Maryland Department of Transportation

Consolidated Transportation Program

2013 State Report on Transportation • FY 2013-2018

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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).

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For the hearing impaired, Maryland Relay 711.

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.

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

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six year capital investment program for transportation, the Final 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. Under the leadership of the O'Malley-Brown Administration, MDOT is beginning to update the Maryland Transportation Plan, a 20-year vision for Maryland's transportation system. The MTP is updated every five years through an extensive outreach effort with the public, local jurisdictions, and State agencies to ensure it reflects the needs and priorities of Marylanders. To learn more, visit the new plan website at www.mdot.maryland.gov/MTP. 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 Transitways 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 Final 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 20 Year Bicycle and Pedestrian Master 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. Maryland also provided $2.5 million in grants to local governments for planning and implementing Bikeshare programs to promote the development of a bicycle infrastructure.

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. As part of the State's response to the EPA's imposition of Total Maximum Daily Loads (TMDLs) for nutrients and sediment on the Bay and its tidal tributaries, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting 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 has recommended strategies to

facilitate the successful integration of electric vehicles and electric vehicle infrastructure into Maryland's existing transportation system. 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. Also, we are working closely with the Maryland Department of the Environment and our sister agencies to develop a Final 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 Chesapeake 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 bus and 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 and the eastern region is expected to double by 2030. Maryland's location at the crossroads of I-95 corridor and significant rail and marine corridors means that the infrastructure in Maryland is critical to the State, regional and national economy. As much of Maryland's freight network is shared with passenger or vehicle operations, both freight and passenger growth will exacerbate already congested infrastructure throughout the State. The resulting chokepoints create significant challenges for freight and passenger movement in the region. It is imperative that MDOT work with freight stakeholders to plan and facilitate the necessary improvements to accommodate freight demand and allow for the cost-effective and safe movement of goods by all modes.

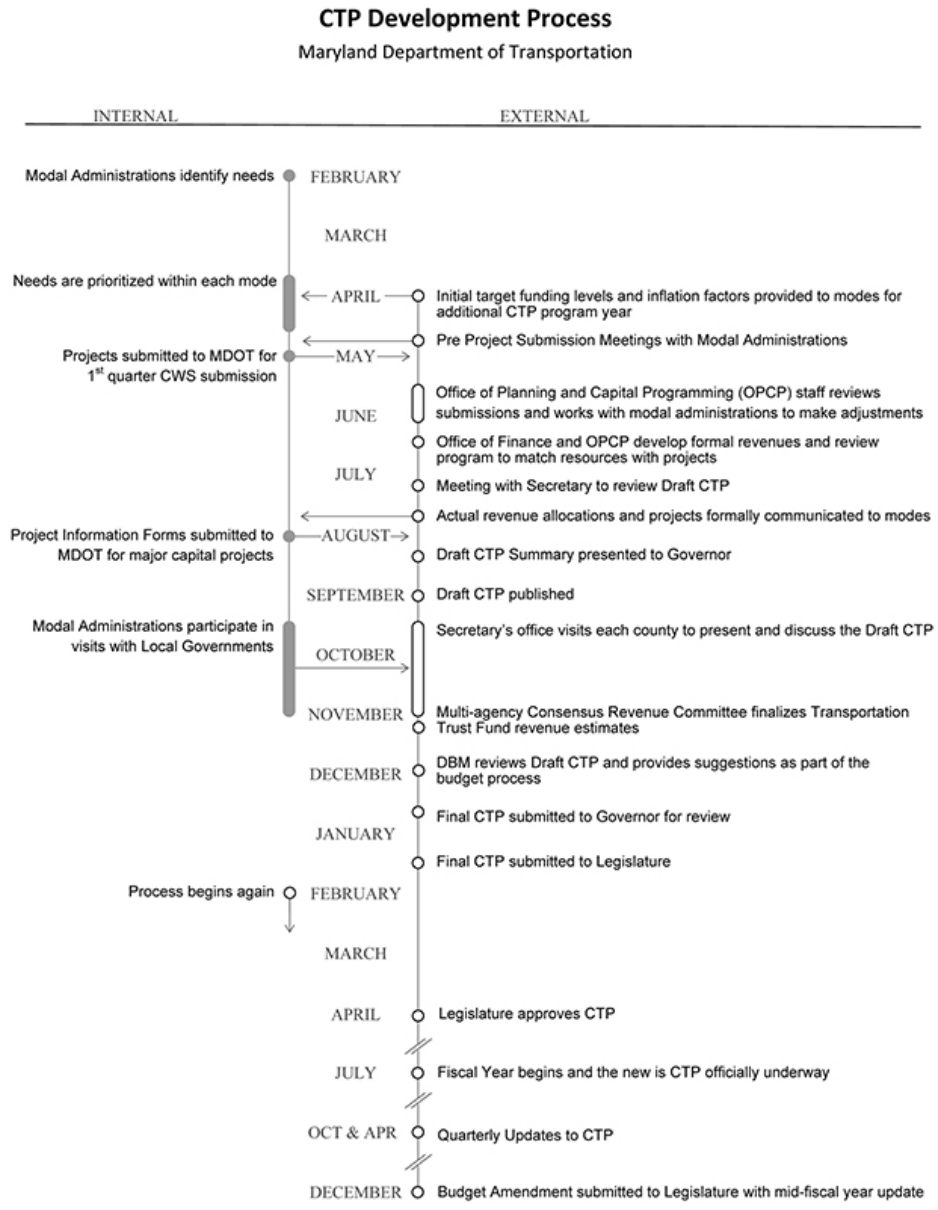
To meet these needs, MDOT is taking an aggressive approach to implement multimodal freight solutions in Maryland and the greater multi-state region. Through planning activities, MDOT is working to cultivate partnerships with neighboring states, freight stakeholders and non-profits, and participates in freight efforts regional and with groups such as the I-95 Corridor Coalition. For a full list of freight projects in the CTP, please visit the Office of Freight and Multimodalism website at:
http://www.mdot.maryland.gov/Office%20of%20Freight%20and%20Multimodalism/Freight .

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.

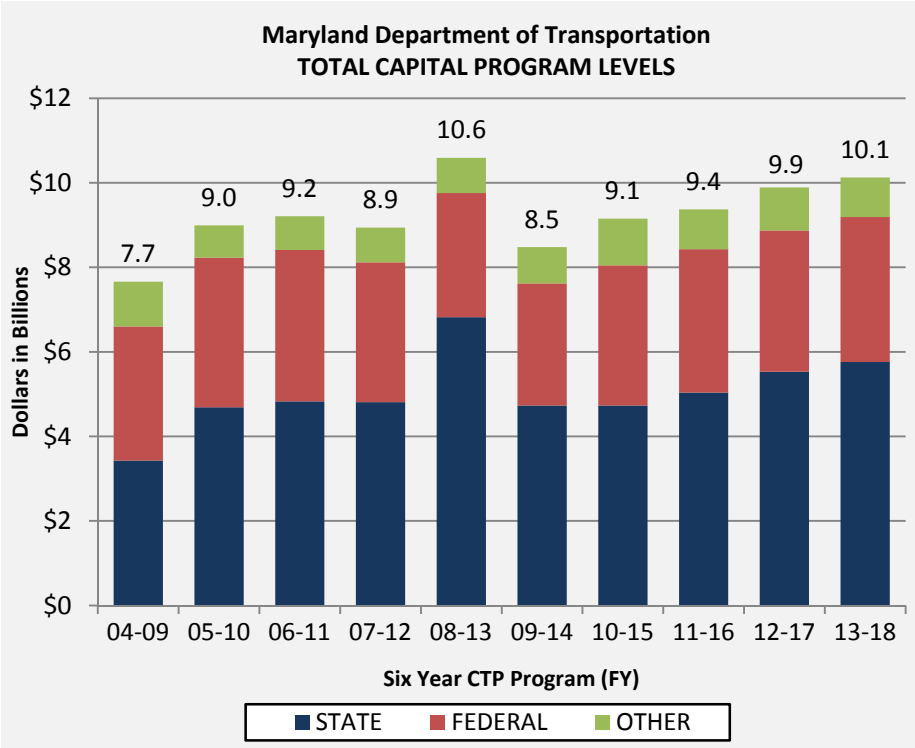
These criteria include:

- 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 program priorities and goals and,
- Project supports State plans and objectives, such as priority revitalization area (e.g. TOD or a designated Sustainable Community).



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 $21.6 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted 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 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 $893 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 $4.0 billion for operating and capital programs. This amount does not include $575 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only $570 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues: These revenues are projected to provide a six-year total of $2.5 billion, with $915 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 $1.8 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 $358 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 $168 million for transit. Congress has only appropriated funding for the first half of FFY 2013 through what is known as a "Continuing Resolution" and provided Maryland with a pro-rated amount of the funding it received in FFY 2012.

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 formula funding for Maryland in FFY 2013 is expected to be similar to what was provided in FFY 2012. Additional federal funding will be requested for the development of Maryland's New Starts projects, which include 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, MDOT's intent is to seek at least 50 percent of the cost of the Purple and Red lines from federal funding. In FFY

2012 Maryland also received $45 million in transit discretionary funding, including $40 million for the Kirk Bus Facility replacement project.

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.

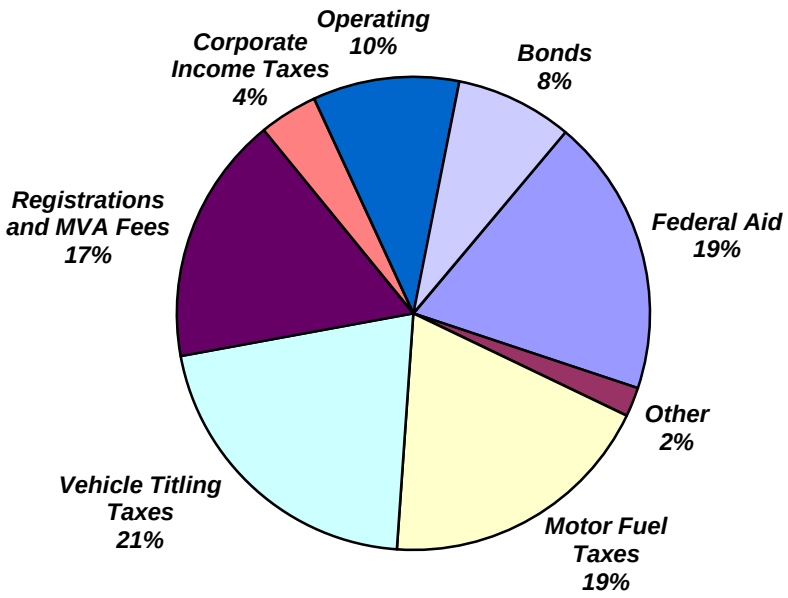
Congress has completed a multi-year authorization of FAA programs. The Maryland Aviation Administration (MAA) anticipates receiving additional discretionary AIP funding for BWI Marshall and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the 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

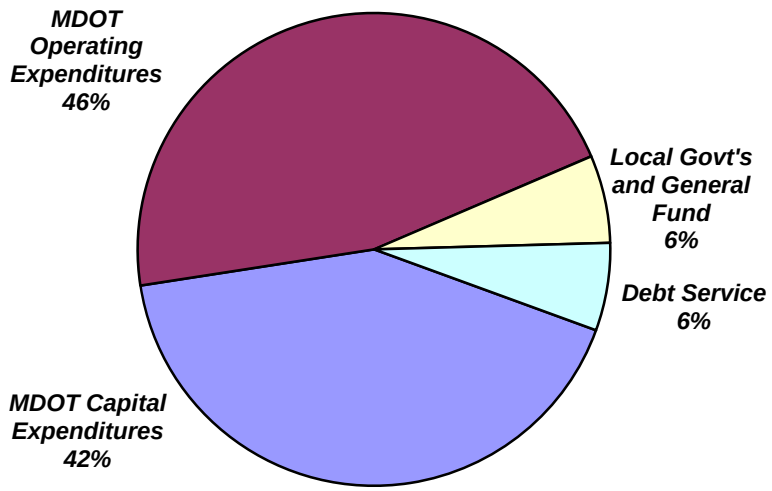


Total projected Trust Fund revenues amount to $21.6 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

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 $10.1 billion; $9.1 billion of which comes through the Trust Fund and $1.0 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	218.7	85.1	15.4	319.2	3.1
MVA	108.5	0.8	0.0	109.3	1.1
MAA**	245.7	80.0	332.8	658.4	6.5
MPA	818.0	7.3	0.0	825.4	8.1
MTA	789.7	1009.3	28.7	1827.7	18.0
WMATA	837.3	0.0	575.2	1412.4	13.9
SHA	2741.4	2247.9	0.0	4989.3	49.2
TOTAL	5759.3	3430.4	952.1	10141.8	100.0

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 transportations 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.

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

PROJECT CASH FLOW

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

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 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, $287.5 million worth of projects have been added to the CTP. Of that amount seventeen projects at a cost of $239.8 million were added to the Construction Program. Four projects at a cost of $47.7 million were added to the Development and Evaluation Program (D&E). In addition, three projects were moved from the D&E Program to the Construction Program at a cost of $86.1 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
The Secretary's Office	
Baltimore Rail Intermodal Facility	30.0
Maryland Aviation Administration	
Parking Revenue Control System at BWI Marshall Airport	11.9
State Highway Administration	
I-68, National Freeway; Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave. (Allegany)	12.5
MD 175, Annapolis Road; BRAC Intersection improvements at Mapes and Reece Roads (Anne Arundel)	22.1
I-695, Baltimore Beltway; Replace Bridge over Milford Mill Road (Baltimore)	18.7
MD 261, Willows Road; Replace Bridge over Fishing Creek (Calvert)	9.2
MD 272, Mauldin Ave; Replace Bridge over Amtrak (Cecil)	14.8
Maintenance Facility in Cambridge; Replacement of Shop (Dorchester)	14.6
MD 22, Aberdeen Thruway; BRAC Intersection improvements at Old Post Road (Harford)	8.6
US 29, Columbia Pike; US 29 from MD 175 to Seneca Drive Accese Road Improvements (Phase 1A) (Howard)	6.2
I-95; I-95 South Welcome Center truck parking expansion (Howard)	11.7
MD 193, University Boulevard; Replace Bridge over I-495 (Montgomery)	12.4

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
State Highway Administration	
I-95, Capital Beltway; Resurface roadway from D'arcy Road to Arena Drive (Prince George's)	12.5
MD 4, Pennsylvania Avenue; Replace Bridges over MD 223 (Prince George's)	24.4
I-70, Eisenhower Memorial Highway; Replace Bridges over MD 63 (Washington)	14.7
MD 68, Lappans Road; Replace Bridge over James Run (Washington)	2.0
Maryland Transportation Authority	
* I-95 John F. Kennedy Memorial Highway - resurfacing (Phase 1)	13.5
Total	**239.8**

Note: Funding for the bridge and BRAC projects is from existing funding and therefore not new money.

* Project was corrected from printed CTP.

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
The Secretary's Office		
Northeast Corridor Bridge; Susquehanna River Bridge		22.0
State Highway Administration		
I-695, Baltimore Beltway; I-695 - Operational Studies (Baltimore)		10.0
Operational Improvement Studies; I-495, I-95, I-270 and US 301 (State Wide)		5.0
Maryland Transportation Authority		
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck		10.7
	Total	**47.7**

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

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
Maryland Transit Administration	
Kirk Bus Facility Replacement	53.0
State Highway Administration	
MD 32, Patuxent Freeway; Wellworth Way Access Improvements (Howard)	7.3
BRAC Intersections near Bethesda Naval Center; MD 355 - BRAC Intersection Improvements at Cedar Lane (State Wide)	25.8
Total	**86.1**

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2012-2017 CTP, for the following major project:

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
State Highway Administration		
MD 24, Rocks Road; South of Sharon Road to North of Stirrup Run Culvert (Harford)	Constructability Issues	FY 2014 to FY 2015

COST & SCOPE CHANGES

In total, one-hundred and forty major construction projects experienced significant changes in project cost or scope, for a net increase of $792.0 million. One-hundred and eight projects increased in cost by a total of $955.8 million, while there were no projects that experienced a reduction in scope. The scope of two projects changed, which caused a net increase totaling $53.0 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 fifteen major projects in FY 2012, at a total cost of $403.0 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)	45.9
Airport Layout Plan Environmental Assessment at BWI Marshall Airport	2.2
Maryland Transit Administration	
MARC Frederick Extension	60.3
Metro Fire and Security Management Systems	67.5
State Highway Administration	
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)	14.5
MD 404, Shore Highway; Tuckahoe Road to MD 480. (Caroline)	16.0
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)	3.7
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)	20.2
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)	65.3
I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage North of Tunnel	40.4
I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage from Joh Avenue to Washington Boulevard	37.5
MD 695 Francis Scott Key Bridge - Improve Interchange at Quarantine Road	16.0
Total	**403.0**

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	**TOTAL COST ($ MILLIONS)**
Rehabilitation and resurfacing of fifty-one (51) segments of highway	77.4
Rehabilitation and replacement of forty-nine (49) bridges	38.5
Safety and geometric improvements at six (6) locations	3.0
Sixty-two (62) projects including environmental preservation, enhancements, noise abatement, crash prevention, guardrail end treatments, ADA, drainage, sidewalks, commuter action improvements, community safety and enhancements, traffic management, intelligent transportation systems and intersection capacity improvements	50.3
Eighty (80) rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office	186.1
Total	**355.3**

AWARDS

Highlights of projects awarded by the Department during FY2012 are listed below:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MAA	Consolidated 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 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
	Total	240.3

DEPARTMENT OF TRANSPORTATION
FY 2014 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	83.1
Major Projects	185.9	WMATA Capital Costs	J01A0105	153.1
System Preservation Minor Projects	41.8	Major IT Development	J01A0108	2.0
Development and Evaluation Program	24.0	Other Funds	Other	15.4
Capital Salaries, Wages and Other Support Costs	1.9			
TSO TOTAL	253.6			253.6

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	21.6
Major Projects	1.6	Major IT Development	J04E0008	4.9
System Preservation Minor Projects	21.3			
Development and Evaluation Program	2.5			
Capital Salaries, Wages and Other Support Costs	1.1			
MVA TOTAL	26.5			26.5

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	73.0
Major Projects	139.2	Major IT Projects	J06I0008	6.1
System Preservation Minor Projects	43.3	Other Funds	Other	109.5
Development and Evaluation Program	0			
Capital Salaries, Wages and Other Support Costs	6.1			
MAA TOTAL	188.6			188.6

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	113.4
Major Projects	64.5	Major IT Development	J03D0008	0
System Preservation Minor Projects	32.0	Other	Other	0
Development and Evaluation Program	12.0			
Capital Salaries, Wages and Other Support Costs	4.9			
MPA TOTAL	113.4			113.4

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	527.3
Major Projects	369.0	Major IT Development	J05H0108	11.0
System Preservation Minor Projects	63.7	Other Funds	Other	4.0
Development and Evaluation Program	99.6			
Capital Salaries, Wages and Other Support Costs	10.0			
MTA TOTAL	542.3			542.3

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	128.6	State System Construction and Equipment	J02B0101	914.9
System Preservation Minor Projects	742.5	County and Municipality Capital Program	J02B0103	4.5
Development and Evaluation Program	56.8	Major IT Development	J02B0108	8.5
SHA TOTAL	927.9			927.9

DEPARTMENT TOTAL

Construction Program		
Major Projects	888.8	
System Preservation Minor Projects	944.6	
Development and Evaluation Program	194.9	
Capital Salaries, Wages and Other Support Costs	24.0	
GRAND TOTAL	2,052.3	2,052.3

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2014 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
The Secretary's Office (J01A01)						
The Secretary's Office	27.0	-	-	-	-	27.0
Operating Grants-in-Aid	13.2	-	-	-	-	13.2
Facilities and Capital Equipment	-	83.0	-	-	-	83.0
WMATA Operating Grants	287.0	-	-	-	-	287.0
WMATA Capital Costs	-	153.1	90.1	-	-	243.2
Information Technology Services	39.8	-	-	-	-	39.8
Major IT Development	-	2.0	-	-	-	2.0
Subtotal	367.0	238.1	90.1	-	-	695.2
Debt Service Requirements (J01A04)						
Debt Service Requirements	-	-	-	-	212.2	212.2
State Highway Administration (J02B01)						
State System Construction and Equipment	-	914.8	-	-	-	914.8
State System Maintenance	217.6	-	-	-	-	217.6
County and Municipality Capital Program	-	4.9	-	59.3	-	64.2
Highway Safety Operating Program	10.0	-	-	-	-	10.0
County and Municipality Program	-	-	-	167.5	-	167.5
Major IT Development	-	8.5	-	-	-	8.5
Subtotal	227.6	928.2	-	226.8	-	1,382.6

Maryland Port Administration (J03D00)						
Port Operations	47.7	-	-	-	-	47.7
Port Facilities and Capital Equipment	-	113.6	-	-	-	113.6
Subtotal	47.7	113.6	-	-	-	161.3
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	167.1	-	-	-	-	167.1
Facilities and Capital Equipment	-	21.6	-	-	-	21.6
Motor Vehicle Highway Safety Program	19.0	-	-	-	-	19.0
Major IT Development	-	4.9	-	-	-	4.9
Subtotal	186.1	26.5	-	-	-	212.6
Maryland Transit Administration (J05H00)						
Transit Administration	55.4	-	-	-	-	55.4
Bus Operations	307.1	-	-	-	-	307.1
Rail Operations (Includes MARC)	213.0	-	-	-	-	213.0
Capital Equipment (Includes MARC)	-	527.3	4.0	-	-	531.3
Statewide Programs Operations	102.8	-	-	-	-	102.8
Major IT Development	-	11.0	-	-	-	11.0
Subtotal	678.3	538.3	4.0	-	-	1,220.6
Maryland Aviation Administration (J06100)						
Airport Operations	179.0	-	-	-	-	179.0
Facilities and Capital Equipment	-	73.1	109.5	-	-	182.6
Major IT Development	-	6.1	-	-	-	6.1
Subtotal	179.0	79.2	109.5	-	-	367.7
DEPARTMENT TOTAL	1,685.7	1,923.9	203.6	226.8	212.2	4,252.2

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

	CURRENT YEAR 2013	BUDGET YEAR 2014	Planning Years 2015	2016	2017	2018	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office [AD]	87.1	100.5	68.5	33.8	14.5	14.8	319.2
Motor Vehicle Administration	23.8	26.4	19.6	15.1	12.2	12.2	109.3
Maryland Aviation Administration [D]	175.7	188.6	135.1	85.0	29.7	44.3	658.4
Maryland Port Administration	103.7	113.4	177.8	137.9	143.7	148.9	825.4
Maryland Transit Administration [D]	470.9	542.3	232.4	207.5	192.8	181.7	1,827.6
Washington Metropolitan Area Transit [ACD]	223.5	243.3	224.9	235.6	240.1	245.0	1,412.4
State Highway Administration [B]	899.0	927.9	894.5	789.4	738.9	739.7	4,989.4
TOTAL CAPITAL	1,983.7	2,142.4	1,752.8	1,504.3	1,371.9	1,386.6	10,141.7
Special Funds	983.7	1,069.2	964.0	922.3	889.4	930.6	5,759.2
Federal Funds	787.8	854.2	628.8	427.0	381.5	351.0	3,430.3
Other Funds [F]	212.1	219.0	160.0	155.0	100.9	105.0	952.0
OPERATING PROGRAM							
The Secretary's Office	79.5	80.0	83.0	86.0	88.0	90.0	506.5
Motor Vehicle Administration	171.1	186.1	197.0	204.0	211.0	218.0	1,187.2
Maryland Aviation Administration	176.5	179.0	185.0	190.0	196.0	202.0	1,128.5
Maryland Port Administration	46.7	47.7	49.0	50.0	52.0	54.0	299.4
Maryland Transit Administration	663.5	678.2	705.0	730.0	752.0	775.0	4,303.7
WMATA Grants (WMATA)	263.9	287.0	300.0	317.0	334.0	352.0	1,853.9
State Highway Administration	215.1	227.6	237.0	248.0	256.0	264.0	1,447.7
TOTAL OPERATING	1,616.3	1,685.6	1,756.0	1,825.0	1,889.0	1,955.0	10,726.9
Special Funds	1,530.8	1,588.5	1,659.0	1,728.0	1,792.0	1,858.0	10,156.3
Federal Funds	85.5	97.1	97.0	97.0	97.0	97.0	570.6
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR 2013	BUDGET YEAR 2014	Planning Years 2015	2016	2017	2018	SIX - YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipality Program	163.0	167.5	174.0	179.0	181.0	184.0	1,048.5
County and Municipality Capital [B]	56.8	64.2	-	-	-	-	121.0
TOTAL DISTRIBUTION OF SHARED REVENUES	219.8	231.7	174.0	179.0	181.0	184.0	1,169.5
Special Funds	159.8	139.2	-	-	-	-	299.0
Federal Funds	126.8	57.6	-	-	-	-	184.4
DEBT SERVICE REQUIREMENTS							
	-	-	-	-	-	-	-
Special Funds [E]	191.9	212.2	242.0	259.0	288.0	303.0	1,496.1
DEPARTMENT TOTAL	3,819.8	4,059.7	3,682.8	3,508.3	3,441.9	3,525.6	22,038.1
Special Funds	2,866.2	3,009.1	2,865.0	2,909.3	2,969.4	3,091.6	17,710.6
Federal Funds	1,000.1	1,008.9	725.8	524.0	478.5	448.0	4,185.3
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	212.1	219.0	160.0	155.0	100.9	105.0	952.0

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

[B] – County and Municipality transfer funds from the federal government are not included in FY2015-2018

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

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

[E] – Debt Service for County Bonds is not included in FY 2015-2018.

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

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2013-FY 2018 CTP/STP:

	Federal Fiscal Year					
	2013	**2014**	**2015**	**2016**	**2017 - 18**	**TOTAL**
Surface Transportation Program (STP)	74.6	109.8	110.3	115.4	228.1	638.2
National Highway System (NHS)	191.2	148.8	179.5	123.2	248.7	891.4
Interstate Maintenance (IM)	53.9	52.4	31.2	15.0	34.0	186.5
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, SEC9	85.0	86.1	86.1	86.1	172.2	515.5
New Starts, Fixed Guideway, Modernization & Bus	54.4	55.1	55.1	55.1	110.2	329.9
Elderly and Persons with Disabilities	2.3	2.3	2.3	2.3	4.6	13.8
TOTALS	643.9	677.7	692.9	593.2	1,211.0	3,818.7

Note: These categories generally reflect the SAFETEA-LU federal authorization programs. The current MAP-21 authorization modifies the names of programs at both FTA and FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2013 and FFY2018 for a given project.

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:

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2013**	**2014**	**2015**	**2016**	**2017 - 18**	**TOTAL**
Environmental Projects						
National Highway System	2.9	3.7	2.1	1.3	3.0	13.0
Surface Transportation Program	26.0	36.5	32.6	10.7	15.6	121.4
Interstate Maintenance	0.6	0.6	0.5	0.4	0.9	3.0
Enhancement	11.1	8.4	8.7	9.1	19.5	56.8
National Recreational Trails	1.1	1.1	1.1	1.1	2.2	6.6
Safety and Spot Improvements						
National Highway System	20.9	12.0	10.7	8.3	17.2	69.1
Surface Transportation	78.1	57.1	52.1	41.3	87.9	316.5
Interstate Maintenance	4.1	3.7	3.4	3.0	6.4	20.6
Congestion Mitigation/Air Quality	3.8	2.7	2.8	1.7	3.6	14.6
Highway Safety (HSIP & SRTS)	16.0	16.0	16.0	16.0	32.0	96.0
Resurfacing and Rehabilitation						
National Highway System	27.3	20.9	20.0	18.3	42.5	129.0
Surface Transportation Program	67.1	51.4	49.1	44.8	104.3	316.7
Interstate Maintenance	29.8	22.8	21.8	19.9	46.3	140.6
Bridge Replacement and Rehabilitation						
Bridge Replacement and Rehabilitation	81.4	73.3	68.6	43.2	87.2	353.7
National Highway System	0.9	0.8	0.8	0.5	1.0	4.0
Surface Transportation Program	6.3	5.6	5.3	3.3	6.7	27.2
Interstate Maintenance	0.9	0.8	0.8	0.5	1.0	4.0
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
ARRA	3.1	-	-	-	-	3.1
Urban Reconstr./Revitalization/APD Local Access						
National Highway System	0.1	0.1	0.1	0.2	0.3	0.8
Surface Transportation Program	5.9	4.1	8.7	14.3	23.5	56.5
Appalachia Development (APD)	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)

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2013**	**2014**	**2015**	**2016**	**2017 - 18**	**TOTAL**
Congestion Management						
National Highway System	1.7	1.6	1.1	0.7	1.4	6.5
Surface Transportation Program	4.9	4.2	3.2	2.2	4.1	18.6
Congestion Mitigation/Air Quality	10.4	12.2	4.3	3.0	5.8	35.7
ARRA	0.5	-	-	-	-	0.5
TOTALS	418.2	352.9	327.1	257.1	539.0	1,894.3

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 YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2013	2014	2015	2016	2017	2018	
The Secretary's Office							
Agency Wide	0.6	0.6	-	-	-	-	1.2
Minor Projects	42.5	41.1	18.8	8.8	8.1	8.3	127.6
TOTAL	43.1	41.7	18.8	8.8	8.1	8.3	128.8
Motor Vehicle Administration							
Building Improvements	6.8	8.4	9.7	7.1	5.3	5.4	42.7
Information Technology	11.2	10.5	6.5	5.2	4.8	4.9	43.1
Information Technology Project	0.5	2.4	0.9	0.6	-	-	4.4
TOTAL	18.5	21.3	17.1	12.9	10.1	10.3	90.2
Maryland Aviation Administration							
Airport Technology	1.2	3.3	1.2	1.2	1.2	1.2	9.3
Airside Development	1.7	5.0	3.0	-	-	-	9.7
Annual	0.4	0.2	0.2	0.1	0.1	0.1	1.1
Baltimore Washington	2.8	4.8	14.9	6.9	14.5	31.9	75.8
Consol Rental Car Facility	3.0	3.3	0.4	0.2	-	-	6.9
Environmental Compliance	0.8	0.8	-	-	-	-	1.6
Equipment	3.1	6.3	6.5	3.5	3.7	2.7	25.8
Information Tech CTIPP	-	-	-	-	-	-	-
Landside Development	3.2	3.1	-	-	-	-	6.3

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2013	2014	2015	2016	2017	2018	
Maryland Aviation Administration							
Martin State	0.1	1.3	-	-	-	-	1.4
PMP Airfield Improvement	-	-	-	-	-	-	-
Regional Aviation	4.0	3.9	2.9	2.4	2.4	1.3	16.9
Security	3.2	0.3	0.3	0.3	-	-	4.1
Terminal Development	11.1	11.1	5.2	-	-	-	27.4
TOTAL	34.6	43.4	34.6	14.6	21.9	37.2	186.3
Maryland Port Administration							
All Terminals	5.4	9.3	19.0	15.4	14.9	19.4	83.4
Dundalk Marine Terminal	11.8	9.4	22.8	0.8	1.9	1.9	48.6
Facilities and Equipment	1.7	0.7	1.0	0.9	0.9	1.0	6.2
Masonville Auto Terminal	2.2	0.2	1.1	1.1	1.2	1.2	7.0
North Locust Point	0.6	-	1.4	1.3	1.3	1.4	6.0
Open-Ended Consulting	7.6	8.3	4.5	5.5	5.6	5.8	37.3
Port-Wide	0.5	0.5	1.0	0.8	0.6	0.6	4.0
Seagirt Marine Terminal	-	-	-	-	-	-	-
South Locust Point	3.6	1.1	1.4	1.3	1.3	1.3	10.0
World Trade Center	3.8	2.5	2.1	1.1	1.1	1.1	11.7
TOTAL	37.2	32.0	54.3	28.2	28.8	33.7	214.2
Maryland Transit Administration							
Agency Wide	31.3	24.9	9.2	19.9	18.9	13.5	117.7
ARRA	1.6	-	-	-	-	-	1.6
Bus	13.4	7.3	2.3	2.7	2.4	3.1	31.2
Freight	1.6	0.7	-	0.5	0.6	1.0	4.4
Information Technology	0.4	-	-	-	-	-	0.4
Light Rail	15.9	8.0	2.7	3.5	3.5	5.1	38.7

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2013	2014	2015	2016	2017	2018	
Maryland Transit Administration							
LOTS	-	3.2	-	-	-	-	3.2
MARC	8.1	6.0	2.9	3.0	3.9	3.2	27.1
Metro	12.7	12.8	7.5	4.7	5.3	6.0	49.0
Mobility	2.3	0.8	0.6	0.6	0.4	0.7	5.4
TOTAL	87.3	63.7	25.2	34.9	35.0	32.6	278.7
State Highway Administration							
Safety, Congestion Relief, Highway and Bridge	600.6	582.5	572.7	547.4	578.4	587.8	3,469.4
Total Maximum Daily Load	24.2	33.8	28.8	21.6	14.9	14.9	138.2
Noise Barriers	3.1	3.1	1.3	1.3	1.5	1.5	11.8
Community Safety and Enhancements	11.0	20.1	28.6	30.1	26.2	26.1	142.1
Enhancements Program	13.3	10.7	11.1	11.6	12.1	12.4	71.2
Facilities	11.1	11.9	12.4	13.1	13.7	14.2	76.4
Communications	13.0	7.0	7.3	11.4	0.4	0.4	39.5
Equipment	11.3	15.5	11.4	11.7	12.1	12.5	74.5
Environmental Compliance	7.6	6.4	8.0	7.8	8.1	8.4	46.3
Truck Weight	5.9	3.7	2.7	2.6	2.7	2.7	20.3
TOTAL	701.1	694.7	684.3	658.6	670.1	680.9	4,089.7
CTP SYSTEM PRESERVATION PROJECTS	**921.8**	**896.8**	**834.3**	**758.0**	**774.0**	**803.0**	**4,987.9**

MAJOR BRIDGE PROJECTS

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

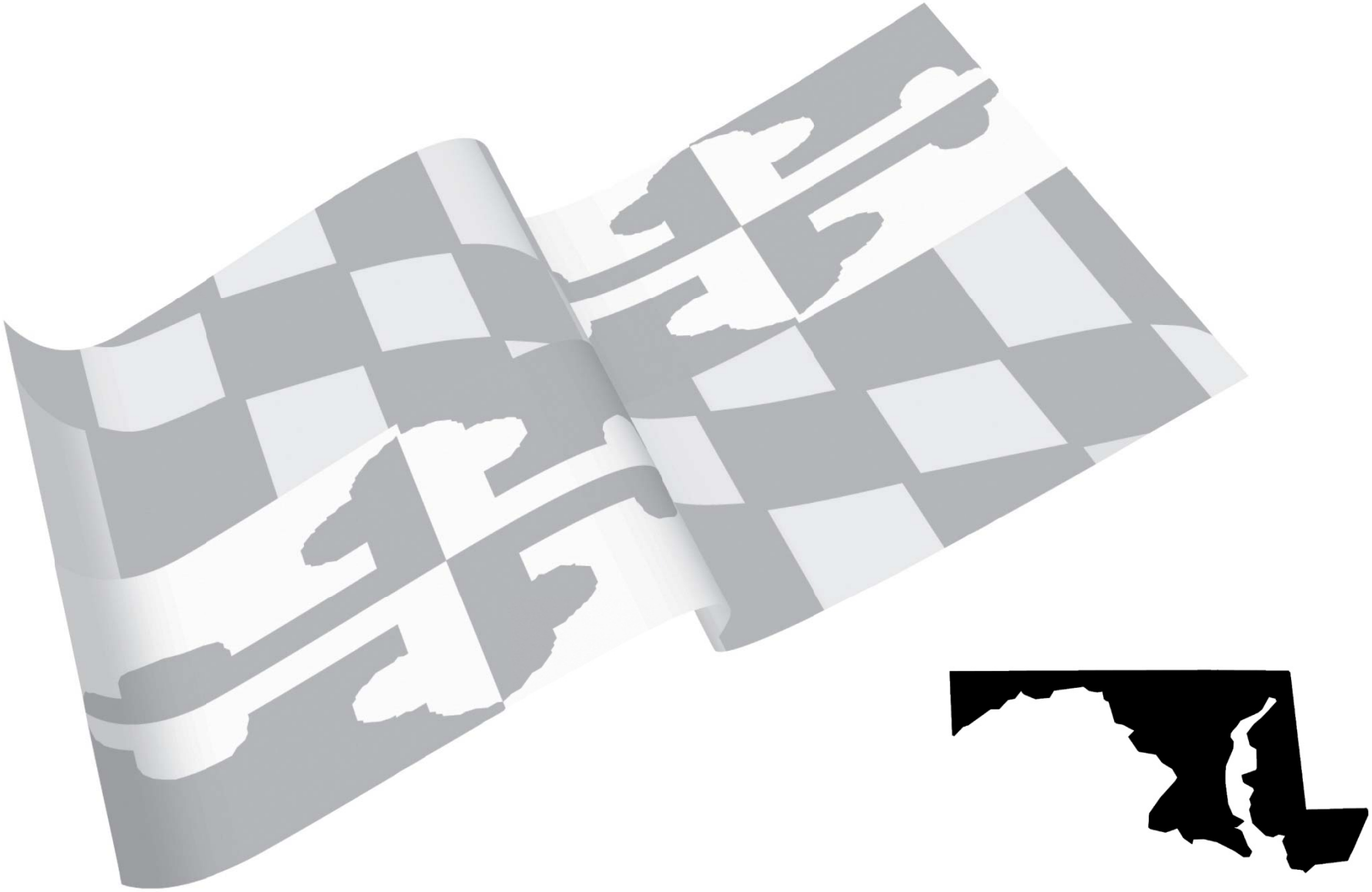
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Allegany County	
	Construction Program	
1.	I-68, National Freeway -- Interstate	Rehabilitate Bridge on I-68 over Willis Creek/CSX/Cumberland Thruway and Bridge #01092 on MD 51.
2.	I-68, National Freeway -- Interstate	Replace Bridge decks over Kelley Ave., CSXT & Patterson Ave.
3.	US 220, McMullen Highway -- Primary	Replace Bridge over the Potomac River
	Baltimore County	
	Construction Program	
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 (Wilkens Ave.)
6.	I-695, Baltimore Beltway -- Interstate	Replace Bridge over Milford Mill Road
7.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River
	Development and Evaluation Program	
10.	I-695, Baltimore Beltway -- Interstate	Replace ramp at Southwest Boulevard

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Calvert County	
	Construction Program	
1.	MD 261, Willows Road -- Secondary	Replace Bridge over Fishing Creek
	Caroline County	
	Construction Program	
1.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the Choptank River
2.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
	Development and Evaluation Program	
4.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	Cecil County	
	Construction Program	
1.	MD 272, Mauldin Ave -- Secondary	Replace Bridge over Amtrak
	Frederick County	
	Construction Program	
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
	Howard County	
	Construction Program	
6.	US 40, Baltimore National Pike -- Secondary	Replace Bridge over Patapsco River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Howard County	
	Construction Program	
7.	US 40, Baltimore National Pike -- Secondary	US 40 WB Ramp to US 29 EB over US 40 EB
	Montgomery County	
	Construction Program	
1.	I-495, Capital Beltway -- Interstate	Rehabilitate Bridge over Northwest Branch
5.	MD 193, University Boulevard -- Secondary	Replace Bridge over I-495
	Prince George's County	
	Construction Program	
4.	MD 4, Pennsylvania Avenue -- Primary	Replace Bridges over MD 223
	Talbot County	
	Construction Program	
1.	MD 328, New Bridge Road -- Secondary	Replace Bridge over Tuckahoe Creek
	Development and Evaluation Program	
3.	MD 331, Dover Road -- Secondary	Replace Bridge over Choptank River
	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	
2.	US 50, Ocean Gateway -- Primary	Replace Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

	Projects currently funded for construction as of November 2012	Ongoing Grant Awards and Earmarks	FY13-18 Ped/Bike Program Funding^
Sidewalk Retrofit	**660,000**		**10,000,000**
Bicycle Retrofit	**1,546,000**		**9,600,000**
Community Enhancement and Safety	**0**		**8,073,000***
Minor Urban Reconstruction	**0**		**224,000***
ADA Program	**9,753,000**		**61,500,000**
Pedestrian Access to Transit	**5,800,000**		**13,800,000**
Primary/Secondary Roadway Program	**1,327,848**		**1,327,848****
Bikeways Program	**--**	**5,322,230**	**4,677,770**
Bikeshare Program	**--**	**2,488,000**	**0**
Transportation Enhancements/Alternatives	**--**	**26,336,500**	**32,200,000*****
Recreational Trails	**--**	**5,393,000**	**4,924,130*****
Other Federal Grants and Earmark projects	**--**	**29,572,200**	**0******
Total	**19,086,848**	**69,111,930**	**151,004,518**

^Includes planning, design and construction funds

*Estimated as a percentage 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

***Estimated based on projected federal appropriations and percentage of program funds spent on bike/ped projects in recent years

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

PROJECTS CURRENTLY FUNDED FOR CONSTRUCTION AS OF NOVEMBER 2012

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

STATE HIGHWAY ADMINISTRATION

Sidewalk Retrofit Program (FY2013)

Frederick County		
MD 26 from Kingfisher Drive to Latham Drive		180,000
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)

Anne Arundel County		
MD 170 - MD 648 to Andover Road		1,000,000
Harford County		
MD 543 from Gilmer Way to Church Creek		546,000
	TOTAL	**1,546,000**

ADA Program (FY2013)

Areawide Contracts	**TOTAL**	**9,753,000**

Pedestrian Access to Transit (FY2013)

Areawide Contracts	**TOTAL**	**5,800,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Roadway 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
Baltimore County		
US 40 - Bridge over Patapsco River		
shoulders	0.1 miles	15,000
Calvert County		
MD 261 - Bridge over Fishing Creek		
shoulders	0.1 miles	15,000
Caroline County		
MD 287 - Bridge over Choptank River		
shoulders	0.1 miles	15,000
MD 328 - Bridge over Tuckahoe Creek		
shoulders	0.1 miles	15,000
Cecil County		
MD 272 - Bridge over Amtrak		
shoulders	0.1 miles	15,000
Frederick County		
MD 140 - Bridge over Monocacy River		
shoulders	0.1 miles	15,000
MD 76 - Bridge over Motter Run		
shoulders	0.1 miles	15,000
MD 550 - Bridge over Israel Creek		
shoulders	0.1 miles	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Howard County				
US 40 - Bridge over Patapsco River				
shoulders	0.1	miles		15,000
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
Talbot County				
MD 328 - Bridge over Tuchahoe Creek				
shoulders	0.1	miles		15,000
wide curb lanes	3.1	miles	sub-total	465,000
shoulders	2.0	miles	sub-total	300,000
sidewalks	4.1	miles	sub-total	562,848
			TOTAL	**1,327,848**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

ONGOING GRANT AWARDS AND EARMARKS

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

Bikeways Program

Typical projects, awarded FY2013

Towson Bike Beltway	100,000
Friendsville Town Trail	78,500
Frederick Shared Use Path Design	200,000
TOTAL ONGOING AWARDS	**5,322,230**

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
TOTAL ONGOING AWARDS	**2,488,000**

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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
Wicomico County	
Northeast Collector Road Bikepath Phase II	225,000
TOTAL	**26,336,500**

