVEMENTS:**

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Section 200 - Development and Evaluation Program (Line 28)

**STATUS:** Engineering and right-of-way are complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015....	.....2016....	.....2017....	.....2018....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	9,951	9,951	0	0	0	0	0	0	0	0	
Right-of-way	4,000	4,000	0	0	0	0	0	0	0	0	
Construction	51,317	49,317	2,000	0	0	0	0	0	2,000	0	
Total	65,268	63,268	2,000	0	0	0	0	0	2,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

**DESCRIPTION:** Rehabilitate pier foundations and provide pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

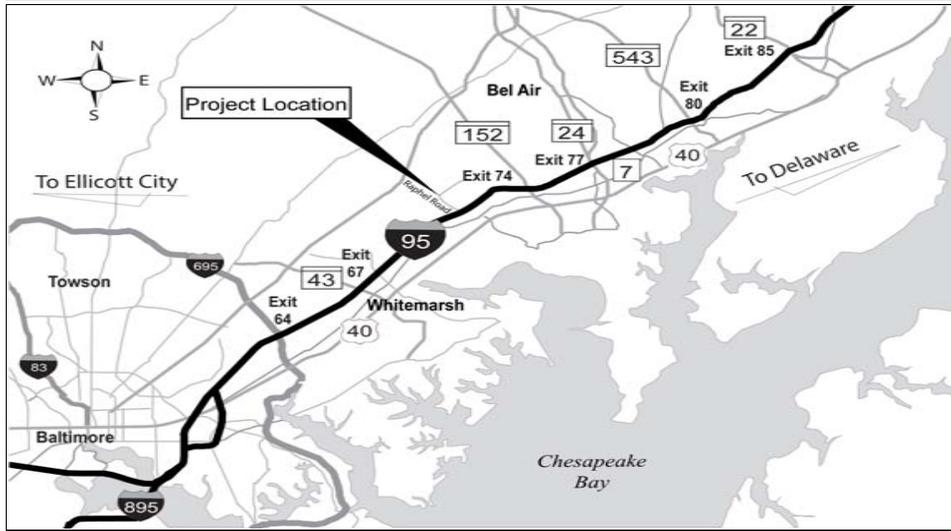
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Pier foundations were found to have advanced wear and require scour protection.

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,350	974	348	28	0	0	0	0	376	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,376	11,251	28,058	2,067	0	0	0	0	30,125	0
<b>Total</b>	<b>42,726</b>	<b>12,225</b>	<b>28,406</b>	<b>2,095</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,501</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - New Maintenance Facility

**DESCRIPTION:** The project includes the planning and right-of-way acquisition for a new maintenance facility along the I-95 John F. Kennedy Memorial Highway. Construction funding is included to purchase additional equipment for maintenance and operations of the Express Toll Lanes (ETL) and associated interchange improvements only.

**PURPOSE & NEED SUMMARY STATEMENT:** A new maintenance facility will be required to replace the existing JFK Maintenance 1 because the I-95 Section 200 project will displace this facility. The new maintenance facility will cover the current service area for JFK Maintenance 1 as well as I-95 Master Plan Improvements, including the ETL's and associated interchange improvements.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** A new maintenance facility will be needed when the I-95 Section 200 improvements are implemented. This project includes the acquisition of a site for a new maintenance facility.

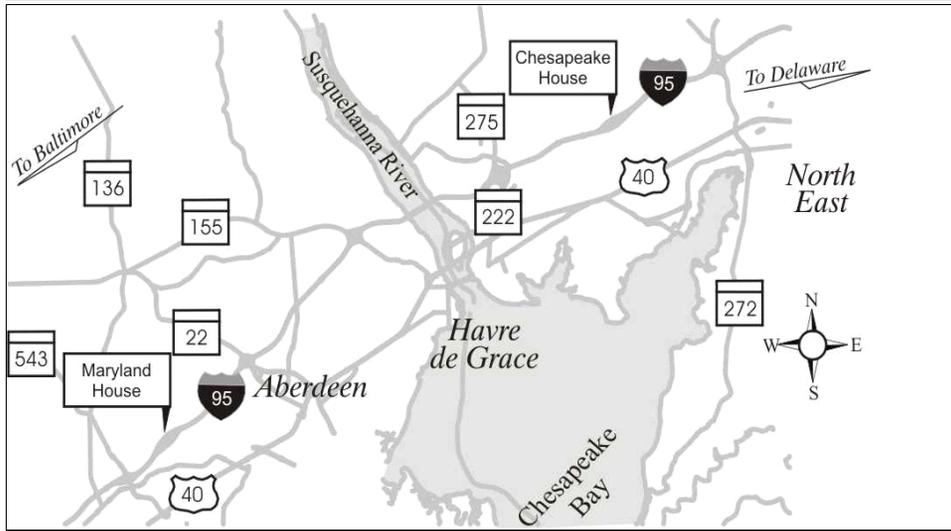
**ASSOCIATED IMPROVEMENTS:**

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 Section 200 - Development & Evaluation Program (Line 28)

**STATUS:** Planning and right-of-way acquisition are complete. Equipment and vehicle acquisition (construction phase) is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				YEAR	TOTAL	TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	451	451	0	0	0	0	0	0	0	0	0
Engineering	4	4	0	0	0	0	0	0	0	0	0
Right-of-way	2,090	2,090	0	0	0	0	0	0	0	0	0
Construction	7,260	1,727	1,413	2,105	2,015	0	0	0	5,533	0	0
Total	9,805	4,272	1,413	2,105	2,015	0	0	0	5,533	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

**DESCRIPTION:** Redevelop the Maryland House and Chesapeake House Travel Plazas. The private-public partnership includes designing, building, operating, maintaining and financing the redevelopment of the two I-95 travel plazas.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

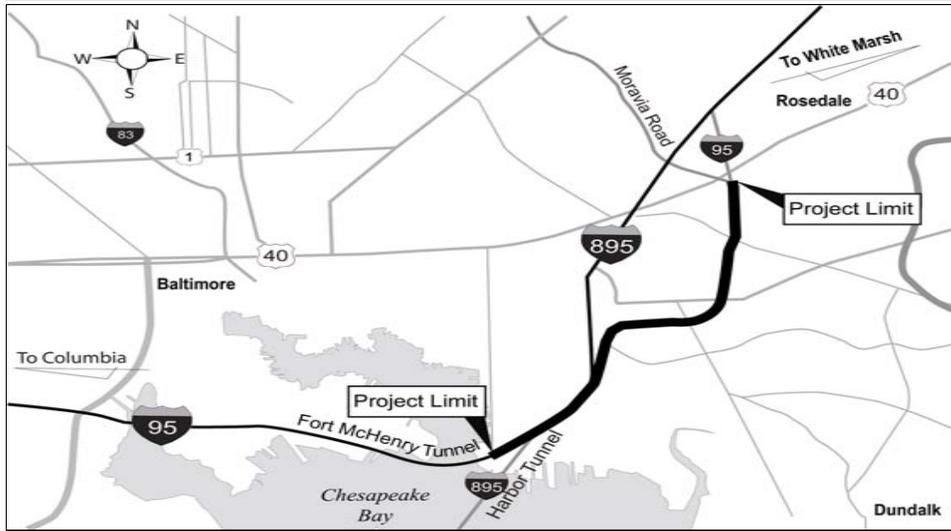
**ASSOCIATED IMPROVEMENTS:**  
None.

**EXPLANATION:** The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehabilitation or replacement.

**STATUS:** The contract was approved by the Board of Public Works in March 2012. Construction will start in September 2012.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	2,027	2,027	0	0	0	0	0	0	0	0
Engineering	2,881	2,881	0	0	0	0	0	0	0	0
Right-of-way	250	250	0	0	0	0	0	0	0	0
Construction	1,116	0	600	516	0	0	0	0	1,116	0
<b>Total</b>	<b>6,274</b>	<b>5,158</b>	<b>600</b>	<b>516</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,116</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications

**DESCRIPTION:** The project limits extend from the southern end of the I-95 ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Phase 1 modifications from Moravia Road to Eastern Avenue include grinding and overlaying to provide four continuous through lanes (lane continuity); Phase 2 from Eastern Avenue to Fort McHenry Tunnel includes re-striping to provide four continuous through lanes (lane continuity). Construction funding is only included for Phase 1 southbound.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing typical section of I-95 from Moravia Road to the FMT is as follows: three lanes per direction from I-895 to Moravia Road; four lanes per direction from Moravia Road to O'Donnell Street; three lanes per direction from O'Donnell Street to Boston Street; and four lanes per direction from Boston Street to the Fort McHenry Tunnel. This project will provide southbound lane continuity from the southern limits of the ETL's to the tunnel.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will provide southbound lane continuity from the southern limits of the ETL's to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