Recreational Trails Program

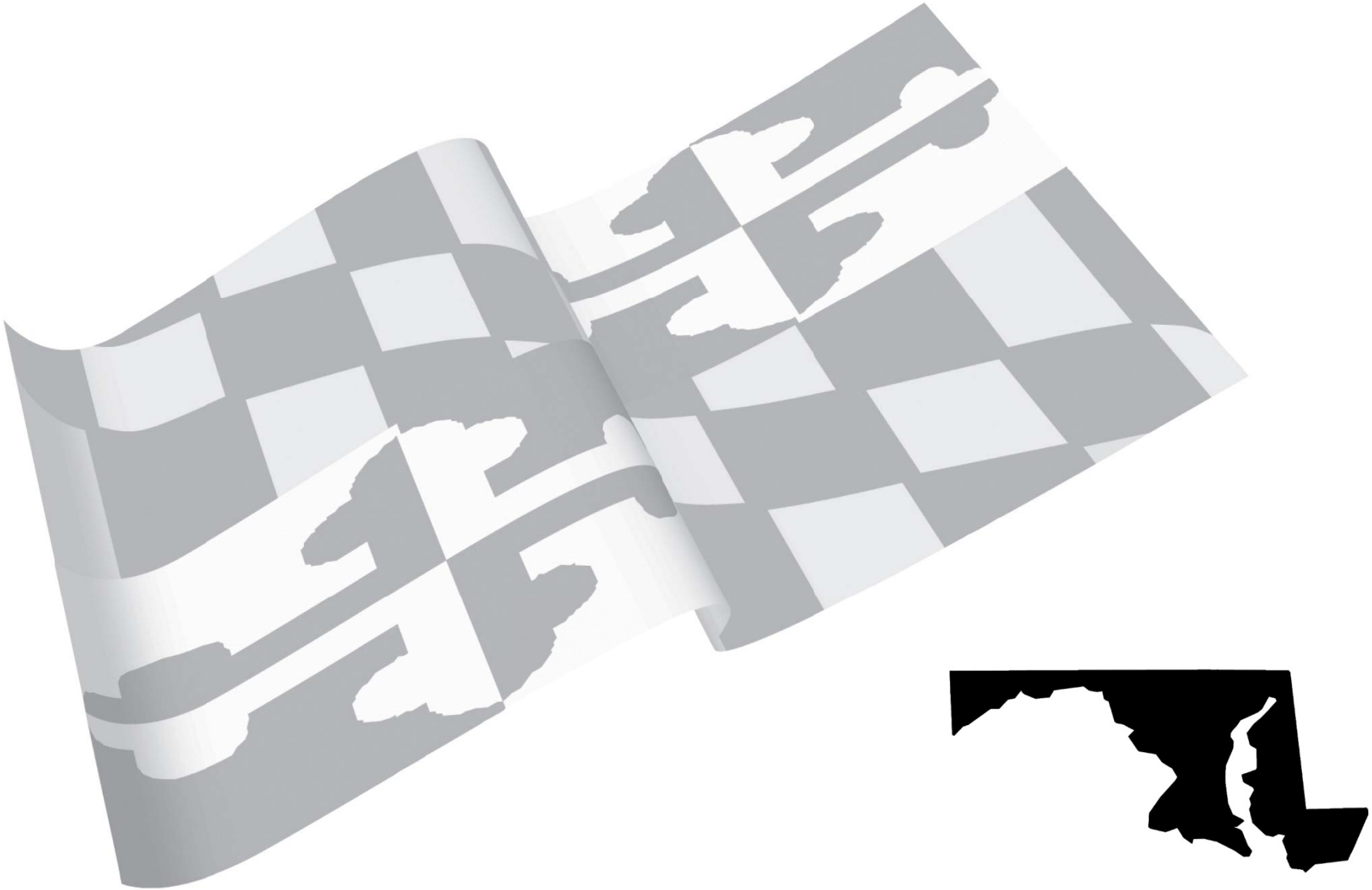
Typical projects, awarded FY2013

Easton Rail Trail Extension	40,000
Allegany County Great Allegheny Passage Safety and Equipment	16,312
Montgomery Parks Boardwalks for Upper Rock Creek	32,800
DNR Forest Service Elk Neck Contractual Trail Maintenance	30,000
DNR Park Service Trail Guide Printing	28,000
TOTAL ONGOING AWARDS	**5,393,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Other Federal Grants and Earmark Projects

Anne Arundel County	
Broadneck Peninsula Trail	1,200,000
South Shore Trail	1,600,000
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
Druid Hill Park Improvements	1,600,000
Liberty Heights & Druid Hill Park Improvements	1,520,000
Martin Luther King Jr Blvd & West Baltimore Street	2,000,000
North Avenue (US 1)	4,000,000
Cecil County	
C&D Canal Recreational Trail	2,060,000
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
Complete Streets Near Metro Stations	827,200
St. Mary's County	
St. Mary'Safety Improvements and Traffic Calming Measures along Route 5	1,000,000
TOTAL ONGOING AWARDS	**29,572,200**



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

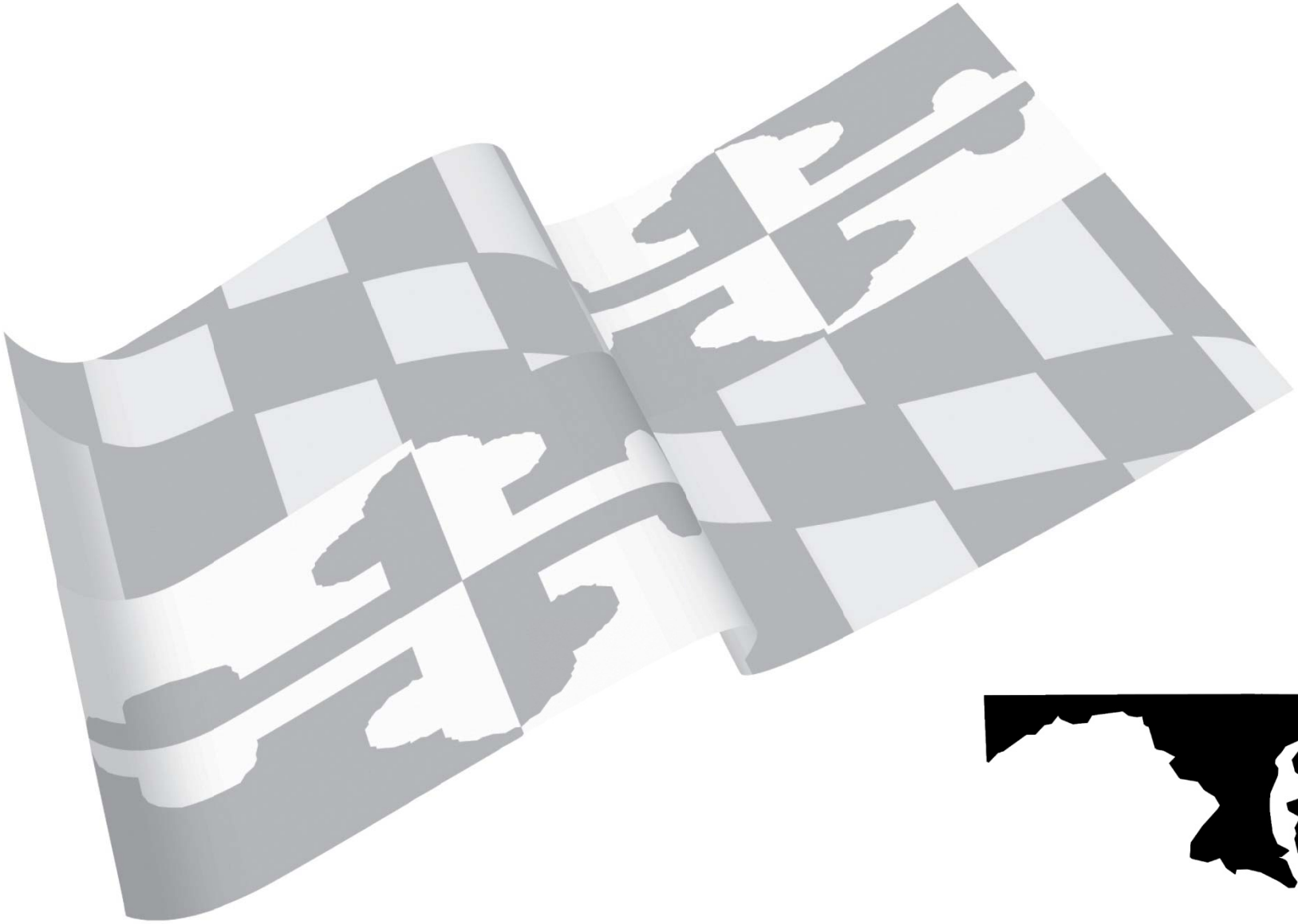
		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany	Greater Cumberland Regional	194	461	161	816
Anne Arundel	Tipton	644	36	36	716
Baltimore City	Pier 7 Heliport	0	81	9	90
Carroll County	Carroll County Regional Airport	364	20	20	404
Charles County	Indian 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

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
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

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

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, $121 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**
I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool		
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
II. Encourage Smart Growth with Transportation Policies and Projects		
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

STATEWIDE - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
III. Provide Customer Service		
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

ABERDEEN PROVING GROUND – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Alternatives - Transit, Carpool, and Vanpool		
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans	MTA	Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
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
III. Implement CTP Transit Project Pipeline (FY 2013-2018 CTP)		
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
IV. Implement CTP Highway Project Pipeline (FY 2013-2018 CTP)		
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40	SHA	SHA-H-5
2) Implement key intersection improvements, including US 40 at MD 715 and MD 7/159.	SHA	SHA-SW-9, SHA-H-1/2/4
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	Complete
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA, SHA	MdTA -2

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	Complete
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	Complete
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-19
12) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

FORT MEADE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing
II. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2013-2018 CTP)		
1) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-38
2) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-32
3). Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies a. BRAC Commuter Bus Study	MTA	MTA-39
IV. Implement CTP Highway Project Pipeline (FY 2013-2018 CTP)		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-6
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-7
3) Implement key intersection improvements	SHA	SHA-SW-7, SHA-AA-1/2

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

NATIONAL NAVAL MEDICAL CENTER (BETHESDA) – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
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-
b. Support local evaluation of direct shuttle service on base.		Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2013-2018 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC.	MTA	MTA-39
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program.	MTA	MTA-34, MTA-minor-line 52
IV. Implement CTP Highway Project Pipeline (FY 2013-2018 CTP)		
1) Implement key intersection improvements.	SHA	SHA-SW-8, SHA-M-4/6
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues.	SHA	Complete

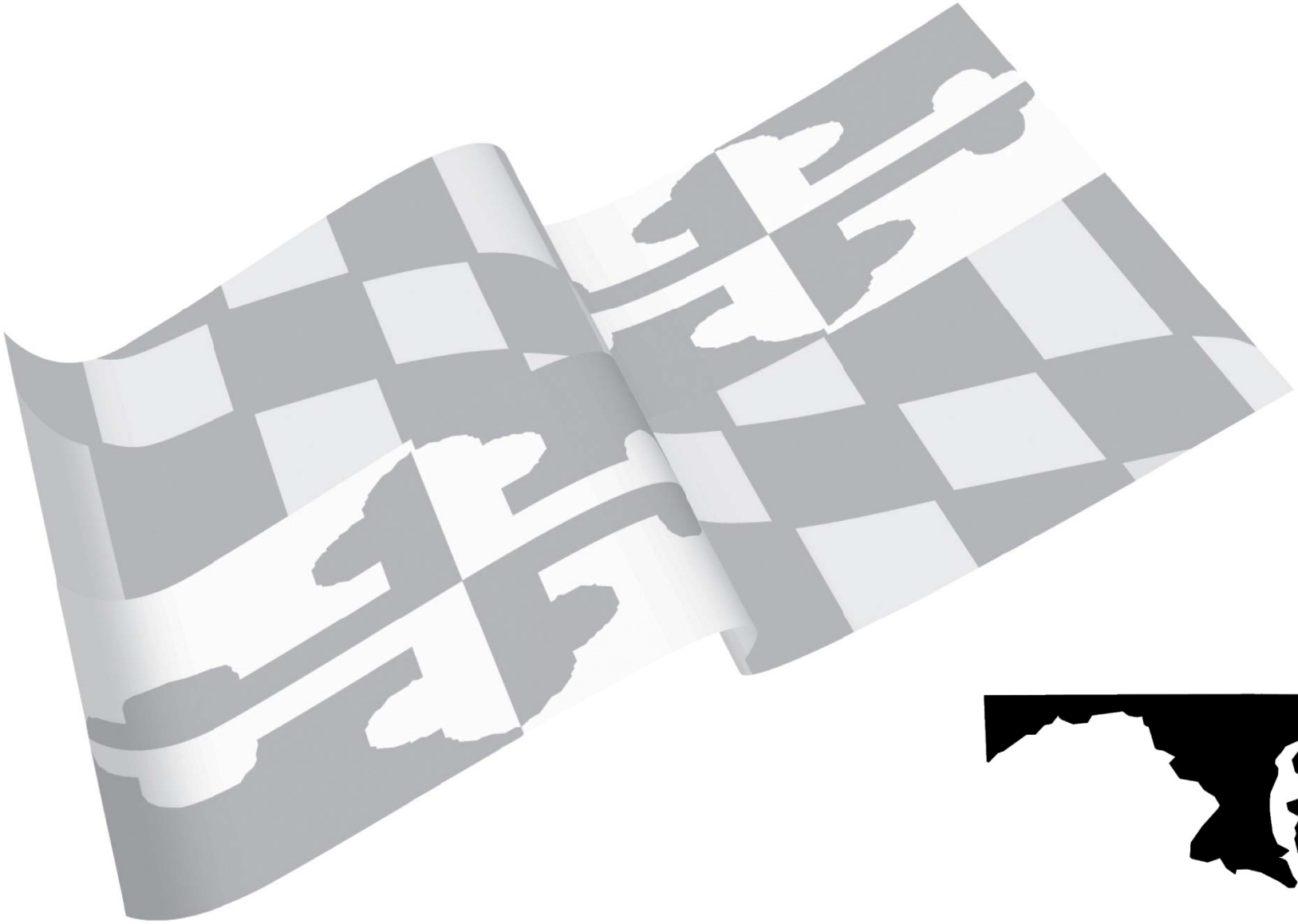
MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

FORT DETRICK – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
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
II. Implement CTP Transit Project Pipeline (FY 2013-2018 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-32, MTA-minor-line 52
III. Implement CTP Highway Project Pipeline (FY 2013-2018 CTP)		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing	SHA	SHA-F-10

ANDREWS AIR FORCE BASE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2013-2018 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-39
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-43
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-35, MTA Minor Line 52

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

III. Implement CTP Highway Project Pipeline (FY 2013-2018 CTP)		
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

Jurdisction	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	99.0%	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	95.6%	12/2012
Baltimore City	Argonne Drive Bridge	6,528,294	2/15/2010	95.0%	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	99.0%	varies by project
Caroline	MD 404, East of Tuckahoe Creek to East of MD 480	2,437,935	9/28/2009	100.0%	12/14/2012
Caroline	Areawide Resurfacing	2,516,042	6/22/2009	97.0%	varies by project
Cecil	Areawide Resurfacing	3,408,022	9/20/2009	90.0%	varies by project
Charles	Areawide Resurfacing	4,612,050	5/20/2009	95.0%	varies by project
Kent	Areawide Resurfacing	2,306,012	6/15/2009	95.0%	varies by project
Prince George's	MD 201 over I-95 (Bridge Replacement)	5,878,653	3/15/2010	85.7%	5/2013
Prince George's	Areawide Resurfacing	8,166,000	10/9/2009	99.0%	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	88.4%	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	99.0%	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
	ARRA - Total	108,820,943			as of 12/31/12

NOTE: In addition to the ongoing projects shown in the table another 101 ARRA Projects were completed at a total of $240,158,000. The item in red has just been completed so has been included in the report.

American Recovery and Reinvestment Act
Maryland State Transit Projects

Jurdisction	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	96.7%	3/2013
Baltimore City	MARC Penn Station Improvements (heating, windows)	4,557,826	7/31/2009	98.0%	12/2012
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	18,000,000	4/22/2009	95.6%	4/2013
Montgomery	MARC CSXT Joint Benefit Projects (Randolph interlocking)	4,700,000	9/30/2010	88.6%	1/2013
Systemwide	MARC Public Address System	8,314,205	4/13/2009	88.6%	1/2013
	MARC - Subtotal	**26,972,031**			
	ARRA - MTA Subtotal	**44,972,031**			
	Local Transit Vehicles/Facilities Small Urban	**4,383,725**			
Harford	Medium Low-Floor < 30' Bus - Expansion (12)	4,210,536	7/10/2009	-	1/2013
Harford	Preventative Maintenance	173,189	7/1/2009	97.38%	6/2013
	Harford - Total	**4,383,725**			
	Local Transit Vehicles/Facilities Urban Baltimore	**100,000**			
Howard	Bus Stop Amenities	100,000	2/8/2011	77.42%	6/2013
	Howard - Total	**100,000**			
	Local Transit Vehicles/Facilities Rural Areas	**806,541**			
Program Administration	Program Administration	461,241	4/17/2009	71.25%	1/2013
Calvert	Small Bus 8/2 - Repl (2)	130,000	10/1/2012	-	1/2013
	Calvert - Total	**130,000**			
Garrett	Small Bus 8/2 - Repl	65,000	4/1/2009	75.76%	1/2013
Garrett	Small Bus 8/2 - Repl	65,000	9/1/2012	-	1/2013
	Garrett - Total	**130,000**			
Worcester (Ocean City)	Support Vehicles (3)	85,300	10/15/2012	-	1/2013
	Worcester (Ocean City) - Total	**85,300**			
	ARRA - LOTS Subtotal	**5,290,266**			
	ARRA - Total	**50,262,297**			as of 11/30/12

NOTE: In addition to the ongoing projects shown in the table another 135 ARRA Projects Completed at a total of $111,387,175 ($72,984,395 in ARRA MTA Projects and $38,402,780 in ARRA LOTS Projects.)

American Recovery and Reinvestment Act

Summary of Discretionary Grants to MDOT

FEMA Port Security Grant		Cost (In million $'s)	Status
Port of Baltimore security improvements	subtotal	$1.3	Construction Underway
High Speed Intercity Passenger Rail Grants			
Preliminary Design of BWI Rail Station new platform, station building and fourth track (funded through 30% design only).		$9.4	Reached 30% design milestone
Design of a replacement to the Baltimore & Potomac Tunnel		$60.0	Design to begin FY13
	subtotal	$69.4	
Transportation Investment Generating Economic Recovery (TIGER) Grants			
Takoma/Langley Park Transit Center (construction funding only)		$11.8	Design Complete. Construction advertised and awaiting Notice-to-Proceed
Bus priority Improvements in the Washington Region		$2.5	Design Complete
	subtotal	$14.3	
	Total	**$85.0**	

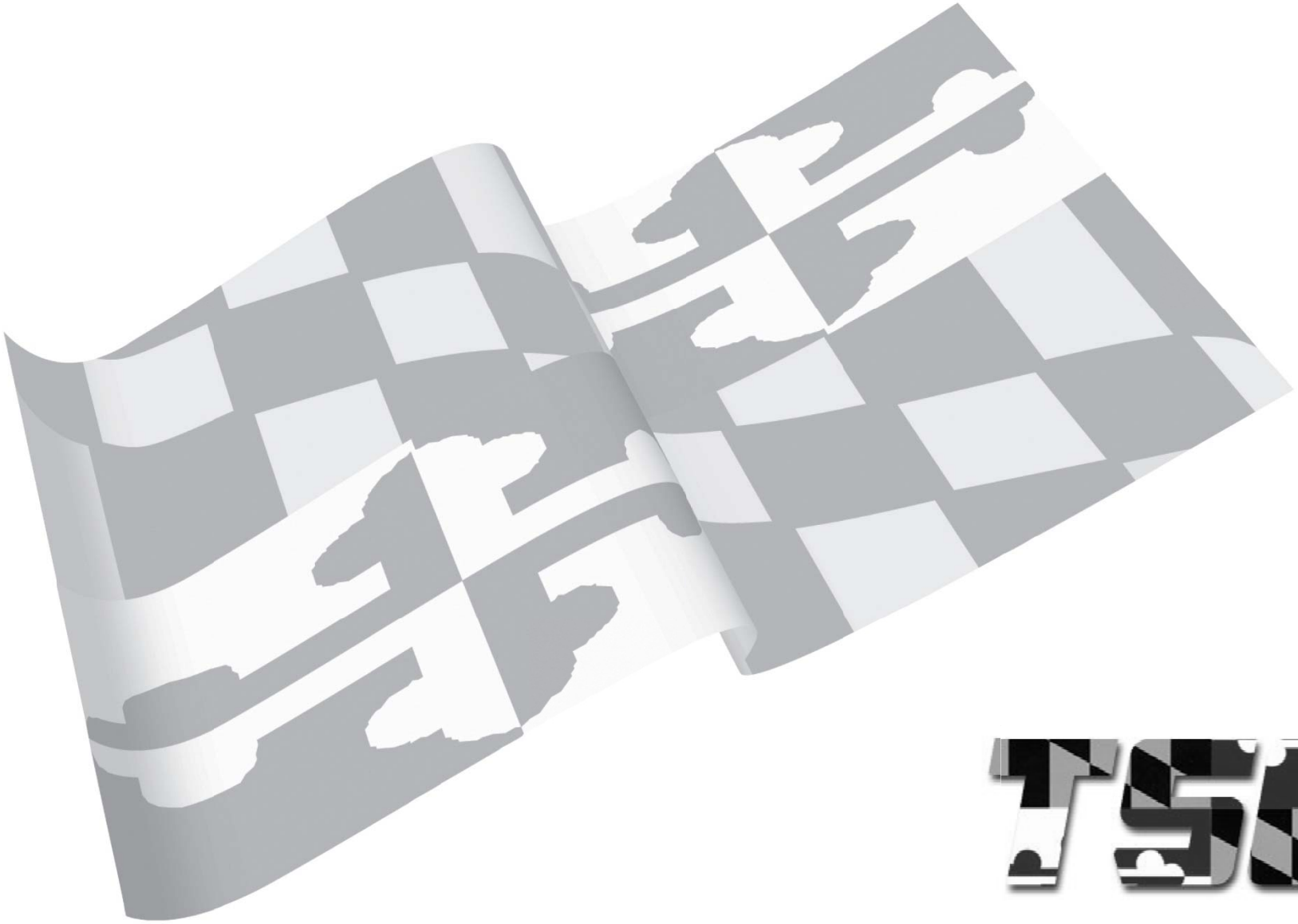
Transportation grants awarded to other entities, include:

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

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

$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;

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.



THE SECRETARY'S OFFICE

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

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	31.3	32.8	19.0	4.3	4.2	4.3	96.0
System Preservation Minor Projects	43.0	41.8	18.8	8.8	8.1	8.3	128.8
Development & Evaluation Program	11.0	24.0	28.5	18.5	-	-	82.0
SUBTOTAL	85.4	98.6	66.3	31.6	12.3	12.6	306.8
Capital Salaries, Wages & Other Costs	1.7	1.9	2.2	2.2	2.2	2.2	12.4
TOTAL	87.1	100.5	68.5	33.8	14.5	14.8	319.2
Special Funds	73.0	61.1	40.0	15.3	14.5	14.8	218.7
Federal Funds	14.1	24.0	28.5	18.5	-	-	85.1
Other Funds	-	15.4	-	-	-	-	15.4

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; acquistion of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; historic preservation; rehabilitiation and operation of historic transportation buildings, structures or facilities - including historic railroad facilities and canals; preservation of abandoned railway corridors - including conversion for use as bicycle or pedestrian trails; archaeological planning and research. Project sponsors are required to provide matching funds.

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: Enhancements 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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	256,615	185,415	13,300	10,700	11,100	11,600	12,100	12,400	71,200	0
Total	256,615	185,415	13,300	10,700	11,100	11,600	12,100	12,400	71,200	0
Federal-Aid	204,172	147,372	11,100	8,400	8,700	9,100	9,600	9,900	56,800	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: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	65,478	39,512	5,207	3,934	4,024	4,309	4,199	4,293	25,966	0
Total	65,478	39,512	5,207	3,934	4,024	4,309	4,199	4,293	25,966	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 — ☐ Grandfathered ☐ Exception Will Be Required ☐ Exception Granted
☐ PFA Status Yet to Be Determined

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

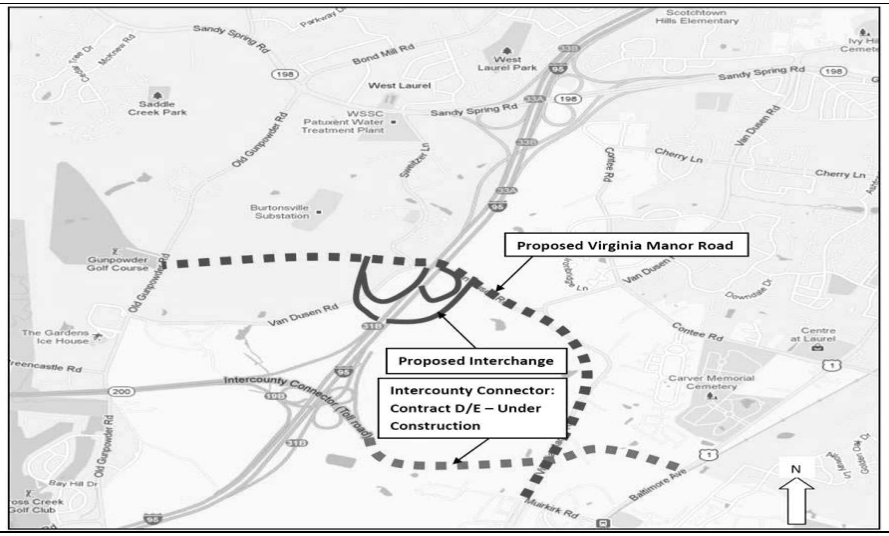
STATUS: First round of project grants were announced in March 2012. A second round was announced in July 2012. Nearly 50 projects are moving forward with Bikeways Program funds.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	925	0	325	600	0	0	0	0	925	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	0	3,125	6,875	0	0	0	0	10,000	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 (approximately 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 o f I-95 in the area that is planned for significant growth and development.

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

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

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

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

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] 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 current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
Total	30,000	0	23,000	7,000	0	0	0	0	30,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0165; STIP Reference #State12

PROJECT: Baltimore Rail Intermodal Facility

DESCRIPTION: A capital grant to CSX for the construction of a new intermodal container transfer facility (ICTF) in Southwest Baltimore City.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the project is to facilitate and support intermodal freight transportation to relieve highway congestion and to address current and future regional infrastructure and freight distribution needs.

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

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

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

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

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

EXPLANATION: Enabling the use of double-stack trains will result in fewer long distance truck movements, reduce fuel consumption and lower overall transportation costs. These efficiencies will alleviate congestion and increase safety on our highways, reduce roadway maintenance costs, improve regional air quality and lower the cost of doing business in the State of Maryland.

ASSOCIATED IMPROVEMENTS: The project will relocate CSX's existing ICTF from the Port of Baltimore's Seagirt Marine Terminal to a location south of the Howard Street Tunnel where it will have access to CSX's emerging double-stack rail network. Specific improvements include redeveloping CSX's underutilized Mount Clare Yard into an ICTF where zero-emission crane technology will be used to transfer shipping containers beween trains and trucks.

STATUS: The project is expected to complete all planning and preliminary engineering tasks by the spring of 2013. At that point, the project will enter into the permitting phase. Construction is expected to begin in Fiscal Year 14.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to Construction.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	15,000	15,000	0	0	0	30,000	0
Total	30,000	0	0	15,000	15,000	0	0	0	30,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0180

PROJECT: Northeast Corridor Bridge; Susquehanna River Bridge

DESCRIPTION: This project will provide preliminary engineering (PE) and National Environmental Policy Analysis (NEPA) studies that will advance the Amtrak Susquehanna Bridge toward replacement construction. The funding is part of the federal High Speed Intercity Passengr Rail Program (HSIPR) and was awarded to MDOT on Amtrak's behalf in 2011. MDOT is coordinating with Amtrak to complete the work and to identify construction funding.

JUSTIFICATION: The bridges on the Amtrak Norheast Corridor (NEC) in Maryland (Gunpowder, Bush and Susquehanna) are nearing the end of their useful life and require additional capacity for future passenger and freight operations. Funding for the Susquehanna Bridge to advance was provided under HSIPR. MDOT and Amtrak will pursue necessary funding to advance the replacement of the three bridges in totality.

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: High Speed Intercity Passenger Rail Grant (TSO-7)

STATUS: Funds for this project are provided by the federal High Speed Intercity Passenger Rail Program (HSIPR) and American Recovery and Reinvestment Act (ARRA). MDOT is the recipient of the funds and is contracting with Amtrak to manage the Preliminary Engineering and National Environmental Policy Act. The grant funds were obligated in 2011, procurement is currently underway by Amtrak for the engineering and environmental services. All work is scheduled to be completed by 2017.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to D&E

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	22,000	0	1,000	4,000	8,500	8,500	0	0	22,000	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	22,000	0	1,000	4,000	8,500	8,500	0	0	22,000	0
Federal-Aid	22,000	0	1,000	4,000	8,500	8,500	0	0	22,000	0

0181

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

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

ASSOCIATED IMPROVEMENTS: MARC Growth and Investment (MTA-44), Baltimore Rail Study (TSO, Line 8 Item 3)

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: ☐ SPECIAL [X] FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0

0158

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office		
	FY 13 and Prior		
1	OPCP-09 Consultant Contract (0153)	300	Complete
2	Baltimore Grand Prix Grant (0157)	1,380	Complete
3	Baltimore Rail Study (0121)	1,769	Underway
4	Ridgely Trail Grant (0122)	6	Underway
5	Charles Street Trolley Grant (0135)	57	Underway
6	TOD Implementation (Revenue Increase Project) (0143)	3,694	Underway
7	Mainframe Upgrade 2 (0144)	0	Underway
8	MBE 2009 Disparity Study (0146)	265	Underway
9	University of Maryland - NCSG Agreement (0148)	165	Underway
10	MD 695 @ Broening Highway Grant (0150)	4,011	Underway
11	MD Department of Planning Grant (0154)	92	Underway
12	TSO Environmental (0161)	439	Underway
13	IV&V - Major IT Development Projects (0162)	347	Underway
14	Document Direct Upgrade (0163)	50	Underway
15	OPCP-12 Consultant Contract (0169)	2,835	Underway
16	MEA/MDOT Electric Truck Voucher MOU (0171)	320	Underway
17	Maryland Bike Share Program (0172)	2,500	Underway
18	View Direct Licensing (0174)	418	Underway
19	Gmail.Google Docs (0177)	344	Underway
20	Real Estate Services (0005)	1,920	Ongoing
21	Program Management (0019)	312	Ongoing
22	Network Hardware/Software Replacement Costs (0020)	3,800	Ongoing
23	Rail Safety Oversight (0032)	210	Ongoing
24	MEDCO - New MDOT Building (0070)	284	Ongoing
25	Airport Citizens Committee (0078)	419	Ongoing
26	MDOT Headquarters Building (0081)	496	Ongoing
27	Secruity/Emergency Management (0082)	393	Ongoing
28	Capital Program Management System Maintenance (0086)	250	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

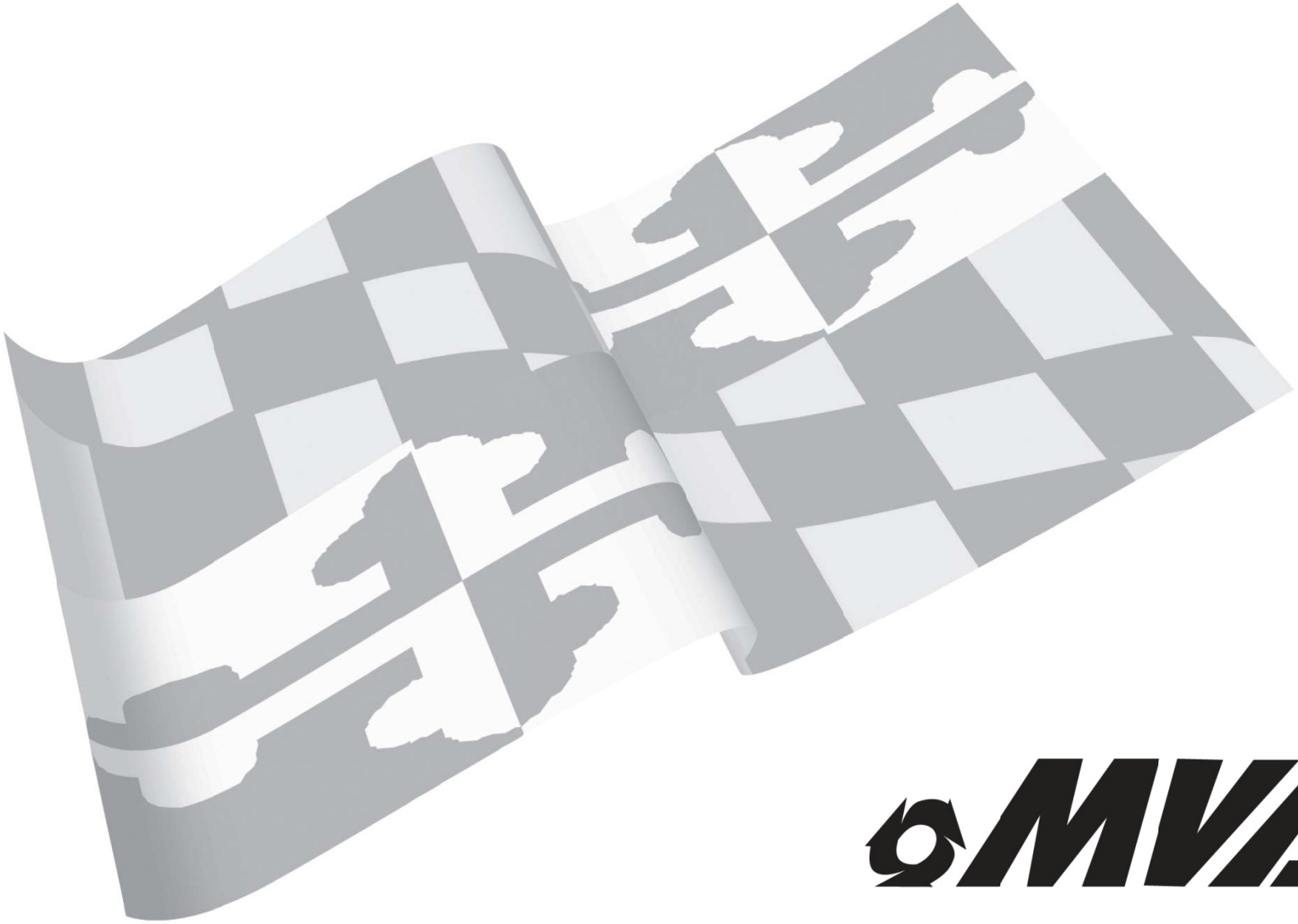
THE SECRETARY'S OFFICE - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office (cont'd)		
	FY 13 and Prior (cont'd)		
29	TSO OA Replacements OBJ 10 (0099)	145	Ongoing
30	TSO OA Enhancements OBJ 11 (0100)	73	Ongoing
31	Data Center Share Services (0101)	562	Ongoing
32	Environmental Compliance Oversight (0126)	1,323	Ongoing
33	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
34	Special Real Estate Counsel Contract (0133)	725	Ongoing
35	Towson Circle Grant (0149)	1,600	Summer 2013
36	Canton Railroad Grant (0173)	1,700	Winter 2013
37	CAD/RMS - DVED & ASED (0176)	268	Winter 2013
38	State Personnel System (Benefits) (0178)	334	Winter 2013
39	Anacostia Riverwalk Trail/Arboretum Grant (0166)	50	FY 13
40	I-95/Forestville Road Ramp Improvement Grant (0167)	2,000	FY 13
41	CSX Intermodal Container Transfer Facility Planning Grant (0179)	2,500	FY 13
42	Employee Scheduling System - Scheduler Module (0182)	399	FY 13
43	Employee Scheduling System - Leave Request Module (0183)	173	FY 13
	FY 2014		
44	TOD Implementation (Revenue Increase Project) (0143)	2,864	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	IV&V - Major IT Development Projects (0162)	290	Underway
50	OPCP-12 Consultant Contract (0169)	3,404	Underway
51	MEA/MDOT Electric Truck Voucher MOU (0171)	180	Underway
52	Real Estate Services (0005)	1,590	Ongoing
53	Program Management (0019)	235	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office (cont'd)		
	FY 2014 (cont'd)		
54	Network Hardware/Software Replacements Costs (0020)	3,901	Ongoing
55	Rail Safety Oversight (0032)	120	Ongoing
56	Airport Citizens Committee (0078)	290	Ongoing
57	MDOT Headquarters Building (0081)	100	Ongoing
58	Capital Program Management System Maintenance (0086)	239	Ongoing
59	TSO OA Replacements OBJ 10 (0099)	148	Ongoing
60	TSO OA Enhancements OBJ 11 (0100)	75	Ongoing
61	Data Center Shared Services (0101)	576	Ongoing
62	Environmental Compliance Oversight (0126)	450	Ongoing
63	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing
64	Special Real Estate Counsel Contract (0133)	675	Ongoing
65	Gmail.Google Doc (0177)	1,000	Ongoing
66	Towson Circle Grant (0149)	400	Summer 2013
67	CAD/RMS - DVED & ASED (0176)	121	Winter 2013
68	State Personnel System (Benefits) (0179)	601	Winter 2013
69	MBE 2015 Disparity Study (0168)	750	FY 14
70	700 MHz Radios - CVED & ASED (0175)	1,408	FY 14
71	Employee Scheduling System - Leave Request Module (0183)	173	FY 14
72	Employee Scheduling System - Employee Expense Module (0184)	444	FY 14
73	Municipal Government Grants	15,380	FY 14



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	2.6	1.6	1.3	1.0	1.0	0.7	8.2
System Preservation Minor Projects	18.5	21.3	17.2	12.9	10.0	10.3	90.2
Development & Evaluation Program	1.5	2.5	-	-	-	-	4.0
SUBTOTAL	22.7	25.3	18.4	13.9	11.0	11.0	102.4
Capital Salaries, Wages & Other Costs	1.1	1.1	1.1	1.2	1.2	1.2	7.0
TOTAL	23.8	26.4	19.6	15.1	12.2	12.2	109.3
Special Funds	23.4	26.1	19.4	15.1	12.2	12.2	108.5
Federal Funds	0.4	0.3	0.2	-	-	-	0.8

PROJECT: Real ID Act

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Security System Preservation & Improvement (Line 4, Item No. 23)
DLS/POS Migration (Line 4, Item No. 21)

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

[ ] Quality of Service
[ ] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] 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.

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.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,295	2,295	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,012	555	620	569	268	0	0	0	1,457	0
Total	4,307	2,850	620	569	268	0	0	0	1,457	0
Federal-Aid	1,771	941	354	303	173	0	0	0	830	0

0659

PROJECT: Alternative Service Delivery Systems

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

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

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

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

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

ASSOCIATED IMPROVEMENTS: Project Core (Line 3)

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

[X] 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.

STATUS: Ongoing.

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: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,843	1,234	100	100	100	100	103	106	609	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,694	13,578	1,905	954	894	894	889	580	6,116	0
Total	21,537	14,812	2,005	1,054	994	994	992	686	6,725	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534

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

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

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

ASSOCIATED IMPROVEMENTS:
Alternative Service Delivery Systems (Line 2)

STATUS: Project planning underway.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,314	316	1,536	2,462	0	0	0	0	3,998	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,314	316	1,536	2,462	0	0	0	0	3,998	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0688

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost estimate for planning was increased by $2.0 million.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

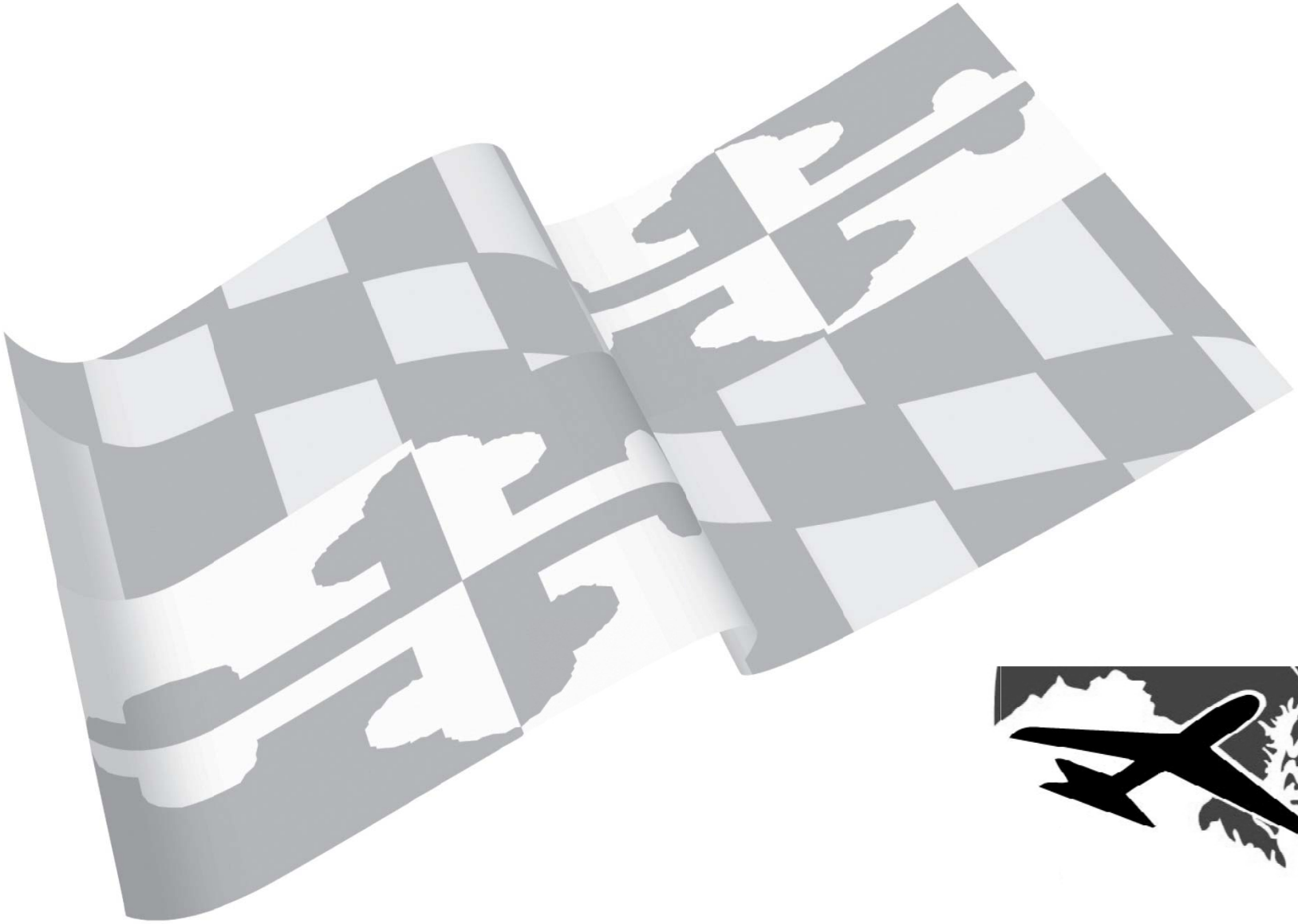
MOTOR VEHICLE ADMINISTRATION - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior		
	Building Improvements		
1	Baltimore City Office Relocation (0602)	2,845	Complete
2	Walnut Hill Express Office Relocation (0682)	265	Underway
3	Columbia Express Office Relocation (0674)	200	Underway
4	Parkville Express Office Modifications (0696)	128	Underway
5	Building and Interior Modification (0598)	788	Ongoing
6	Comprehensive Planning Services (0536)	550	Ongoing
7	Environmental Management System Improvements (0668)	950	Ongoing
8	Essex Branch Office Relocation (0675)	700	Ongoing
9	Glen Burnie Office Systems Preservation (0512)	1,200	Ongoing
10	VEIP Preservation (0686)	1,200	Ongoing
11	Glenmont Express Office Relocation (0676)	200	Spring, 2013
12	Salisbury Branch Renovation (0693)	2,595	Spring, 2013
	Information Technology		
13	CDL Skills Test Electronic Issuance & Wireless System (0683)	657	Complete
14	Internal Auditing Automation (0691)	100	Underway
15	Inventory Management (0692)	200	Underway
16	Automated Compulsory Ins Sys (ACIS) 2 Planning (0672)	250	Underway
17	Disaster Recovery Hot Site Planning (IT & Telecom) (0671)	750	Underway
18	Driver Law Test System (0695)	1,200	Underway
19	Central Document Processing System Preservation (0651)	770	Ongoing
20	Computer Equipment System Preservation (0645)	3,243	Ongoing
21	DLS/POS Migration (0681)	2,593	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)

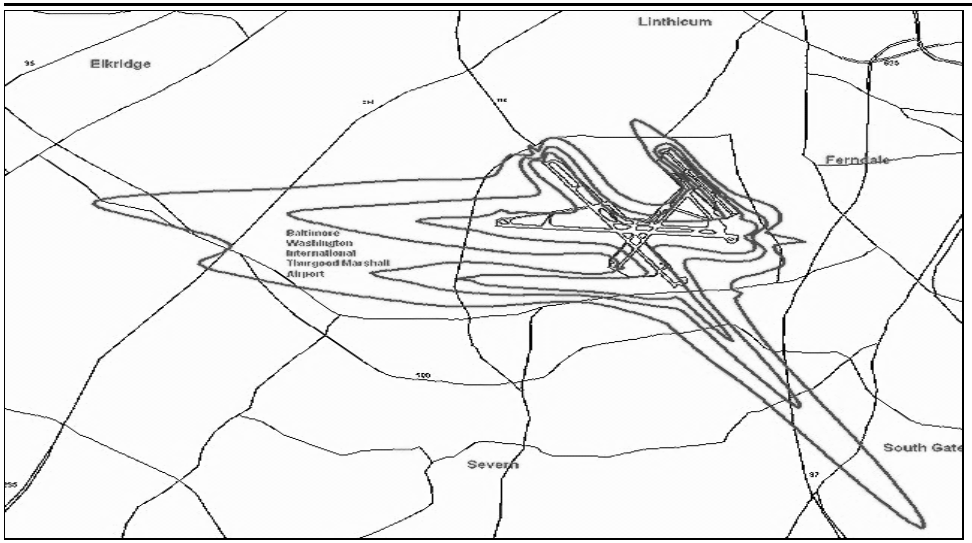
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	Information Technology Project (Appr 8)		
26	DIWS Upgrade (MITDP) (0684)	4,400	Underway
	FY 2014		
	Building Improvements		
27	Building and Interior Modification (0598)	478	Ongoing
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	Glen Burnie Branch Office (0540)	716	Summer, 2013
	Information Technology		
34	Central Document Processing System Preservation (0651)	500	Ongoing
35	Computer Equipment System Preservation (0645)	2,811	Ongoing
36	DLS/POS Migration (0681)	1,777	Ongoing
37	Network Switch System Preservation (0649)	100	Ongoing
38	Security System Preservation & Improvement (0518)	198	Ongoing
39	System Preservation (0597)	2,279	Ongoing
40	Telecommunication System Preservation & Improvement (0545)	695	Ongoing
41	Accounts Payable System Improvements (0690)	225	Summer, 2013
42	Data Loss Protection (0697)	700	Summer, 2013



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	135.0	139.2	94.5	64.3	1.7	0.9	435.8
System Preservation Minor Projects	34.6	43.3	34.5	14.6	21.8	37.2	186.1
Development & Evaluation Program	-	-	-	-	-	-	-
SUBTOTAL	169.6	182.5	129.0	78.9	23.6	38.2	621.8
Capital Salaries, Wages & Other Costs	6.1	6.1	6.1	6.1	6.1	6.1	36.6
TOTAL	175.7	188.6	135.1	85.0	29.7	44.3	658.4
Special Funds	50.5	54.7	49.9	25.2	25.4	40.0	245.7
Federal Funds	23.2	24.5	19.4	4.3	4.3	4.3	79.9
Other Funding *	102.0	109.5	65.7	55.6	-	-	332.8
Other Funding Breakdown*							
CFC	3.0	3.3	0.4	0.2	-	-	6.8
PFC	62.4	88.4	65.4	55.4	-	-	271.5
PFC Bond	33.7	16.9	-	-	-	-	50.6
RAA	1.0	1.0	-	-	-	-	2.0
TSAOTA	2.0	-	-	-	-	-	2.0
	102.0	109.5	65.7	55.6	-	-	332.8



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

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

  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] 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
- [X] 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.

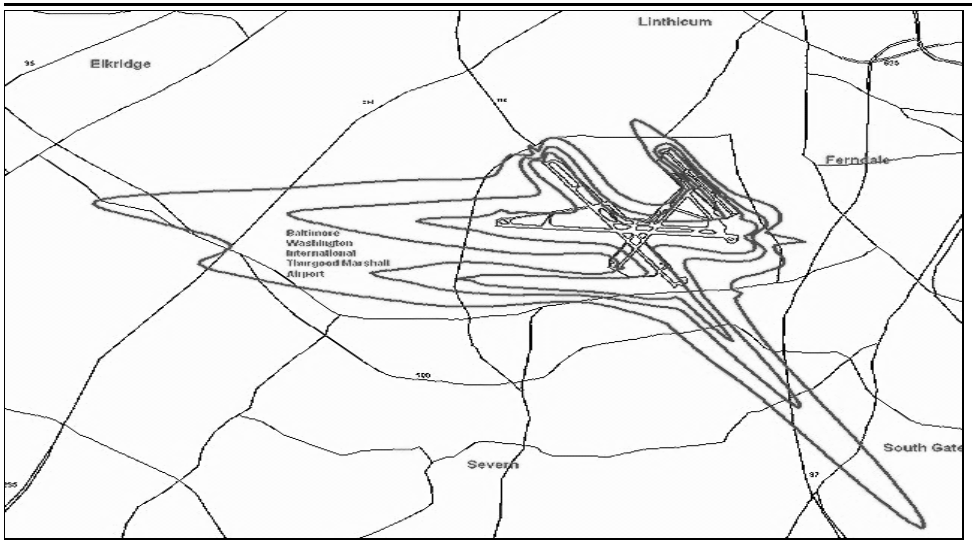
STATUS: MAA has acquired 250 properties through FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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
Total	39,490	33,863	0	350	277	5,000	0	0	5,627	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

1001

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 avigation easement for each participating property.

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

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

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

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

ASSOCIATED IMPROVEMENTS:
Noise Zone Land Acquisition Program -- Line 1

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

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

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

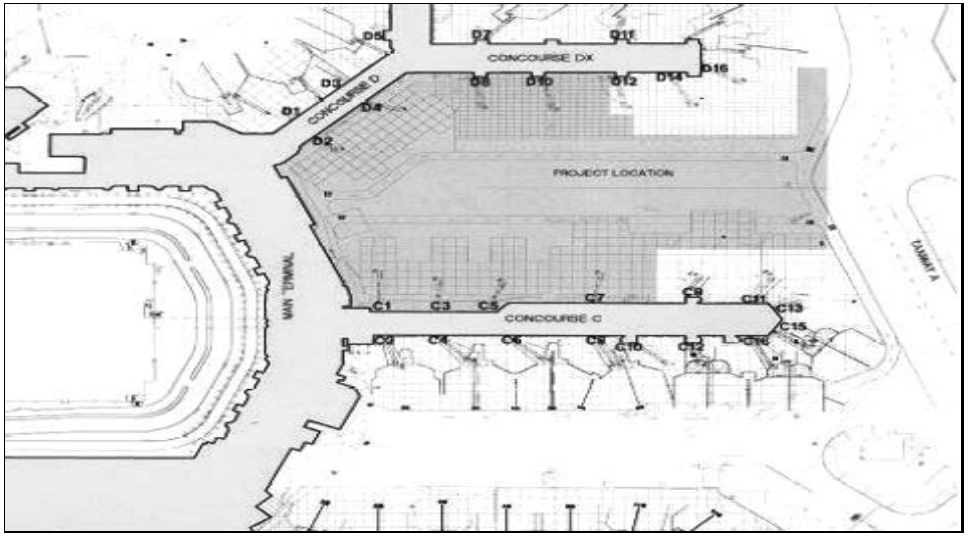
STATUS: MAA has participated in the soundproofing of 676 properties and sales assistance for 113 homes through FY 2012.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The $0.8 million cost increase reflects the addition of FY 2018.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	442	0	3	3	3	3	3	15	0
Right-of-way	28,116	22,496	936	936	937	937	937	937	5,620	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,573	22,938	936	939	940	940	940	940	5,635	0
Federal-Aid	16,052	11,372	780	780	780	780	780	780	4,680	0

1002



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.

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

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

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,595	3,595	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,276	42,140	136	0	0	0	0	0	136	0
Total	45,871	45,735	136	0	0	0	0	0	136	0
Federal-Aid	22,883	22,744	139	0	0	0	0	0	139	0

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

7013

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost decrease $0.8 million reflects under budget completion of project.

USAGE: Accommodate projected annual passenger growth.

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

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

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

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 2 at BWI Marshall -- Line 5.
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 6.
Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 7.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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: Taxiways A, D, K, and P 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 $2.7 million reflects several projects completed under budget and the transfer of approximately $0.6 million of paving into Phase 2 - Line 5.

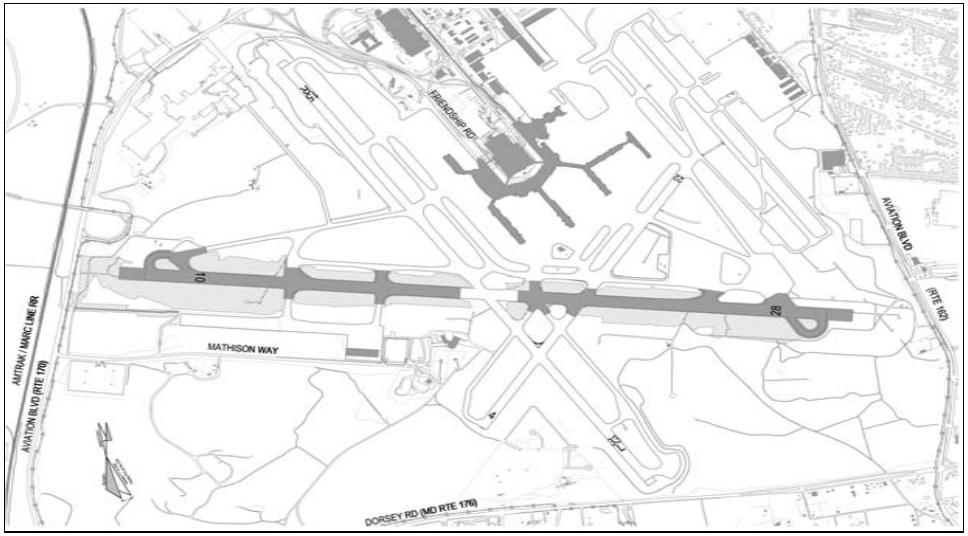
USAGE: Accommodate projected annual passener growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,926	1,850	76	0	0	0	0	0	76	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,151	11,810	1,341	0	0	0	0	0	1,341	0
Total	15,077	13,660	1,417	0	0	0	0	0	1,417	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

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

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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.

ASSOCIATED IMPROVEMENTS:
Runway Safety Area, Standards and Pavement Improvements Phase 1 at BWI Marshall -- Line 4.
Runway Safety Area, Standards and Pavement Improvements Phase 3 at BWI Marshall -- Line 6.
Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 7.
Airport Layout Plan Environmental Assessment -- Line 11.

STATUS: Construction began Summer 2012. Runway 10-28 pavement rehabilitation complete December 2012. Lighting, grading and property acquistions underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Formerly part of Runway Safety Area, Standards and Pavement Improvements Line 7.

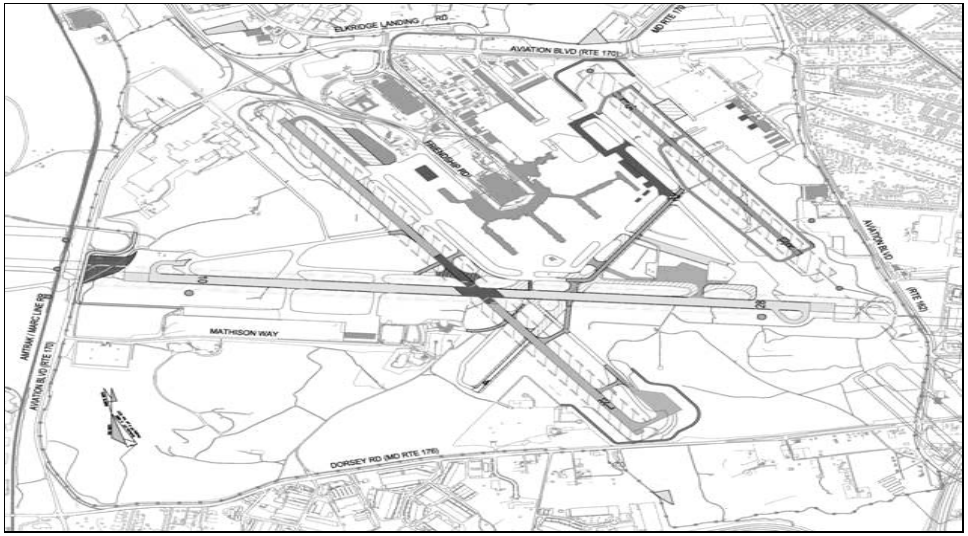
USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,875	3,089	871	782	113	20	0	0	1,786	0
Right-of-way	1,424	21	1,403	0	0	0	0	0	1,403	0
Construction	57,361	87	48,021	5,970	953	2,330	0	0	57,274	0
Total	63,660	3,197	50,295	6,752	1,066	2,350	0	0	60,463	0
Federal-Aid	24,231	0	21,916	1,619	696	0	0	0	24,231	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7701, 7709, 7710, 7721, 7735, 7762, 7768



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

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA), and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements will include 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

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

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

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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.

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 7.
Airport Layout Plan Environmental Assessment -- Line 11.

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

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

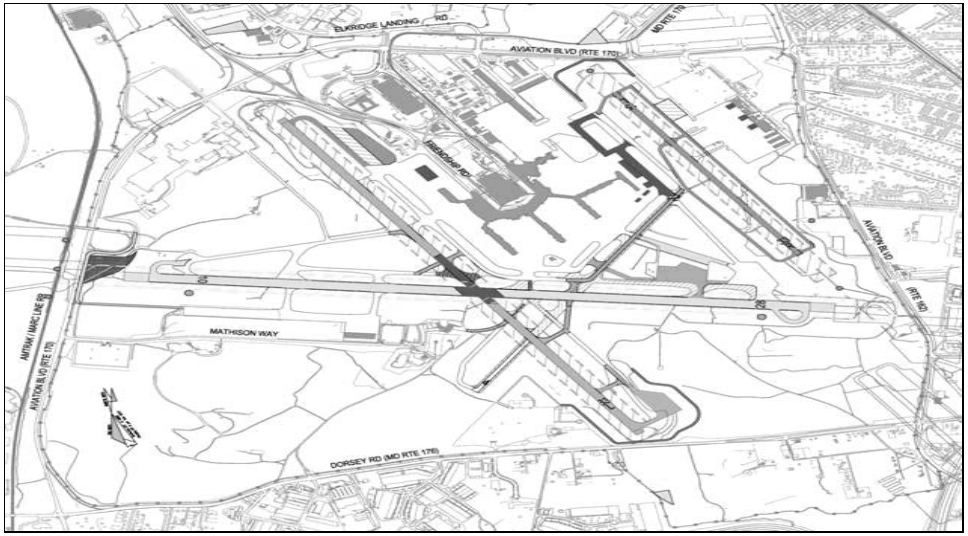
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	29,401	13,690	3,609	4,819	4,460	2,017	806	0	15,711	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	208,029	73	492	84,936	80,642	41,886	0	0	207,956	0
Total	237,430	13,763	4,101	89,755	85,102	43,903	806	0	223,667	0
Federal-Aid	36,819	0	0	18,856	17,963	0	0	0	36,819	0

Other funding sources are Passenger Facility Charge (PFC) revenue and revenue bonds supported by PFC revenue.
7708, 7711, 7717, 7719, 7723, 7726, 7728, 7730, 7731,
7736, 7743, 7744, 7755, 7769, 9800

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Formerly part of Runway Safety Area, Standards and Pavement Improvements Line 7.

USAGE: Accommodate projected annual passenger growth.

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



PROJECT: Runway Safety Area / Pavement Management Program Improvements at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administration (FAA) standards. Improvements in the final phase of the program inlcudes pavement rehabilitation of Runway 15L-33R taxiways and taxilanes, and alternate routes used during construction.

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

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

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

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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.

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 Phase 3 at BWI Marshall -- Line 6.
Airport Layout Plan Environmental Assessment -- Line 11.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,126	0	0	250	689	187	0	0	1,126	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,444	0	0	1,100	1,382	11,962	0	0	14,444	0
Total	15,570	0	0	1,350	2,071	12,149	0	0	15,570	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue.
7724, 7732, 7733, 7738, 7748, 7767

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost decrease of $321 million results from transferring $300 million to Phases 2 and 3 on Lines 5 and 6, and $21 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] 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. Systems to be fully operational by June 2013.

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

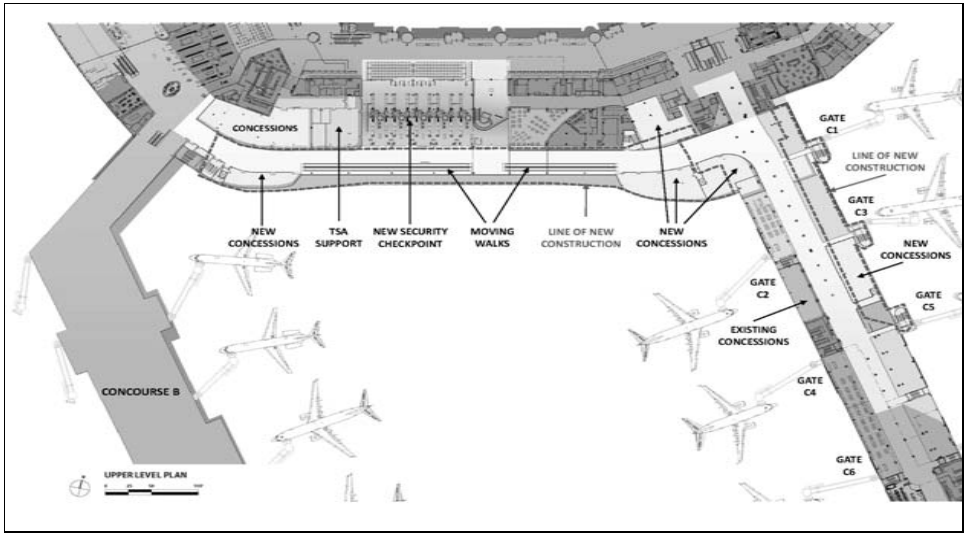
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,763	4,686	77	0	0	0	0	0	77	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,816	23,465	14,579	4,772	0	0	0	0	19,351	0
Total	47,579	28,151	14,656	4,772	0	0	0	0	19,428	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:
Completion schedule extended to integrate the new systems with the B/C Connector project improvements.

USAGE: Accommodate projected annual passenger growth.

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



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 significanlty 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.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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 began December 2012. Project completions in 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increase of $5.6 million in additional planning, design and construction costs to accommodate the needs of the airlines/tenants. Project cashflow revisions based on construction starts and work schedules.

USAGE: Accommodate projected annual passenger growth.

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

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,105	1,072	33	0	0	0	0	0	33	0
Engineering	14,674	4,985	8,094	1,595	0	0	0	0	9,689	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,510	6,687	54,617	28,206	0	0	0	0	82,823	0
Total	105,289	12,744	62,744	29,801	0	0	0	0	92,545	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenues.
9020, 9862, 9863, 9864, 9865, 9866, 9867, 9868, 9869,
9882, 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 safeguard BWI Marshall's largest revenue generator.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] 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.

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

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

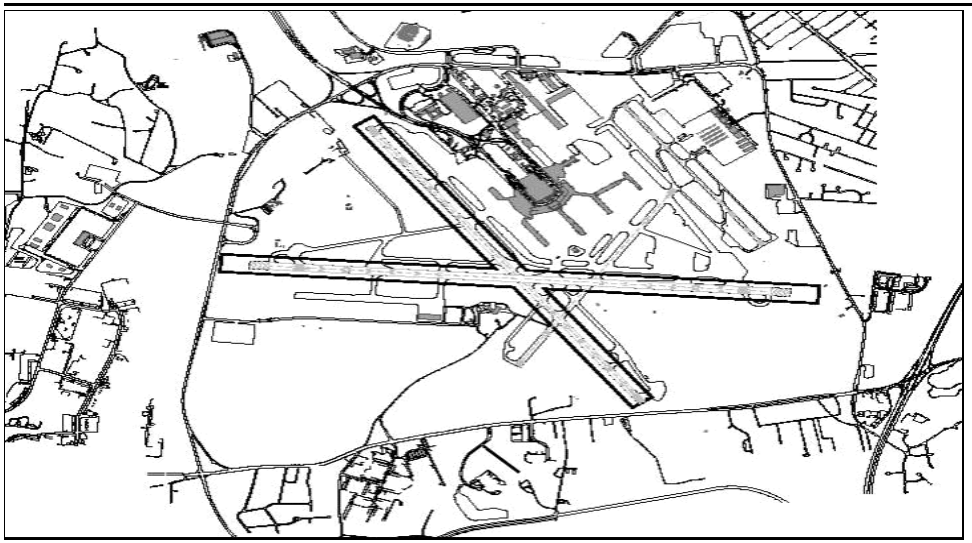
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,593	638	739	216	0	0	0	0	955	0
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
Total	11,913	639	739	5,482	5,053	0	0	0	11,274	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1270

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.



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: IIn 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 Phase 3 at BWI Marshall -- Line 6.
Runway Safety Area, Standards and Pavement Improvements at BWI Marshall -- Line 7.

STATUS: Environmental assessment complete Spring 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,484	1,484	0	0	0	0	0	0	0	0
Engineering	652	652	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,136	2,136	0	0	0	0	0	0	0	0
Federal-Aid	1,115	1,115	0	0	0	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost decrease of $1.0 million reflects revised scope and final costs for services.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior		
	Airport Technology		
1	Permanent Noise Monitoring System Replacement (7405)	1,505	Underway
2	IT Equipment (1456)	13,066	Ongoing
	Airside Development		
3	Comprehensive Paving FY 2012 (9008)	8,388	Complete
4	BWI Marshall New Air Traffic Control Tower (1939)	21	Underway
5	Terminal Building Head Knocker Protection (1924)	829	Underway
	Annual		
6	Bridge Inspection (SHA Consultant) (1023)	80	Underway
7	Terminal Spaceframe Inspection (7000)	100	Underway
8	Real Estate Administrative Services (7019)	274	Ongoing
9	Real Estate Property Services (7018)	207	Ongoing
10	Parking Garage Structure Inspection (1463)	444	Ongoing
	Baltimore/Washington		
11	Wildlife Management Plan (1181)	1,101	Complete
12	Acoustical Services Contract (1485)	723	Complete
13	OECM - AEIS Mapping Validation (1723)	1,691	Complete
14	Wildllife Hazard Assessment (1903)	26	Complete
15	Comp Acoustical Services Contract (1918)	617	Underway
16	Comp Arch Eng Design Services (1915)	958	Underway
17	Comp Profressional Program Mgmt (1916)	400	Underway
18	Prof Services GIS, SUE and Engineering Data (2016)	800	Underway
19	Utility Designating (2017)	20	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
20	Wildlife Management Services (2019)	275	Underway
21	Fire Protection Engineer Services (1173)	198	Ongoing
22	Comp Arch Eng Design Services (7015)	3,044	Ongoing
23	Comp Construction Mgmt & Inspection (7016)	3,221	Ongoing
24	Pavement Management BWI/MTN (1389)	1,718	Ongoing
25	Comprehensive AIT Services (1291)	370	Ongoing
26	Building Permits and Inspections (1390)	1,221	Ongoing
27	Comp Airport Planning Services (1901)	2,996	Ongoing
28	Comp Construction Mgmt & Inspection (8016)	509	Ongoing
29	Comp Environmental Planning (1900)	1,113	Ongoing
30	Capital Financial Services (2018)	200	Spring, 2013
	Consol Rental Car Facility		
31	CRCF Garage Improvements (1971)	3,511	Underway
32	CRCF Interior Facility Improvements (1970)	1,148	Underway
33	CRCF Stormwater Mgmt Pond Rehabilitation (1974)	197	Underway
34	CRCF Bus Fleet Refurbishment (1972)	1,082	Spring, 2013
35	CRCF Exterior Facility Improvements (1973)	1,173	Spring, 2013
	Environmental Compliance		
36	Terminal Environmental Mitigation (8105)	286	Ongoing
37	Comp Environmental Compliance (9407)	2,131	Ongoing
38	Comp Environmental Compliance (9408)	790	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	Equipment		
39	Portable Emergency Power (9315)	1,397	Complete
40	Aircraft Rescue Firefighting (ARFF) Unit - Replacement (9200)	800	Winter 2013
41	MAA Shuttle Bus Mid-Life Overhaul (1930)	5,500	Spring, 2013
42	Medic Unit - Replacement (9406)	170	Winter 2013
43	Quint - Replacement (9201)	800	Winter 2013
44	Shift Commander Response Vehicle (9425)	150	Winter 2013
	Landside Development		
45	Hourly Garage Inspection Improvements (9415)	2,304	Complete
46	Hourly Garage Tunnel Repair (9322)	1,019	Complete
47	Construction Material Storage Building (9404)	52	Underway
48	MAA 991 Leasehold Improvements (9501)	184	Underway
49	Terminal Roadway Overhead Sign Structure Replacement (2020)	1,031	Spring, 2013
50	Daily Garage Inspection Repairs (1921)	2,865	Spring, 2013
	Martin State		
51	MTN Taxilane K Pavement (9299)	1,498	Complete
52	MTN Water Supply for Fire System (1433)	2,594	Complete
53	MTN Air Traffic Control Tower (1121)	1,458	Underway
54	MTN Business Case Obstruction Mitigation and Funding Analysis (2012)	97	Underway
55	MTN Obstruction Survey (2010)	106	Underway
	Regional Aviation		
56	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Underway
57	Regional Airports Economic Impact Study (2013)	149	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

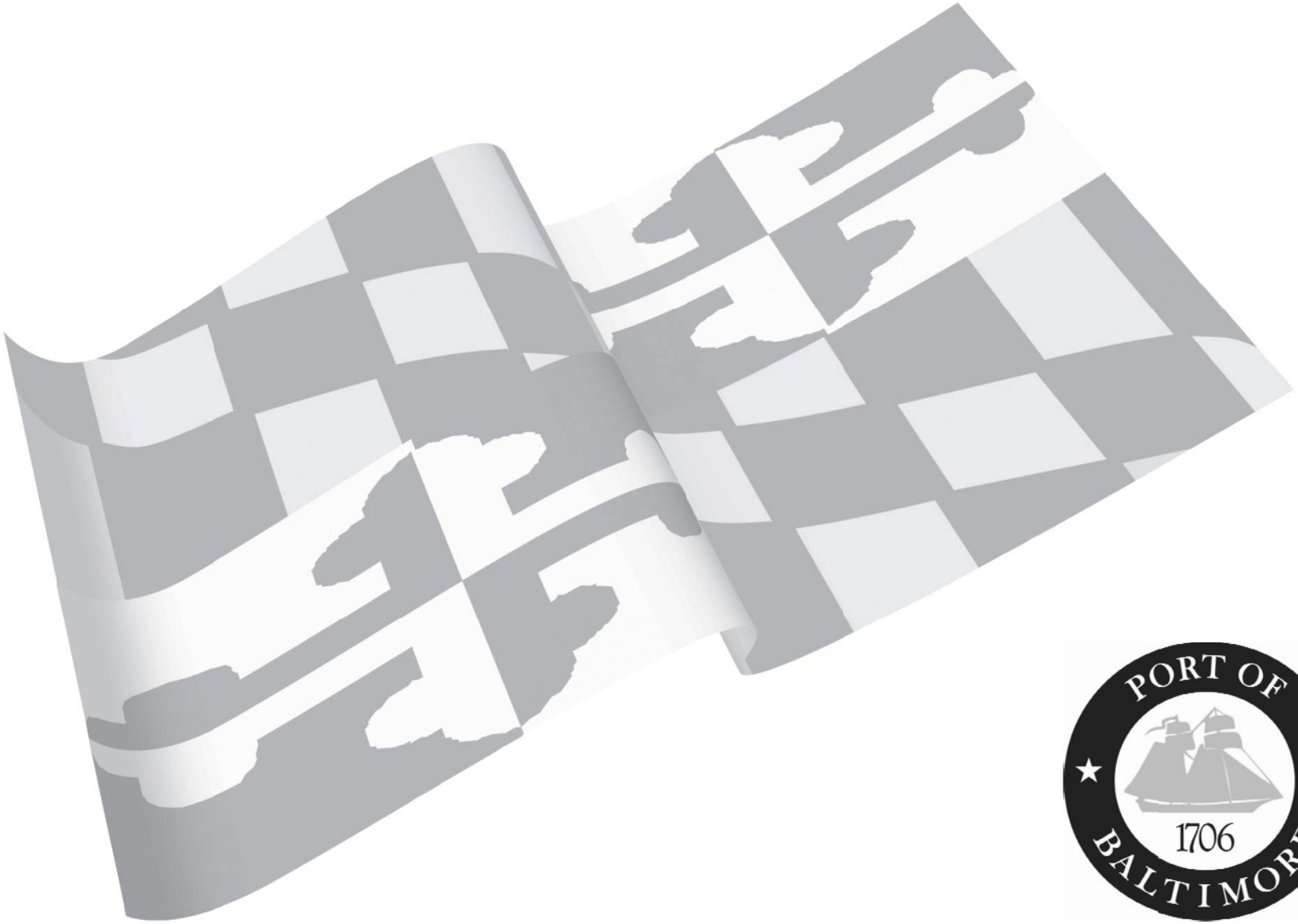
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	Regional Aviation (cont'd)		
58	Regional Aviation Program (1107)	600	Underway
59	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Underway
	Security		
60	Security Initiatives (1298)	6,102	Ongoing
61	TSA Baggage Screening Improvements (9000)	3,247	Underway
	Terminal Development		
62	County Sewer and Water Capital Improvements (1028)	9,372	Ongoing
63	Energy Performance Projects (9430)	18,869	Complete
64	FAA Control Tower Glass Replacement (1940)	2,570	Complete
65	Pier C Gravity Sewer Main Improvements (8305)	456	Complete
66	Pier C Sewer Line Replacement (1941)	428	Complete
67	Terminal Interior / Exterior Modifications (1914)	7,639	Underway
68	Terminal Improvement Project (7017)	7,842	Underway
69	ADA Restroom Access Study (9418)	75	Underway
70	VALE Solar Funding Evaluation (9424)	355	Underway
71	Painting Terminal Exterior - Airside (7301)	222	Complete
72	Terminal Interior / Exterior Modifications (2014)	7,264	Underway
73	Facility Management Program (7600)	334	Ongoing
74	Utilities Connection (7020)	203	Ongoing
75	Terminal Leasehold Modifications (7500)	1,143	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014		
	Airport Technology		
76	Hourly Garage Parking Guidance System Upgrade (1931)	935	Summer, 2013
	Airside Development		
77	ARFF Station HVAC Replacement (1927)	2,034	Summer, 2013
78	Comprehensive Paving FY 2013 (1908)	3,000	Summer, 2013
79	Runway 15L Deicing Recovery Tanks (9012)	21	Summer, 2013
	Annual		
80	Comprehensive Regional Air Passenger Survey (1486)	100	Summer, 2013
81	Wildlife Deterrent Unit Inspections (1904)	15	Summer, 2013
	Baltimore/Washington		
82	BWI / MTN Environmental Documents (9003)	1,500	Summer, 2013
	Equipment		
83	ARFF Equip Repl - Fire Engine Unit #30055 (1986)	474	Summer, 2013
84	ARFF Equip Repl - Rescue Truck Unit #30004 (1985)	263	Summer, 2013
85	MTN Snow Equip Repl - Front End Loader #9755 (1980)	200	Summer, 2013
86	MTN Snow Equip Repl - Front End Loader #9756 (1981)	200	Summer, 2013
87	MTN Snow Equip Repl - FWD Snow Blower #9254 (1982)	400	Summer, 2013
88	Snow Equip - Mini VAMMAS Snow Removal Units (2) (1983)	1,350	Summer, 2013
89	Snow Equip - New Hagie Plow Sweeper (1984)	475	Summer, 2013
90	MTN Equip Repl - Dump Truck #9777 (1987)	75	Spring, 2014
91	MTN Equip Repl - Dump Truck #9778 (1988)	75	Spring, 2014

MARYLAND AVIATION ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 (cont'd)		
	Equipment (cont'd)		
92	MTN Equip Repl - Tractor #9898 (1989)	104	Spring, 2014
	Martin State		
93	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2013
94	MTN Obstruction Removal (9431)	319	Summer, 2013
	Regional Aviation		
95	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2013
96	Regional Aviation Program (1107)	600	Summer, 2013
97	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2013
	Terminal Development		
98	BWI Motor Control Centers 1 through 7 Replacement (1925)	3,670	Summer, 2013
99	Terminal Space Frame Painting (1926)	5,851	Summer, 2013



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	49.9	64.5	107.7	95.7	98.9	95.9	512.6
System Preservation Minor Projects	37.1	32.0	54.3	28.1	28.9	33.7	214.1
Development & Evaluation Program	11.9	12.0	10.4	8.5	10.1	13.4	66.3
SUBTOTAL	99.0	108.5	172.4	132.3	137.9	142.9	793.0
Capital Salaries, Wages & Other Costs	4.7	4.9	5.4	5.6	5.8	5.9	32.3
TOTAL	103.7	113.4	177.8	137.9	143.7	148.9	825.4
Special Funds	96.8	113.0	177.8	137.9	143.7	148.9	818.0
Federal Funds	6.9	0.4	-	-	-	-	7.3

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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Dredge Material Placement Monitoring -- Line 2
Dredge Material Program -- Line 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 was increased by $1.9 million due to the addition of FY 18. This increase of $4.2 million was offset by DMCF operating cost savings.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,934	6,005	341	854	449	405	434	446	2,929	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	90,451	58,888	2,946	3,084	10,549	7,551	3,666	3,767	31,563	0
Total	99,385	64,893	3,287	3,938	10,998	7,956	4,100	4,213	34,492	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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

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

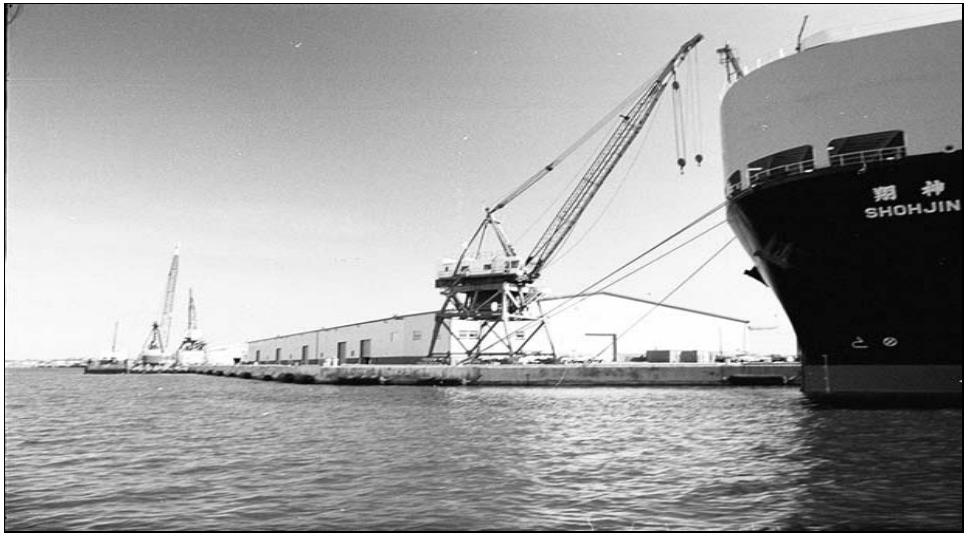
STATUS: The MPA continues to evaluate alternative dredge material placement sites. The Corp cost/share arrangement with the MPA has changed from 25/75 to 35/65. Masonville Dredge Material Placement Facility is accepting dredge material.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Total program increased by $74.6 million due to planned sited development of Coke Point DMCF.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	32,668	8,823	7,584	7,976	5,736	1,774	382	393	23,845	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	663,970	327,124	17,860	22,230	62,099	77,107	88,157	69,393	336,846	0
Total	696,638	335,947	25,444	30,206	67,835	78,881	88,539	69,786	360,691	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: Reconstruction Berths 1- 6 at Dundalk Marine Terminal, Phase II

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. The current reconstruction phase funds activity at Berth 4.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] 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. The Berth 4 Reconstruction project was added to program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,676	23,876	1,314	10,736	13,750	3,000	0	0	28,800	0
Total	53,081	24,281	1,314	10,736	13,750	3,000	0	0	28,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025, 3143, 3158

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The program increased by $28.8 million due to the addition of funds for Berth 4 Reconstruction.

USAGE: Increase in larger, deeper vessel calls.

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: 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; thermal imaging recognition; intrusion beam barrier; improvised explosive devices and vapor detection.

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

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

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 released projects under the 2012 security grant.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The program increased by $6.3 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; non-Federal funding of the Terminal wide CCTV upgrade; vehicle intrusion detectors and vapor detection system.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	200	0	0	200	0	0	0	0	200	0
Construction	44,016	31,566	8,512	2,898	540	250	250	0	12,450	0
Total	44,216	31,566	8,512	3,098	540	250	250	0	12,650	0
Federal-Aid	20,939	13,622	6,868	449	0	0	0	0	7,317	0

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1769, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1780, 1781, 1782, 1783, 1789, 1798, 1799, 1921, 1922, 1923

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Cruise lines operate international excursions out of MPA facilities. A total of 98 departures are scheduled for the 2013 cruise season. The passenger gangway was recently installed. Current projects include installing a redundant electrical feeder, storm bollard and new restrooms; upgrading the public address system and enclosing the existing canopy. The MPA will implement a new Cruise Terminal Upgrade program which will include projects such as the replacement of flooring, check-in counters, furniture and carpeting.

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

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

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

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

ASSOCIATED IMPROVEMENTS: None

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] 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.

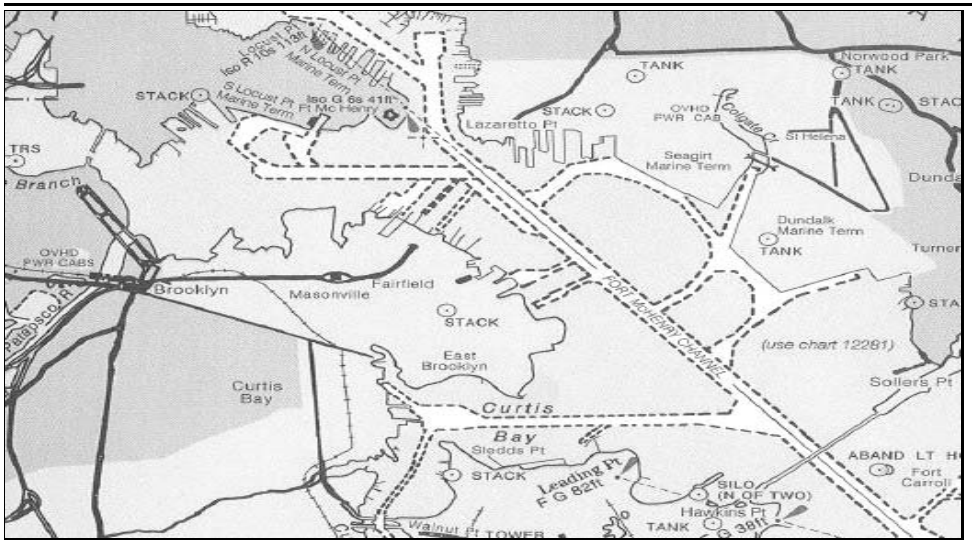
STATUS: The terminal started operations in FY 2006. The remaining funds will be used for facility improvements.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,442	1,516	1,622	1,829	1,475	0	0	0	4,926	0
Total	6,442	1,516	1,622	1,829	1,475	0	0	0	4,926	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1621, 1626, 1628, 1635, 1637, 1640, 1641



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.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	15,843	8,503	50	50	7,240	0	0	0	7,340	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,843	8,503	50	50	7,240	0	0	0	7,340	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080

PROJECT: Chrome Ore Processing Residue Remediation (COPR)

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] 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.

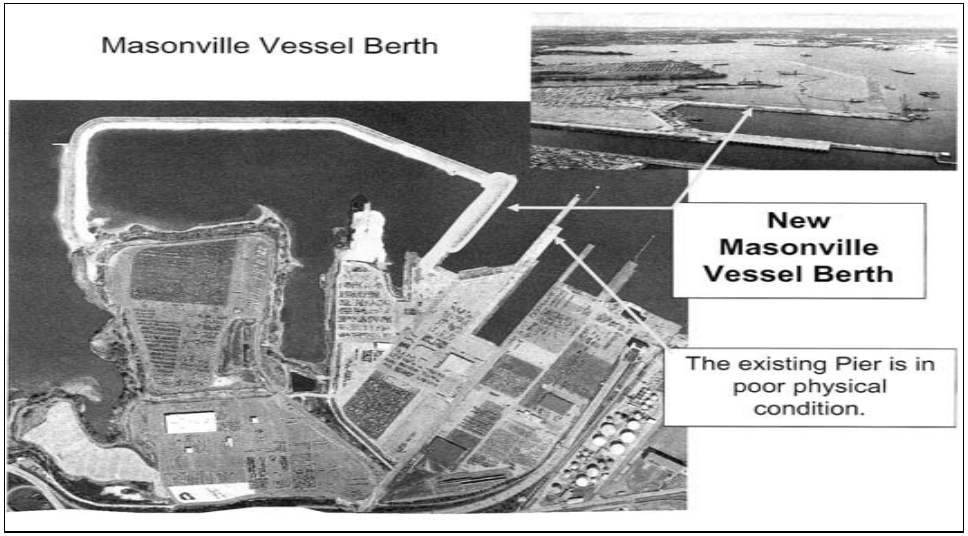
STATUS: The Corrective Measures Alternative Analysis was approved by MDE in July 2012.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The program decreased by $16.3 million due to the implementation of operating procedures specified in the July 2012 CMAA.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,083	441	100	103	106	109	112	112	642	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	66,800	24,196	2,300	3,490	3,607	5,480	5,914	21,813	42,604	0
Total	67,883	24,637	2,400	3,593	3,713	5,589	6,026	21,925	43,246	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



PROJECT: Masonville Vessel Berth Construction

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

PURPOSE & NEED SUMMARY STATEMENT: This new structure will 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.