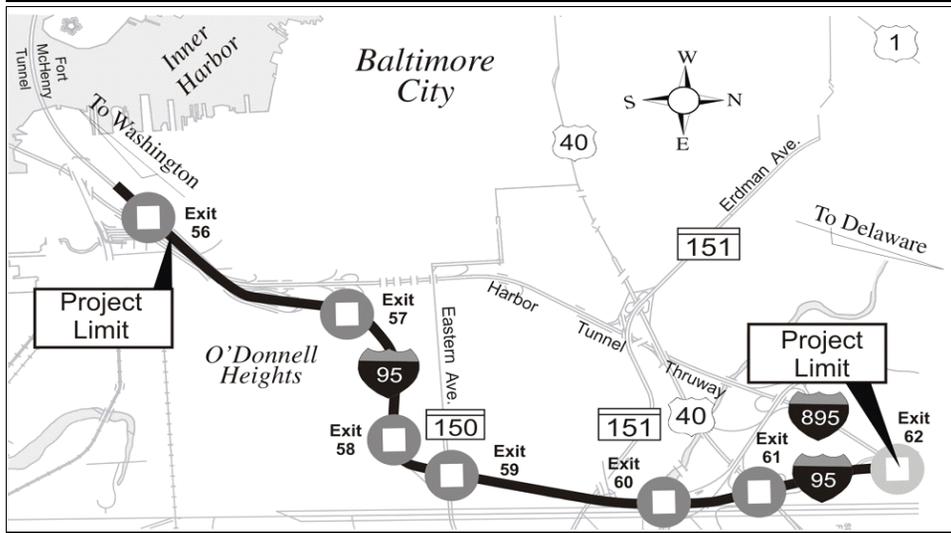
**ASSOCIATED IMPROVEMENTS:**

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

**STATUS:** Phase 1 Southbound - Planning and engineering are complete. Construction is to be completed in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			YEAR 2013	YEAR 2014	.....2015....	.....2016....			.....2017....
Planning	555	555	0	0	0	0	0	0	0	0	0
Engineering	1,494	1,494	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	12,250	10,250	2,000	0	0	0	0	0	0	2,000	0
Total	14,299	12,299	2,000	0	0	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage North of Tunnel

**DESCRIPTION:** Rehabilitate I-95 north of the Tunnel to the I-895 split. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspecting and repairing of high mast light poles and sign structures.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Bridge decks and roadways have been rehabilitated and resurfaced through this project. Signs and other safety features need to be upgraded to the latest standards.

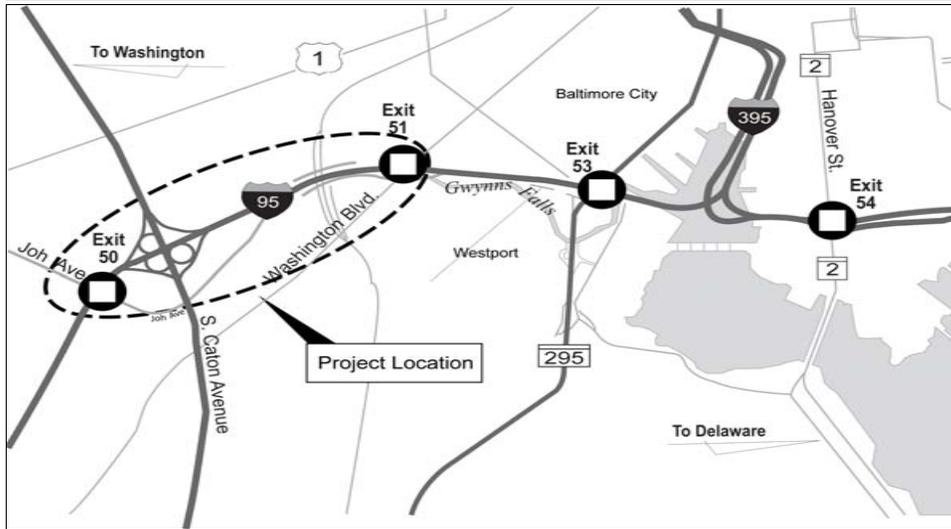
**ASSOCIATED IMPROVEMENTS:**

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

**STATUS:** Bridge and roadway rehabilitation is complete. Signing and lighting work is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			YEAR 2013	YEAR 2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,483	6,483	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	33,470	33,470	0	0	0	0	0	0	0	0	0
Total	39,953	39,953	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation from Joh Avenue to Washington Boulevard

**DESCRIPTION:** Rehabilitation of I-95 South of the Fort McHenry Tunnel. Scope of work includes overlaying the roadway section, excluding bridge decks, between Joh Avenue and Washington Boulevard and replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of high mast light poles and sign structures.

**PURPOSE & NEED SUMMARY STATEMENT:** Roadway has not been resurfaced since its opening in 1976 and it exhibits various degrees of wear. Signing, lighting and other safety features need to be brought up to the latest standards.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Roadway exhibits various degrees of wear. Signing, lighting and other safety features need to be upgraded to the latest standards.

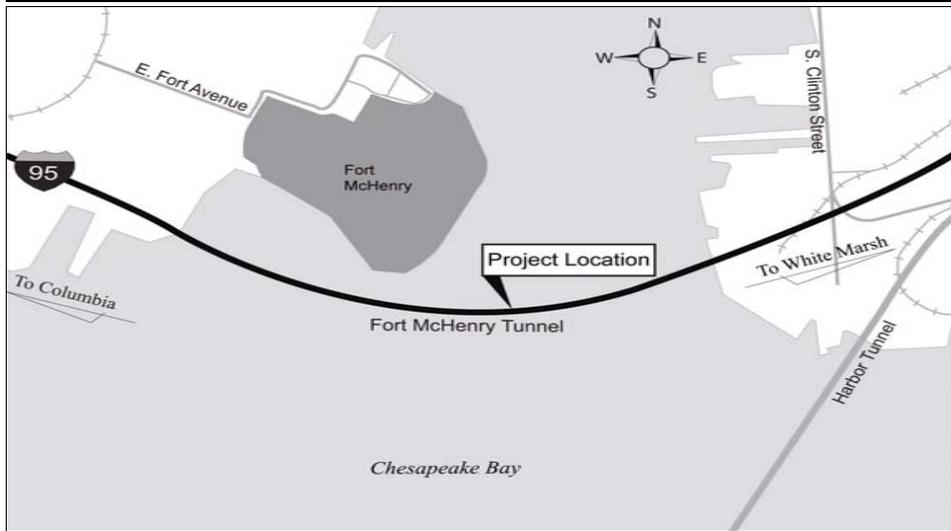
**ASSOCIATED IMPROVEMENTS:**

- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)
- I-95/I-395 Ft. McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting - Construction Program (Line 10)

**STATUS:** Open to service.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	4,177	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,296	33,296	0	0	0	0	0	0	0	0
<b>Total</b>	<b>37,473</b>	<b>37,473</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

**DESCRIPTION:** Rehabilitate the tunnel deck for all four bores.

**PURPOSE & NEED SUMMARY STATEMENT:** The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

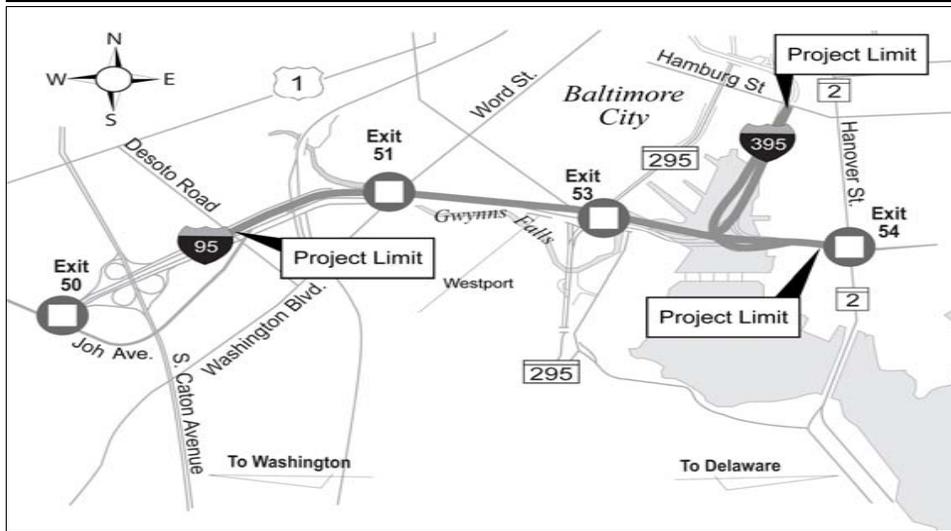
**ASSOCIATED IMPROVEMENTS:**

- I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)
- I-95 Ft. McHenry Tunnel - Rehabilitate North of Tunnel - Construction Program (Line 7)
- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95/I-395 Ft. McHenry Tunnel - Repairs, Joint Replacement and Painting - Constr. Program (Line 10)

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,119	919	0	200	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,354	13,705	5,005	5,644	0	0	0	0	10,649	0
<b>Total</b>	<b>25,473</b>	<b>14,624</b>	<b>5,005</b>	<b>5,844</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,849</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$9.1 million due to the addition of Contract C needed to complete unanticipated repairs uncovered during construction of Contracts A & B.



**PROJECT:** I-95/I-395 Fort McHenry Tunnel - Superstructure Repairs, Joint Replacement and Zone Painting to Various Bridges on I-95 and I-395

**DESCRIPTION:** Repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges south of the Fort McHenry Tunnel.

**PURPOSE & NEED SUMMARY STATEMENT:** Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the superstructure. The joints are near the end of their useful life and need to be replaced.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Repairs are needed to correct current wear and to prevent further wear of the superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

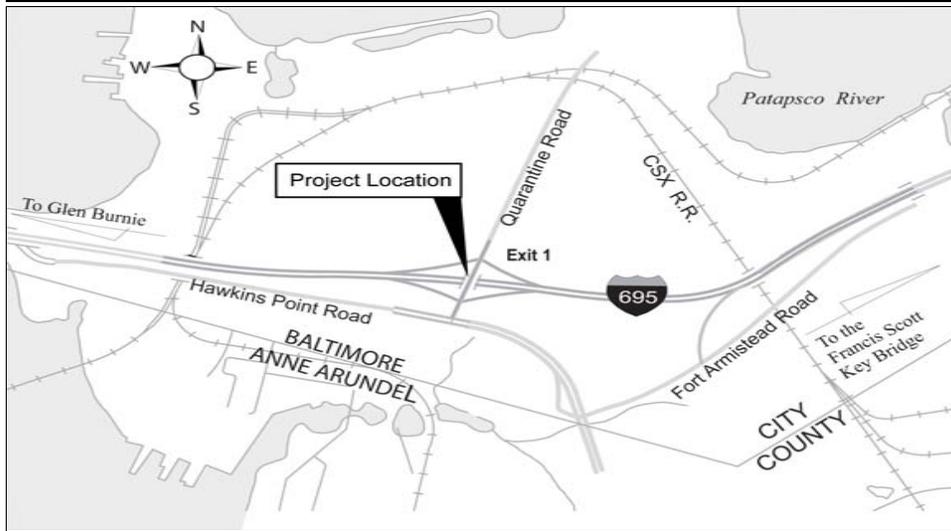
**ASSOCIATED IMPROVEMENTS:**

- I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
- I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 9)

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,972	1,543	429	0	0	0	0	0	429	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	43,451	220	6,275	15,979	15,210	5,767	0	0	43,231	0	
<b>Total</b>	<b>45,423</b>	<b>1,763</b>	<b>6,704</b>	<b>15,979</b>	<b>15,210</b>	<b>5,767</b>	<b>0</b>	<b>0</b>	<b>43,660</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$11.1 million due to the addition of repairs and painting of forty-four bridges and the addition of drainage troughs under the joints.



**PROJECT:** MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road

**DESCRIPTION:** Improvements to Quarantine Road interchange will include widening of the ramps and upgraded traffic signals; permanent closure of the ramp from Quarantine Road to the Outer Loop and redirection of traffic to the Fort Armistead ramp; widening of the approach roadways and restriping the Quarantine Road bridge to four lanes; a new storm water management facility to control storm water pollution; new roadway signing, lighting, pavement markings, landscaping and reforestation.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange. This improvement will eliminate existing queues, which extend onto mainline MD 695.

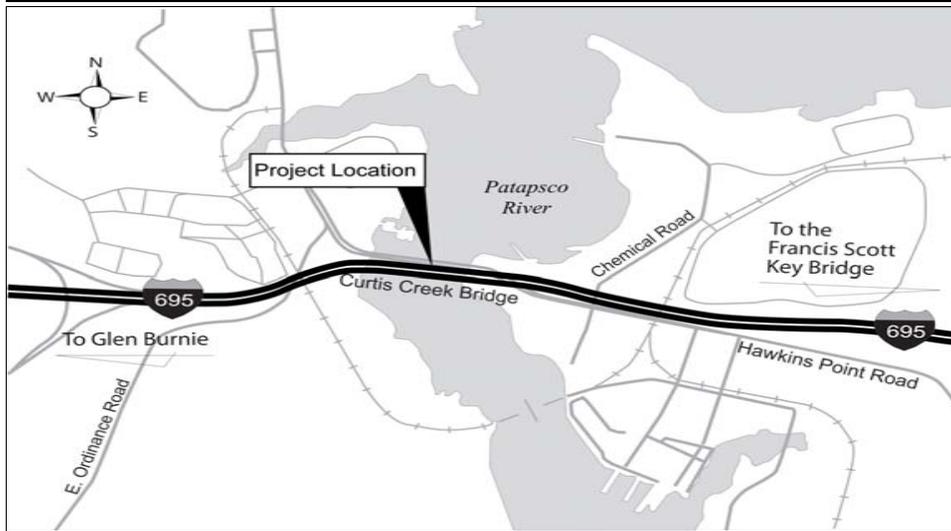
**ASSOCIATED IMPROVEMENTS:**

- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,984	4,984	0	0	0	0	0	0	0	0
Right-of-way	6,525	6,525	0	0	0	0	0	0	0	0
Construction	4,440	4,440	0	0	0	0	0	0	0	0
Total	15,949	15,949	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

**DESCRIPTION:** Replace the steel grid deck of the bascule (movable) span, and retrofit stringers and floor beams.

**PURPOSE & NEED SUMMARY STATEMENT:** The grid deck is reaching the end of its useful life and stringers and floor beams exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the bridge.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** This improvement will address existing wear and extend the useful life of the bridge.

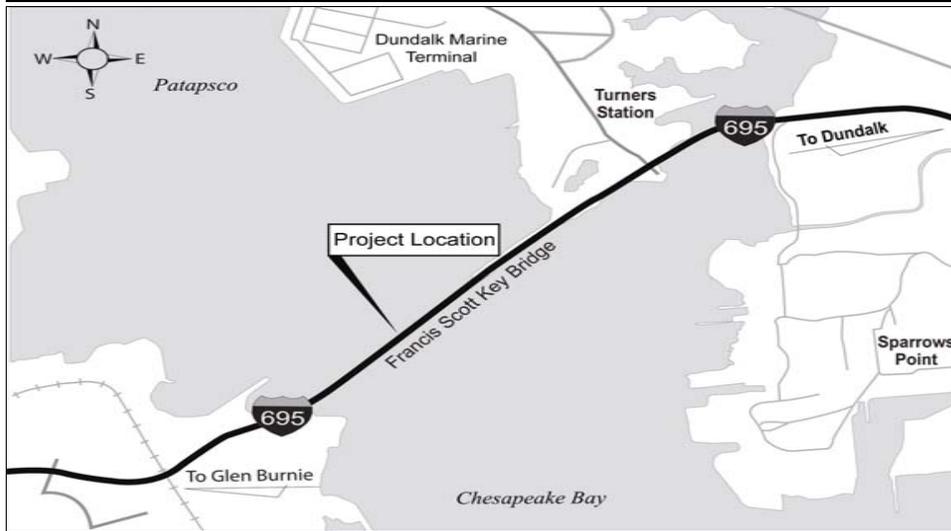
**ASSOCIATED IMPROVEMENTS:**

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 13)

**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 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	1,500	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,947	11,332	1,615	0	0	0	0	0	1,615	0
Total	14,447	12,832	1,615	0	0	0	0	0	1,615	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams

**DESCRIPTION:** Repair beams on the approach spans and paint the bridge fascia beams.

**PURPOSE & NEED SUMMARY STATEMENT:** Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

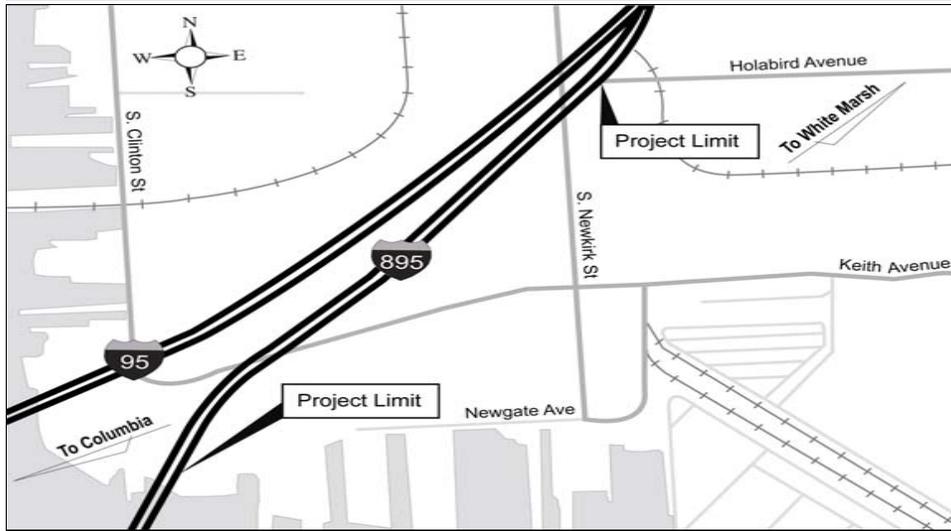
**ASSOCIATED IMPROVEMENTS:**

- MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road - Construction Program (Line 11)
- MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 12)