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

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

ASSOCIATED IMPROVEMENTS: Dredge Material Placement and Monitoring - Line 2

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

[ ] Quality of Service
[ ] System Preservation & Performance
[X] 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: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,655	1,209	7,286	11,028	2,132	0	0	0	20,446	0
Total	21,655	1,209	7,286	11,028	2,132	0	0	0	20,446	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1760

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The program decreased by $1.8 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

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

STATUS: Feasibility studies are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The program increased by $5.5 million due to the addition of dredge placement technical services agreements.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	96,926	56,001	7,299	7,405	5,877	4,080	6,555	9,709	40,925	0
Engineering	44,598	19,189	4,631	4,610	4,535	4,430	3,553	3,650	25,409	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
Total	144,521	78,187	11,930	12,015	10,412	8,510	10,108	13,359	66,334	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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
	FY 2013 and Prior		
	All Terminals		
1	Environmental Best Practices (1738)	2,717	Underway
2	Environmental Remediation (1400)	1,442	Underway
3	Berth Substructure IV (1787)	3,532	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	Fendering Redesign and Replacement (1129)	492	Underway
10	Hawkins Point O&M (1707)	1,165	Ongoing
11	Agency Wide Berth Substructure Repairs V (1830)	3,500	Spring, 2013
12	Open Ended Building Maintenance Contract (1832)	2,000	Spring, 2013
	Dundalk Marine Terminal		
13	9th Street Substation Relocation (1109)	1,957	Complete
14	Fuel Island Rennovation (1125)	1,832	Complete
15	Roll-up Door Replacement - Shed 6 and Dunmar Bldg (3141)	22	Complete
16	Shed 201B Roof Repair (3151)	13	Complete
17	Storm Drain Cleaning (3133)	96	Complete
18	Crane Beam Repair - Berths 11 & 12 (1142)	521	Complete
19	Fumigation Building Repair (3142)	495	Complete
20	Shed 4 Door Repair (3159)	10	Complete
21	Heavy Load Area Berth 7/10 (1133)	2,638	Underway
22	DMT Bollard Replacment Program (3138)	285	Underway
23	DMT High Voltage Feeder (1123)	3,890	Underway
24	High Mast Lighting - APM area DMT (1112)	900	Underway
25	Berth 11-13A Row Pile Replacement (3157)	230	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	Dundalk Marine Terminal (cont'd)		
26	Berth 6/7 Rail Rehabilitation (1135)	1,231	Underway
27	Heavy Load Pads Berth 12 (1137)	2,471	Underway
28	Mobile Crane - DMT (3156)	3,000	Underway
29	Shed 201 Siding Repair (1138)	145	Underway
30	Building 91A HVAC Replacement - EPC Program (3135)	200	Spring, 2013
31	Building 91A Roof and Siding Replacement (3129)	1,550	Spring, 2013
32	Building 91C Demo & BDS Rennovation (1140)	610	Spring, 2013
33	Main Line Rail Survey and Replacement (1141)	850	Spring, 2013
34	Rehabilitation of Portions of Dunmar - Police HQ (3144)	500	Spring, 2013
	Facilities and Equipment		
35	Big Red Engine Rebuild (3054)	15	Complete
36	Refurbish Big Red Crane Mechanical System (3049)	150	Complete
37	Vanguard Sweeper (3052)	191	Complete
38	Rotator for DMT Cranes (3048)	130	Complete
39	Sprinkler Repairs (3038)	873	Underway
40	Equipment and Infrastructure Preservation (3029)	1,299	Underway
41	Fender Replacement Program (3147)	521	Underway
42	Crane Truck (3051)	229	Underway
43	Railroad Crane Inspection and Construction (3106)	362	Underway
44	Crane Dynamic Resistor Upgrade (3056)	150	Spring, 2013
45	Crane Harness Repair (3057)	100	Spring, 2013
46	Crane Trolley Rail Support System (3055)	150	Spring, 2013
	Masonville Auto Terminal		
47	Berth 4 Approach Slab Reconstruction (1747)	2,421	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	North Locust Point		
48	Breasting Dolphin - North Locus Point (3140)	1,110	Complete
49	Repair of Two Watermain Breaks (1817)	22	Complete
50	Paceco Crane Rehabilitation (1850)	280	Spring, 2013
	Open-Ended Consulting		
51	Comprehensive Facility Inspection Diving (1725)	229	Complete
52	Construction Management Inspection FY 2009 (1249)	2,037	Underway
53	Engineering Survey Consultants (1241)	200	Underway
54	PE Inspection Diver IV (1826)	200	Underway
55	Construction Management Inspection FY 13 - FY14 (1270)	3,000	Underway
56	Portwide Egineering & Design FY 11 - STV (1259)	856	Underway
57	Portwide Egineering & Design FY 11 - Moffat & Nichols (1257)	156	Underway
58	Portwide Egineering & Design FY 11 - WBCM (1256)	1,100	Underway
59	Portwide Egineering & Design FY 11 - WRA (1258)	1,238	Underway
60	Portwide Engineering Design FY 13 - FY 15 JMT (1263)	3,000	Underway
61	Portwide Engineering Design FY 13 - FY 15 M&N (1261)	3,000	Underway
62	Portwide Engineering Design FY 13 - FY 15 RK&K (1264)	3,000	Underway
63	Portwide Engineering Design FY 13 - FY WBCM (1262)	3,000	Underway
	Port - Wide		
64	Open Ended Studies - Planning III (3128)	1,425	Underway
65	CTIPP Equipment (3124)	257	Underway
	South Locust Point		
66	SLP Berth Substructure DEF (1634)	1,533	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

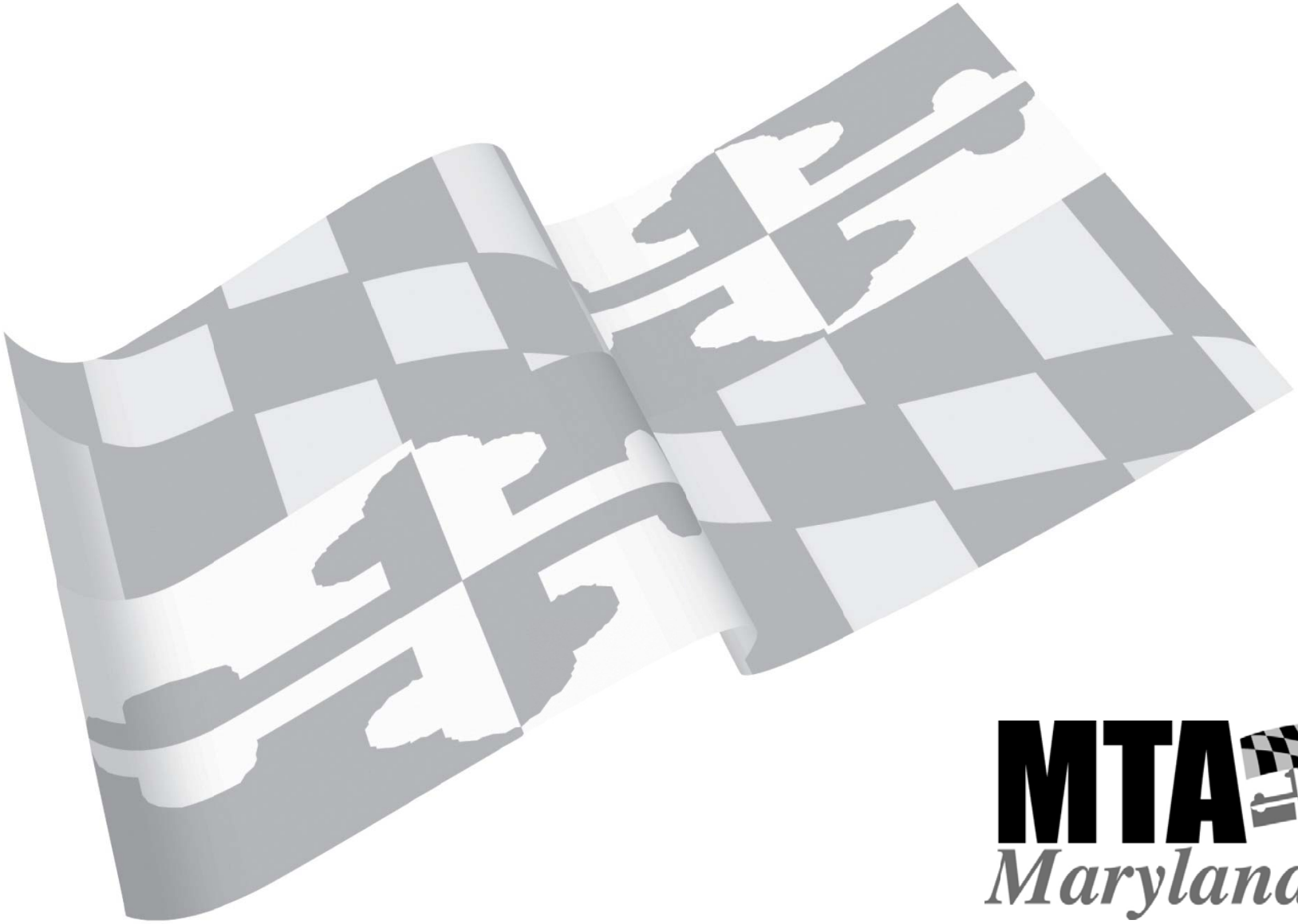
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	South Locust Point (cont'd)		
67	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,992	Underway
	World Trade Center		
68	Fire Arlarm Upgrade - WTC (1534)	85	Complete
69	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	64	Complete
70	New Roof Deck & Guardrail Waterproofing (1523)	562	Underway
71	ADA Restroom Renovations (3400)	540	Underway
72	Cathodic Protection WTC Sheet Piles (3420)	100	Underway
73	Storm Drain Cover Replacement - WTC (3470)	154	Underway
74	Tenant Renovation - Meridian WTC (3107)	495	Underway
75	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Spring, 2013
76	Seal WTC Building Columns (3490)	947	Spring, 2013
	FY 2014		
	All Terminals		
77	Hawkins Point O&M (1707)	1,644	Ongoing
78	Concrete Repair Balance (1820)	520	Summer, 2013
79	Paving Repair Balance (1706)	1,000	Summer, 2013
80	Pricing Contingency Change (1742)	500	Summer, 2013
81	Water and Sanitary Line Upgrade (1130)	3,500	Summer, 2013
82	Environmental Mitigation Maintenance (1743)	400	Fall, 2013
	Dundalk Marine Terminal		
83	Berth and Infranstructure Enhancements (3149)	2,000	Summer, 2013

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 (cont'd)		
	Dundalk Marine Terminal (cont'd)		
84	Crane Electrical Pit Rehabilitation (3152)	400	Summer, 2013
85	Demolition of RoRo Ramp , Berth 8/9 DMT (3154)	500	Fall, 2013
86	Berth 12 Crane Rail Repairs (3148)	500	Spring, 2014
87	Demolition of Hanger 63D (3145)	800	Spring, 2014
88	DMT Back Gate and Mestek Demolition (3155)	100	Spring, 2014
89	Move Surcharge from to Lot 500 (3153)	1,000	Spring, 2014
	Facilities and Equipment		
90	Railroad Crane Inspection and Construction (3106)	362	Summer, 2013
91	Crane Structural Inspection (3058)	250	Fall, 2013
	Open-Ended Consulting		
92	Inspection Surveys (1827)	400	Summer, 2013
	Port - Wide		
93	CTIPP Equipment (3124)	257	Summer, 2013
	South Locust Point		
94	Coast Guard Cruise Terminal Office (1638)	400	Spring, 2014
95	Permanent Cruise Restooms (1639)	150	Spring, 2014
	World Trade Center		
96	Relocated Security/Safety & Bldg System to Command Cen. (3450)	510	Complete

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 (cont'd)		
	World Trade Center (cont'd)		
97	Tenant Renovation - Meridian WTC (3107)	535	Summer, 2013
98	World Trade Center Balance (1527)	530	Summer, 2013
99	Rehbilitation of Shaft # 1 - WTC (3452)	300	Fall, 2013
100	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2014
101	WTC Plaza Under Drain (3451)	540	Spring, 2014

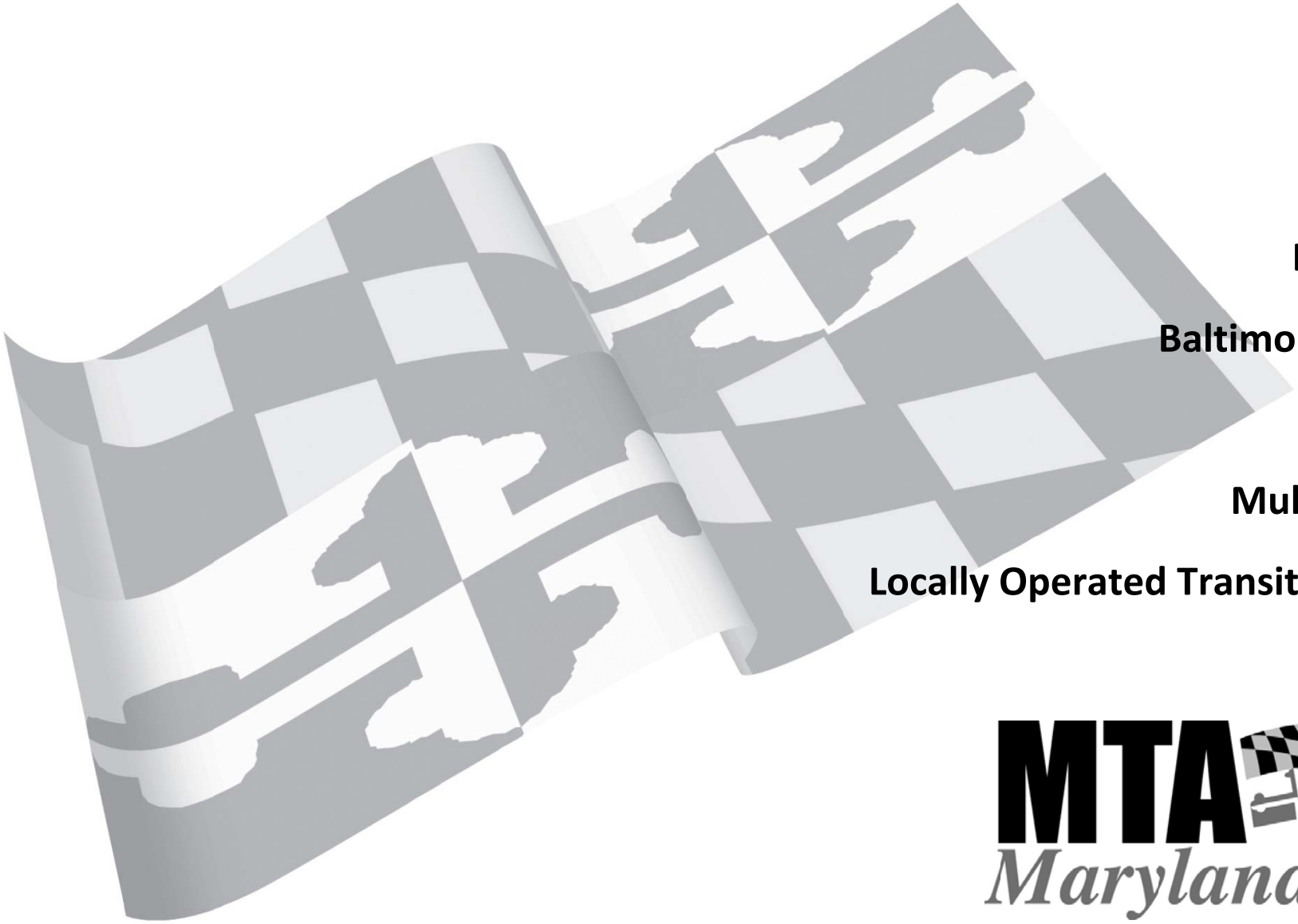


MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	243.4	369.0	203.9	160.4	145.3	135.9	1,257.9
System Preservation Minor Projects	87.3	63.7	25.3	35.0	34.9	32.6	278.7
Development & Evaluation Program	131.1	99.6	0.2	0.2	0.2	0.2	231.5
SUBTOTAL	461.8	532.3	229.4	195.5	180.3	168.7	1,768.1
Capital Salaries, Wages & Other Costs	9.1	10.0	3.0	12.0	12.5	13.0	59.6
TOTAL	470.9	542.3	232.4	207.5	192.8	181.7	1,827.7
Special Funds	243.4	216.3	78.5	84.2	77.3	90.0	789.7
Federal Funds	208.5	322.0	153.0	120.3	114.7	90.9	1,009.3
Other Funding	19.0	4.0	0.9	3.0	0.8	0.8	28.7



MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

MTA CONSTRUCTION PROGRAM

PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, includes 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.

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

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

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

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

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.

USAGE: There was an average of 368 MARC boardings per day on the MARC Frederick Extension in FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,512	3,512	0	0	0	0	0	0	0	0
Right-of-way	6,263	6,263	0	0	0	0	0	0	0	0
Construction	49,794	49,794	0	0	0	0	0	0	0	0
Total	60,245	60,245	0	0	0	0	0	0	0	0
Federal-Aid	47,691	47,691	0	0	0	0	0	0	0	0

0200

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] 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.

STATUS: Construction is underway for the Washington Mid-Day Storage Yard. A potential site for a maintenance and layover facility has been identified in Harford County.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,363	1,083	935	345	0	0	0	0	1,280	0
Engineering	9,273	8,200	0	573	500	0	0	0	1,073	0
Right-of-way	1,462	1,462	0	0	0	0	0	0	0	0
Construction	38,518	4,581	16,465	17,472	0	0	0	0	33,937	0
Total	51,616	15,326	17,400	18,390	500	0	0	0	36,290	0
Federal-Aid	38,035	11,255	13,456	13,324	0	0	0	0	26,780	0

0208, 1208

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[X] 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.

STATUS: Construction of the Pepco and Cloppers interlockings is complete. Ongoing projects on the Penn Line include Hanson Interlocking, Penn Station stairway and canopy rehab, public address system and low-level platform rehabilitation in Union Station.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $1.4M due to the addition of FY 2018. FY 2018 includes $19.8M of previously programmed funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,936	1,816	19	16	15	20	25	25	120	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	221,475	108,767	21,053	23,313	20,536	5,556	21,075	21,175	112,708	0
Total	223,411	110,583	21,072	23,329	20,551	5,576	21,100	21,200	112,828	0
Federal-Aid	172,332	81,798	17,118	18,662	16,454	4,460	16,880	16,960	90,534	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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[X] System Preservation & Performance
[ ] Connectivity for Daily Life
[ ] Safety & Security
[ ] Environmental Stewardship

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. Procurement 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. Additionally, project cost increased by $1.4M due to modification to the MARC IV coaches needed to comply with federal mandates.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	668	418	250	0	0	0	0	0	250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	218,061	64,373	38,317	82,121	10,000	17,750	4,000	1,500	153,688	0
Total	218,729	64,791	38,567	82,121	10,000	17,750	4,000	1,500	153,938	0
Federal-Aid	173,829	51,220	30,313	65,696	8,000	14,200	3,200	1,200	122,609	0

0181, 1263, 1304

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Procure 26 re-manufactured diesel locomotives and overhaul 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[X] 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.

STATUS: Twenty-six diesel locomotives have been delivered and are in service. Specification development for the electric locomotive overhaul is currently underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost decreased by $10.8M due to completion of the overhaul of AEM7 locomotives. Project is complete and has been removed.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	237	57	180	0	0	0	0	0	180	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	107,624	92,260	3,533	2,000	4,000	3,000	1,831	1,000	15,364	0
Total	107,861	92,317	3,713	2,000	4,000	3,000	1,831	1,000	15,544	0
Federal-Aid	86,122	73,688	2,970	1,600	3,200	2,400	1,464	800	12,434	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.

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

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

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

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

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

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 were completed in FY 2008. Phase II construction is now also complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

USAGE: An average of 274 MARC boardings per day occurred during FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	809	809	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,293	1,661	2,632	0	0	0	0	0	2,632	0
Total	5,102	2,470	2,632	0	0	0	0	0	2,632	0
Federal-Aid	3,586	1,820	1,766	0	0	0	0	0	1,766	0

1296

PROJECT: MARC Positive Train Control

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[ ] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] Safety & Security
[ ] Environmental Stewardship

EXPLANATION: Ensure the safe of operation of MARC service.

STATUS: Procurement is underway with construction scheduled to begin in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $2.0M due to the addition of the new MARC IV coaches to the project scope.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28	28	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,031	137	1,803	9,591	2,500	0	0	0	13,894	0
Total	14,059	165	1,803	9,591	2,500	0	0	0	13,894	0
Federal-Aid	9,515	0	1,442	7,673	400	0	0	0	9,515	0

1380

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.

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

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

ASSOCIATED IMPROVEMENTS:
Purple Line -- Line 42

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

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

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

STATUS: Construction is underway with completion now expected in FY 2013.

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: An average of 655 MARC boardings per day occurred during FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	7,786	7,786	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	96,007	87,758	8,249	0	0	0	0	0	8,249	0
Total	104,618	96,369	8,249	0	0	0	0	0	8,249	0
Federal-Aid	54,055	54,055	0	0	0	0	0	0	0	0

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] 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.

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 1,160 MARC boardings per day occurred during FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,949	2,949	0	0	0	0	0	0	0	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	24,915	18,813	6,102	0	0	0	0	0	6,102	0
Total	29,860	23,758	6,102	0	0	0	0	0	6,102	0
Federal-Aid	22,599	17,718	4,881	0	0	0	0	0	4,881	0

0435

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, the 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.

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

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

ASSOCIATED IMPROVEMENTS:
Red Line - Line 41

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

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

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.

USAGE: An average of 749 MARC boardings per day occurred during FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	841	841	0	0	0	0	0	0	0	0
Engineering	1,640	1,482	158	0	0	0	0	0	158	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,815	2,619	3,000	3,500	1,696	0	0	0	8,196	0
Total	13,296	4,942	3,158	3,500	1,696	0	0	0	8,354	0
Federal-Aid	4,401	4,401	0	0	0	0	0	0	0	0

#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 Rail Station until a new station can be built.

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

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

ASSOCIATED IMPROVEMENTS:
MARC Growth and Investment - Line 7

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

- [ ] Quality of Service
- [X] 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.

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 was an average of 2,070 daily boardings at this station in FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	614	201	0	0	0	0	0	201	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,488	2,976	862	760	2,445	445	0	0	4,512	0
Total	8,303	3,590	1,063	760	2,445	445	0	0	4,713	0
Federal-Aid	5,362	2,442	0	608	1,956	356	0	0	2,920	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.

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

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

ASSOCIATED IMPROVEMENTS:
Closed Circuit Television (CCTV) Improvements - Line 31

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

[ ] Quality of Service
[ ] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] Safety & Security
[ ] Environmental Stewardship

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

STATUS: Project ongoing.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $5.4M due to the availability of additional grant funding.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,834	1,183	1,651	0	0	0	0	0	1,651	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	63,151	23,443	8,140	19,568	10,200	1,800	0	0	39,708	0
Total	65,985	24,626	9,791	19,568	10,200	1,800	0	0	41,359	0
Federal-Aid	65,656	24,336	9,831	19,489	10,200	1,800	0	0	41,320	0

1240, 1342, 1379, 1384, 1432, 1433, 1434

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $2.0M due to the addition of FY 18 and increased costs for the Townsend and Hurlock improvements.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,228	3,332	673	268	250	455	250	0	1,896	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,560	8,864	15	2,204	2,046	1,567	745	1,119	7,696	0
Total	21,788	12,196	688	2,472	2,296	2,022	995	1,119	9,592	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213

PROJECT: Light Rail Vehicle Overhaul

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

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[X] 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.

STATUS: Procurement is underway for the mid-life overhaul and construction is expected to begin in FY 2014. Ongoing overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $47.7M, primarily due to additional scope requirements for the Mid-Life Overhaul.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,904	2,107	797	0	0	0	0	0	797	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	200,073	12,960	3,220	18,255	26,268	46,066	45,169	48,135	187,113	0
Total	202,977	15,067	4,017	18,255	26,268	46,066	45,169	48,135	187,910	0
Federal-Aid	130,372	3,918	496	11,972	20,306	36,144	34,491	23,045	126,454	0

1153, 1346

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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: [X] SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,981	22,240	1,415	0	0	7,326	0	0	8,741	0
Total	31,691	22,950	1,415	0	0	7,326	0	0	8,741	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding reflects $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.

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

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

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

ASSOCIATED IMPROVEMENTS:
Metro Railcar Truck Assembly Overhaul (ARRA) - Line 18

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

[ ] Quality of Service
[X] 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.

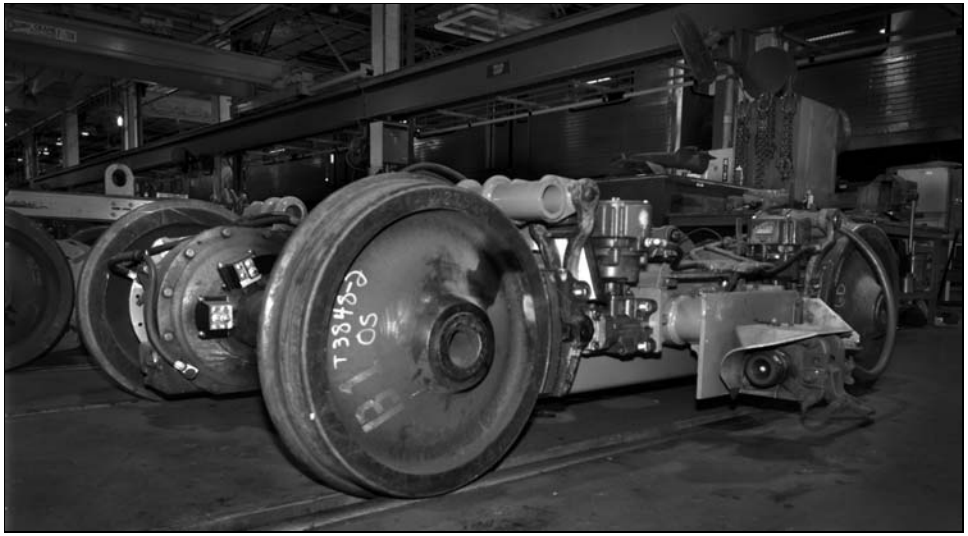
STATUS: Specification development for next five-year overhaul cycle is underway with overhaul work scheduled to begin in FY 2014. Ongoing overhauls are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	400	0	150	250	0	0	0	0	400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,542	15,023	2,840	3,985	9,677	8,225	2,092	700	27,519	0
Total	42,942	15,023	2,990	4,235	9,677	8,225	2,092	700	27,919	0
Federal-Aid	25,607	5,637	2,352	3,004	7,281	6,120	1,213	0	19,970	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.

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

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

ASSOCIATED IMPROVEMENTS:
Metro Railcar Overhauls - Line 17

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

[ ] Quality of Service
[X] 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.

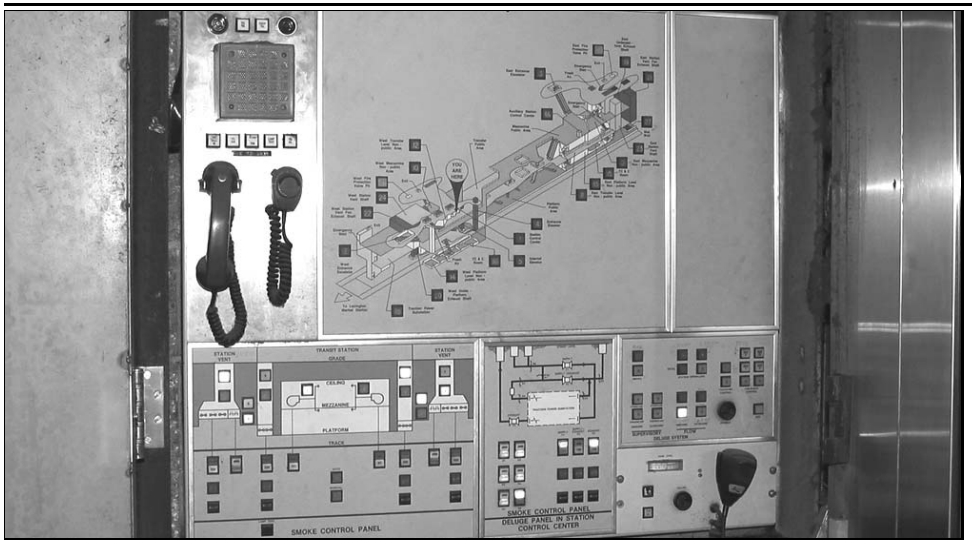
STATUS: Construction is scheduled for completion in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	15,314	2,686	0	0	0	0	0	2,686	0
Total	18,000	15,314	2,686	0	0	0	0	0	2,686	0
Federal-Aid	18,000	15,305	2,695	0	0	0	0	0	2,695	0

#8019 added as an ARRA-related 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[ ] Quality of Service
[X] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] Safety & Security
[ ] Environmental Stewardship

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

STATUS: Phase I, construction of the main fire and security management system is complete. 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: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,822	62,343	479	0	0	0	0	0	479	0
Total	67,508	67,029	479	0	0	0	0	0	479	0
Federal-Aid	47,744	47,339	405	0	0	0	0	0	405	0

0457

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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: Project cost increased by $1.3M due to additional needs identified as the project approached completion.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,333	11,625	1,708	0	0	0	0	0	1,708	0
Total	13,737	12,029	1,708	0	0	0	0	0	1,708	0
Federal-Aid	7,796	7,094	702	0	0	0	0	0	702	0

0474

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 track work 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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

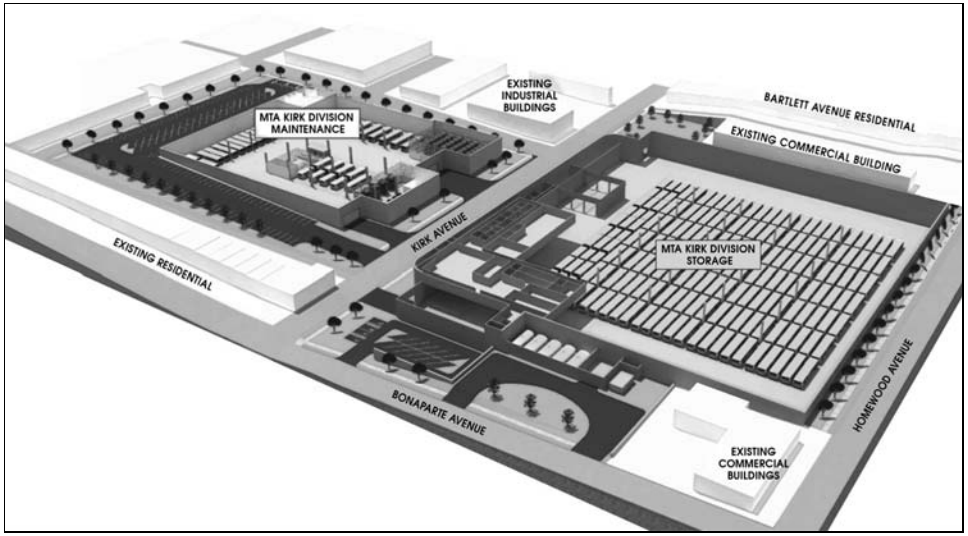
STATUS: Rogers Avenue interlocking was completed in FY 2012, with closeout activities in FY 2013. Engineering is underway for the Reisterstown Plaza West interlocking with major construction planned in FY 2015.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,461	1,120	601	500	240	0	0	0	1,341	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,558	2,383	710	100	5,365	0	0	0	6,175	0
Total	11,019	3,503	1,311	600	5,605	0	0	0	7,516	0
Federal-Aid	7,262	1,250	1,048	480	4,484	0	0	0	6,012	0

1223



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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [X] 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: 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: $53.0M has been added to the project budget due to an award of $40.0M from the FTA State of Good Repair program and $13.0M in additional state matching funds to construct Phase I. The project moved from the D&E program to the Construction program.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,343	3,337	6	0	0	0	0	0	6	0
Engineering	5,747	4,241	1,506	0	0	0	0	0	1,506	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	10,034	1,512	35,000	18,000	0	0	0	54,512	0
Federal-Aid	45,457	4,677	780	28,000	12,000	0	0	0	40,780	0

0705

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: 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: Project cost increased by $72.0M due to the addition of $34.0M for FY 18 and an additional $38.0M to meet the fleet needs plan for FY 13 - 17.

USAGE: Average weekday bus ridership was 242,730 in FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	296,020	74,402	45,247	35,000	30,679	35,366	40,949	34,377	221,618	0
Total	296,020	74,402	45,247	35,000	30,679	35,366	40,949	34,377	221,618	0
Federal-Aid	236,871	55,461	40,315	28,000	24,543	28,292	32,759	27,501	181,410	0

1172

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.

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

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

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

ASSOCIATED IMPROVEMENTS:
CAD/AVL and Passenger Information Systems - Line 29

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

[ ] Quality of Service
[ ] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] Safety & Security
[ ] Environmental Stewardship

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 2014.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,822	1,372	450	0	0	0	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,033	2,133	0	9,900	15,800	4,200	0	0	29,900	0
Total	33,855	3,505	450	9,900	15,800	4,200	0	0	30,350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $7.6M due to an adjusted scope of work to include purchase of 63 buses and to reflect the cost of scope enhancements that will enable the MTA to fully utilize the additional functionality provided by the new system.

PROJECT: Bus New Main Shop

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] 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: Procurement is underway. Construction is expected to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $5.3M due to changes in the project scope requirements.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	156	98	58	0	0	0	0	0	58	0
Engineering	2,000	1,195	805	0	0	0	0	0	805	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,277	0	0	20,500	10,777	0	0	0	31,277	0
Total	33,433	1,293	863	20,500	10,777	0	0	0	32,140	0
Federal-Aid	25,024	3	0	16,400	8,621	0	0	0	25,021	0

1196

PROJECT: Mobility Vehicle Procurement

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

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in vehicles is required to maintain established service benchmarks for on-time performance, travel time and schedule compliance.

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Procurement of 40 sedan-replacement vehicles is underway with delivery expected in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $10.0M for vehicle purchases in FY 2017 and 2018.

USAGE: Traditional Mobility average weekday ridership was 5,165 in FY 2012.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	41,308	2,333	6,912	0	0	5,000	5,000	19,245	0
Total	60,553	41,308	2,333	6,912	0	0	5,000	5,000	19,245	0
Federal-Aid	30,969	16,019	1,824	5,126	0	0	4,000	4,000	14,950	0

0541

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

[X] Quality of Service
[X] System Preservation & Performance
[ ] Connectivity for Daily Life
[ ] Safety & Security
[ ] Environmental Stewardship

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

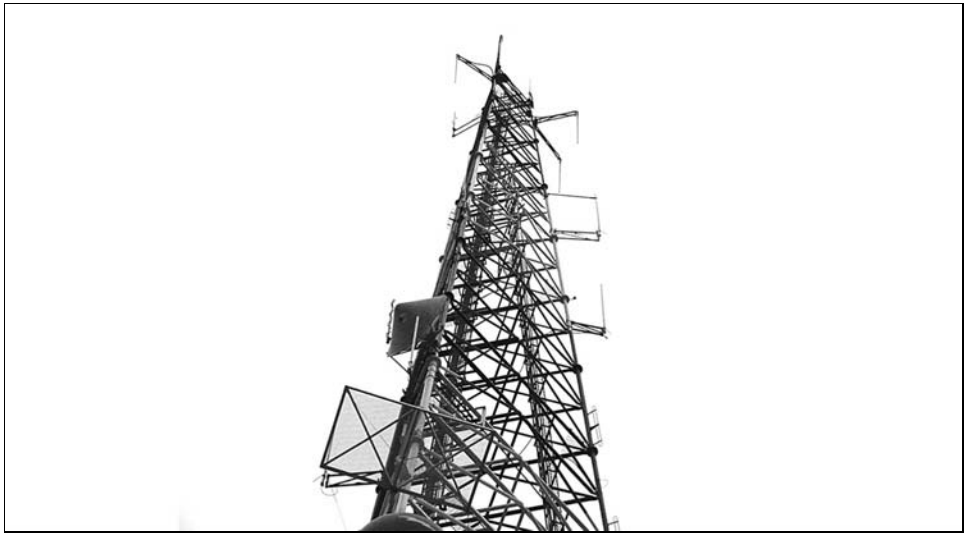
STATUS: Smart Card implementation is complete. Development of additional payment capabilities is underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost decreased by $23.0M due to the elimination of the data collection equipment project, a bus fare collection effort, which was completed in FY 2011.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	0	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	78,618	68,908	3,043	3,864	1,000	550	503	750	9,710	0
Total	78,658	68,908	3,083	3,864	1,000	550	503	750	9,750	0
Federal-Aid	4,035	4,035	0	0	0	0	0	0	0	0

0884, 1062, 1329, 1359, 1429



PROJECT: Trunked Radio Site Locations

DESCRIPTION: Design, procure, and install an antenna and combiner/multi-coupler 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

☐ 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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	8,065	4,409	0	0	0	0	0	4,409	0
Total	13,184	8,775	4,409	0	0	0	0	0	4,409	0
Federal-Aid	5,326	1,799	3,527	0	0	0	0	0	3,527	0

0812

PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve 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.

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

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

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

ASSOCIATED IMPROVEMENTS:
Bus Communications Systems Upgrade - Line 24

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

[X] Quality of Service
[X] System Preservation & Performance
[ ] Connectivity for Daily Life
[X] 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.

STATUS: Installation of the CAD/AVL system will be completed in FY 2013. Real-time information will be available to patrons in FY 2014.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	466	466	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,369	12,706	1,585	1,078	0	0	0	0	2,663	0
Total	15,835	13,172	1,585	1,078	0	0	0	0	2,663	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0

0813, 1418

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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

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

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.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $1.7M to accommodate additional facility improvement needs.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,427	1,093	334	0	0	0	0	0	334	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,998	2,079	9,382	2,537	0	0	0	0	11,919	0
Total	15,425	3,172	9,716	2,537	0	0	0	0	12,253	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1282, 1381

PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities in four phases:

Phase I - 1 Light Rail and 10 Metro locations
Phase II - 5 Light Rail, 1 MARC, and 4 Metro Stations as well as the Metro Portal
Phase III - 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 system wide threat vulnerability assessment.

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

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 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: Project cost increased by $1.2M to complete funding for Phase IV.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	30	840	560	0	0	0	0	1,400	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,537	20,921	460	1,156	0	0	0	0	1,616	0
Total	23,967	20,951	1,300	1,716	0	0	0	0	3,016	0
Federal-Aid	10,156	10,156	0	0	0	0	0	0	0	0

1090

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of 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 is 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.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] 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.

STATUS: Prince Frederick was completed in FY 2012. Construction of Charlotte Hall began in FY 2012. Waldorf and Dunkirk construction to begin in FY 2013. Design is underway for New Market.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $1.8M due to the escalated costs of the Dunkirk and Waldorf lots.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,595	4,000	595	0	0	0	0	0	595	0
Engineering	3,927	3,061	413	453	0	0	0	0	866	0
Right-of-way	4,934	4,924	0	10	0	0	0	0	10	0
Construction	26,063	3,212	5,928	16,923	0	0	0	0	22,851	0
Total	39,519	15,197	6,936	17,386	0	0	0	0	24,322	0
Federal-Aid	26,500	9,759	5,394	11,347	0	0	0	0	16,741	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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems - Line 51

STATUS: Funds are awarded based on an annual application cycle. Several projects, including the ARRA-funded vehicles and facilities for the Baltimore and Washington regions and Cecil County were completed in FY 2012.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $16.1M due to the addition of FY 18. Of the additional funding, $3.0M has been accelerated to prior program years.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	129	27	55	47	0	0	0	0	102	0
Engineering	29,518	19,967	1,625	1,550	1,550	1,638	1,638	1,550	9,551	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	234,886	144,581	18,971	20,579	13,897	13,301	11,869	11,688	90,305	0
Total	264,533	164,575	20,651	22,176	15,447	14,939	13,507	13,238	99,958	0
Federal-Aid	238,091	150,684	18,531	20,115	12,990	12,935	11,446	11,390	87,407	0

#8020, 8021, 8022, 8023, and 8024 are ARRA projects.
0045, 0211, 0217, 0218, 0826, 0878, 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems FY 2013 -- Line 53
Locally Operated Transit Systems FY 2014 -- Line 54

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

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $2.8M due to the addition of FY 2018. $1.4M of previously programmed funding has also been deferred to FY 2018 due to revised cash flow estimates.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,589	21,934	287	3,617	4,722	4,633	4,196	4,200	21,655	0
Total	43,589	21,934	287	3,617	4,722	4,633	4,196	4,200	21,655	0
Federal-Aid	36,497	19,175	229	2,894	3,777	3,706	3,356	3,360	17,322	0

0210

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

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Funds are awarded on an annual basis for local bus replacements.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $10.0M to address the bus replacement needs of Montgomery County.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	65,790	41,090	700	11,000	7,000	2,000	2,000	2,000	24,700	0
Total	65,790	41,090	700	11,000	7,000	2,000	2,000	2,000	24,700	0
Federal-Aid	18,005	2,805	0	8,800	1,600	1,600	1,600	1,600	15,200	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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
None

STATUS: Funding is awarded on an annual basis for bus replacements. Fourteen large buses and six small cutaways were delivered in FY 2012.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,484	10,952	32	0	2,000	500	500	500	3,532	0
Total	14,484	10,952	32	0	2,000	500	500	500	3,532	0
Federal-Aid	6,925	4,100	25	0	1,600	400	400	400	2,825	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

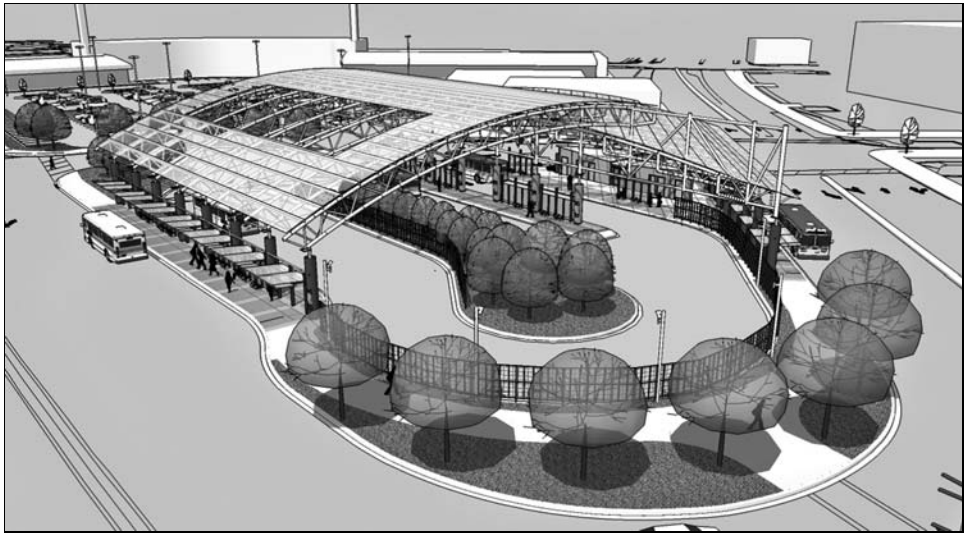
STATUS: Washington Blvd. Bus Maintenance facility roof construction completed in FY 2012. Light Rail North Avenue and Monroe building roof replacements are scheduled to begin in FY 2013. Design is underway for Metro roof replacements.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project costs increased by $1.7M due to the addition of FY 18 to the program. FY 18 also includes $500K in previously programmed funding that has been deferred.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,463	1,166	319	378	200	200	100	100	1,297	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,095	12,508	290	3,422	2,550	1,875	3,325	2,125	13,587	0
Total	28,558	13,674	609	3,800	2,750	2,075	3,425	2,225	14,884	0
Federal-Aid	21,026	10,899	487	3,040	2,200	1,660	2,740	0	10,127	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 region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

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

ASSOCIATED IMPROVEMENTS:
Purple Line -- Line 42

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

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

EXPLANATION: This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

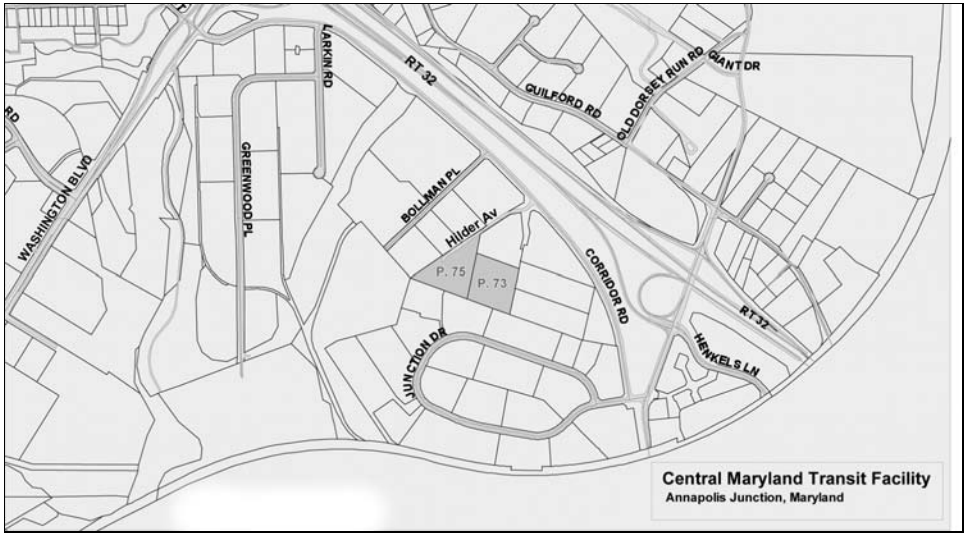
STATUS: Project design is complete. Property acquisition and construction advertisement are both currently underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost increased by $5.4M to account for higher costs for property acquisitions.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	476	476	0	0	0	0	0	0	0	0
Engineering	2,971	2,773	198	0	0	0	0	0	198	0
Right-of-way	13,623	0	13,623	0	0	0	0	0	13,623	0
Construction	13,900	0	0	5,000	5,000	3,900	0	0	13,900	0
Total	30,970	3,249	13,821	5,000	5,000	3,900	0	0	27,721	0
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.

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

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

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

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

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

EXPLANATION: This project will reduce cost while providing an updated maintenance facility.

STATUS: Design is underway with construction scheduled to begin in FY 2014.