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015....	.....2016....	.....2017....	.....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	240	230	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,715	3,635	3,080	0	0	0	0	0	3,080	0
<b>Total</b>	<b>6,955</b>	<b>3,865</b>	<b>3,090</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,090</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$0.2 million due to unexpected construction engineering services.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

**DESCRIPTION:** Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

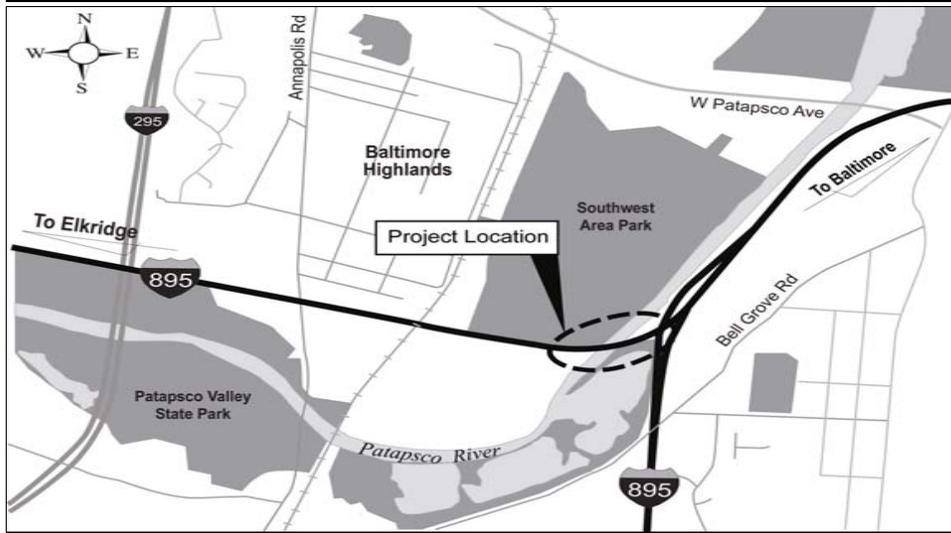
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

**STATUS:** Engineering is underway. Right-of-way acquisition is to begin in FY 2013. Construction is to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,137	4,002	815	320	0	0	0	0	1,135	0	
Right-of-way	10,920	0	5,460	5,460	0	0	0	0	10,920	0	
Construction	162,711	20	0	0	24,565	34,811	35,215	34,050	128,641	34,050	
<b>Total</b>	<b>178,768</b>	<b>4,022</b>	<b>6,275</b>	<b>5,780</b>	<b>24,565</b>	<b>34,811</b>	<b>35,215</b>	<b>34,050</b>	<b>140,696</b>	<b>34,050</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

**DESCRIPTION:** Repair worn concrete of the pier bearing pedestals, caps, and columns.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 16)

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	586	586	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,527	739	1,637	151	0	0	0	0	1,788	0
<b>Total</b>	<b>3,113</b>	<b>1,325</b>	<b>1,637</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,788</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

**DESCRIPTION:** Replace the bridge decks on the South Hanover Street, Polee Street and West Patapsco Avenue bridges and repair identified structural defects.

**PURPOSE & NEED SUMMARY STATEMENT:** These bridge decks are reaching the end of their useful life and need to be replaced.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** These bridge decks are reaching the end of their useful life and need to be replaced.

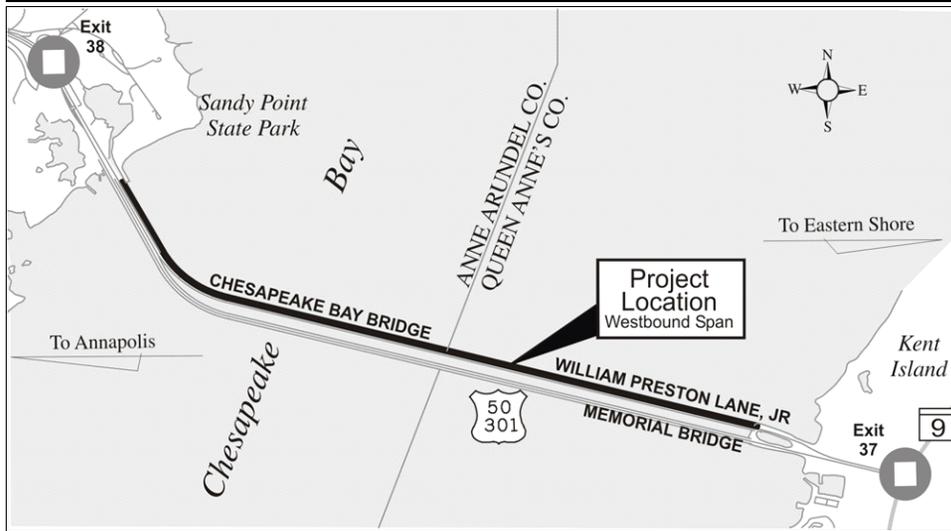
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 14)
- I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 15)

**STATUS:** Engineering is underway. Construction is to begin in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	984	784	100	100	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,018	0	3,892	4,624	1,502	0	0	0	10,018	0
<b>Total</b>	<b>11,002</b>	<b>784</b>	<b>3,992</b>	<b>4,724</b>	<b>1,502</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,218</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

**DESCRIPTION:** Partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Construction funding only included for Phases 1 (painting west girder spans), 2 (cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans) and 3 (cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier). Phase 4 (cleaning and painting the east girder and through truss spans) construction funding will be addressed as engineering progresses.

**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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

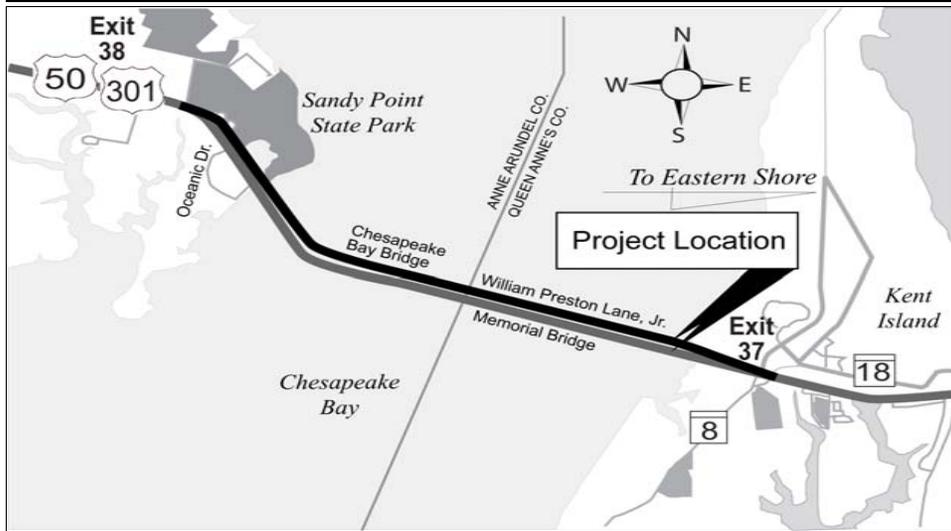
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 18)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 19)

**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.

**STATUS:** Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,881	2,665	169	37	10	0	0	0	216	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,889	12,687	28,427	27,892	12,883	0	0	0	69,202	0
<b>Total</b>	<b>84,770</b>	<b>15,352</b>	<b>28,596</b>	<b>27,929</b>	<b>12,893</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69,418</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$43.1 million due to the addition of construction funding for Phase 3.



**PROJECT:** US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

**DESCRIPTION:** Rewrap and dehumidify the main cables and anchorages on both spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Cable wrapping is nearing the end of its useful life and needs to be replaced.

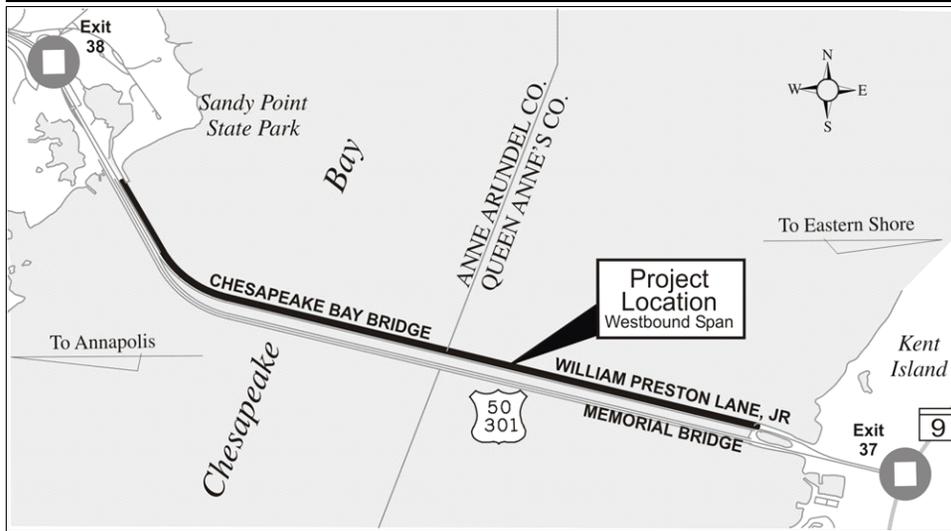
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 17)
- US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 19)

**STATUS:** Engineering is underway. Construction is to begin in FY 2013.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,269	3,269	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,809	1	23,767	25,351	1,690	0	0	0	50,808	0
<b>Total</b>	<b>54,078</b>	<b>3,270</b>	<b>23,767</b>	<b>25,351</b>	<b>1,690</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,808</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$8.8 million based on actual bid price.



**PROJECT:** US 50/301 Bay Bridge - Repair Substructure Westbound Bridge

**DESCRIPTION:** System preservation work consisting of repairing wear to concrete piles and pile caps and replacing missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** Piles and pile caps exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the piles on the east and west approach spans of the westbound bridge.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Repair wear to concrete piles and pile caps and replace missing and damaged pile jackets on the east and west approach spans of the westbound bridge.

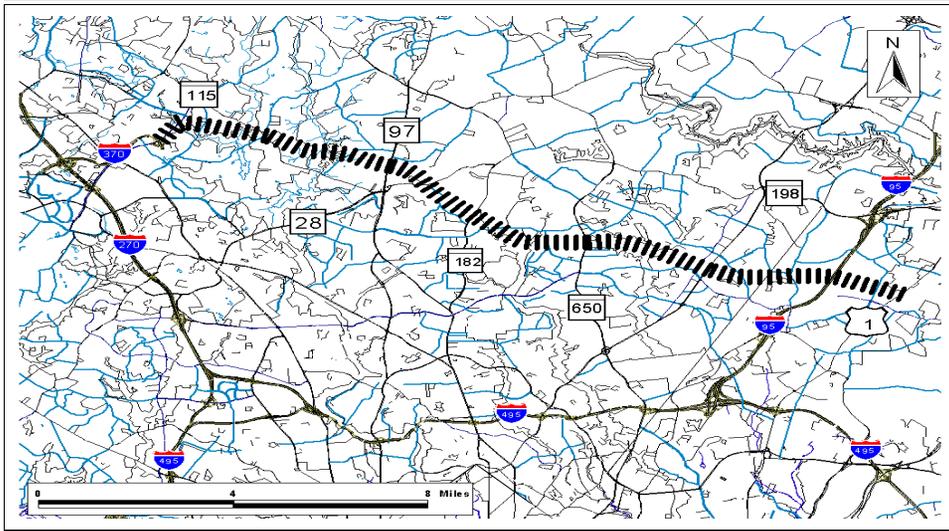
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line17)
- US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 18)

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	779	779	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,549	136	4,413	0	0	0	0	0	4,413	0
<b>Total</b>	<b>5,328</b>	<b>915</b>	<b>4,413</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,413</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$30,000 due to higher than anticipated engineering costs.



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project is 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

**ASSOCIATED IMPROVEMENTS:**

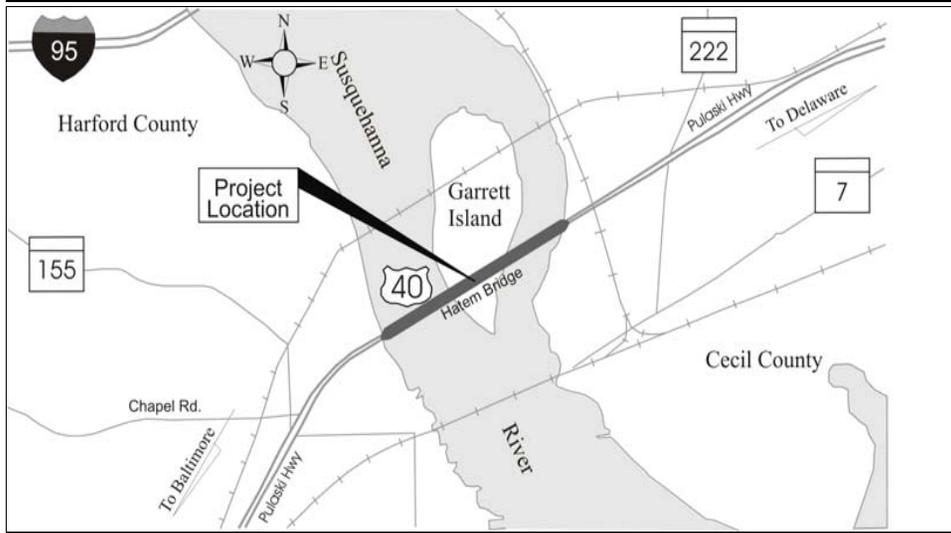
- US 29 Interchanges (Lines 10, 11, Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

**STATUS:** Planning and engineering are complete. Right-of-way and construction are underway. Contract A from I-370 to MD 97 was opened to traffic in February 2011. Contracts B and C, extending to I-95, opened to traffic in November 2011. Construction is underway for Contracts D and E extending to I-95/US 1.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	.....2015.....	.....2016.....			.....2017.....
Planning	28,889	28,889	0	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	0
Right-of-way	264,699	244,996	13,043	6,660	0	0	0	0	19,703	0	0
Construction	2,056,340	1,882,888	101,196	69,755	1,250	1,251	0	0	173,452	0	0
<b>Total</b>	<b>2,425,109</b>	<b>2,231,954</b>	<b>114,239</b>	<b>76,415</b>	<b>1,250</b>	<b>1,251</b>	<b>0</b>	<b>0</b>	<b>193,155</b>	<b>0</b>	<b>0</b>
Federal-Aid	19,270	19,270	0	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 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

**DESCRIPTION:** Rehabilitate pier foundations with advanced wear and address pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibit wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

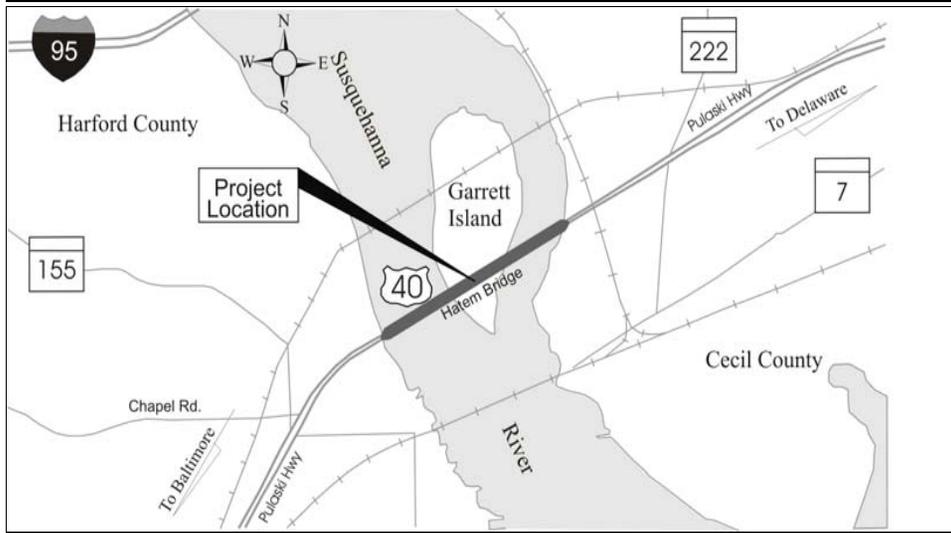
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 22)

**EXPLANATION:** Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	46,456	464	17,189	23,693	5,110	0	0	0	45,992	0
<b>Total</b>	<b>47,933</b>	<b>1,941</b>	<b>17,189</b>	<b>23,693</b>	<b>5,110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,992</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel