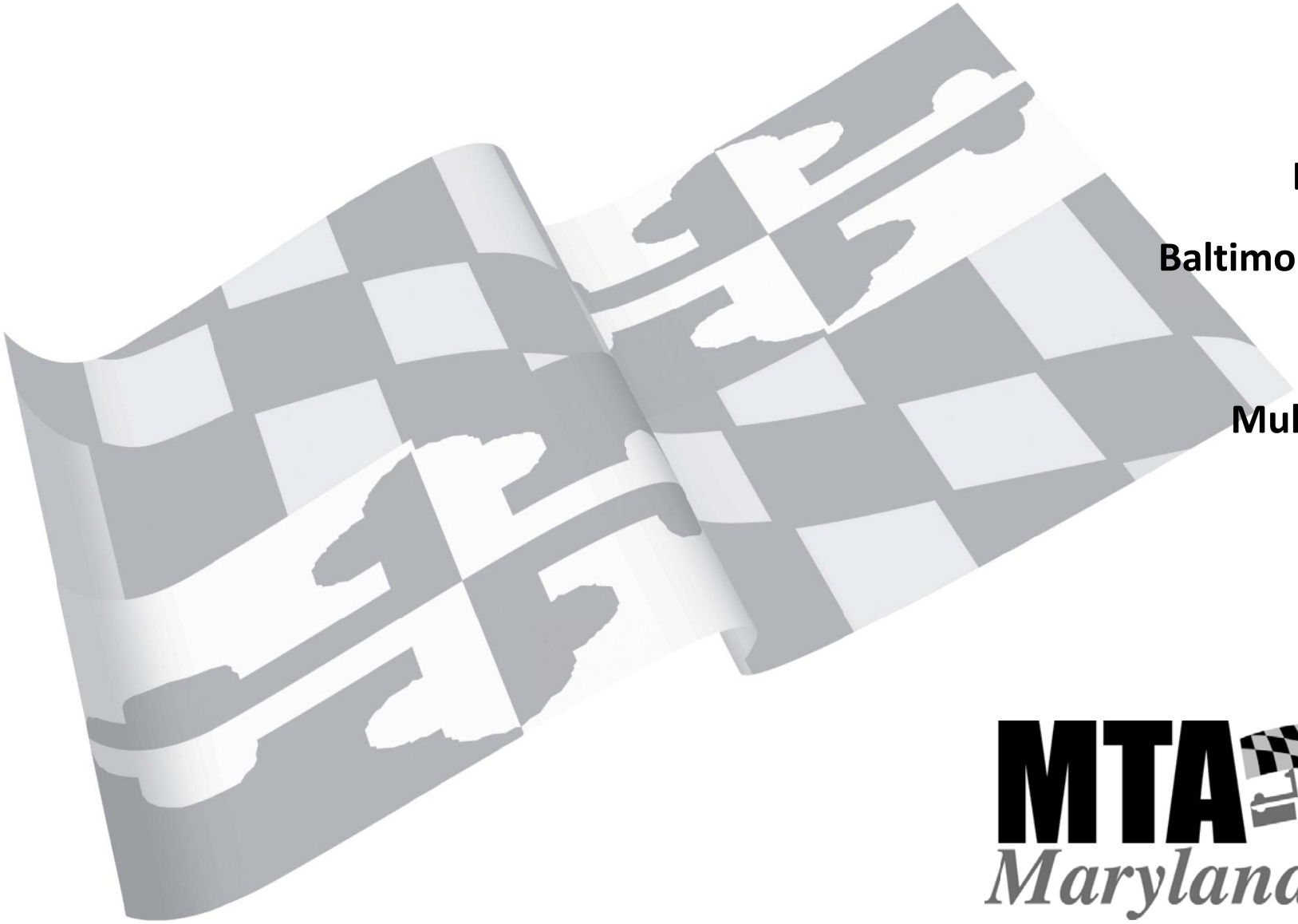
SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,143	93	1,050	0	0	0	0	0	1,050	0
Right-of-way	3,014	3,014	0	0	0	0	0	0	0	0
Construction	4,676	0	0	4,676	0	0	0	0	4,676	0
Total	8,833	3,107	1,050	4,676	0	0	0	0	5,726	0
Federal-Aid	6,655	2,073	840	3,742	0	0	0	0	4,582	0

A $5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.

1273



MARC

Light Rail

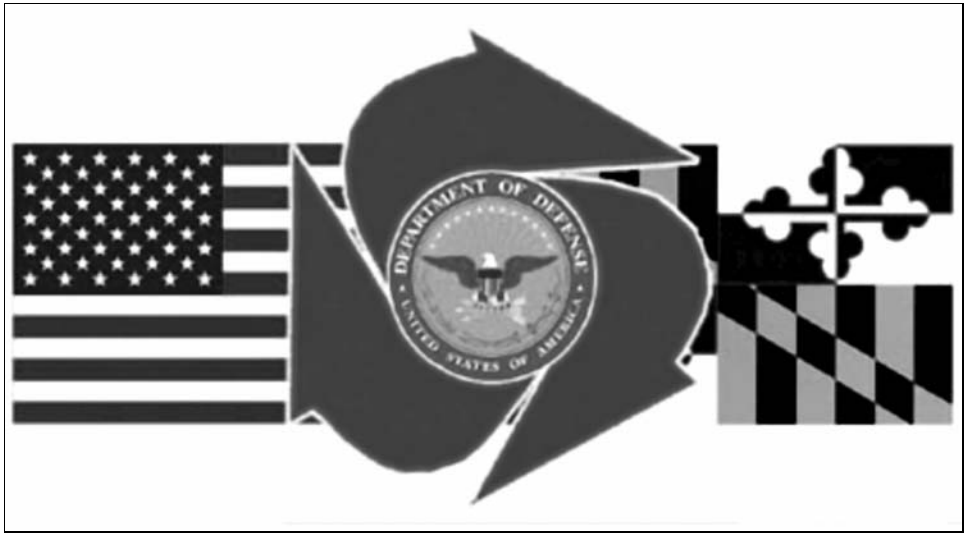
Baltimore Metro

Bus

Multi-Modal

MTA Maryland

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

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

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

ASSOCIATED IMPROVEMENTS:
MARC Edgewood Station -- Line 6
Central Maryland Transit Maintenance Facility -- Line 39

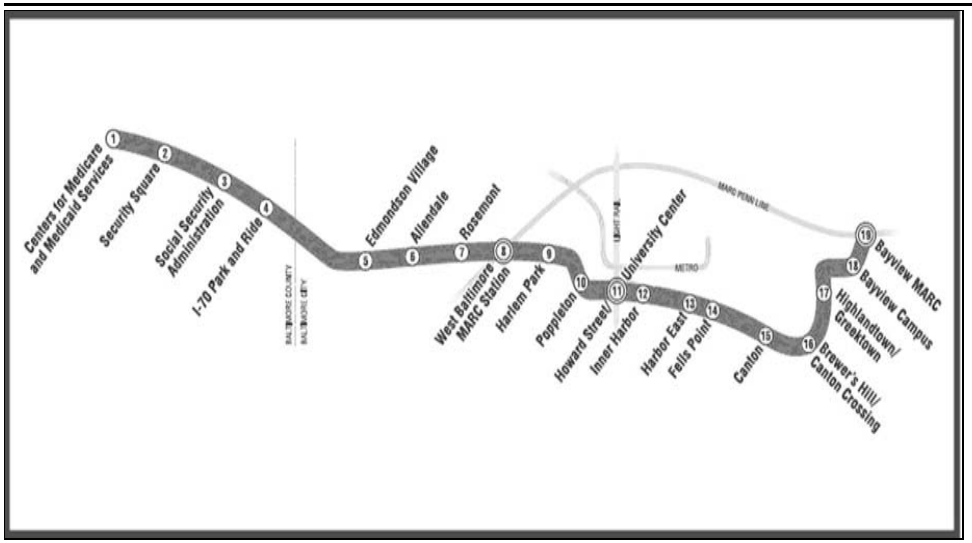
STATUS: Coordination with BRAC bases and local jurisdictions is ongoing.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,239	1,910	333	196	200	200	200	200	1,329	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	3,239	1,910	333	196	200	200	200	200	1,329	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1190



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

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

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

ASSOCIATED IMPROVEMENTS:
MARC West Baltimore Station Parking Expansion (ARRA) - Line 11

STATUS: Preliminary engineering and preparation of Final Environmental approvals are underway. Subject to a revenue increase and federal approval, Final Design could begin in the budget year. Without a revenue increase in the 2013 legislative session, the project will be put on hold and FY 14 funding will be reallocated within MTA's budget.

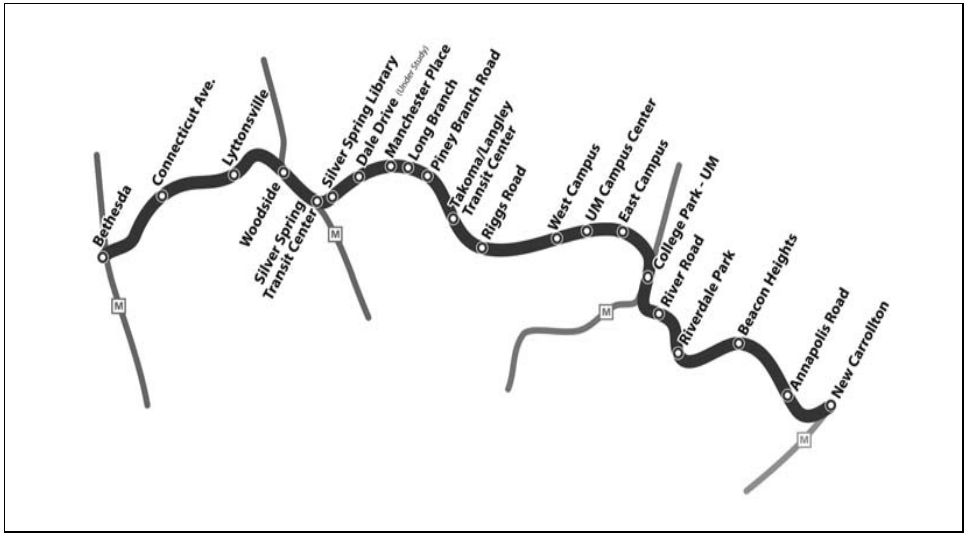
SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost decreased by $32.4M due to no longer available federal funding previously programmed.

USAGE: Average daily ridership in 2030 is estimated to be 57,000.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	60,799	60,799	0	0	0	0	0	0	0	0
Engineering	143,600	44,581	58,419	40,600	0	0	0	0	99,019	0
Right-of-way	7,000	0	7,000	0	0	0	0	0	7,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	211,399	105,380	65,419	40,600	0	0	0	0	106,019	0
Federal-Aid	76,976	21,783	24,377	30,816	0	0	0	0	55,193	0

0862



PROJECT: Purple Line

DESCRIPTION: The Purple Line is a 16-mile light rail line that will operate between Bethesda and Silver Spring in Montgomery County and extend into Prince George's 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

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

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

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center -- Line - 9
Takoma/Langley Park Transit Center -- Line 38

STATUS: Preliminary engineering and preparation of Final Environmental approvals are underway. Subject to a revenue increase and federal approval, Final Design could begin in the budget year. Without a revenue increase in the 2013 legislative session, the project will be put on hold and FY 14 funding will be reallocated within MTA's budget.

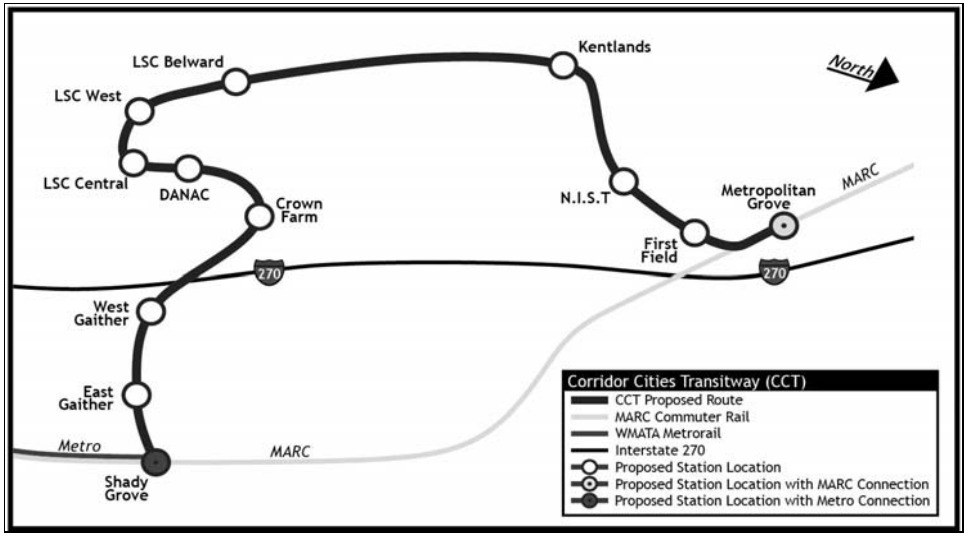
SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Project cost decreased by $49.4M due to no longer available federal funding previously programmed.

USAGE: Ridership for 2030 is estimated at approximately 60,000 daily boardings.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	53,007	53,007	0	0	0	0	0	0	0	0
Engineering	132,360	35,261	55,500	41,599	0	0	0	0	97,099	0
Right-of-way	3,000	0	3,000	0	0	0	0	0	3,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	188,367	88,268	58,500	41,599	0	0	0	0	100,099	0
Federal-Aid	27,432	27,432	0	0	0	0	0	0	0	0

1042



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

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

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

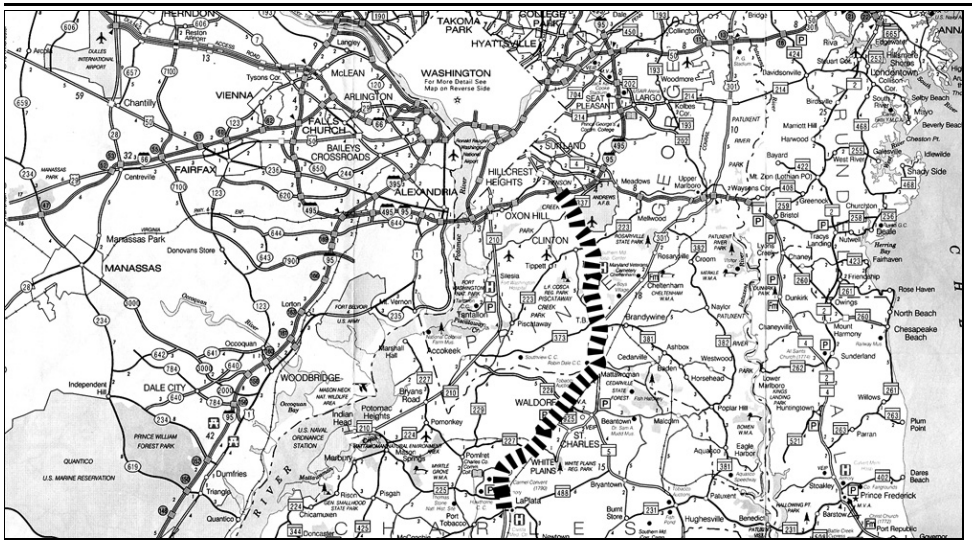
STATUS: The Locally Preferred Alternative alignment and mode (BRT) were selected in FY 2012. Subject to a revenue increase, preliminary engineering could begin in FY 14 for Phase I. Without a revenue increase in the 2013 legislative session, the project will be put on hold and FY 14 funding will be reallocated within MTA's budget.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: FY 2014 anticipated federal aid of $4.0M has been replaced with State Funds.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	13,811	12,245	1,566	0	0	0	0	0	1,566	0
Engineering	21,433	0	4,250	17,183	0	0	0	0	21,433	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
Total	35,244	12,245	5,816	17,183	0	0	0	0	22,999	0
Federal-Aid	1,501	1,501	0	0	0	0	0	0	0	0

1108


WASHINGTON
For More Detail See Map in Reverse Side
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
VIENNA
ARLINGTON
McLEAN
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
HILLCREST HEIGHTS
SUITLAND
LARGO
SEAT PLEASANT
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
Prince Frederick
Chesapeake Beach
North Beach
Rose Haven
Sunderland
Dunkirk
Owings
Lothian
Upper Marlboro
Brandywine
Aquasco
Hughesville
Port Tobacco
Pomonkey
Indian Head
Quantico
Dumfries
Triangle
Cedarville
Mattawoman
Beantown
Bryantown
Leonardtown
Lexington Park
Solomons
Port Republic
Dares Beach
Plum Point
Parran
Willows
Mount Harmony
Clinton
Tippett
Piscataway
Accokeek
Bryans Road
Potomac Heights
Cheltenham
Chaptico
Hollywood
Mechanicsville
Morganza
Bushwood
Avenue
Ashton
Sandy Spring
Olney
Laurel
Bowie
Upper Marlboro
Clinton
Fairmount Heights
Capitol Heights
Suitland
Temple Hills
Forestville
Marlow Heights
Silver Spring
Takoma Park
Hyattsville
College Park
Greenbelt
Lanham
Seabrook
Glenn Dale
Bowie
Mitchellville
Upper Marlboro
Aquasco
Brandywine
Waldorf
Indian Head
Pomonkey
Port Tobacco
Hughesville
Benedict
Prince Frederick
Dares Beach
Port Republic
Solomons
Leonardtown
Lexington Park
Bryantown
Mechanicsville
Hollywood
Morganza
Bushwood
Avenue
Ashton
Sandy Spring
Olney
Laurel
Bowie
Mitchellville

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 Rail station.

JUSTIFICATION: MARC Train service is at capacity and expansion is needed to accommodate future growth in the MARC corridors.

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

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

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

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

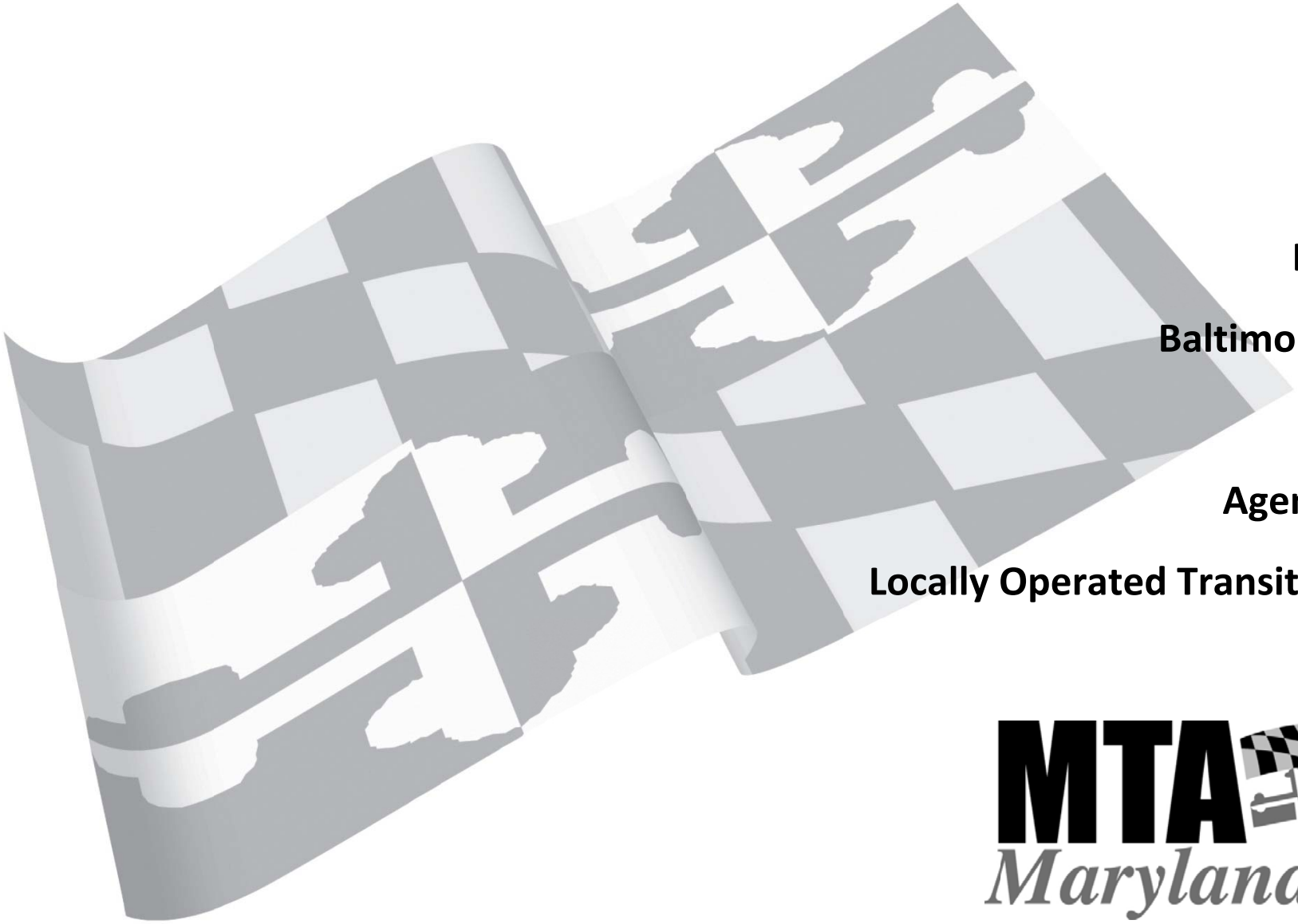
STATUS: Planning and Engineering underway for BWI Station improvement Projects. The MARC Growth and Investment Plan is being updated in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,960	3,686	274	0	0	0	0	0	274	0
Engineering	6,390	5,633	717	40	0	0	0	0	757	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	10,350	9,319	991	40	0	0	0	0	1,031	0
Federal-Aid	9,820	9,090	730	0	0	0	0	0	730	0

1209, 8031



MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA Maryland

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
	AGENCYWIDE IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	Scheduling System (0513)	4,968	Complete
2	Energy Savings Initiatives (1422)	975	Complete
3	Lexington Market Transit Improvement/West Side Development (1060)	7,316	Complete
	AGENCYWIDE IMPROVEMENTS -- FY 2013 AND 2014		
4	Police Dispatch CAD Records Management (1393)	100	Underway
5	Transit Info Center Telephone Systems Update (1395)	1,470	Underway
6	Capital Beltway South Side Transit Study D&E (1420)	210	Underway
7	Commuter Bus Retrofits (1375)	120	Underway
8	Bethesda Metro Entrance D&E (1269)	5,000	Underway
9	Washington Boulevard Building Improvements (1247)	5,992	Underway
10	Station Signage Improvements (0843)	3,755	Underway
11	Engineering Management System (1204)	1,825	Underway
12	Howard Street Revitalization (1207)	5,606	Underway
13	Northern District Police Facility Relocation (1324)	9,648	Underway
14	MAXIMO (1168)	5,266	Underway
15	Communications Systems Upgrades & Support (1367)	3,225	Ongoing
16	Capital Program Support Fund (1239)	98	Ongoing
17	Information Technology Preservation Fund (1396)	180	Ongoing
18	Guaranteed Ride Home (1419)	50	Ongoing
19	ADA Compliance (0266)	450	Ongoing
20	Access Control (1213)	1,191	Ongoing
21	Owner-Controlled Insurance Program (0832)	1,135	Ongoing
22	Telephone Communications Systems (0493)	6,132	Ongoing
23	New IT Equipment (1103)	779	Ongoing
24	Rail Purchase (0660)	3,437	Ongoing
25	Environmental Compliance (1149)	2,249	Ongoing
26	Miscellaneous Planning Studies (0510)	1,276	Ongoing
27	Wicomico Demolition and Hazmat Abatement (1392)	50	Ongoing

MARYLAND TRANSIT ADMINISTRATION - LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2013 AND 2014 (cont'd)		
28	Engineering Standards (0221)	200	Ongoing
29	Safety and Infrastructure Improvements (1070)	933	Ongoing
30	Parking Lot Inspection & Repaving (0177, 0470)	887	Ongoing
31	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	3,609	Ongoing
32	Non-Revenue Vehicles (1079)	895	Ongoing
33	Rail Electrical System Preservation D&E (1321)	280	FY 2013
34	Asset Management (1435)	1,000	FY 2013
35	Video & Security Interoperability D&E (1372)	120	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
	BUS SYSTEM IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	Support Shops Equipment and Services (0783)	768	Complete
2	Facilities Rehabilitation (1076)	5,512	Complete
3	Equipment, Tools & Support Services (1078)	1,137	Complete
4	Fuel/Fluids Management System (1120)	1,873	Complete
5	NW Division Upgrade (ARRA) (8027)	5,404	Complete
	BUS SYSTEM IMPROVEMENTS -- FY 2013 AND 2014		
6	Facilities Rehabilitation (0193, 1180)	3,409	Underway
7	Division Maintenance Facility Ventilation Improvements (1073, 1181)	2,006	Underway
8	Bus Lifts (1096)	1,342	Underway
9	Systemwide Improvements and Rehabilitation (1148)	303	Underway
10	Wireless LAN D&E (1210)	1,218	Underway
11	Diesel Engine Replacements (1424)	3,120	Underway
12	Maintenance Support Improvement Fund (0554)	1,951	Ongoing
13	Boiler Replacement D&E (1228)	175	FY 2013
14	Hybrid Battery Replacement (1436)	503	FY 2013
15	Wash Replacement (1421)	600	FY 2013
16	Bush Division Building #5 Improvements (0049)	9,648	FY 2014

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FREIGHT IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	Freight Pollution-Reducing Locomotive Procurement (1423)	1,400	Complete
	FREIGHT IMPROVEMENTS -- FY 2013 AND 2014		
2	Freight/LTR Rail Abandonment (1100)	240	Underway
3	Grade Crossing Rehabilitation Fund (0212)	59	Ongoing
4	Capital Improvement Program (0590)	381	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	Electrical Equipment Overhaul and Upgrade (1185)	491	Complete
2	Yard Switches Conversion (0451)	2,959	Complete
3	Substation Installation (ARRA) (8005)	4,875	Complete
4	Substation Breakers Replacement/Overhaul (ARRA) (8026)	5,541	Complete
	LIGHT RAIL IMPROVEMENTS -- FY 2013 AND 2014		
5	Light Rail Vehicle Cameras D&E (1211)	244	Underway
6	Howard Street Safety Improvements (0489)	1,171	Underway
7	Substation Installations (ARRA) (0341)	4,762	Underway
8	Electrical Box Replacement (1187)	1,598	Underway
9	North Ave Yard Improvements D&E (1140)	184	Underway
10	Refurbish North Ave Carwash (1188)	134	Underway
11	Yard Switches Upgrade-Manual to Electric (ARRA) (8028)	168	Underway
12	PA/LED Signs Replacement (1294)	500	Underway
13	Facilities and Station Rehabilitation (0005, 1189, 1227)	4,577	Ongoing
14	Drainage Improvements (0856)	3,578	Ongoing
15	Rail Installation (0797)	193	Ongoing
16	Grade Crossing Repair (1048)	2,604	Ongoing
17	Balance Weight Assembly (1254)	1,876	Ongoing
18	Railroad Worker Protection Equipment (1364)	1,462	Ongoing
19	Bridge Preservation (0248)	1,109	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	East Baltimore and Martins Evaluation D&E (1217)	50	Complete
2	Parking Needs Study D&E (1363)	229	Complete
3	Laurel Station Rehabilitation (ARRA) (8006)	2,012	Complete
4	Passenger Warning System at 7 CSX Stations (0420)	2,876	Complete
	MARC IMPROVEMENTS -- FY 2013 AND 2014		
5	Aberdeen Station Parking Expansion (1298)	121	Underway
6	Public Address System (ARRA) (8011)	8,314	Underway
7	PA/LED Signs (0430)	8,903	Underway
8	Procure Riverside Maintenance Facility from CSX D&E (1177)	300	Underway
9	New Bayview Station D&E (1292)	1,024	Underway
10	West Baltimore New Station D&E (1290)	1,143	Underway
11	System Preservation Fund (0634)	1,980	Ongoing
12	Miscellaneous Facility Improvements and Rehabilitation (0199)	1,100	Ongoing
13	Parking Lot Improvements (1006)	1,407	Ongoing
14	Structural Inspection D&E (1376)	221	Ongoing

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2012 COMPLETIONS		
1	Station Renovations (ARRA) (8016)	6,405	Complete
2	Bridge and Elevated Structures Rehabilitation (ARRA) (8018)	2,826	Complete
3	CCTV Wireless Infrastructure (1293)	261	Complete
4	Train Control Replacement D&E (1289)	268	Complete
5	Rail Shop Equipment Improvements (0838)	2,708	Complete
6	Fastener and Bolt Replacement (ARRA) (8014)	3,623	Complete
7	Tunnel and Underground Station Repairs (ARRA) (8017)	4,272	Complete
8	Replacement of Street Gratings (1178)	586	Complete
9	Public Address System (ARRA) (8015)	5,436	Complete
10	Rail Inspection Program D&E (0194)	1,071	Complete
	METRO IMPROVEMENTS -- FY 2013 AND 2014		
11	Rail Fastener and Bolt Replacement (0455)	9,423	Underway
12	Station Emergency Telephones (1288)	2,818	Underway
13	PA/LED Signs (1295)	2,689	Underway
14	Rail Vehicle and Signaling System Replacement D&E (1415)	641	Underway
15	Third Rail Cover Board (1425)	319	Underway
16	Rail Installation Program (0868)	10,022	Ongoing
17	Tunnel Structural Repairs (0529)	2,653	Ongoing
18	Miscellaneous System Preservation Improvements (0179, 1186)	1,701	Ongoing
19	Bridge & Elevated Structures Rehabilitation Fund (0239)	1,676	Ongoing
20	Train Control Systems (0840)	625	Ongoing
21	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
	MOBILITY IMPROVEMENTS -- FY 2013 AND 2014		
1	Traveling Trainer Program (JARC) (1427)	118	Ongoing
2	Miscellaneous Improvements Fund (1166)	600	Ongoing
3	Traveling Trainer Program (New Freedom) (1428)	126	Ongoing

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2012 COMPLETIONS		
1	Diagnostic PC	6	Complete
2	Preventive Maintenance (ARRA)	516	Complete
	ALLEGANY COUNTY FY 2013 AND 2014		
3	Preventive Maintenance	300	Ongoing
4	2 AC Units	7	FY 2013
5	4 On-Vehicle Cameras	7	FY 2013
6	Compact Floor Machine	2	FY 2013
7	Copier/Fax	10	FY 2013
8	Emergency Generator	23	FY 2013
9	Fuel Provision	70	FY 2013
10	Heavy Duty Bus Lift	30	FY 2013
11	Tire Changer	5	FY 2013
12	2 Small Buses	130	FY 2014
13	4 Small Replacement Buses	660	FY 2014
	ANNAPOLIS FY 2012 COMPLETIONS		
14	1 Trolley (ARRA)	590	Complete
15	5 Heavy Duty Replacement Buses (ARRA)	1,643	Complete
16	Jack Stands	11	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ANNAPOLIS FY 2013 AND 2014		
17	Preventive Maintenance	180	Ongoing
18	1 Support Vehicle	25	FY 2013
19	5 Radios	4	FY 2013
20	Bike Racks	14	FY 2013
21	Gillig Software	6	FY 2013
22	Hybrid Bus Test Equipment	15	FY 2013
23	Operations Control Center	50	FY 2013
24	Surveillance Cameras	221	FY 2013
25	Vehicle Farebox	1	FY 2013
26	1 Support Vehicle	25	FY 2014
27	Bus Wash Rehabilitation	261	FY 2014
28	Electronic Farebox System	300	FY 2014
29	Facility Cameras & Lighting	56	FY 2014
30	Facility HVAC Rehabilitation	90	FY 2014
31	Tire Storage Facility	152	FY 2014
	ANNE ARUNDEL COUNTY FY 2012 COMPLETIONS		
32	See Annapolis for Projects		
	ANNE ARUNDEL COUNTY FY 2013 AND 2014		
33	See Annapolis for Projects		
34	Ridesharing	193	Ongoing
	BALTIMORE CITY FY 2013 AND 2014		
35	Ridesharing	80	Ongoing
	BALTIMORE COUNTY FY 2013 AND 2014		
36	Ridesharing	170	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CALVERT COUNTY FY 2012 COMPLETIONS		
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
	CALVERT COUNTY FY 2013 AND 2014		
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 and 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
	CAROLINE COUNTY FY 2012 COMPLETIONS		
55	2 Small Replacement Buses	112	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CAROLINE COUNTY FY 2013 AND 2014		
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
	CARROLL COUNTY FY 2012 COMPLETIONS		
63	Operations Facility & Parking Construction (ARRA)	850	Complete
	CARROLL COUNTY FY 2013 AND 2014		
64	Bus Equipment Branding (ARRA)	50	Underway
65	Preventive Maintenance	200	Ongoing
66	Fuel Provision	129	FY 2013
67	2 Small Expansion Buses	120	FY 2014
68	2 Small Replacement Buses	120	FY 2014
	CECIL COUNTY FY 2012 COMPLETIONS		
69	Auto Destination Signs	28	Complete
70	Diesel Fuel Pumps (ARRA)	1,380	Complete
71	Large Bus Storage Facility (ARRA)	190	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CECIL COUNTY FY 2013 AND 2014		
72	Preventive Maintenance	104	Ongoing
73	11 Surveillance Cameras	30	FY 2013
74	2 Bus Wraps	5	FY 2013
75	4 Bike Racks	6	FY 2013
76	5 Fareboxes	4	FY 2013
77	Bus Shelters	68	FY 2013
78	2 Small Buses	146	FY 2014
79	5 Passenger Counters	1	FY 2014
80	NextBus Passenger Info System	64	FY 2014
81	Route Match System	53	FY 2014
	CHARLES COUNTY FY 2012 COMPLETIONS		
82	Bike Racks (ARRA)	4	Complete
83	Diesel Fuel Pumps (ARRA)	138	Complete
84	Information Posts/Signs (ARRA)	1	Complete
85	Video Surveillance Cameras (ARRA)	14	Complete
	CHARLES COUNTY FY 2013 AND 2014		
86	Preventive Maintenance (ARRA)	410	Underway
87	Bus Stop Signs	8	FY 2013
88	County VanGo Transfer Facility	477	FY 2013
89	Fuel Provision	224	FY 2013
90	Maintenance Facility Feasibility Study	55	FY 2013
91	Preventive Maintenance	227	FY 2013
92	7 Small Buses	395	FY 2014
93	P&R Facility Improvements	232	FY 2014
	DORCHESTER COUNTY FY 2012 COMPLETIONS		
94	1 Small Replacement Bus	55	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	DORCHESTER COUNTY FY 2013 AND 2014		
95	Preventive Maintenance	35	Underway
96	1 Medium Replacement Bus	140	FY 2013
97	1 Minivan	25	FY 2013
98	10 AVL Units	42	FY 2013
99	4 Radios	12	FY 2013
100	1 Medium Replacement Bus	113	FY 2014
101	Bus Facility Camera System	135	FY 2014
102	Cambridge Parking Lot Upgrade	18	FY 2014
	FREDERICK COUNTY FY 2012 COMPLETIONS		
103	2 Medium Hybrid Buses (ARRA)	1,100	Complete
104	Parking Lot Construction (ARRA)	1,100	Complete
	FREDERICK COUNTY FY 2013 AND 2014		
105	Preventive Maintenance	650	Ongoing
106	Ridesharing	123	Ongoing
107	2 Bus Engines	70	FY 2013
108	Fuel Provision	379	FY 2013
109	Parking Lot Cameras	17	FY 2013
	GARRETT COUNTY FY 2012 COMPLETIONS		
110	2 Small Replacement Buses	86	Complete
111	Enclosed Vehicle Parking Canopy (ARRA)	275	Complete
	GARRETT COUNTY FY 2013 AND 2014		
112	Preventive Maintenance	181	Ongoing
113	1 Support Vehicle	38	FY 2013
114	2 Minivans	83	FY 2013
115	Shah Software	20	FY 2013
116	2 Small Buses	103	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	HARFORD COUNTY FY 2012 COMPLETIONS		
117	Preventive Maintenance (ARRA)	173	Complete
	HARFORD COUNTY FY 2013 AND 2014		
118	12 Medium Expansion Buses (ARRA)	4,210	Underway
119	Ridesharing	88	Ongoing
120	Fuel Provision	162	FY 2013
121	Preventive Maintenance	80	FY 2013
122	Training PCs, AudioVisual Training Equipment & Software	10	FY 2013
123	1 Medium Bus	198	FY 2014
124	Bus Shelters	130	FY 2014
125	Bus Stop Info Signs	15	FY 2014
126	Maintenance Equipment	17	FY 2014
	HOWARD COUNTY FY 2013 AND 2014		
127	Bus Painting (ARRA)	61	Underway
128	Bus Stop Amenities (ARRA)	100	Underway
129	Preventive Maintenance	150	Ongoing
130	Ridesharing	130	Ongoing
131	4 Hybrid Sedans	100	FY 2013
132	Communication System	150	FY 2013
133	Voucher Card System	179	FY 2013
134	3 Medium Hybrid & 1 Small Hybrid Bus	830	FY 2014
135	Bus IT Package	78	FY 2014
136	Bus Shelters	50	FY 2014
	KENT COUNTY		
137	See Caroline County for Projects		
	MONTGOMERY COUNTY FY 2013 AND 2014		
138	Ridesharing	372	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	OCEAN CITY FY 2012 COMPLETIONS		
139	1 Small Replacement Bus	57	Complete
140	4 Heavy Duty Replacement Buses	1,579	Complete
141	Electronic Fareboxes (ARRA)	18	Complete
142	Park & Ride Renovation (ARRA)	50	Complete
	OCEAN CITY FY 2013 AND 2014		
143	3 Heavy Duty Replacement Buses	1,408	Underway
144	Bus Lifts	250	Underway
145	Bus Spare Parts	75	Underway
146	Capital Maintenance Equipment	75	Underway
147	Preventive Maintenance	500	Ongoing
148	6 Heavy Duty Replacement Buses	2,500	FY 2014
149	Bus Barn Fire Suppression	15	FY 2014
150	Bus Barn Roof Repairs	125	FY 2014
151	Park & Ride Decking	100	FY 2014
152	Transit Facility & Bus Barn D&E	1,250	FY 2014
	PRINCE GEORGE'S COUNTY FY 2013 AND 2014		
153	Ridesharing	269	Ongoing
	QUEEN ANNE'S COUNTY FY 2012 COMPLETIONS		
154	1 Medium Replacement Bus (ARRA)	144	Complete
	QUEEN ANNE'S COUNTY FY 2013 AND 2014		
155	Preventive Maintenance	35	Ongoing
156	Shop Tools	14	FY 2013
157	Tires	9	FY 2013
158	Bus Cameras	35	FY 2014
159	Bus Wash Facility Renovation	70	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ST MARY'S COUNTY FY 2012 COMPLETIONS		
160	5 Bus Shelters (ARRA)	24	Complete
161	Bus Cameras	13	Complete
162	Bus Canopy Solar Lights (ARRA)	20	Complete
163	Bus Wash Solar Lights (ARRA)	4	Complete
164	Concrete Pads (ARRA)	1	Complete
165	Diagnostic Software	8	Complete
166	Dispatch Software	33	Complete
167	Passenger Amenities	1	Complete
168	Shop Equipment	9	Complete
169	Shop Equipment (ARRA)	31	Complete
	ST MARY'S COUNTY FY 2013 AND 2014		
170	Bike Racks	3	Underway
171	Bus Barn Construction	845	Underway
172	2 Wheelchair Tie-downs	6	FY 2013
173	Preventive Maintenance	35	FY 2013
174	1 Small Bus	47	FY 2014
175	2 Medium Replacement Buses	233	FY 2014
	SOMERSET COUNTY FY 2012 COMPLETIONS		
176	See Tri-County Council for the Lower Eastern Shore Projects		
	SOMERSET COUNTY FY 2013 AND 2014		
177	See Tri-County Council for the Lower Eastern Shore Projects		
	TALBOT COUNTY FY 2012 COMPLETIONS		
178	See Caroline County for Projects		
	TALBOT COUNTY FY 2013 AND 2014		
179	See Caroline County for Projects		

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2012 COMPLETIONS		
180	Bus Shelters	100	Complete
181	Bus Shelters (ARRA)	135	Complete
182	GFI Fareboxes (ARRA)	206	Complete
183	Preventive Maintenance (ARRA)	170	Complete
184	Transfer Point Relocation (ARRA)	875	Complete
	WASHINGTON COUNTY FY 2013 AND 2014		
185	Farebox Equipment	40	Underway
186	On-Board Surveillance Cameras	80	Underway
187	Fuel Provision	126	FY 2013
188	Mobile Data Computers	35	FY 2013
189	Passenger Shelter Installs	50	FY 2013
190	Preventive Maintenance	100	FY 2013
191	1 Small Bus	51	FY 2014
192	On-Vehicle Video Surveillance	82	FY 2014
	WICOMICO COUNTY FY 2012 COMPLETIONS		
193	See Tri-County Council for the Lower Eastern Shore for Projects		
	WICOMICO COUNTY FY 2013 AND 2014		
194	See Tri-County Council for the Lower Eastern Shore for Projects		
	WORCESTER COUNTY FY 2012 COMPLETIONS		
195	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
	WORCESTER COUNTY FY 2013 AND 2014		
196	See Tri-County Council for the Lower Eastern Shore and Ocean City for Projects		
	CENTRAL MD REGIONAL TRANSIT FY 2012 COMPLETIONS		
197	AVL System Install & Maintenance (ARRA)	600	Complete

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CENTRAL MD REGIONAL TRANSIT FY 2013 AND 2014		
198	Electric Bus Project	3,778	Underway
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2012 COMPLETIONS		
199	Admin Facility Phase I Rehabilitation and Furnishings	823	Complete
200	Computer Software (ARRA)	149	Complete
201	Maintenance Lift Equipment	40	Complete
202	Security Updates (ARRA)	12	Complete
203	Tires	105	Complete
204	Two-Way Radios	15	Complete
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2013 AND 2014		
205	1 Laptop	2	Underway
206	1 Medium Replace Bus	142	Underway
207	GPS Hardware	4	Underway
208	Maintenance Facility & Site Work	7,200	Underway
209	Office Equipment	9	Underway
210	Preventive Maintenance	400	Ongoing
211	Ridesharing	109	Ongoing
212	Fuel Provision	152	FY 2013
213	Maintenance Facility Support Vehicle	40	FY 2013
214	Presentation Case	2,000	FY 2013
215	Spare Parts	20	FY 2013
216	1 Minivan	45	FY 2014
217	Bus Security Cameras	30	FY 2014
218	Passenger Amenities	75	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014		
219	Allegany County HRDC - Preventive Maintenance	11	FY 2013
220	ARC of Baltimore - 2 Small Buses & Preventive Maintenance	125	FY 2013
221	ARC of Montgomery County - 1 Small Bus & Preventive Maintenance	81	FY 2013
222	Associated Catholic Charities - 1 Small Bus & Preventive Maintenance	77	FY 2013
223	Bayside Community Network- 2 Small Buses & Preventive Maintenance	136	FY 2013
224	Charles County Nursing & Rehabilitation - Preventive Maintenance	12	FY 2013
225	Daybreak Adult Day Services - 1 Small Bus & Preventive Maintenance	71	FY 2013
226	Dorchester County Commission on Aging - Preventive Maintenance	14	FY 2013
227	Dove Pointe - 1 Small Bus & Preventive Maintenance	89	FY 2013
228	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	68	FY 2013
229	Easter Seals Silver Spring - 1 Small Bus & Preventive Maintenance	66	FY 2013
230	Friends Aware - 1 Minivan & Preventive Maintenance	57	FY 2013
231	Humanim - Preventive Maintenance	8	FY 2013
232	Kent Center - 1 Small Bus & Preventive Maintenance	62	FY 2013
233	Lifebridge Health - Preventive Maintenance	6	FY 2013
234	Progress Unlimited - 2 Small Buses & Preventive Maintenance	126	FY 2013
235	Shore Up - Preventive Maintenance	8	FY 2013
236	Southern Md. TCCAC - 1 Small Bus & Preventive Maintenance	63	FY 2013
237	Spring Dell - 3 Small Buses & Preventive Maintenance	204	FY 2013
238	UCP of Central Md. - Preventive Maintenance	12	FY 2013
239	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	72	FY 2013
240	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	FY 2013
241	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	45	FY 2013
242	Appalachian Parent Association - 2 Small Buses	120	FY 2014
243	ARC of Northern Chesapeake Region - 2 Small Buses	120	FY 2014
244	Bay Community Support Services - 1 Small Bus	60	FY 2014
245	Center for Life Enrichment - 2 Small Buses	120	FY 2014
246	Chi Centers - 1 Small Bus	60	FY 2014
247	Prologue Inc - 2 Small Buses	120	FY 2014
248	Somerset Community Services - 2 Small Buses	120	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014 (cont'd)		
249	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2014
250	Way Station - 2 Small Buses	120	FY 2014
	EASTERN SHORE NON-PROFITS FY 2013 AND 2014		
251	Job Access and Reverse Commute (JARC) Program	47	Ongoing
252	New Freedom Program	882	FY 2013
	WESTERN MD NON-PROFITS FY 2013 AND 2014		
253	Job Access and Reverse Commute (JARC) Program	34	Ongoing
254	New Freedom Program	68	Ongoing
	SOUTHERN MD NON-PROFITS FY 2013 AND 2014		
255	Job Access and Reverse Commute (JARC) Program	100	Ongoing
256	New Freedom Program	400	Ongoing
	CENTRAL MD NON-PROFIT FY 2013 AND 2014		
257	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
258	New Freedom Program	542	Ongoing