**DESCRIPTION:** Paint structural members throughout the bridge.

**PURPOSE & NEED SUMMARY STATEMENT:** Bridge has areas of paint wear. This improvement will address existing paint wear and extend the useful life of the structural steel.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

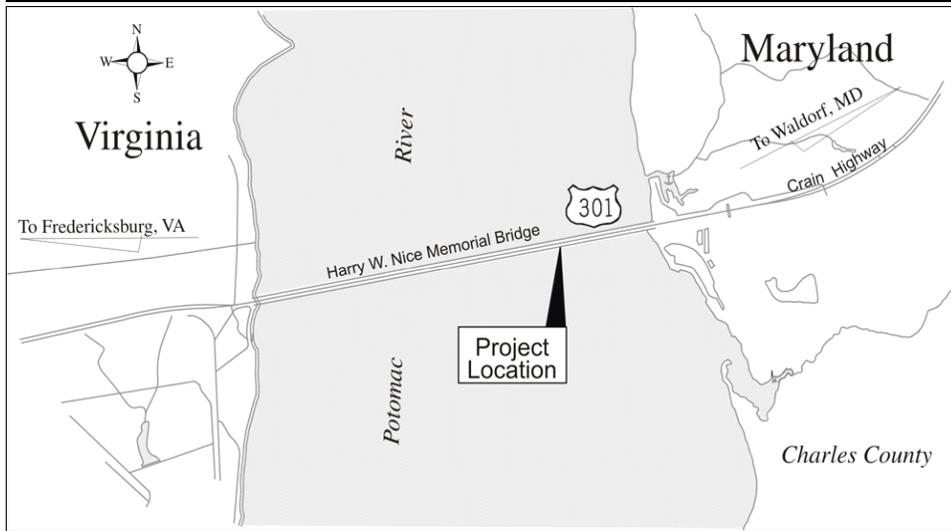
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 21)

**EXPLANATION:** Bridge has paint wear. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	100	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,073	7,182	891	0	0	0	0	0	891	0
<b>Total</b>	<b>8,173</b>	<b>7,282</b>	<b>891</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>891</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

**DESCRIPTION:** Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

**PURPOSE & NEED SUMMARY STATEMENT:** Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 29)

**EXPLANATION:** Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is underway. Construction is to begin in FY 2013.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	507	325	91	91	0	0	0	0	182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,200	0	6,600	6,600	0	0	0	0	13,200	0
<b>Total</b>	<b>13,707</b>	<b>325</b>	<b>6,691</b>	<b>6,691</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,382</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Authority-Wide - Upgrade MDTA Radio Communication Systems (700 MHz System)

**DESCRIPTION:** The State of Maryland intends to purchase an integrated statewide wireless communications system. The system will operate with the 700/800 MHz band frequencies. The implementation of the system will incorporate a phased deployment methodology. The Maryland Transportation Authority will be the first agency to work within this statewide project. MDTA is in Phase 1 Region 1-A which consists of BWI, ICC, Tunnel Command, Nice Bridge, Bay Bridge, and JFK North.

**PURPOSE & NEED SUMMARY STATEMENT:** The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

**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 EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,321	359	0	0	0	0	0	359	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	7,059	14,941	0	0	0	0	0	14,941	0
Total	23,680	8,380	15,300	0	0	0	0	0	15,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.



**PROJECT:** Authority-Wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

**DESCRIPTION:** Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

**PURPOSE & NEED SUMMARY STATEMENT:** Existing DMS signs are experiencing reliability issues and other signs and sign structures are worn. This improvement will also bring signs and other safety features MDTA-wide up to latest standards.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Existing signs, sign structures and DMS signs are worn, requiring upgrades and replacement.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,453	3,453	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,861	20,379	5,482	0	0	0	0	0	5,482	0
Total	29,314	23,832	5,482	0	0	0	0	0	5,482	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1949, 1959, 2016



**PROJECT:** Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

**DESCRIPTION:** Install electronic security systems and video surveillance at five major bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will enhance the safety and security at five major bridges.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

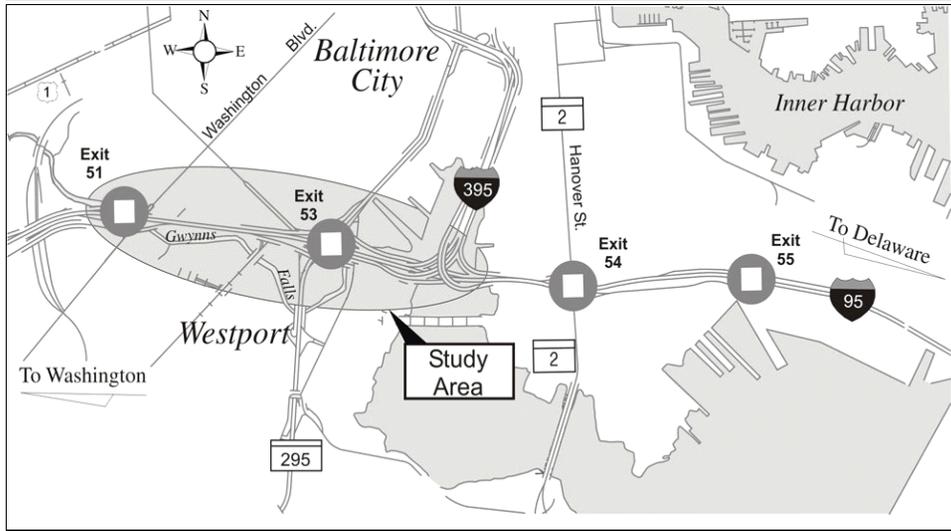
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will enhance the safety and security at five major bridges.

**STATUS:** Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012			2013	2014	....2015....	....2016....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	612	612	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,310	1,026	1,029	1,466	2,134	3,135	2,520	0	10,284	0
Total	11,922	1,638	1,029	1,466	2,134	3,135	2,520	0	10,284	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Cost increased by \$0.4 million due to increased construction management and inspection costs for larger than anticipated coordination effort.



**PROJECT:** I-95 Fort McHenry Tunnel - Carroll Camden Access Study

**DESCRIPTION:** Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

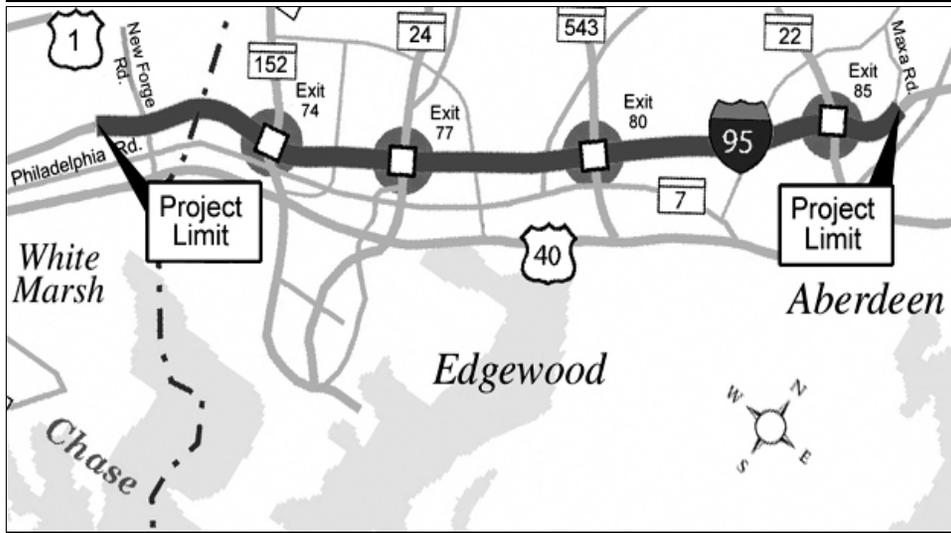
**JUSTIFICATION:** Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study results show a negative impact on I-95 operations if additional interchange ramps are added. Planning is complete.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		TO COMPLETE	TO COMPLETE
Planning	563	563	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	563	563	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Section 200 Study

**DESCRIPTION:** Investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles) including new park and ride facilities at I-95/MD 152 and I-95/MD 24 interchanges. (BRAC related.)

**JUSTIFICATION:** South of MD 152, I-95 operates at Level of Service (LOS) E (marginal service, irregular flow with speed variations) during weekday peak hours. Elsewhere, it operates at LOS D (reduced speeds, some congestion) or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F (lowest level of efficiency, frequent slowing required) during weekday and weekend periods.

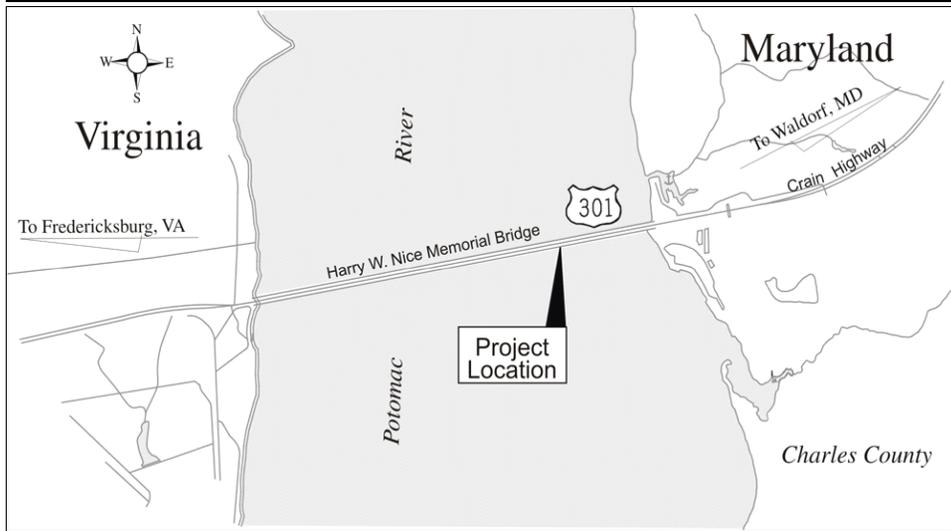
**ASSOCIATED IMPROVEMENTS:**

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
- I-95 New Maintenance Facility - Construction Program (Line 4)

**STATUS:** Planning is complete.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	2,476	2,351	125	0	0	0	0	0	125	0
Engineering	4,647	4,647	0	0	0	0	0	0	0	0
Right-of-way	236	236	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,359</b>	<b>7,234</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - Improvement Study

**DESCRIPTION:** Investigate capacity and safety needs of the bridge and approaches.

**JUSTIFICATION:** The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 23)

**STATUS:** Planning is underway.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	6,400	6,150	250	0	0	0	0	0	250	0
Engineering	100	0	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,500</b>	<b>6,150</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior</u></b>			
<b><u>BALTIMORE HARBOR TUNNEL</u></b>			
1	Replace Drainage Pipe in Fresh Air Duct (Code 1 System Preservation) (2213)	5,578	Underway
2	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Underway
3	Study Sound Barriers (2233)	214	Underway
4	Clean and Paint Structural Steel - Phase I (2253)	3,128	Underway
5	I-895 Bridge Deck Replacement Over Patapsco Flats (Engineering only) (2292)	250	Underway
6	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,127	Underway
7	Replace BHT Vent Fans (Engineering only) (2263)	380	Underway
8	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,442	Summer, 2012
9	BHT Toll Booth Replacement (Engineering only) (2307)	66	Fall, 2012
10	Canton and Fairfield Vent Building Envelope Repair (Engineering only) (2306)	300	Fall, 2012
11	HVAC Replacement at BHT Administration Building (Engineering only) (2308)	75	Fall, 2012
12	Zone Painting Various Bridges along BHT (2279)	3,390	Fall, 2012
<b><u>F.S.KEY BRIDGE</u></b>			
13	Replace Breaker and Miscellaneous Electrical Repairs (Code 1 System Preservation) (2203)	310	Underway
14	Replace Light Poles on Francis Scott Key Bridge (2150)	1,186	Underway
15	Replace Underground Storage Tanks with Vaulted Aboveground Storage Tanks (Engineering only) (2202)	350	Underway
16	Clean and Paint Structural Steel on Various Bridges - Phase I (2258)	1,575	Underway
17	Replace HVAC at FSK OEC and Administration Buildings (Engineering only) (2319)	68	Underway
18	Clean and Paint Structural Steel - Bear Creek Bridge (2252)	3,988	Fall, 2012
19	Fatigue Retrofits at Curtis Creek (Code 2 System Preservation) (2214)	1,610	Fall, 2012
20	Salt Bin at FSK (Engineering only) (2309)	75	Fall, 2012
21	Reconstruct Service Road #3 at FSK Facility (2234)	3,764	Spring, 2013
<b><u>FORT MCHENRY TUNNEL</u></b>			
22	Monitor Ground Movement at FMT Race Street Bridge (2095)	245	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>FORT MCHENRY TUNNEL (cont'd)</u></b>			
23	Upgrade Central Utility Plant (1477)	1,304	Underway
24	FMT East Vent Building Police Detention Area (1402)	2,476	Underway
25	Replace Weathering Steel High Mast Light Poles - Code 2 System Preservation (Engineering only) (2206)	592	Underway
26	Repair Hanover Street Ramp (2157)	1,626	Underway
27	Replace Administration Building Generator (2138)	356	Underway
28	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,353	Underway
29	Replace Roof at the Mechanical Building (Engineering only) (2243)	15	Underway
30	FMT Salt Barn Replacement (Engineering only) (2299)	16	Underway
31	Repair or Rehabilitate FMT Vent Fans (Engineering only) (2251)	100	Underway
32	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
33	Dewatering Pad at FMT (2310)	480	Fall, 2012
34	Replace Roof at the Maintenance Building (2301)	820	Spring, 2013
35	Zone Painting Various Bridges Along FMT North (2256)	6,986	Spring, 2013
<b><u>HATEM BRIDGE</u></b>			
36	HVAC Replacement at Administration Building and Scale Houses (Engineering only) (2303)	123	Underway
37	Rehabilitate Approach Roadways (Engineering only) (2273)	390	Underway
38	Remove Underground Storage Tanks and Add One 1,000 Gallon Diesel Tank for Winter Operations (2222)	150	Underway
39	Toll Modification (2293)	500	Underway
40	Replace HVAC - Outpost, Administration Building and Others (Engineering only) (2321)	68	Underway
41	Upgrade Truck Weigh Station (Engineering only) (2316)	20	Summer, 2012
<b><u>KENNEDY HIGHWAY</u></b>			
42	I-95/MD 222 Concept Study (Planning only) (2237)	425	Underway
43	Modify Drainage to Hand Boxes (2057)	327	Underway
44	Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	1,000	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>KENNEDY HIGHWAY (cont'd)</u></b>			
45	Clean and Paint Structural Steel on Various Bridges (Code 1 System Preservation) (2238)	3,080	Underway
46	Inspect York Building Products Bridge over I-95 (2179)	135	Underway
47	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repair (2182)	4,605	Underway
48	Renovate HVAC System at Administration Building (Engineering only) (2272)	100	Underway
49	Replace Administration Building 230kW Generator (2239)	290	Underway
50	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (Engineering only) (2218)	150	Underway
51	Replace Roof at Maintenance Building #1 (Engineering only) (2320)	71	Underway
52	Clean and Paint Structural Steel - Phase II (2257)	6,000	Summer, 2012
53	Clean and Zone Paint Tydings Bridge (Engineering only) (2313)	150	Fall, 2012
54	Deck Sealing Various Bridges (2282)	620	Fall, 2012
55	Dewatering Pad at Maintenance I (2314)	180	Fall, 2012
56	NB & SB I-95 Phase 1 Facility-Wide Resurfacing from Joppa Road to MD 24 (2261)	17,895	Fall, 2012
57	Overlay Deck & Repair - Bouchelle Road & MD 213 over I-95 (2275)	1,664	Fall, 2012
58	Zone Painting Various Bridges (2281)	5,520	Fall, 2012
59	HMA Resurface - Phase II MD 24 to Tydings Bridge (Engineering only) (2312)	250	Spring, 2013
60	Light Pole Replacement (Engineering only) (2323)	100	Spring, 2013
61	Toll Booth Replacement (Engineering only) (2311)	110	Spring, 2013
62	Upgrades to Truck Weigh Facilities (2287)	2,200	Spring, 2013
<b><u>MULTI-AREA</u></b>			
63	On-Going Miscellaneous Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	2,991	Underway
64	Evaluate and Upgrade Security Related Plans (1467)	265	Underway
65	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	913	Underway
66	Equipment Budget (1702)	92,433	Underway
67	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,205	Underway
68	Law Enforcement IT Systems Plan - Multi-Area (2060)	3,094	Underway
69	Miscellaneous Traffic Studies (2131)	2,689	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
70	NPDES Environmental Compliance Inspection and Remediation (2007)	8,475	Underway
71	Replace Electronic Toll Collection and Operating System - 3rd Gen. (Engineering only) (2147)	3,897	Underway
72	Comprehensive Building Inspection Program (2177)	1,000	Underway
73	Conduct Authority Market Research (2170)	200	Underway
74	Miscellaneous Paving Repairs (2142)	4,697	Underway
75	On-Call Furnishing and Installation of Camera and CODEC Equipment (2014)	4,287	Underway
76	Right-of-Way and General Fencing at Various Locations (2144)	280	Underway
77	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,804	Underway
78	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,100	Underway
79	On-Call Structural Repairs and Miscellaneous Modifications (2171)	12,862	Underway
80	Open Road Tolling Authority-Wide Feasibility Study (2183)	740	Underway
81	Study E-ZPass Disaster Recovery Needs (2225)	100	Underway
82	Energy Lease Program (2078)	10,253	Underway
83	E-ZPass IVR Voice Recognition Upgrade (2248)	150	Underway
84	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway
85	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	11,715	Underway
86	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	4,911	Underway
87	On-Call Structural Repairs and Miscellaneous Modifications (2176)	14,421	Underway
88	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,403	Underway
89	Study of Commercial Vehicle Inspections Facilities Authority-Wide (2073)	255	Underway
90	Study Unified Operations Center (2250)	50	Underway
91	System Preservation Allocated Reserve (1979)	179,078	Underway
92	Chesapeake Bay TMDL Stormwater Retrofits (Engineering only) (2300)	1,000	Underway
93	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	2,041	Underway
94	On-Call Miscellaneous Electrical Repairs (5-year) (2236)	1,777	Underway
95	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	9,611	Underway
96	On-Call Structural Repairs and Miscellaneous Modifications (2254)	13,212	Underway
97	Replace Generators (Engineering only) (2265)	331	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)**