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CENTRAL MD REGIONAL TRANSIT FY 2013 AND 2014		
198	Electric Bus Project	3,778	Underway
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2012 COMPLETIONS		
199	Admin Facility Phase I Rehabilitation and Furnishings	823	Complete
200	Computer Software (ARRA)	149	Complete
201	Maintenance Lift Equipment	40	Complete
202	Security Updates (ARRA)	12	Complete
203	Tires	105	Complete
204	Two-Way Radios	15	Complete
	TRI-COUNTY COUNCIL FOR LOWER EASTERN SHORE FY 2013 AND 2014		
205	1 Laptop	2	Underway
206	1 Medium Replace Bus	142	Underway
207	GPS Hardware	4	Underway
208	Maintenance Facility & Site Work	7,200	Underway
209	Office Equipment	9	Underway
210	Preventive Maintenance	400	Ongoing
211	Ridesharing	109	Ongoing
212	Fuel Provision	152	FY 2013
213	Maintenance Facility Support Vehicle	40	FY 2013
214	Presentation Case	2,000	FY 2013
215	Spare Parts	20	FY 2013
216	1 Minivan	45	FY 2014
217	Bus Security Cameras	30	FY 2014
218	Passenger Amenities	75	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014		
219	Allegany County HRDC - Preventive Maintenance	11	FY 2013
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224	Charles County Nursing & Rehabilitation - Preventive Maintenance	12	FY 2013
225	Daybreak Adult Day Services - 1 Small Bus & Preventive Maintenance	71	FY 2013
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227	Dove Pointe - 1 Small Bus & Preventive Maintenance	89	FY 2013
228	Easter Seals Hagerstown - 1 Small Bus & Preventive Maintenance	68	FY 2013
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237	Spring Dell - 3 Small Buses & Preventive Maintenance	204	FY 2013
238	UCP of Central Md. - Preventive Maintenance	12	FY 2013
239	Washington County Community Action Council - 1 Small Bus & Preventive Maintenance	72	FY 2013
240	Washington County Human Development Corp - 2 Small Buses & Preventive Maintenance	123	FY 2013
241	Worcester County Commission on Aging - 1 Minivan & Preventive Maintenance	45	FY 2013
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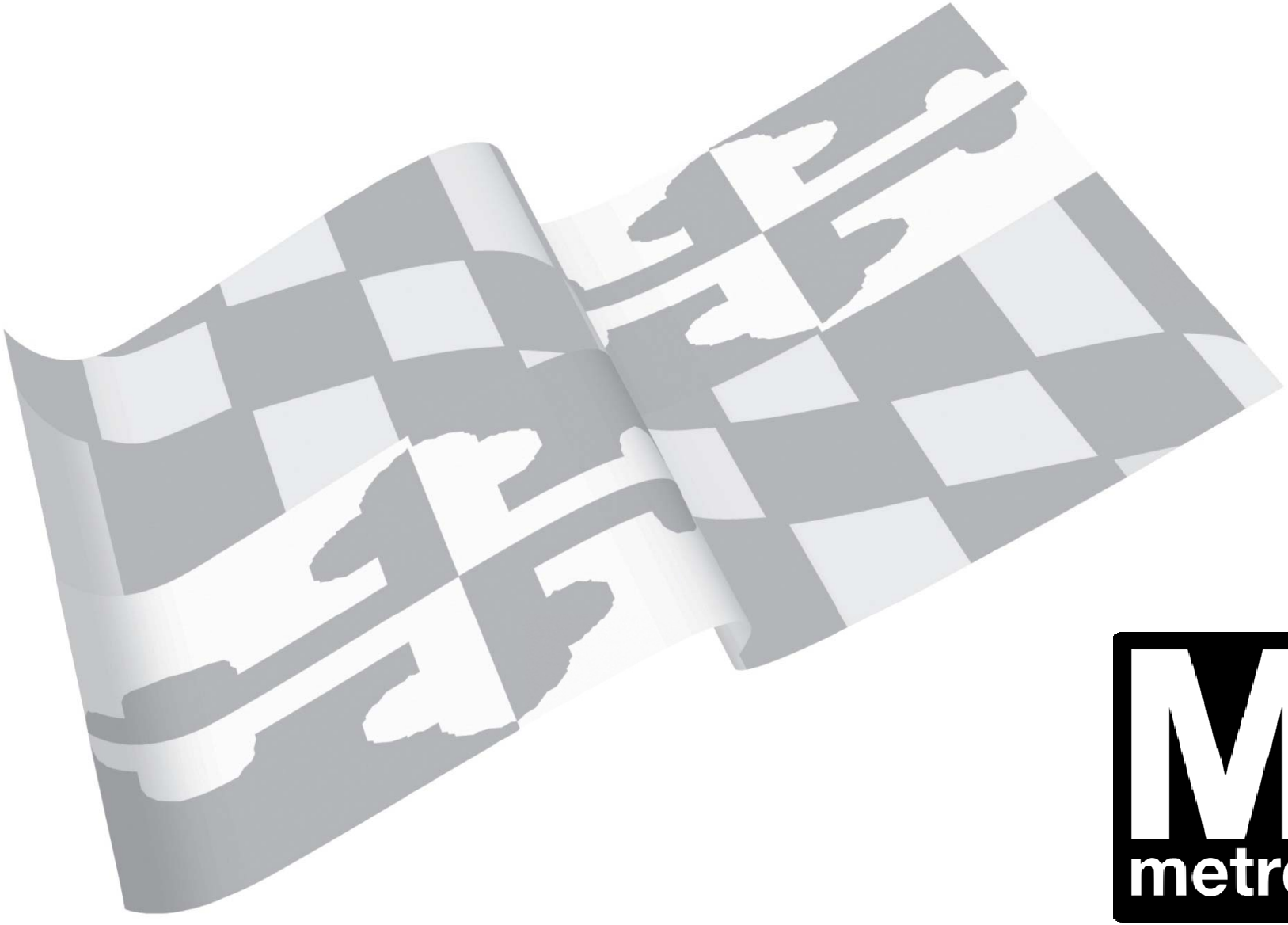
245	Center for Life Enrichment - 2 Small Buses	120	FY 2014
246	Chi Centers - 1 Small Bus	60	FY 2014
247	Prologue Inc - 2 Small Buses	120	FY 2014
248	Somerset Community Services - 2 Small Buses	120	FY 2014

MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	ELDERLY/DISABLED NON-PROFITS FY 2013 AND 2014 (cont'd)		
249	St Mary's Adult Medical Daycare - 1 Small Bus	60	FY 2014
250	Way Station - 2 Small Buses	120	FY 2014
	EASTERN SHORE NON-PROFITS FY 2013 AND 2014		
251	Job Access and Reverse Commute (JARC) Program	47	Ongoing
252	New Freedom Program	882	FY 2013
	WESTERN MD NON-PROFITS FY 2013 AND 2014		
253	Job Access and Reverse Commute (JARC) Program	34	Ongoing
254	New Freedom Program	68	Ongoing
	SOUTHERN MD NON-PROFITS FY 2013 AND 2014		
255	Job Access and Reverse Commute (JARC) Program	100	Ongoing
256	New Freedom Program	400	Ongoing
	CENTRAL MD NON-PROFIT FY 2013 AND 2014		
257	Job Access and Reverse Commute (JARC) Program	2,382	Ongoing
258	New Freedom Program	542	Ongoing



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	223.5	243.3	224.9	235.6	240.1	245.0	1,412.4
Special Funds	132.4	153.1	131.6	139.2	140.0	140.8	837.3
Federal Funds - WMATA *	91.1	90.1	93.3	96.4	100.1	104.1	575.2

*** 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital 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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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

8002

PROJECT: WMATA Capital Improvement Program

DESCRIPTION: The program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received directly by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2013-2018 CIP is focused on infrastructure rehabilitation, 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 from 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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
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: The project cost increased by $118.0 million due to the addition of $183.4 million in FY 2018 and an adjustment to match WMATA's current funding requirement forecast.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	1,024,989	153,732	171,243	163,386	174,071	178,590	183,434	1,024,456	0
Total	2,049,445	1,024,989	153,732	171,243	163,386	174,071	178,590	183,434	1,024,456	0
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: [X] Project Not Location Specific [ ] Not Subject to PFA Law

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

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

ASSOCIATED IMPROVEMENTS:
None.

STATUS: 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: The project cost increased $1.1 million due to the addition of FY 2018.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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 Funding for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to the federal funds.

JUSTIFICATION: Maryland is commited to providing its annual share of the match to the federal funds as part of the dedicated funding package for WMATA.

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

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

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

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: Congress is expected to appropriate $150.0 million in Federal Fiscal Year 2013 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: The cost increased $50.0 million due to the addition of FY 2018.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	549,992	94,159	49,424	56,310	50,000	50,000	50,000	50,000	305,734	150,099
Total	549,992	94,159	49,424	56,310	50,000	50,000	50,000	50,000	305,734	150,099
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008

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 will 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 procruement 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 requriements of the federal law.

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

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

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

ASSOCIATED IMPROVEMENTS:
None.

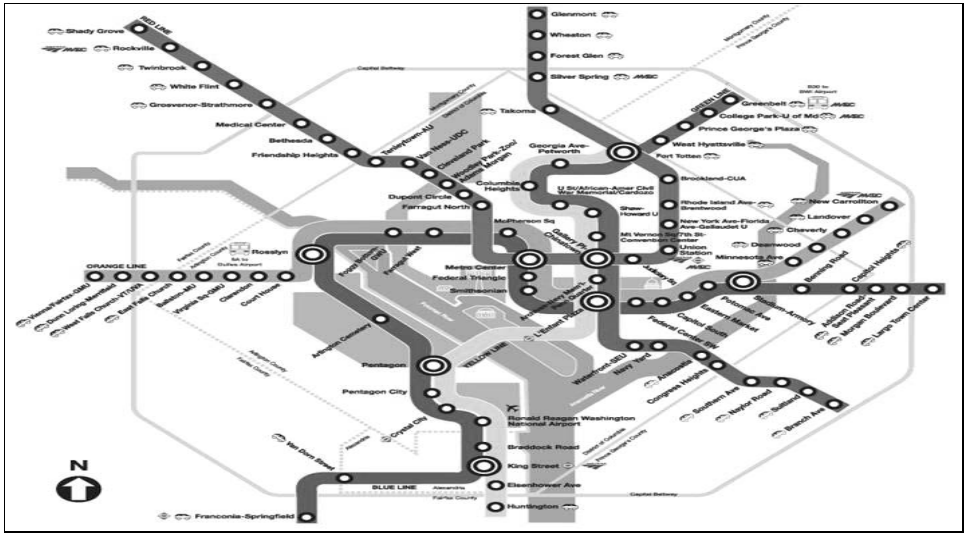
STATUS: WMATA's ARRA projects are forecasted to be complete in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	69,309	3,107	0	0	0	0	0	3,107	0
Total	72,416	69,309	3,107	0	0	0	0	0	3,107	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9009



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

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

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

ASSOCIATED IMPROVEMENTS:
None.

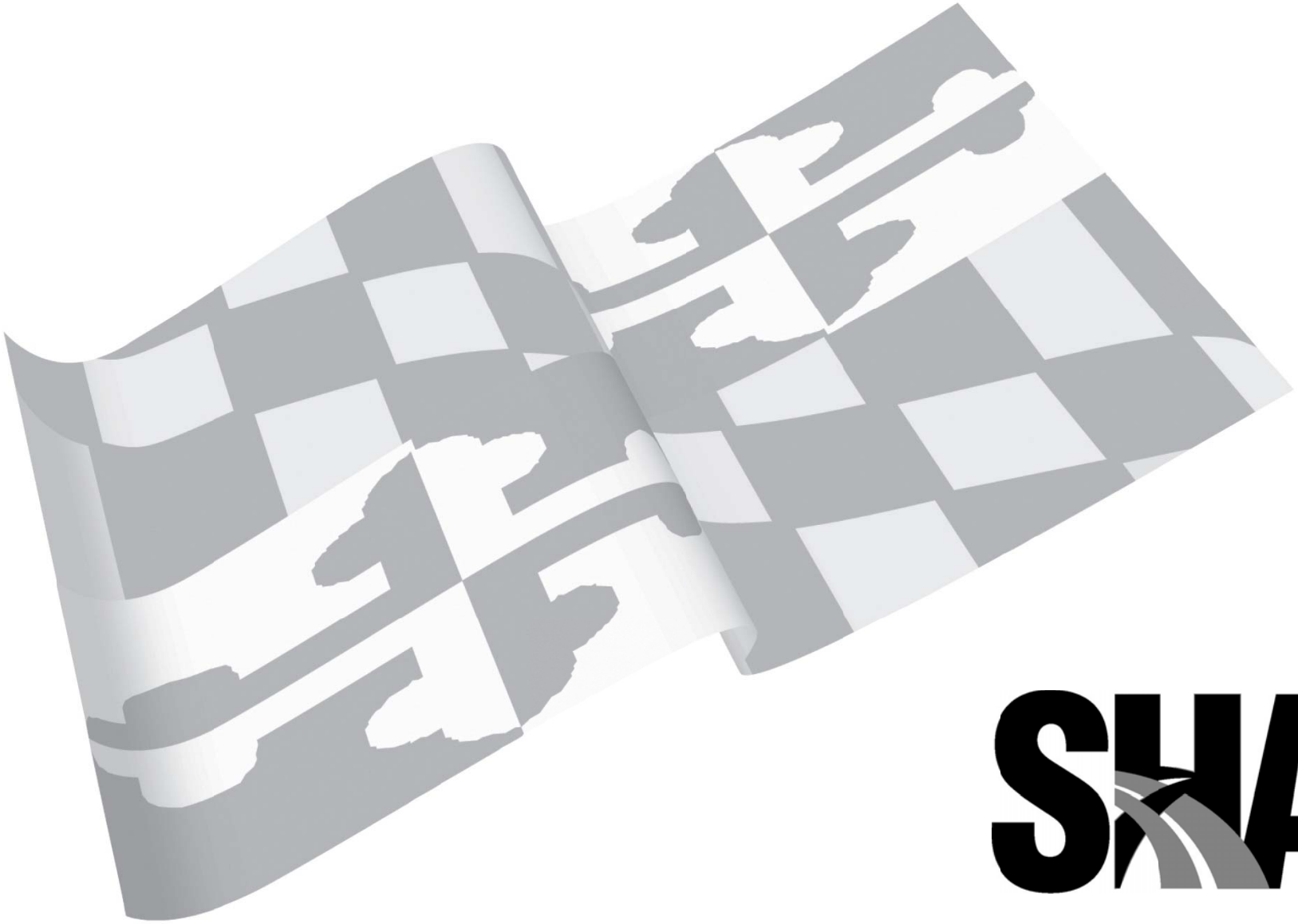
STATUS: Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5 million during the FY 2013-2018. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The projects cost increased $10.5 million due to the addition of FY 2018.

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

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	94,068	31,356	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Total	94,068	31,356	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9010



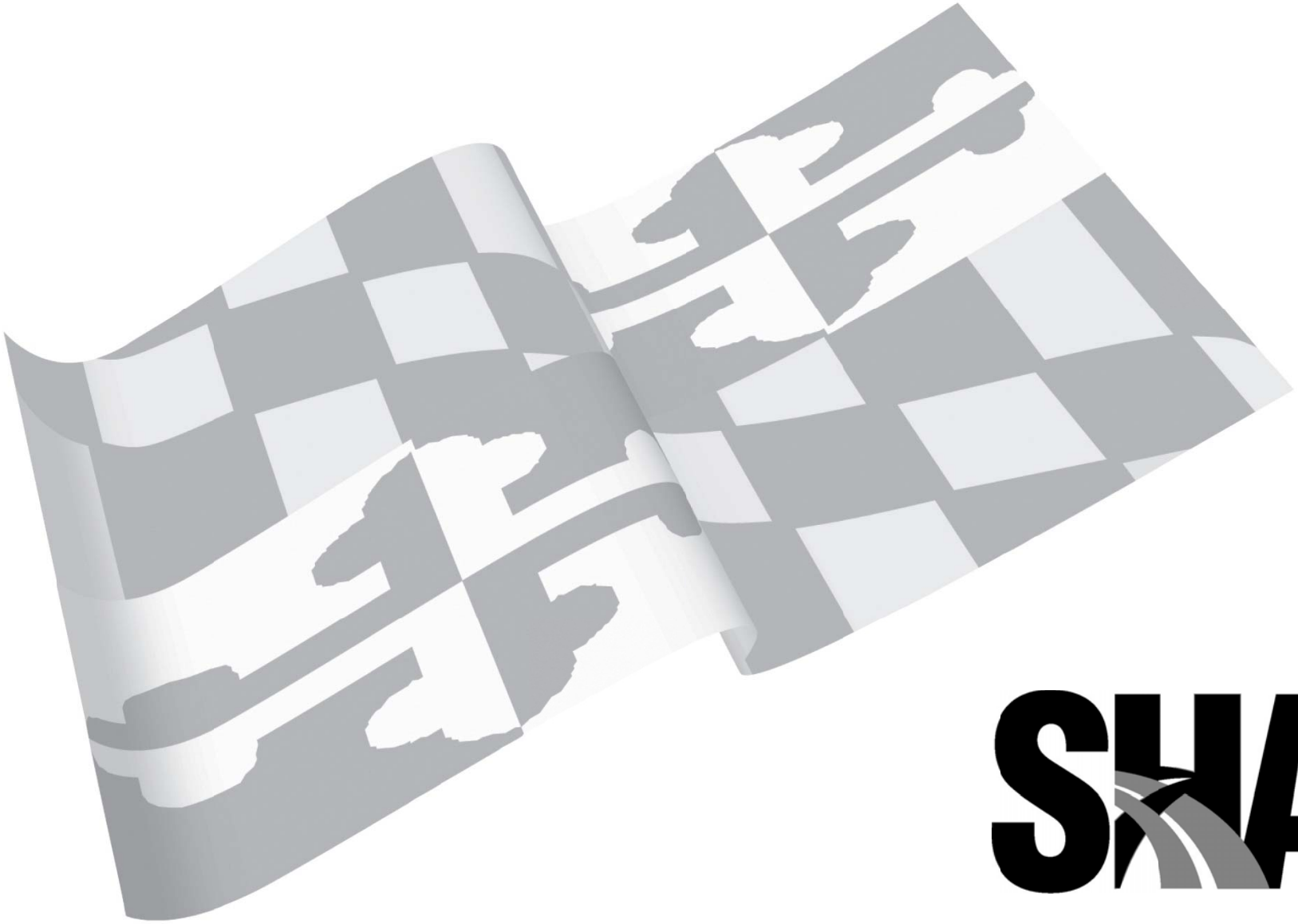
SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	122.9	128.6	79.7	40.4	3.2	-	374.8
Safety, Congestion Relief and Community Enhancements	701.1	694.7	684.4	658.6	670.2	680.9	4,089.9
Other System Preservation	39.6	34.7	38.4	38.2	38.9	39.7	229.5
Programs 3 & 8	11.2	13.1	12.4	13.9	10.2	10.3	71.1
Development & Evaluation Program	24.2	56.8	79.6	38.3	16.4	8.8	224.1
TOTAL	899.0	927.9	894.5	789.4	738.9	739.7	4,989.4
Special Funds	364.1	444.9	466.7	505.5	476.3	483.9	2,741.4
Federal Funds	534.8	482.9	427.8	283.9	262.6	255.8	2,247.9

* Figures may not add exactly due to rounding



SHA STATEWIDE

PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

[X] Quality of Service
[X] System Preservation & Performance
[X] Connectivity for Daily Life
[X] 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: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	263,268	203,868	10,600	11,100	10,700	8,500	9,600	8,900	59,400	0
Total	374,454	275,954	20,100	20,700	16,900	14,300	13,600	12,900	98,500	0
Federal-Aid	360,620	271,970	18,090	18,630	15,210	12,870	12,240	11,610	88,650	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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ 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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	77,892	55,392	6,500	6,300	3,200	2,700	1,900	1,900	22,500	0
Right-of-way	20,565	13,365	900	800	2,800	700	1,000	1,000	7,200	0
Construction	390,376	277,976	3,600	13,000	22,600	26,700	23,300	23,200	112,400	0
Total	488,833	346,733	11,000	20,100	28,600	30,100	26,200	26,100	142,100	0
Federal-Aid	130,321	73,221	5,600	5,000	9,000	14,200	11,900	11,400	57,100	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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This program supports community revitalization and other efforts to encourge 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: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	41,929	34,729	800	2,200	1,900	700	800	800	7,200	0
Total	49,771	39,771	2,300	2,400	2,100	1,000	1,100	1,100	10,000	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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☐ 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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	293,726	284,226	2,100	2,700	1,000	1,100	1,300	1,300	9,500	0
Total	331,883	320,083	3,100	3,100	1,300	1,300	1,500	1,500	11,800	0
Federal-Aid	224,698	218,998	1,600	2,300	800	200	400	400	5,700	0

CLASSIFICATION:

STATE - N/A

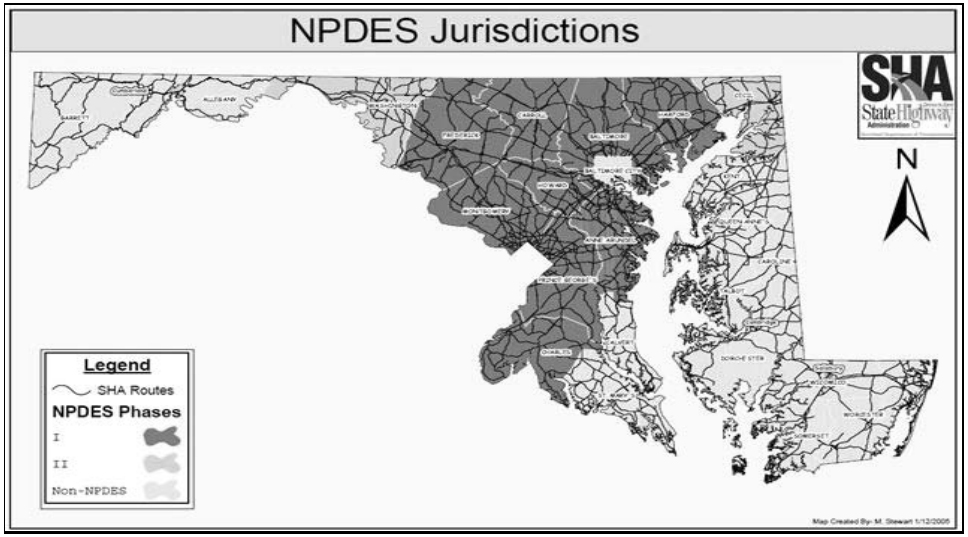
FEDERAL - N/A

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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ 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: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	137,600	11,900	18,200	30,300	25,800	21,600	14,900	14,900	125,700	0
Total	154,300	16,100	24,200	33,800	28,800	21,600	14,900	14,900	138,200	0
Federal-Aid	81,994	11,894	15,600	24,600	23,800	4,300	900	900	70,100	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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☒ 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: Added funding in FY14 and FY15.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	20,400	7,600	4,800	3,500	4,500	0	0	0	12,800	0
Total	21,400	7,600	5,800	3,500	4,500	0	0	0	13,800	0
Federal-Aid	14,980	5,320	4,060	2,450	3,150	0	0	0	9,660	0

CLASSIFICATION:

STATE - N/A

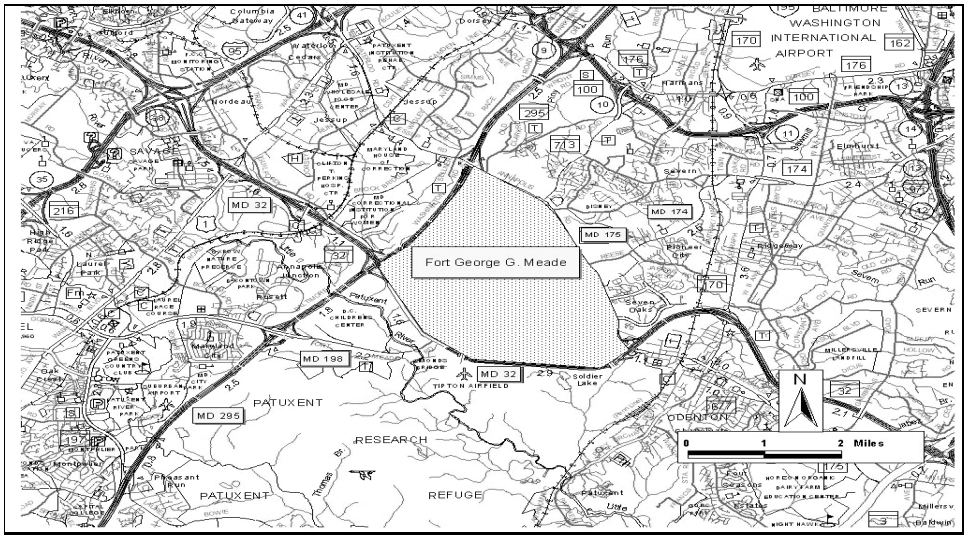
FEDERAL - N/A

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

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

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] 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 6)
MD 198, MD 295 to MD 32 (Anne Arundel County Line 7)

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

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

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 and 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: Added $6.1 million for right-of-way for MD 175 at Mapes and Reese Roads. Move $22.1 million to Anne Arundel County Line 2 (MD 175) for right-of-way and construction.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	192	60	748	0	0	0	0	808	0
Engineering	9,390	6,587	403	2,400	0	0	0	0	2,803	0
Right-of-way	12,146	331	9,669	2,146	0	0	0	0	11,815	0
Construction	657	0	0	0	657	0	0	0	657	0
Total	23,193	7,110	10,132	5,294	657	0	0	0	16,083	0
Federal-Aid	16,904	824	10,129	5,294	657	0	0	0	16,080	0

CLASSIFICATION:

STATE - N/A

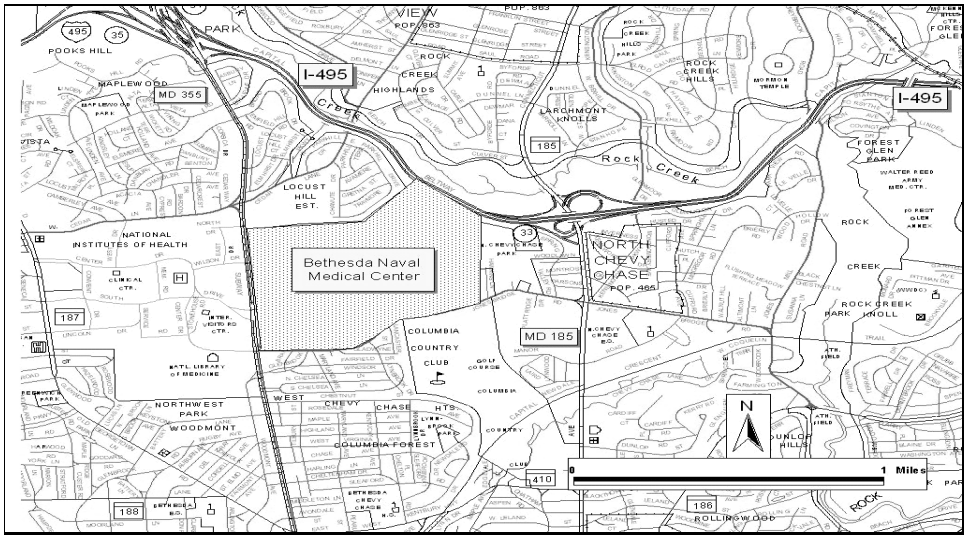
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near 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.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge Road - Phase 1&3(Montgomery County Line 4)
MD 355, at Cedar Lane & Jones Bridge Road (Montgomery County Line 6)

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

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

EXPLANATION: Improvements to key intersections in the vicinity of Bethesda Naval Medical Center 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. Awaiting final approval of $48.9 million from OEA for additional construction projects.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Moved from the Development & Evaluation Program to the Construction Program. Awaiting full approval of funds from the Office of Economic Adjustments.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,812	9,562	800	450	0	0	0	0	1,250	0
Right-of-way	3,149	919	200	2,030	0	0	0	0	2,230	0
Construction	15,001	0	1,083	6,929	4,188	2,801	0	0	15,001	0
Total	28,962	10,481	2,083	9,409	4,188	2,801	0	0	18,481	0
Federal-Aid	20,347	1,866	2,083	9,409	4,188	2,801	0	0	18,481	0

CLASSIFICATION:

STATE - N/A

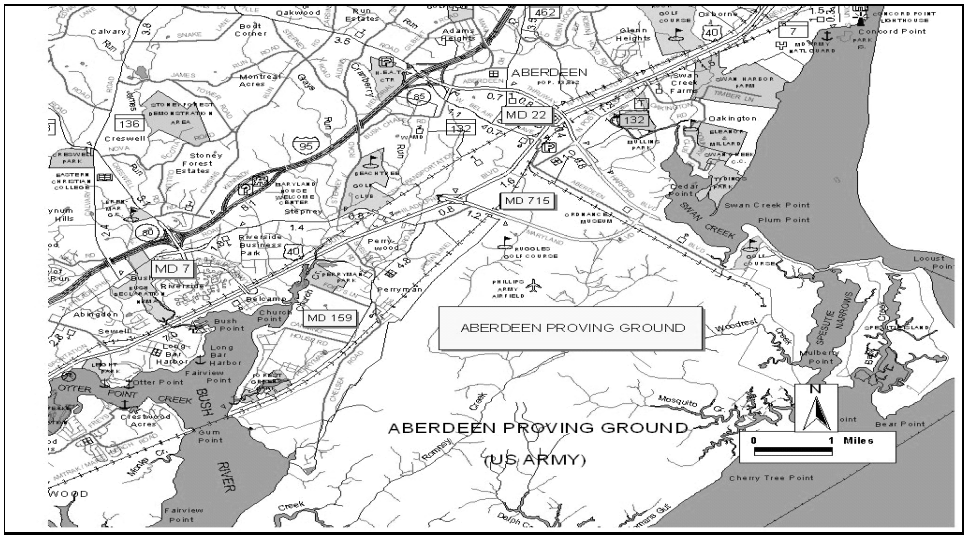
FEDERAL - N/A

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.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Harford County Line 3)
Perryman, Access Study (Harford County Line 5)

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 Utiliies for MD 22 at Old Post Road. Moved $8.6 million to Harford County Line 1 (MD 22) for right-of-way and construction.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,922	5,321	1,350	251	0	0	0	0	1,601	0
Right-of-way	13,800	0	2,020	7,899	3,881	0	0	0	13,800	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,722	5,321	3,370	8,150	3,881	0	0	0	15,401	0
Federal-Aid	16,309	908	3,370	8,150	3,881	0	0	0	15,401	0

CLASSIFICATION:

STATE - N/A

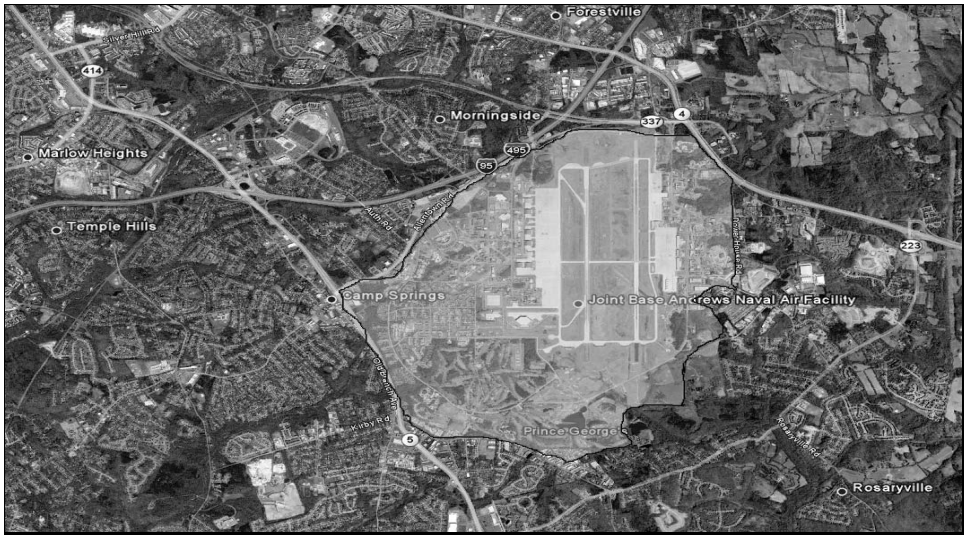
FEDERAL - N/A

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (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 and $0.9 million for right-of-way for MD 337 at MD 218.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,497	955	650	1,050	3,442	400	0	0	5,542	0
Right-of-way	900	0	10	560	330	0	0	0	900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,397	955	660	1,610	3,772	400	0	0	6,442	0
Federal-Aid	7,383	941	660	1,610	3,772	400	0	0	6,442	0

CLASSIFICATION:

STATE - N/A

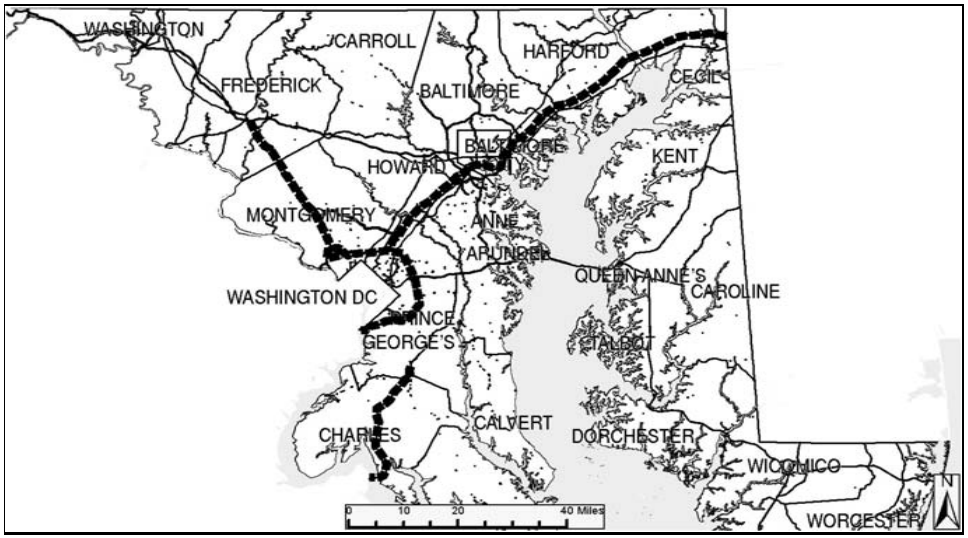
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - N/A

PROJECTED (2030) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95, I-270 and US 301.

JUSTIFICATION: A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,000	0	600	4,400	0	0	0	0	5,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	0	600	4,400	0	0	0	0	5,000	0
Federal-Aid	5,000	0	600	4,400	0	0	0	0	5,000	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - N/A

PROJECTED (2030) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Bridge Replacement/Rehabilitation		
1		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,619	Completed
		Safety/Spot Improvement		
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
		Environmental Preservation		
4	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	433	Completed
		Enhancements		
		Environmental Mitigation		
5		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre	415	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
6		Various locations in District 3 and 5; thermpolastic thinline striping	1,000	FY 2014
7		Various locations in District 4 and District 7; pavement marking	1,042	FY 2013
8		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,541	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
9		Various locations in District 2; guardrail	454	FY 2014
10		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,541	FY 2014
11		Various locations in District 1 and 2; thermoplastic thinline striping	876	FY 2014
12		Various locations in District 7; guardrail	1,942	FY 2013
13		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	525	FY 2014
14		Various locations in Baltimore and Harford Counties; joint sealing	1,020	FY 2013
15		Various locations in Anne Arundel, Calvert, Charles, and St. Mary's Counties; traffic barrier upgrades	853	FY 2013
16		Various locations in District 4; slurry seal	892	Under construction
17		At various locations in District 6; slurry seal	2,821	Completed
18		Various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	1,675	Completed
19		Various locations in Dorchester, Somerset, Wicomico and Worcester Counties; traffic barrier	1,207	Completed
20		Various locations in Baltimore or Harford Counties; patching	3,276	Under construction
21		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction
22		Install and upgrade traffic barrier in District 6; guardrail	1,338	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
23		Various locations in District 5 and Prince George's County; drainage	2,820	FY 2013
24		Concrete pavement repairs at various locations in District 5	724	FY 2013
25		Install/upgrade Traffic barrier at various locations in District 6	725	FY 2013
26		Traffic barrier upgrades at various locations in District 3	1,143	FY 2013
27		Various Locations in District 5; slurry seal	1,932	Under construction
		Bridge Replacement/Rehabilitation		
28		11 existing bridges on MD 75, MD 77, MD 91, MD 144 and I 70	1,406	FY 2013
29		6 existing bridges on MD 80 to I 270; clean and paint bridges	2,437	FY 2014
		Safety/Spot Improvement		
30		Various Stormwater Sites; drainage improvements	3,432	FY 2014
31		At various locations in District 5; sidewalks	2,801	FY 2013
32		At various locations in District 3; sidewalks	3,744	FY 2013
33		Various locations statewide; drainage	1,457	FY 2013
34		Various locations in District 6; pavement marking	5,090	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement (cont'd)		
35		Various locations in District 7; pavement markings	757	Completed
36		Various locations in Allegany and Garrett Counties; geometric improvements	2,133	Under construction
37		Various locations in District 6; joint sealing	445	Completed
38		Various locations in District 4; pavement markings	517	Under construction
39		Repairs on Stormwater Facilities in various locations; drainage improvement	622	FY 2013
40		Install/upgrade Traffic barriers in District 6	588	Under construction
41		Sign Reflectivity Management Statewide; signing	8,000	FY 2013
42		Traffic Barrier in District 4; guard rail	416	Completed
43		Friction Improvements in District 3 - Phase 3; joint sealing	3,029	Under construction
44		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
45	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,326	FY 2013
		Traffic Management		
46		Traffic signs and APS in District 3; signalization	6,000	FY 2014
47		Sign Structure replacement in District 7	5,000	FY 2014

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Traffic Management (cont'd)		
48		Sign Structure replacement in District 4	4,999	FY 2014
49		Sign Structure replacement in District 3	4,999	FY 2014
50		Various locations in District 3, 4 and 5; signalization	5,750	FY 2013
51		Various Locations in Districts 6 and 7; signalization	3,168	FY 2013
52		At various locations in District 5; signing	2,295	FY 2013
53		Various locations in District 5; signalization	5,935	FY 2013
54		Various locations; signalization	3,262	Under construction
55		Various locations in District 1 and District 2; signing	1,144	FY 2013
56		Various locations in District 1; signing	2,383	FY 2013
57		Various locations in District 4; signalization	3,088	FY 2013
58		Various locations in District 4; sign structures	2,584	FY 2013
59		Various locations in District 3; sign structures	2,595	FY 2013
60		Various locations in District 3; signing	3,256	FY 2013
61		Various locations in District 1 and District 2; signalization	1,279	FY 2013

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Traffic Management (cont'd)		
62		Various locations in District 6 and District 7; signalization	2,432	FY 2013
63		Various locations in District 3; signalization	6,029	FY 2013
64		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	FY 2013
65		Install and modify Traffic Control devices in District 4; signalization	6,022	Under construction
66		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Under construction
67		Various Locations in District 1 and 2; signalization	1,064	Under construction
68		Various Locations in District 4; lighting	1,783	Under construction
69		Various Locations in District 1 and 2; signing	1,287	Under construction
70		Various Locations in District3; signalization	2,146	Under construction
71		Various Locations in District 3; signing	2,810	Under construction
72		Various Locations in District 5; signalization	2,104	Under construction
73		Various Locations in District 6 and 7; lighting	930	Under construction
74		Various Locations in District 4; signing	2,999	Under construction
75		Various Locations in District 5; lighting	1,674	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Traffic Management (cont'd)		
76		Various Locations in District 3; lighting	1,984	Under construction
77		Various Locations in District 6 and 7; signing	2,170	Under construction
78		Various Locations in District 1 and 2; lighting	1,300	Under construction
79		Various Locations in District 4; signalization	2,048	Under construction
80		Various Locations in District 6 and 7; signalization	1,074	Under construction
81		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
82		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Under construction
83		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
84		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	Under construction
		C.H.A.R.T. Projects		
85		Statewide Automatic Vehicle Location Deployment	1,600	FY 2013
86		Road Weather Information Systems Upgrade	500	Under construction
87		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
88		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	FY 2013

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		C.H.A.R.T. Projects (cont'd)		
89		Back-up Power for CHART Cameras	1,818	Under construction
90		First Responder Video Sharing	1,000	FY 2013
91		10 CCTV Cameras Project	700	FY 2013
92		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,540	Under construction
93		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Completed
		Environmental Preservation		
94		Various interchanges on US 50 and US 13; landscaping	1,087	FY 2013
95		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	FY 2013
96		Various Interchanges on US 50 and MD 100	1,219	FY 2013
97		Various interchanges on I 70, I 68 and MD 200; landscaping	801	FY 2013
98		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	FY 2013
99		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
100		Landscaping at various locations in District 4 and District 7; landscaping	220	Under construction
101		Landscaping at various locations in District 1 and District 2; landscaping	114	FY 2013

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Environmental Preservation (cont'd)		
102		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
103		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
104		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
105		Tree Planting in District 1 and 2 (ARRA PROJECT)	270	Completed
106		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	424	Completed
107		Wetland and reforestation in District 5 (ARRA PROJECT)	236	Completed
108		Wetland and reforestation in District 3 (ARRA PROJECT)	281	Completed
109		Chesapeake Country National Scenic Byway Gateways; environmental preservation	60	Completed
110	US 50	MD 404/MD 309; Integrated Roadside Vegetation Management at various locations in District 2	572	FY 2014
111	I 68	Integrated Roadside Vegetation Management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	915	FY 2014
112	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	FY 2013
113	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	FY 2013

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Sidewalks		
114		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,144	FY 2013
		Truck Weight		
115		Virtual Weigh Station - Overheight detection	1,200	FY 2014
		Enhancements		
		Archaeological Planning & Research		
116		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
		Landscaping/Scenic Beautification/Mitigation		
117		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
118		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
119		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
		Environmental Mitigation		
120		Integrated Roadside Vegetation Management and Native Plant Establishment - US 50	193	Underway

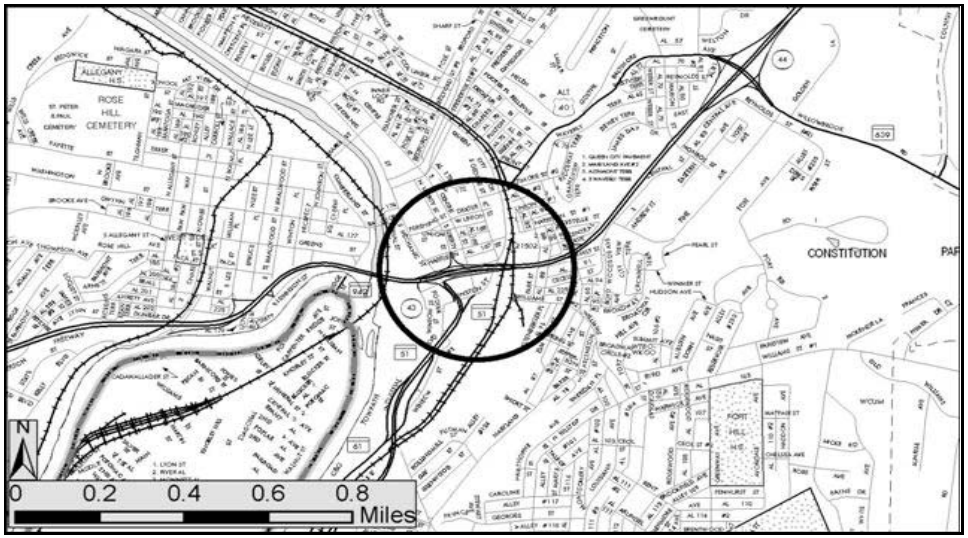
STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
121		Tree Planting at Various Locations in District 4	500	FY 2014
122		Tree planting SHA 2010; 750 acres of approximately 600 trees per acre	400	Completed
		Congressional Earmarks		
123		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

SHA

ALLEGANY COUNTY MARYLAND 1789

ALLEGANY COUNTY



PROJECT: I-68, National Freeway

DESCRIPTION: Rehabilitation of Bridge 01092 on MD 51 over CSX, Canal Parkway and Bridge 01096 on I-68 (Cumberland Thruway) over Wills Creek/CSX/Municipal Streets including ramps 01107, 01108, 01109, 01110, 01111 and 01112 which connect to the Cumberland Thruway Structure.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, superstructure and substructure repairs.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Maintaining these structures supports this east/west movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,204	15	2,568	7,475	6,146	0	0	0	16,189	0
Total	16,204	15	2,568	7,475	6,146	0	0	0	16,189	0
Federal-Aid	15,914	11	2,464	7,337	6,102	0	0	0	15,903	0

CLASSIFICATION:

STATE - Interstate

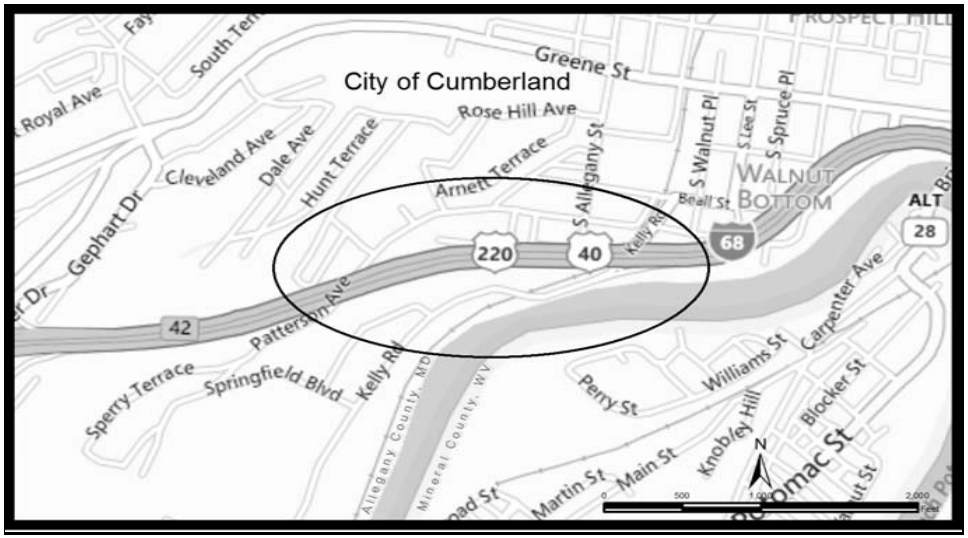
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 48,000

PROJECTED (2030) - 61,400



PROJECT: I-68, National Freeway

DESCRIPTION: Replace/rehabilitate Bridge deck 0110200 over Kelly Road/Blvd. and CSXT and Bridge deck 0110300 over Patterson Ave.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, deck , superstructure and substructure repairs are required.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	490	407	83	0	0	0	0	0	83	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,058	0	1,189	5,301	4,767	801	0	0	12,058	0
Total	12,548	407	1,272	5,301	4,767	801	0	0	12,141	0
Federal-Aid	12,493	360	1,264	5,301	4,767	801	0	0	12,133	0

CLASSIFICATION:

STATE - Interstate

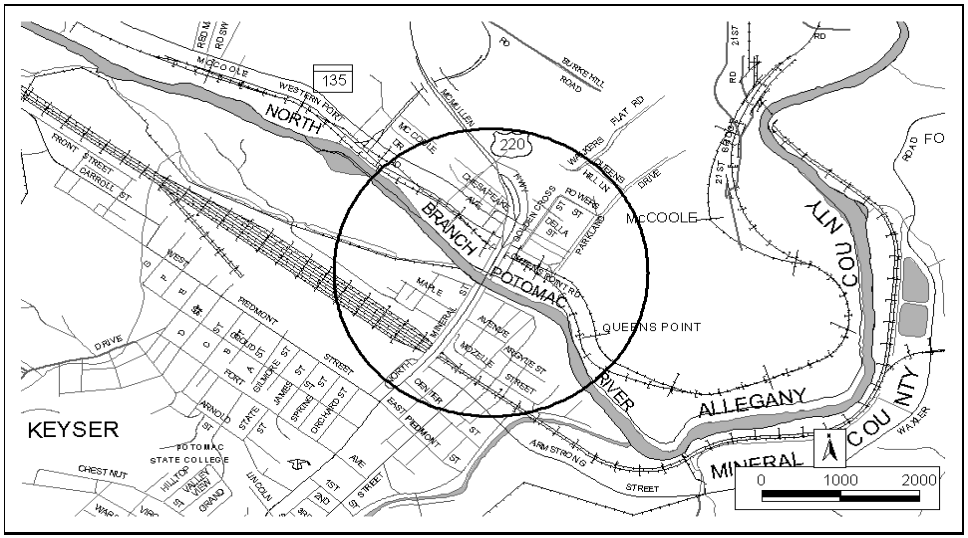
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 13,400

PROJECTED (2030) - 19,000



PROJECT: US 220, McMullen Highway

DESCRIPTION: Replaced Bridge 1060 over the Potomac River. Shoulders and sidewalks will accommodate bicycles and pedestrians. Existing structure will be removed. (ARRA)

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is structurally deficient. The bridge provides a critical link from Maryland to West Virginia.

STATUS: The new bridge is Open to Service, the project will remain active through FY14 to remove the old bridge. The cost shown is the estimated cost for Maryland's share only (which is approximately 35% of the total cost).

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	112	1,888	0	0	0	0	0	1,888	0
Right-of-way	1,733	1,729	4	0	0	0	0	0	4	0
Construction	9,300	6,934	1,505	861	0	0	0	0	2,366	0
Total	13,033	8,775	3,397	861	0	0	0	0	4,258	0
Federal-Aid	12,629	8,375	3,393	861	0	0	0	0	4,254	0

CLASSIFICATION:

STATE - Intermediate Arterial

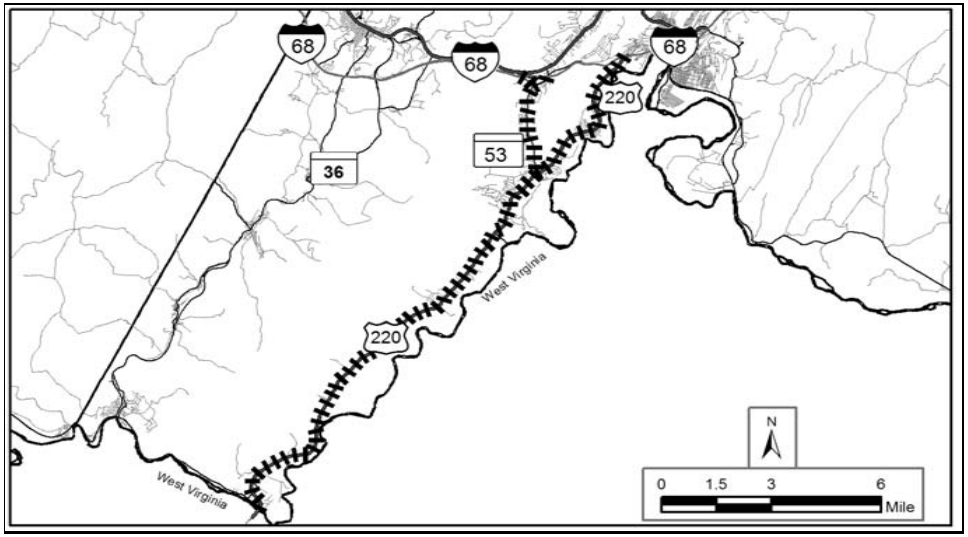
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 12,700

PROJECTED (2030) - 18,000



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

STATUS: Project Planning corridor studies underway. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,363	1,032	50	281	0	0	0	0	331	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,363	1,032	50	281	0	0	0	0	331	0
Federal-Aid	1,208	943	40	225	0	0	0	0	265	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 9,200 - 18,000

PROJECTED (2030) - 11,800 - 32,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Safety/Spot Improvement		
1	I 68	National Freeway; east of MD 736 to west of MD 936; drainage improvement	1,689	Completed
		Commuter Action Improvements		
2	MD 144	Ali Ghan Road; at Christie Road; ridesharing facilities	242	Under construction
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
3		Various locations in Allegany County; resurface	5,624	FY 2014
4	MD 36	Mt. Savage Road; Parkersburg Road to south corporate limits of Mt. Savage; resurface	996	Completed
5	US 40 SC	National Pike; Fifteen Mile Creek Road to West Shipley Road; resurface	1,493	FY 2013
6	I 68	National Freeway; MD 55 to MD 658; resurface	5,394	Completed
		Bridge Replacement/Rehabilitation		
7		Cleaning and painting of bridges on MD 936, I 68 and MD 36	1,006	Under construction
		Safety/Spot Improvement		
8	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	3,720	Under construction

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
9		Amtrak Station Entryway Improvement	198	FY 2014

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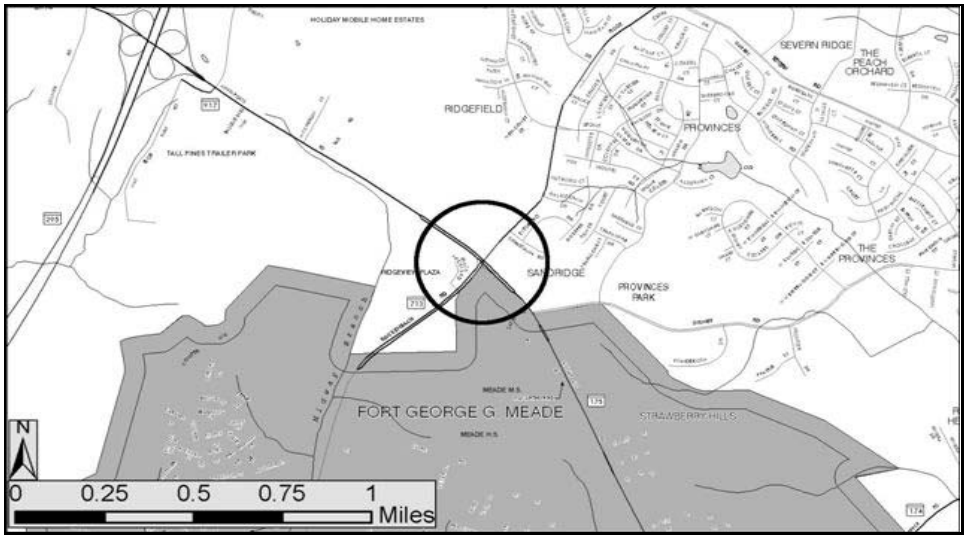


PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements from west of MD 713 (Rockenbach Road/Ridge Road) to east of Disney Road/26th Street. (BRAC intersection improvement).

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, MD 295 to MD 170 (Line 6)
BRAC Intersection Improvements near Fort Meade (Statewide Line 7)

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

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

EXPLANATION: This project will relieve traffic congestion on this failing intersection as a result of the projected volumes resulting from BRAC expansion.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,606	3,440	514	652	0	0	0	0	1,166	0
Construction	8,562	3,319	5,243	0	0	0	0	0	5,243	0
Total	13,168	6,759	5,757	652	0	0	0	0	6,409	0
Federal-Aid	12,992	6,633	5,707	652	0	0	0	0	6,359	0

CLASSIFICATION:

STATE - Urban Minor Arterial

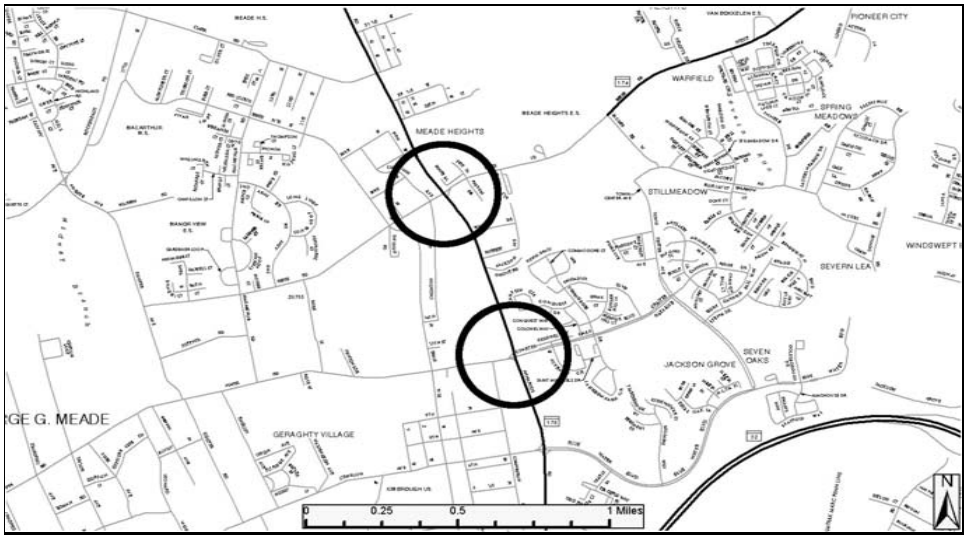
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, MD 295 to MD 170 (Line 6)
BRAC Intersection Improvements near Fort Meade (Statewide Line 7)

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

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

EXPLANATION: This project will relieve traffic congestion at these failing intersections,as a result of the projected volumes from BRAC.

STATUS: Engineering and Right-of-Way underway. Advanced Utilities to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Moved $22.1 million from Statewide Line 6 (BRAC Intersections near Fort Meade) for right-of-way and construction.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	7,854	176	3,540	4,138	0	0	0	0	7,678	0
Construction	14,200	0	0	2,837	6,958	4,405	0	0	14,200	0
Total	22,054	176	3,540	6,975	6,958	4,405	0	0	21,878	0
Federal-Aid	22,026	148	3,540	6,975	6,958	4,405	0	0	21,878	0

CLASSIFICATION:

STATE - Urban Minor Arterial

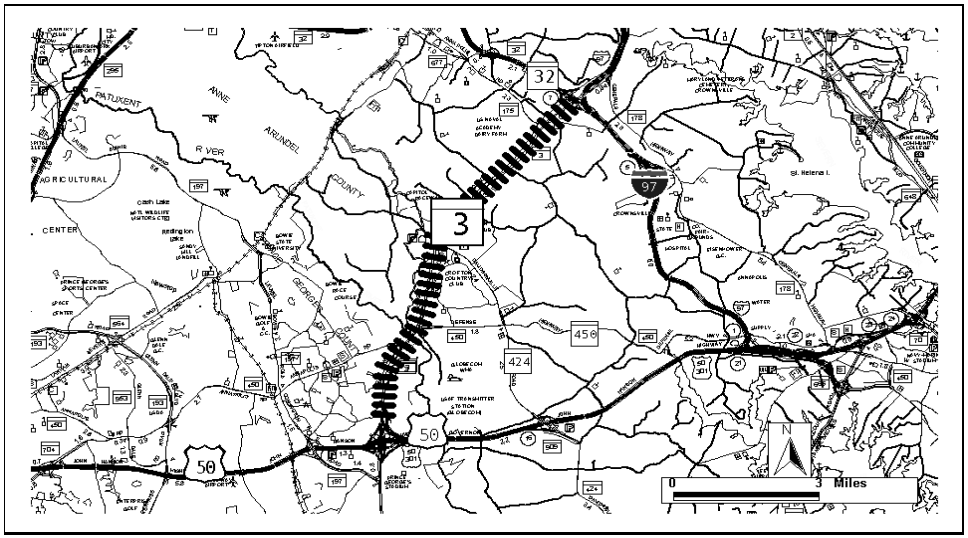
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 16)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 17)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,869	10	99	0	0	0	0	109	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,651	8,542	10	99	0	0	0	0	109	0
Federal-Aid	2,785	2,708	7	70	0	0	0	0	77	0

CLASSIFICATION:

STATE - Principal Arterial

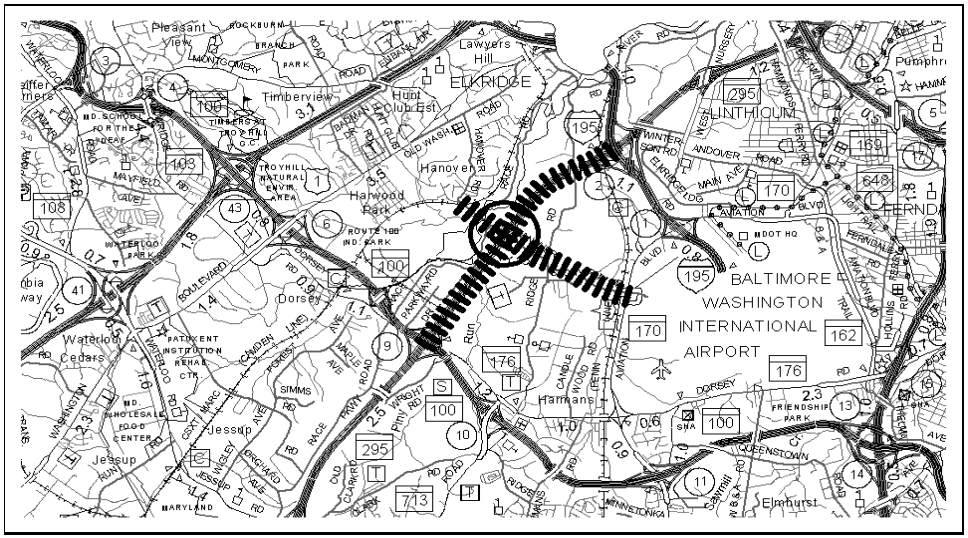
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 63,300 - 81,275

PROJECTED (2030) - 124,800



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,554	2,554	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0
Federal-Aid	2,043	2,043	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

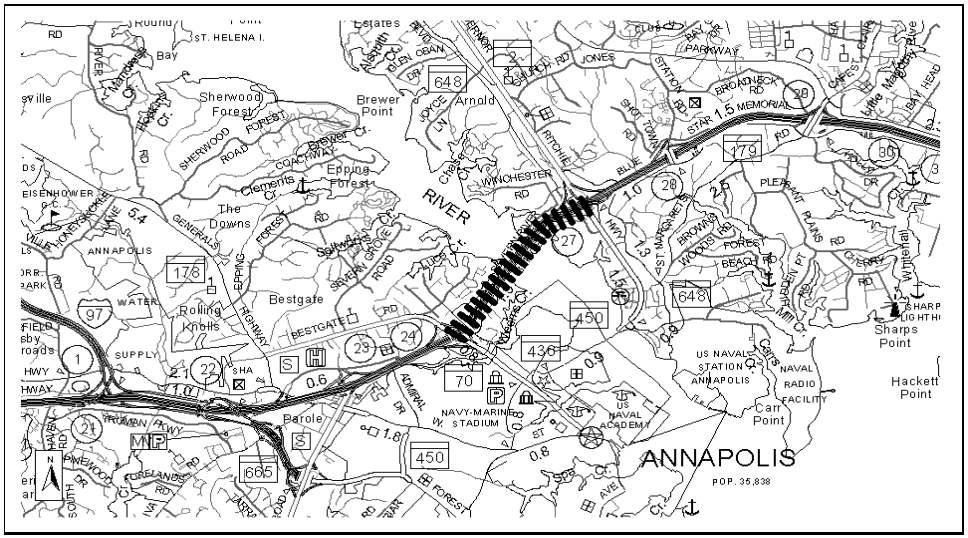
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 98,700

PROJECTED (2030) - 134,700



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

JUSTIFICATION: The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility Study complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	563	563	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	563	563	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

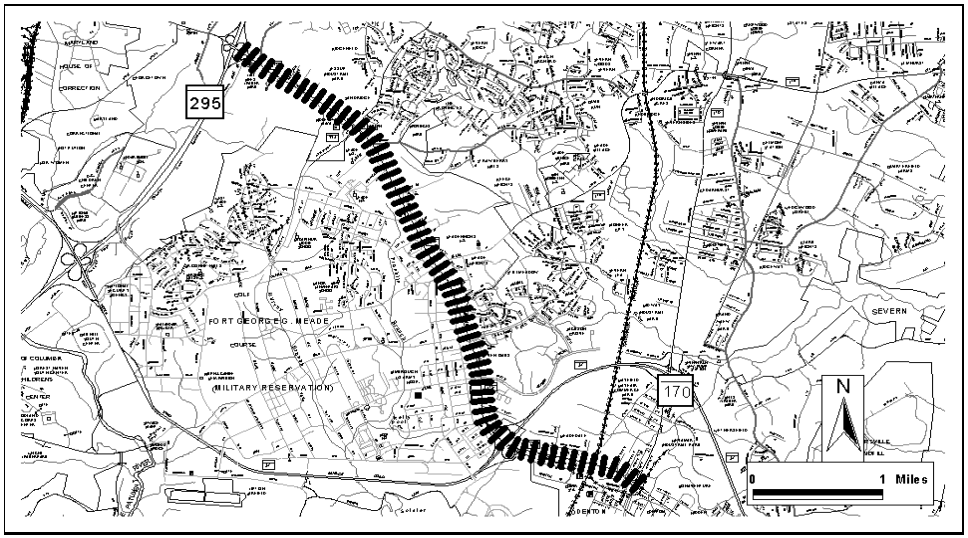
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 126,450

PROJECTED (2030) - 159,900



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 198, MD 295 to MD 32 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 7)

STATUS: Partial Engineering underway. The Engineering shown is for the design of the MD 295 interchange.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	2,603	0	397	0	0	0	0	397	0
Engineering	8,519	2,178	1,000	1,000	4,341	0	0	0	6,341	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,519	4,781	1,000	1,397	4,341	0	0	0	6,738	0
Federal-Aid	10,832	4,166	1,000	1,343	4,323	0	0	0	6,666	0

CLASSIFICATION:

STATE - Urban Minor Arterial

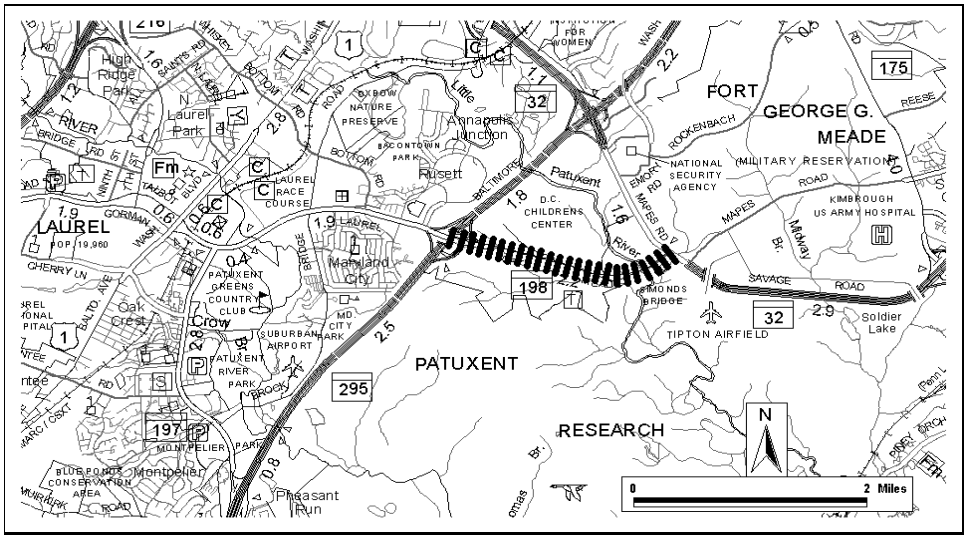
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 24,700 - 38,000

PROJECTED (2030) - 54,300 - 82,200



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 175, MD 713 to Disney Road (Line 1)
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, MD 295 to MD 170 (Line 6)
BRAC Intersection Improvements at Fort Meade (Statewide Line 7)

STATUS: Project Planning underway. County contributing up to $3.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 26,000

PROJECTED (2030) - 42,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Anne Arundel County; joint sealing	453	Completed
2	MD 2	Governor Ritchie Highway; Hammonds Lane to Baltimore City Line; resurfacing (ARRA PROJECT)	1,400	Completed
3	MD 2	Solomons Island Road; Lothian Roundabout to Harwood Drive; resurfacing (ARRA PROJECT)	1,147	Completed
4	MD 170	Belle Grove Road; 10th Avenue to MD 2; resurfacing (ARRA PROJECT)	306	Completed
5	MD 178	Generals Highway; MD 450 to Bestgate Road; resurfacing (ARRA PROJECT)	460	Completed
6	MD 295 SB	Baltimore Washington Parkway; MD 100 to Hanover Road; resurfacing (ARRA PROJECT)	735	Completed
7	MD 435	Annapolis Street; MD 436 to MD 450 and MD 70 SB at MD 435; resurfacing (ARRA PROJECT)	328	Completed
		Bridge Replacement/Rehabilitation		
8		Ridge Road; over MD 295; bridge deck replacement	2,339	Completed
9	I 595	John Hanson Highway; over Weems Creek; clean and paint bridge (ARRA Project)	338	Completed
		Safety/Spot Improvement		
10		Various locations in District 5; installation of rumble strips (Also shown in Calvert, Charles and St. Mary's Counties)	260	Completed
11		Functional Enhancement of stormwater management facilities 2nd Phase; reconstruction of stormwater management facilities (This project is a split funded project with the Enhancement Program)	1,408	Completed

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions (cont'd)		
		Safety/Spot Improvement (cont'd)		
12	MD 173	Fort Smallwood Road; Lauren Way to Sycamore Road; ADA improvements (ARRA PROJECT)	67	Completed
13	MD 174 WB	Quarterfield Road; Queenstown Road to Old Stage Road westbound; ADA improvements (ARRA PROJECT)	86	Completed
		Enhancements (cont'd)		
		Scenic/Historic Highway Programs/Visitor Centers (cont'd)		
14		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater (Visitor's Center Complete)	2,647	Completed
		Congressional Earmarks		
15		Linthicum; Peer review study of conflicts between road system and light rail operations (Earmark $80,000; Project Complete) Sponsor: Maryland Transit Administration	0	
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
16		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	FY 2014
17		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	FY 2014
18		Various locations in Northern Anne Arundel County	7,929	FY 2013
19	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	795	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
20	MD 450	Defense Highway; Housley Road to Generals Highway; resurface	742	FY 2013
		Bridge Replacement/Rehabilitation		
21		West Nursery Road; over MD 295 (NB and SB); bridge rehabilitation	5,310	Under construction
22		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	3,358	Under construction
23		Cleaning and Painting of bridges on I 695, MD 173 and MD 100 in Anne Arundel County	908	Completed
24	MD 168	2 bridges on MD 168 (Nursery Road) over MD 295 and 2 bridges on Hammonds Ferry Road over MD 295; bridge deck replacements	3,638	Completed
25	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean paint bridge	2,085	FY 2013
26	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean and paint bridges	3,649	FY 2013
		Safety/Spot Improvement		
27		Crain Highway; Business 3 at 11th Avenue; landscape	63	Under construction
28		South River Farms Park; wetland replacement	507	Completed
29	MD 2	Solomons Island Road; Jewel Road/MD 423; safety	1,421	Under construction
30	MD 4	Southern MD Boulevard; various locations at MD 4 and MD 408 interchange; drainage improvements	544	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement (cont'd)		
31	MD 4 SB	At Lower Pindell Road; geometric improvements	453	FY 2013
32	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT)	26	Under construction
33	MD 424	Davidsonville Road; MD 3 to MD 450; ADA improvements	3,497	FY 2014
34	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	Under construction
35	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	Under construction
36	MD 710	East Ordnance Road; at VEIP entrance; geometric improvements	991	Under construction
		Community Safety and Enhancements		
37	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Project on hold)		
		Streetscapes and Minor Reconstruction		
38		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
		Traffic Management		
39		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,550	Under construction
		Environmental Preservation		
40	MD 70 NB	Rowe Boulevard; Taylor Avenue to Farragut Road; landscaping	79	Under construction

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Environmental Preservation (cont'd)		
41	MD 450	Defense Highway; at Annapolis Shop; drainage improvements	256	FY 2013
		Commuter Action Improvements		
42	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	2,631	FY 2014
		Bicycle Retrofit		
43	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,000	FY 2014
		Enhancements		
		Pedestrian/Bicycle Facilities		
44		South Shore Trail Phase II; Sappington Circle east to the Preserve at Severn Run Community; two mile 10' wide asphalt over stone base trail	1,645	FY 2014
		Environmental Mitigation		
45		Rutland Road Fish Passage	856	FY 2014
46		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2013
47		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	Underway
48		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2014

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
49		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	Underway
		Congressional Earmarks		
50		Construct Broadneck Peninsula Trail; construct trail (Earmark $1.2 million; CO)	0	
51		Patuxent Research Refuge road improvements (Earmark $3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
52		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

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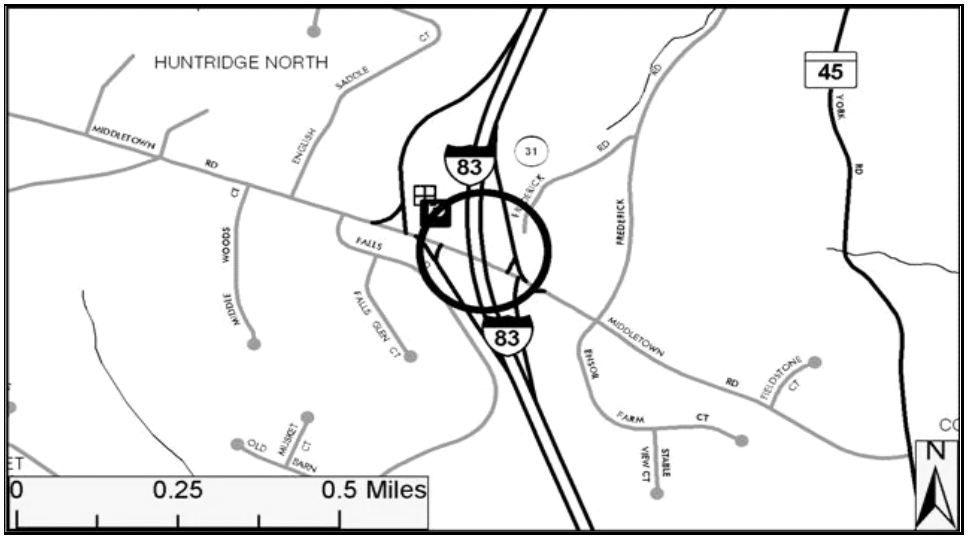
BALTIMORE COUNTY MARYLAND

BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03214 on Middletown Road over I-83

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and needs to be replaced. An additional lane is required to accommodate traffic volumes through the interchange during peak hours.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The Bridge serves as a major link along the Interstate 83 commuter freight route. The I-83 corridor links points in southern Pennsylvania to points in northern Baltimore County such as Hunt Valley, Towson and Baltimore City.

STATUS: Engineering Underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost increase of $1.9 million is due to a unfavorable bid.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,263	875	388	0	0	0	0	0	388	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,227	1	2,916	3,310	0	0	0	0	6,226	0
Total	7,490	876	3,304	3,310	0	0	0	0	6,614	0
Federal-Aid	7,162	644	3,217	3,301	0	0	0	0	6,518	0

CLASSIFICATION:

STATE - Principal Arterial

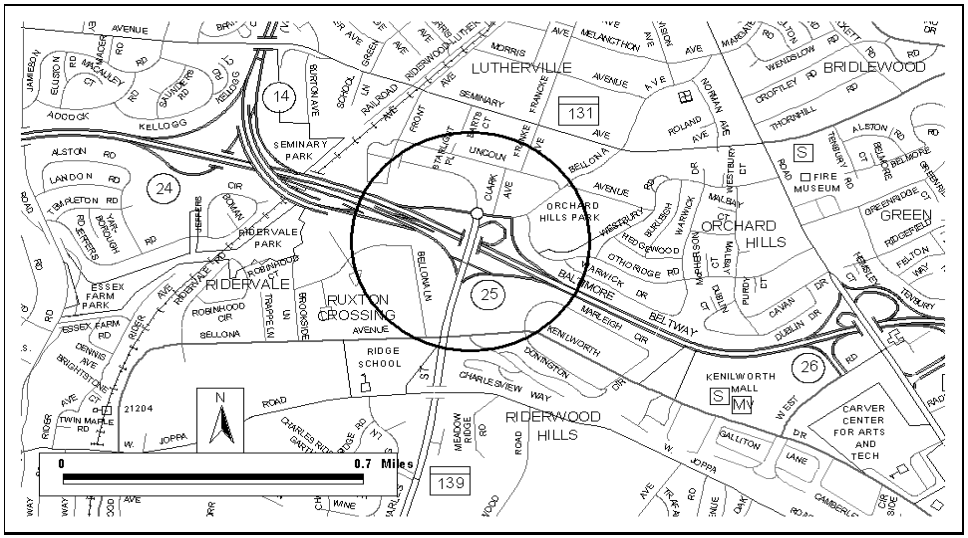
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 56,350 (I-83)
7,600 (Middletown Road)

PROJECTED (2030) - 73,000 (I-83)
9,300 (Middletown Road)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 0316000 MD 139 (Charles Street).

PURPOSE & NEED SUMMARY STATEMENT: The bridge was nearing the end of its structural life and widening of the bridge was required for the future capacity needs of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, I-83 to I-95 (Line 9)

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

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

EXPLANATION: The MD 139 (Charles Street) bridge was nearing the end of its structural life. The bridge serves as a major link connecting Lutherville and West Towson neighborhoods. The new bridge provides additional capacity for safety, improved operation and enhanced pedestrian and bicycle accommodations. The bridge has been lengthened to allow future widening of I-695, which serves as the main emergency and freight transport interstate for the Baltimore Region.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,703	3,703	0	0	0	0	0	0	0	0
Right-of-way	156	156	0	0	0	0	0	0	0	0
Construction	48,496	44,221	4,275	0	0	0	0	0	4,275	0
Total	52,355	48,080	4,275	0	0	0	0	0	4,275	0
Federal-Aid	49,927	45,675	4,252	0	0	0	0	0	4,252	0

CLASSIFICATION:

STATE - Principal Arterial

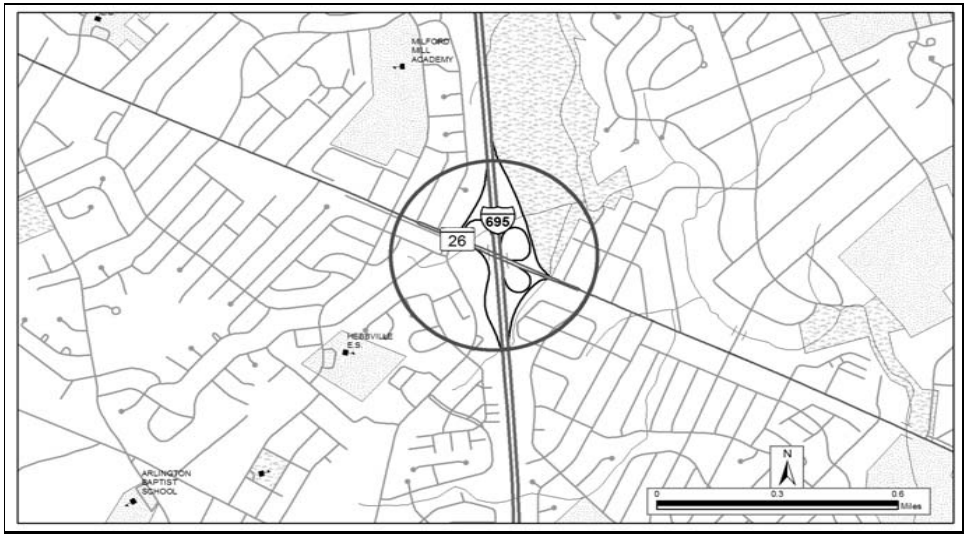
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 171,800

PROJECTED (2030) - 208,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0313900 over MD 26 (Liberty Road). (ARRA Project)

PURPOSE & NEED SUMMARY STATEMENT: The I-695 bridge over MD 26 is nearing the end of its structural life and widening of the bridge is required to serve the future capacity needs of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD 372 Bridge Replacement (Line 5)
I-695, I-95 to MD 122 (Line 8)
I-695, Noise Barrier rehabilitation (System Preservation Program)

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

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

EXPLANATION: The Baltimore Beltway bridge over MD 26 (Liberty Road) is nearing the end of its structural life. The new bridge will provide critical capacity needed for improved safety and operations on I-695, a vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck will allow for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,296	2,296	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,156	18,836	5,069	251	0	0	0	0	5,320	0
Total	26,452	21,132	5,069	251	0	0	0	0	5,320	0
Federal-Aid	25,593	20,460	4,907	226	0	0	0	0	5,133	0

CLASSIFICATION:

STATE - Principal Arterial

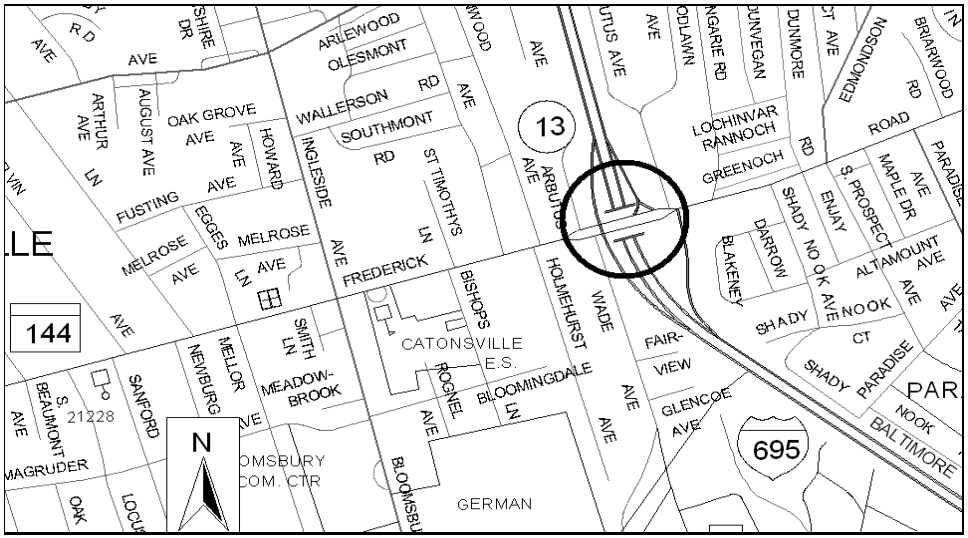
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 201,450

PROJECTED (2030) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0312100 MD 144 Bridge (Frederick Road) over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)
I-695, MD 372 Bridge Replacement (Line 5)
I-695, I-95 to MD 122 (Line 8)

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

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

EXPLANATION: The MD 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves as a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,716	6,495	6,157	3,064	0	0	0	0	9,221	0
Total	15,716	6,495	6,157	3,064	0	0	0	0	9,221	0
Federal-Aid	15,716	6,495	6,157	3,064	0	0	0	0	9,221	0

CLASSIFICATION:

STATE - Principal Arterial

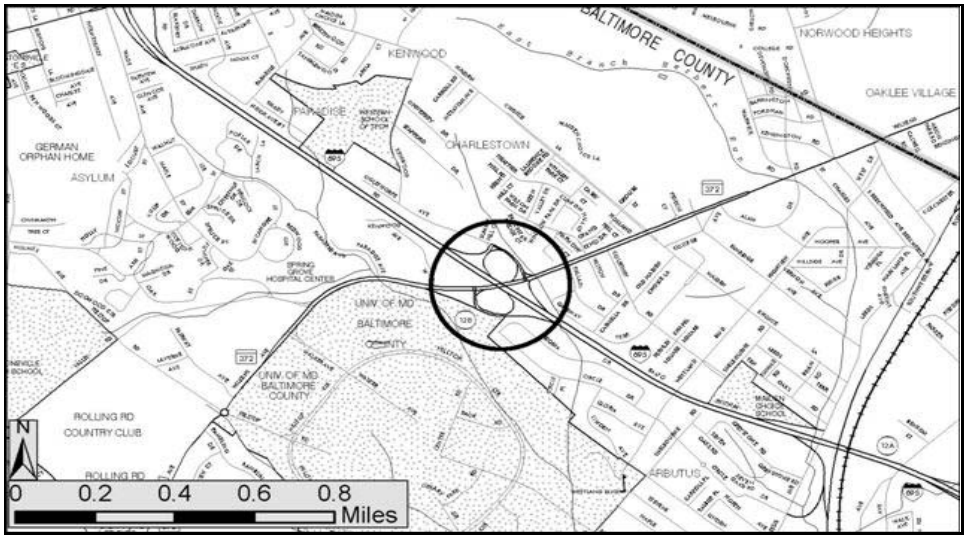
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 195,700

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0311905 on I-695 Inner Loop over MD 372 (Wilkens Ave.)