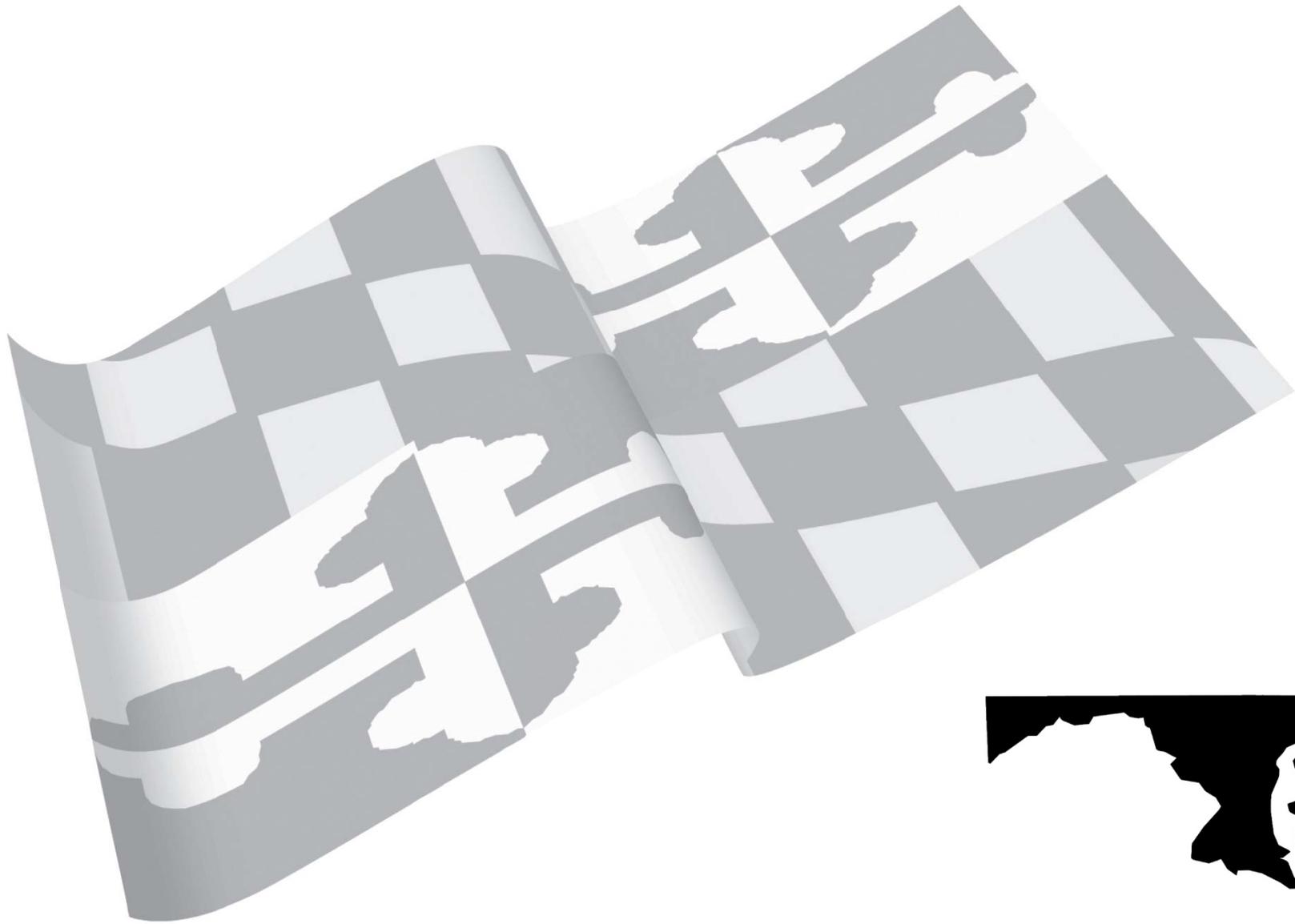
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
98	Upgrade and Replace Metal Traffic Barriers and Attenuators (Code 1 System Preservation) (2195)	1,055	Underway
99	Video Citation Process (2294)	1,000	Underway
100	Allocated Long Range Capital Needs Reserve (2325)	505,800	Underway
101	Law Enforcement CAD/RMS/AFR/AVL System Plan (2324)	6,952	Underway
102	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
103	Bridge Deck Overlay and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,309	Fall, 2012
104	Multi-Area Fatigue Retrofits for Structures (Code 2 System Preservation) (2219)	1,220	Fall, 2012
105	On-Call Structural Repairs and Miscellaneous Modifications (2291)	12,628	Fall, 2012
106	On-Call Structural Repairs and Miscellaneous Modifications (2296)	9,644	Fall, 2012
107	On-Call TMDL Stormwater Retrofits on JFK and BHT (2290)	7,065	Fall, 2012
108	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,638	Fall, 2012
109	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	189	Fall, 2012
110	Bay Bridge/Fort McHenry Toll Booth Replacement (2276)	3,956	Spring, 2013
111	Furnish, Deliver and Commission DMS (2229)	1,439	Spring, 2013
112	On-Call Facility/Building Repairs (2240)	2,406	Spring, 2013
113	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	10,822	Spring, 2013
114	On-Call Sign Structures (2298)	2,790	Spring, 2013
<b><u>NICE BRIDGE</u></b>			
115	Renovate Administration Building (1025)	2,141	Underway
116	Replace Roofs of Administration and Maintenance Shop Buildings (Engineering only) (2302)	38	Underway
117	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	530	Spring, 2013
<b><u>POINT BREEZE</u></b>			
118	Point Breeze - Second Floor Renovation (2295)	6,950	Spring, 2013

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2013 and Prior (cont'd)</u></b>			
<b><u>W. P. LANE BRIDGE</u></b>			
119	Reconstruct/Rehab Pavement - Eastbound & Westbound Approaches (Engineering only) (2053)	241	Underway
120	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	7,778	Underway
121	Fatigue Retrofits - Code 2 System Preservation (Engineering only) (2217)	363	Underway
122	Eastbound Span Redecking (Engineering only) (2317)	1,000	Underway
123	Furnish and Install UPS (Engineering only) (2268)	105	Underway
124	Potomac Pier Study and Analysis (2286)	350	Underway
125	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	938	Underway
126	Replace Underground Tanks at Administration Building & Police West Garage (2051)	1,272	Underway
127	Toll Plaza Concrete Paving Repairs (Engineering only) (2318)	400	Underway
128	Install 4 Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,069	Fall, 2012
129	Replace Roofs at Bay Bridge Campus (2245)	547	Fall, 2012
130	Rehabilitate Metal Northrop/Grumman Building for Operations (Engineering only) (2322)	50	Spring, 2013
131	Renovate Conduit Hangers - Both Spans (2267)	736	Spring, 2013
<b><u>FY 2014</u></b>			
<b><u>F.S.KEY BRIDGE</u></b>			
132	AET Conversion and Virtual Weigh Station (Engineering only) (2304)	2,800	Summer, 2013
<b><u>FORT MCHENRY TUNNEL</u></b>			
133	HVAC Replacement at Administration Building, Maintenance Building and Emergency Garages (2285)	1,619	Summer, 2013
<b><u>POINT BREEZE</u></b>			
134	Replace Roof at 2310 Point Breeze Building (2242)	1,204	Summer, 2013





**GLOSSARY**



***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY***

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

***CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)***

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.