PURPOSE & NEED SUMMARY STATEMENT: This bridge is nearing the end of its structural life and widening is required for the future capacity needs of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)
I-695, MD 144 Bridge Replacement (Line 4)
I-695, I-95 to MD 122 (Line 8)

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

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

EXPLANATION: The MD 372 (Wilkens Ave.) bridge is nearing the end of its structural life. The bridge serves as a major link for the Arbutus neighborhood and provides access to the UMBC Campus. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety, operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,757	1,757	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,089	6,624	6,064	2,401	0	0	0	0	8,465	0
Total	16,846	8,381	6,064	2,401	0	0	0	0	8,465	0
Federal-Aid	16,421	7,963	6,057	2,401	0	0	0	0	8,458	0

CLASSIFICATION:

STATE - Principal Arterial

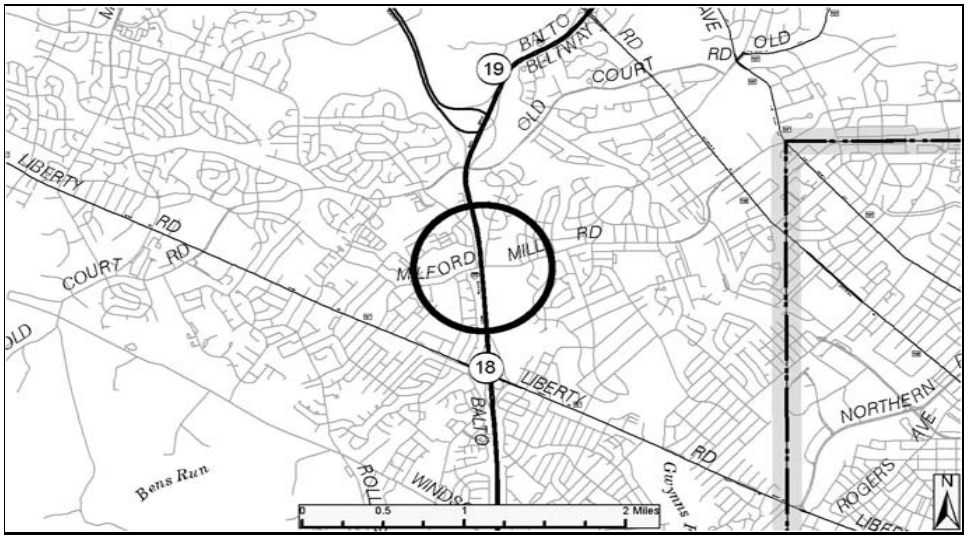
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 99,950

PROJECTED (2030) - 123,900



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0314000 over Milford Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD 26 Bridge Replacement (Line 3)

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

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

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community and provides access to I-795. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,730	616	1,114	0	0	0	0	0	1,114	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,988	0	958	5,409	6,095	4,526	0	0	16,988	0
Total	18,718	616	2,072	5,409	6,095	4,526	0	0	18,102	0
Federal-Aid	18,340	471	1,839	5,409	6,095	4,526	0	0	17,869	0

CLASSIFICATION:

STATE - Principal Arterial

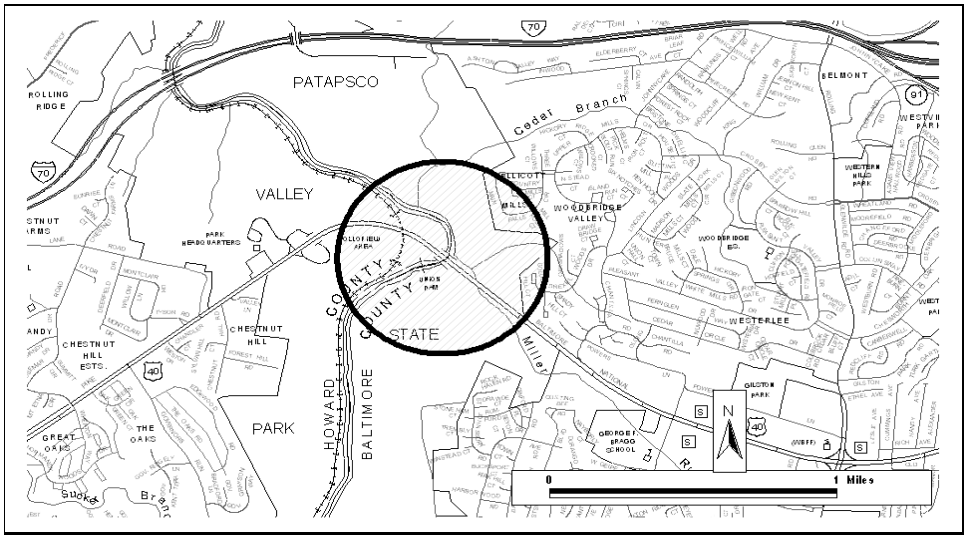
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 201,450

PROJECTED (2030) - 248,400



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will rehabilitate the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a back up route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $2.8 million is due to moving Transportation Enhancement Program to the System Preservation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,068	3,065	3	0	0	0	0	0	3	0
Right-of-way	45	44	1	0	0	0	0	0	1	0
Construction	16,321	9,799	5,164	1,358	0	0	0	0	6,522	0
Total	19,434	12,908	5,168	1,358	0	0	0	0	6,526	0
Federal-Aid	18,564	12,068	5,144	1,352	0	0	0	0	6,496	0

CLASSIFICATION:

STATE - Principal Arterial

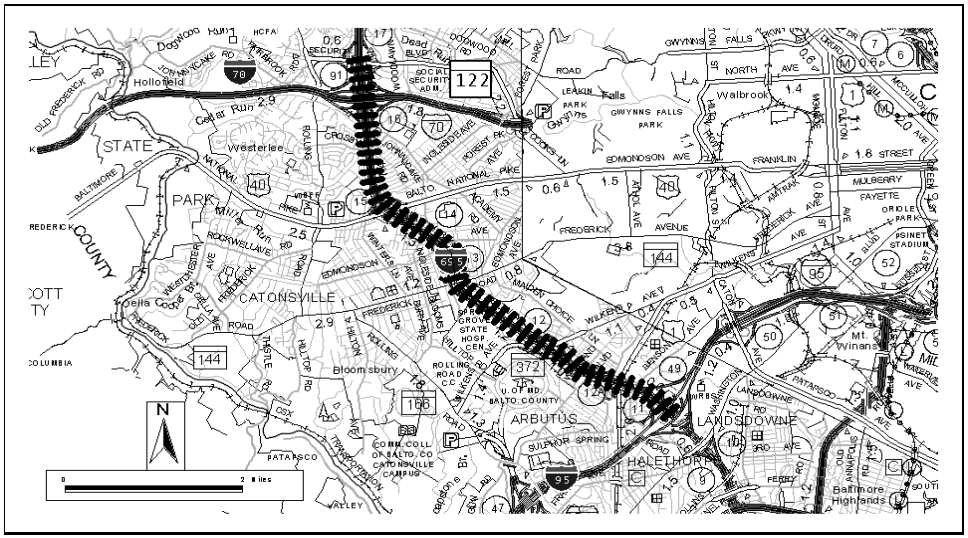
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 38,800

PROJECTED (2030) - 47,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, MD26 Bridge Replacement (Line 3)
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 372 Bridge Replacement (Line 5)

STATUS: Engineering underway for the segment from MD 144 to south of US 40.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $2.1 million to Engineering for the Segment from MD 144 to US 40.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	15,908	13,908	50	750	1,200	0	0	0	2,000	0
Right-of-way	2,401	2,281	45	75	0	0	0	0	120	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,735	17,615	95	825	1,200	0	0	0	2,120	0
Federal-Aid	14,406	12,304	88	814	1,200	0	0	0	2,102	0

CLASSIFICATION:

STATE - Principal Arterial

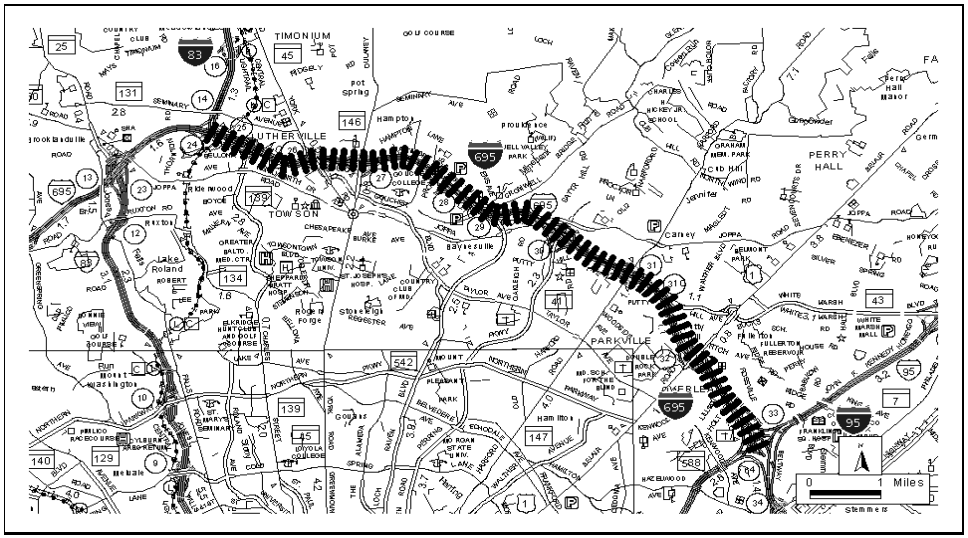
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 221,100

PROJECTED (2030) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety of this segment of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-695, at MD 139 (Line 2)

STATUS: Engineering and Right-of-way underway for the segment from MD 41 to MD 147.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $2.3 million to Engineering and advanced Utilities for the Segment from MD 41 to MD 147 .

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	9,196	6,825	600	750	1,021	0	0	0	2,371	0
Right-of-way	2,942	167	1,775	1,000	0	0	0	0	2,775	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,653	8,507	2,375	1,750	1,021	0	0	0	5,146	0
Federal-Aid	10,360	5,844	2,069	1,464	983	0	0	0	4,516	0

CLASSIFICATION:

STATE - Principal Arterial

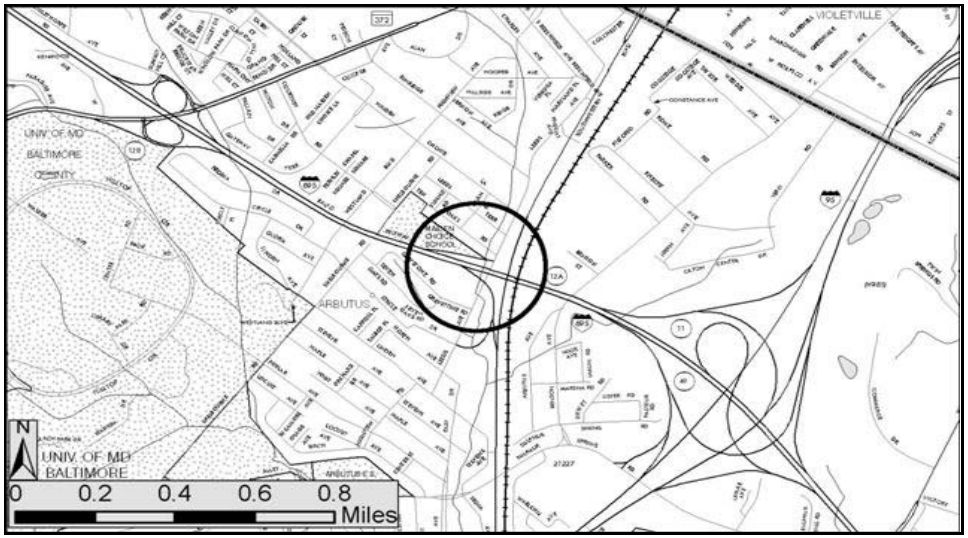
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 185,250

PROJECTED (2030) - 231,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruct Ramp at I-695 and Leeds Ave. to provide direct access to US 1 (Southwest Boulevard).

JUSTIFICATION: The new ramp connection would greatly reduce the commuter cut-through traffic in the Arbutus neighborhood, thereby improving traffic safety and operations in the residential area.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 144 Bridge Replacement (Line 4)
I-695, MD 372 Bridge Replacement (Line 5)
Francis Avenue Noise Barrier (System Preservation Program)

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $0.7 million to Engineering and $1.4 million to Right-of-Way.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,700	403	500	500	297	0	0	0	1,297	0
Right-of-way	1,400	0	10	875	515	0	0	0	1,400	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	403	510	1,375	812	0	0	0	2,697	0
Federal-Aid	3,100	403	510	1,375	812	0	0	0	2,697	0

CLASSIFICATION:

STATE - Principal Arterial

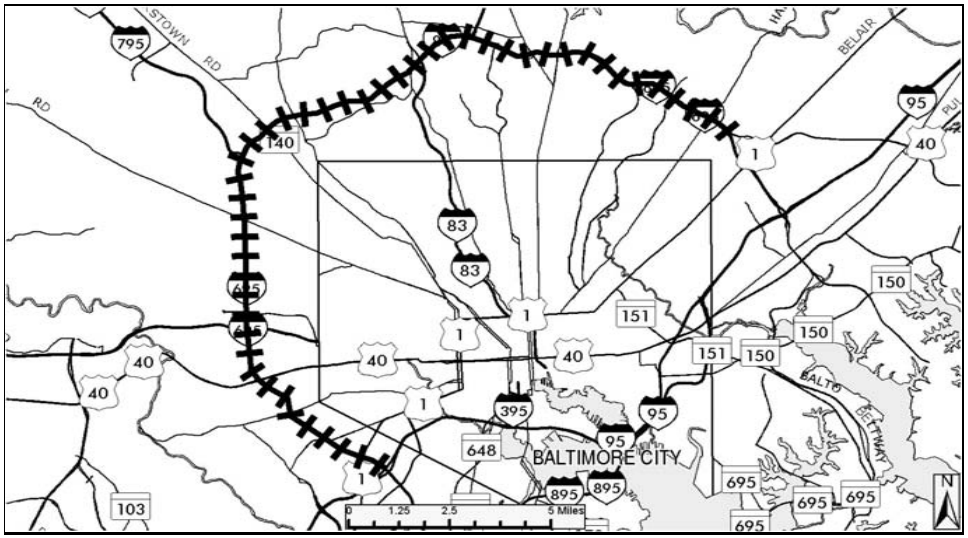
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 99,950 (I-695)
4,500 (Leeds Ave. ramp)

PROJECTED (2030) - 123,900 (I-695)
6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Development traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

JUSTIFICATION: The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Operational studies underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Development and Evaluation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,000	0	100	3,000	4,000	2,900	0	0	10,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,000	0	100	3,000	4,000	2,900	0	0	10,000	0
Federal-Aid	10,000	0	100	3,000	4,000	2,900	0	0	10,000	0

CLASSIFICATION:

STATE - Principal Arterial

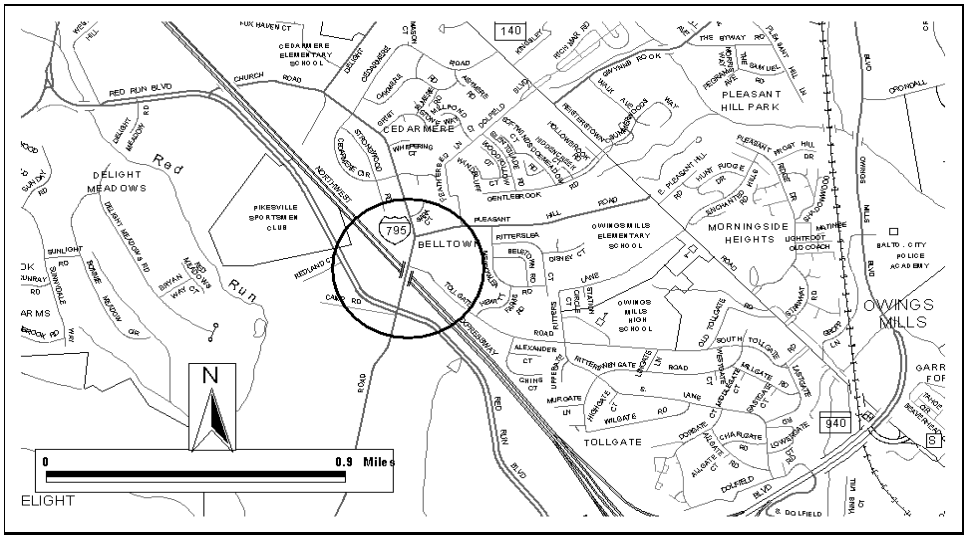
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 185,250 - 221,100

PROJECTED (2030) - 231,000 - 262,300



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 140, Garrison View to Owings Mill (Line 13)
Owings Mill (TOD) (MTA Line 17)

STATUS: Project Planning underway. Baltimore County is contributing $0.625 million towards Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,437	2,118	75	244	0	0	0	0	319	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,437	2,118	75	244	0	0	0	0	319	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

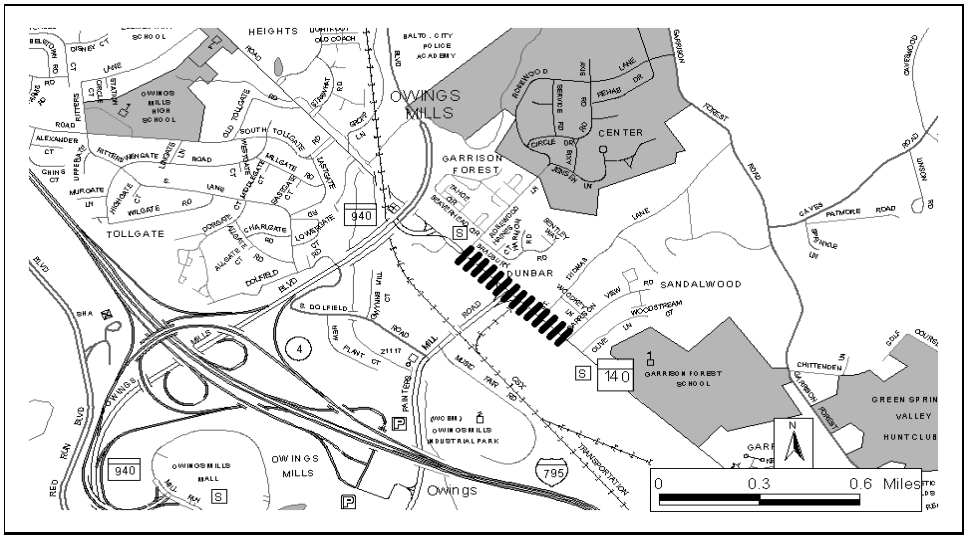
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 77,350

PROJECTED (2030) - 100,750



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-795, at Dolfield Road (Line 12)
Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

STATUS: Engineering underway for a breakout project at Painters Mill Road.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $1.1 million to Engineering for a breakout project at Painters Mill Road.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,592	2,460	300	832	0	0	0	0	1,132	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	3,592	2,460	300	832	0	0	0	0	1,132	0
Federal-Aid	1,100	0	300	800	0	0	0	0	1,100	0

CLASSIFICATION:

STATE - Principal Arterial

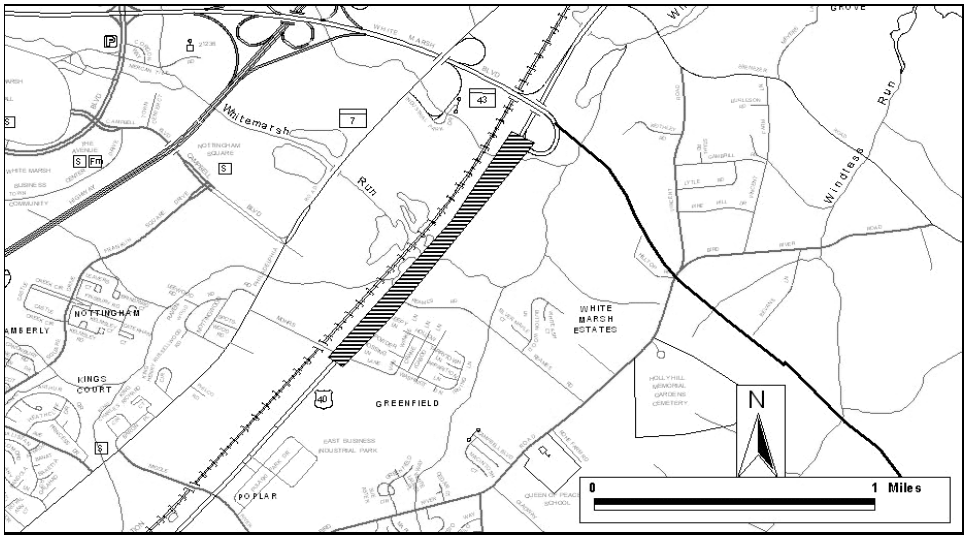
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 39,600 (MD 140)

PROJECTED (2030) - 67,700 (MD 140)



PROJECT: US 40, Pulaski Highway

DESCRIPTION: This project will include improvements along US 40 from Middle River Road to MD 43 and is consistent with local corridor plans that promote mixed-use development along US 40 within the White Marsh/ Nottingham area of Baltimore County. The US 40 and Mohr's Lane intersection improvements, required for the extension of the County's Campbell Boulevard project are included within the project limits. (1.86 miles).

JUSTIFICATION: This project will provide improved safety and traffic operations along with beautification of this segment of the corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is contributing $360K towards Engineering for US 40 at Mohr's Lane. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $8.0 million for Right-of-Way for the US 40 at Mohr's Lane intersection improvements.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,540	175	390	700	275	0	0	0	1,365	0
Right-of-way	8,000	0	1,000	2,000	2,000	3,000	0	0	8,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,540	175	1,390	2,700	2,275	3,000	0	0	9,365	0
Federal-Aid	9,403	38	1,390	2,700	2,275	3,000	0	0	9,365	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 34,900

PROJECTED (2030) - 44,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 45	York Road; Western Run to Corbett Road; resurface	3,234	Completed
2	MD 542	Loch Raven Boulevard; Baltimore City Line to south of Taylor Avenue; resurface	1,827	Completed
3	MD 695	Baltimore Beltway (innerloop); west of MD 7 to MD 150 (including ramps at MD 7, US 40, MD 702 and MD 150); resurface	4,560	Completed
		Bridge Replacement/Rehabilitation		
4		Bridge 0320900 on Downes Road over I 83; bridge rehabilitation	1,572	Completed
		Safety/Spot Improvement		
5	US 40	Baltimore National Pike; I 695 to the Baltimore City Line; ADA improvements	480	Completed
6	MD 45	York Road; Towson Roundabout; geometric improvements	886	Completed
7	I 83	Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Transportation Enhancements)	82	Completed
8	I 795	Northwest Expressway; North of Tobins Lane and near Red Run Boulevard; slope repairs	750	Completed
		Noise Barriers		
9	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	5,160	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions (cont'd)		
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
10		I 83 Viewshed Protection Runkles Property; Acquisition of scenic easement on 40.1 acre Runkles farm adjacent to I 83; Acquisition of scenic easement and scenic or historic sites	224	Completed
		Environmental Mitigation		
11	I 83	Gunpowder Falls Tributaries - Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Safety Spot Improvement)	302	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
12		Various locations in Baltimore County west of I 83; resurface	5,552	FY 2013
13		Various locations in Baltimore County east of I 83; resurface	5,199	FY 2013
14		Interstate patching at various locations in Baltimore County	7,394	Under construction
15	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	5,110	FY 2013
16	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	4,858	Under construction
17	US 40	Baltimore National Pike; I 695 to Baltimore City Line; resurface	4,856	Under construction
18	MD 45	York Road; north of Ridgely Road to north of Timonium Road; resurface	1,393	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
19	MD 45	York Road; Stevenson Lane to Towsontown Boulevard; resurface	1,528	Under construction
20	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	124	PE Underway
21	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	2,746	FY 2014
22	MD 146	Dulaney Valley Road; Towson roundabout to I 695; resurface	2,199	FY 2013
23	I 695	Baltimore Beltway; MD 122 to MD 26; resurface	3,484	FY 2014
24	I 695	Baltimore Beltway; MD 45 to Providence Road including numerous ramps; resurface	5,320	FY 2014
25	MD 695	Baltimore Beltway (outerloop); west of MD 7 to MD 150; resurface	6,359	Under construction
26	MD 700	Martin Boulevard; MD 150 to US 40; resurface	3,718	Completed
27	I 795	Northwest Expressway; I 695 to CSX Railroad overpass southern portion; resurface	4,240	Under construction
28	I 795	Northwest Expressway; I 695 to CSX Railroad overpass northern portion; resurface	6,028	Under construction
		Bridge Replacement/Rehabilitation		
29		Existing bridges at various locations on I 695, MD 166, MD 702 and MD 695A; clean and paint bridges	1,338	FY 2014
30		Cleaning and painting of 8 existing bridges in I 83, I 695, and MD 158	2,187	FY 2013

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
31	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX Transportation; clean and paint bridges	2,466	FY 2013
32	I 83	Bridge 03203 over I 695 and MTA Light Rail; clean and paint bridge	1,701	FY 2013
33	MD 140	Westminster Pike; bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	5,434	FY 2014
34	MD 145	Paper Mill Road; bridge 03376 over Gunpowder Falls; clean/paint bridge	2,099	FY 2013
35	MD 147	Harford Road; over Tributary to Little Gunpowder Falls; box culverts	201	Under construction
36	MD 150	Eastern Boulevard; bridge 03095 over MD 700; bridge rehabilitation	4,401	FY 2013
37	MD 695	Baltimore Beltway; bridges 0323805, 0323806 over Amtrak and Back River; clean and paint	3,578	FY 2013
		Safety/Spot Improvement		
38		Various locations - Phase 2; drainage improvement	532	FY 2013
39	MD 7	Philadelphia Road; at Hospital Drive; safety	1,760	Under construction
40	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	FY 2013
41	MD 134	Bellona Avenue; at Malvern Avenue; safety	343	FY 2013
42	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	FY 2013
43	MD 150	Eastern Avenue; west of Lariet Road to Bowleys Quarters Road; ADA improvements	110	FY 2013

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement (cont'd)		
44	MD 150	Eastern Avenue; Old Eastern Avenue to Bennett Road; ADA improvements	180	FY 2013
45	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2013
46	I 695	Baltimore Beltway; from the Townhouses to west of US 1; stream stabilization	286	FY 2014
47	I 695	Baltimore Beltway; at Double Rock Stream restoration from Townhouses to west of US 1; drainage improvement (Phase II)	972	FY 2014
48	I 695	Baltimore Beltway; southeast loop at I 695 and MD 147; drainage improvement (This project is a split funded project with the Enhancement Program)	219	FY 2013
49	I 695	Providence Road and I 795; lighting	3,611	Under construction
50	I 795	Northwest Expressway; Owings Mills Metro station to MD 140; traffic barrier	1,047	Under construction
		Community Safety and Enhancements		
51	US 1	Belair Road; through Overlea; geometric/pedestrian improvements (Project on hold)		
52	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; pedestrian improvements (Project on hold)		
53	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; roadway reconstruction (Project on hold)		
54	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; urban reconstruct (Project on hold)		

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Traffic Management		
55		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	990	FY 2013
56	I 83	At Shawan Road; lighting	1,853	FY 2013
		Intersection Capacity Improvements		
57	MD 26	Liberty Road; Wards Chapel Road; widen MD 26 to provide a second through lane	1,645	Under construction
58	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,472	Under construction
59	MD 97	Jarrettsvile Pike; at MD 145; geometric improvements	2,860	FY 2014
60	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering)	739	PE Underway
61	MD 166	Rolling Road; I 195 Southwest park and ride; geometric improvements	1,194	Completed
		Truck Weight		
62	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	3,090	FY 2013
		Enhancements		
		Historic Preservation		
63		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 15 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation		
64		Storm Water Management mitigation Southeast loop at I 695 and MD 147	322	FY 2013
		Scenic/Historic Highway Programs/Visitor Centers		
65		Hampton National Historic Site	897	FY 2013

SHA

CITY OF BALTIMORE 1797

BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Congressional Earmarks		
1		Midtown Cultural District Streetscape (Earmark $475,000; Project Complete) (Baltimore City Project)	0	
2		Baltimore City ITS Implement intelligent transportation system in Baltimore (Earmark $1.12 million; Project Complete) (Baltimore City Project)	0	
3		Baltimore Traffic Monitoring Camera Upgrade conduit system for traffic systems, street lighting (Earmark $960,000; Project Complete) (Baltimore City Project)	0	
4		Rehabilitation of Pennington Avenue Drawbridge (Earmark $7.5 million; CO) (Baltimore City Project) (Project Complete)	0	
		Fiscal Years 2013 and 2014		
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2013
6		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2014
7		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	FY 2014
8		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project) (Underway)	554	Underway
9		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	Underway

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
		Historic Preservation		
10		St. Paul Place and Preston Gardens	1,778	FY 2014
11		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	FY 2013
		Landscaping/Scenic Beautification/Mitigation		
12		West Baltimore MARC Station Beautification	102	FY 2013
13		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	FY 2013
		Pedestrian and Bicycle Safety and Educational Activities		
14		Bicycle Safety Education Program	45	FY 2013
		Congressional Earmarks		
15		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Underway) (Baltimore City Project)	0	
16		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark $2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
17		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Congressional Earmarks (cont'd)		
18		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
19		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.32 million; CO) (Underway) (Baltimore City Project)	0	
20		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project)	0	
21		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project)	0	
22		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project)	0	
23		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark $2 million; CO) (Baltimore City Project)	0	
24		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark $720,000; CO) (Underway) (Baltimore City Project)	0	
25		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark $3.2 million; CO) (Underway) (Baltimore City Project)	0	
26		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; CO)	0	
27		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark $2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore	0	
28		Morgan State University Transportation Center (Earmark $500,000; PE)	0	

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

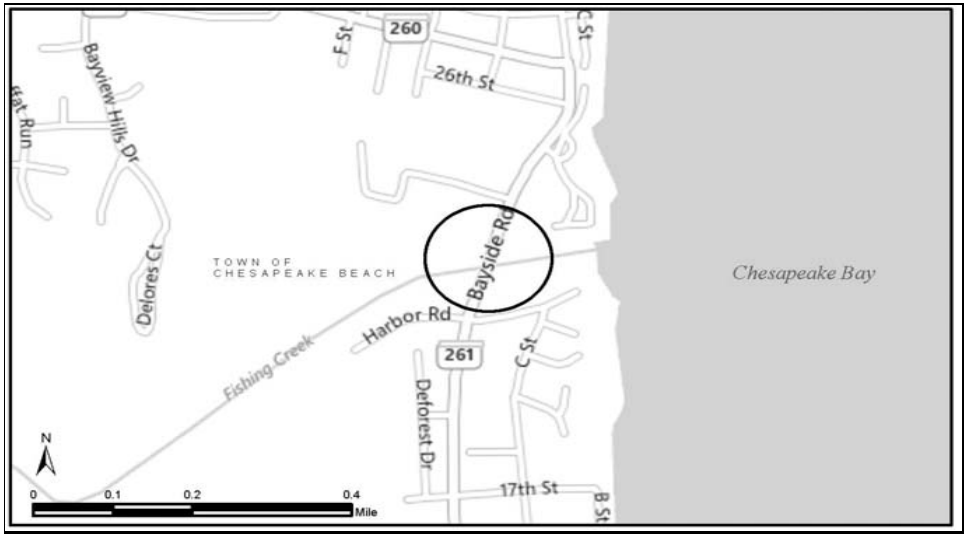
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Congressional Earmarks (cont'd)		
29		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
30	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

SHA

CALVERT COUNTY

ESTABLISHED 1654

CALVERT COUNTY



PROJECT: MD 261, Willows Road

DESCRIPTION: Replace Bridge 0401101 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient. MD 261 is an important north-south link in Calvert County.

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,065	844	1,221	0	0	0	0	0	1,221	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,092	0	0	1,390	3,722	1,980	0	0	7,092	0
Total	9,157	844	1,221	1,390	3,722	1,980	0	0	8,313	0
Federal-Aid	8,694	626	976	1,390	3,722	1,980	0	0	8,068	0

CLASSIFICATION:

STATE - Urban Minor Arterial

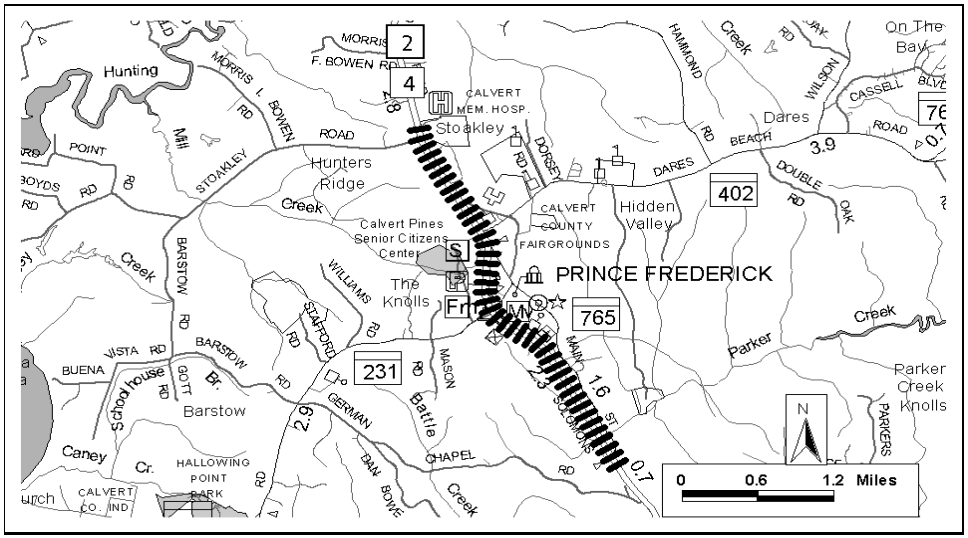
FEDERAL -

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 15,875

PROJECTED (2030) - 23,150



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

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

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

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

ASSOCIATED IMPROVEMENTS:
Prince Frederick Boulevard (County Project)

STATUS: Engineering underway for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $2.8 million to Engineering for the Segment from Fox Run Boulevard to Commerce Lane.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,477	1,677	300	850	850	800	0	0	2,800	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,093	4,293	300	850	850	800	0	0	2,800	0
Federal-Aid	4,373	1,573	300	850	850	800	0	0	2,800	0

CLASSIFICATION:

STATE - Intermediate Arterial

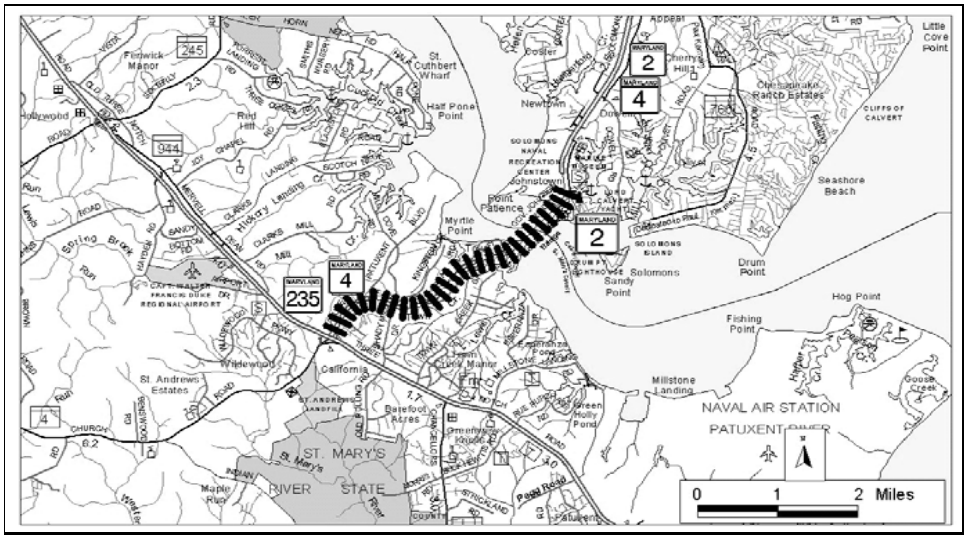
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 50,000

PROJECTED (2030) - 83,600



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,766	3,794	1,150	822	0	0	0	0	1,972	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,766	3,794	1,150	822	0	0	0	0	1,972	0
Federal-Aid	4,902	2,930	1,150	822	0	0	0	0	1,972	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 29,425

PROJECTED (2030) - 35,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Safety/Spot Improvement		
1	MD 2	Solomons Island Road; Dowell Road to Spinnaker Way (Service Road on east side); ADA improvements (ARRA PROJECT)	415	Completed
		Enhancements		
		Environmental Mitigation		
2		MD 2/4 storm water management facilities functional upgrade; Improvements to two dry swales, construct a new water quality facility; Mitigation of water pollution due to highway runoff (This project is a split funded project with the Drainage)	483	Completed
		Fiscal Years 2013 and 2014		
		Bridge Replacement/Rehabilitation		
3	MD 4	Solomons Island Road; bridge over Patuxent River (concrete beams); bridge rehabilitation	2,627	Completed
4	MD 4	Southern MD Boulevard; bridge over Patuxent River (steel beams); bridge rehabilitation	3,627	Completed
		Safety/Spot Improvement		
5		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Under construction
6	MD 2	Solomons Island Road; Stoakley Road to MD 262; guardrail	2,258	Completed
7	MD 260	Chesapeake Beach Road; east of Chesapeake Beach Road/MD 2 near Solomon's Island Road	456	Completed

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Community Safety and Enhancements		
8	MD 231	Church Street; MD 2/4 to MD 765A, MD 756A from King George Way to 300 feet north of Main Street; intersection improvement/roadway reconstruction (Funded for preliminary engineering)	1,500	PE Underway
9	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); urban reconstruct (Project on hold)		

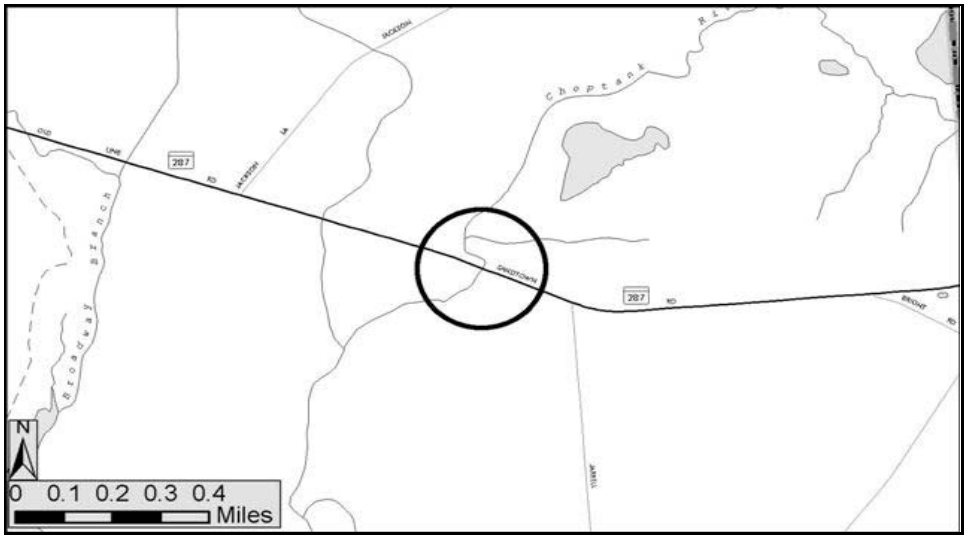
SHA

THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND

TERRA DULCIS VIVE LIBERTAS

1773

CAROLINE COUNTY



PROJECT: MD 287, Sandtown Road

DESCRIPTION: Replace Bridge 5002 over the Choptank River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is structurally deficient and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction Underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,473	1,473	0	0	0	0	0	0	0	0
Right-of-way	161	161	0	0	0	0	0	0	0	0
Construction	4,137	2,736	1,401	0	0	0	0	0	1,401	0
Total	5,771	4,370	1,401	0	0	0	0	0	1,401	0
Federal-Aid	4,993	3,592	1,401	0	0	0	0	0	1,401	0

CLASSIFICATION:

STATE - Major Collector

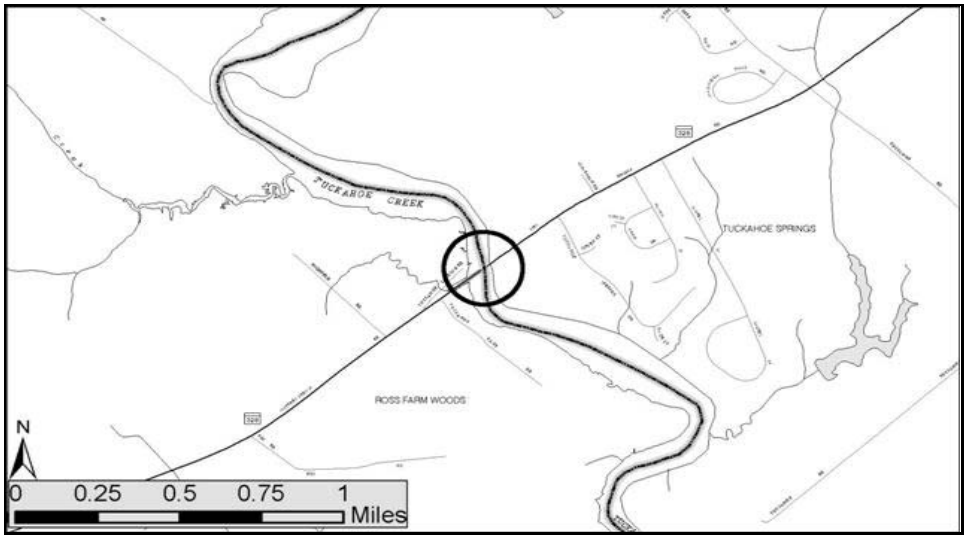
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 2,600

PROJECTED (2030) - 3,150



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. The new bridge to be built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is structurally deficient and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,646	1,603	43	0	0	0	0	0	43	0
Right-of-way	958	941	17	0	0	0	0	0	17	0
Construction	14,674	11,065	3,609	0	0	0	0	0	3,609	0
Total	17,278	13,609	3,669	0	0	0	0	0	3,669	0
Federal-Aid	16,598	12,956	3,642	0	0	0	0	0	3,642	0

CLASSIFICATION:

STATE - Minor Arterial

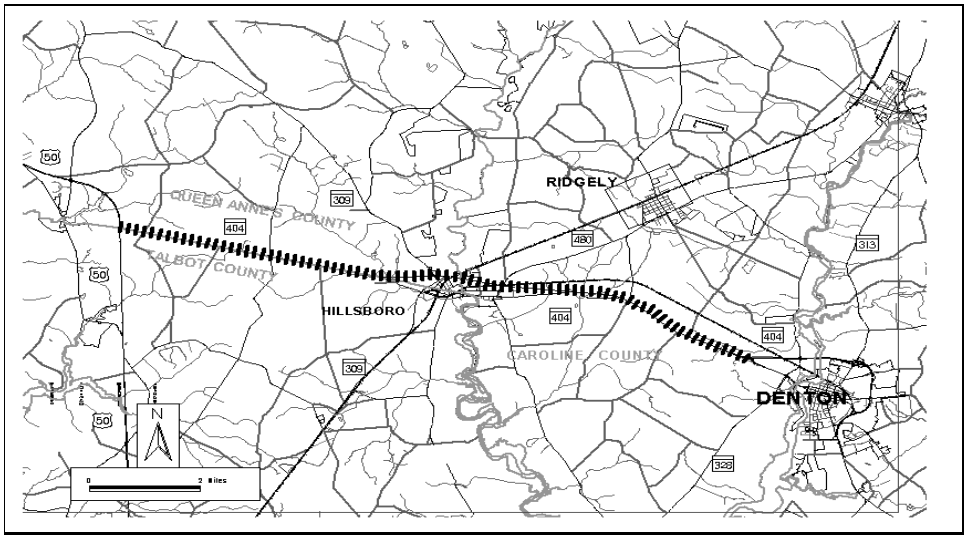
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 6,850

PROJECTED (2030) - 9,850



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

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

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

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway. Right-of-Way underway for the segment from MD 309 to Tuckahoe Creek.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,900	6,203	750	750	197	0	0	0	1,697	0
Right-of-way	4,726	0	515	3,810	401	0	0	0	4,726	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,185	6,762	1,265	4,560	598	0	0	0	6,423	0
Federal-Aid	10,961	5,026	1,128	4,248	559	0	0	0	5,935	0

CLASSIFICATION:

STATE - Intermediate Arterial

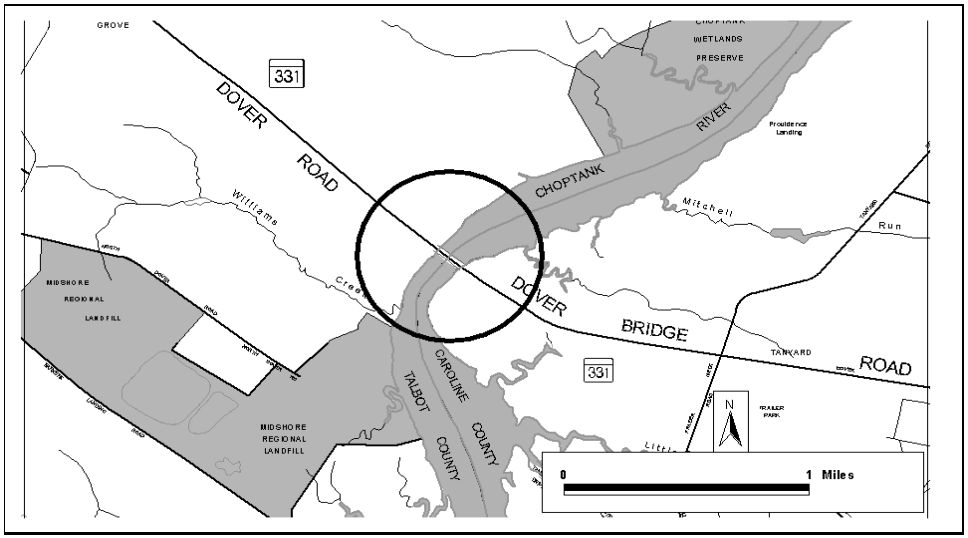
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 18,350
22,950 (Summer)

PROJECTED (2030) - 26,200
32,800 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added Right-of-Way funding.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	3,685	2,214	1,214	257	0	0	0	0	1,471	0
Right-of-way	636	0	10	626	0	0	0	0	636	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,905	2,798	1,224	883	0	0	0	0	2,107	0
Federal-Aid	3,137	1,340	965	832	0	0	0	0	1,797	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 15,700

PROJECTED (2030) - 21,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 304	Bridgetown Road; over Mason Branch; clean and paint bridge	510	Completed
2	MD 404	Shore Highway; over Watts Creek; clean and paint bridge	126	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
3		Various locations in Caroline County; patch and resurface	4,251	FY 2013
4		Various Locations in Caroline County; resurface	3,006	FY 2013
5	MD 404	Shore Highway; Sennett Road to the Delaware State Line; resurface	2,313	FY 2013
6	MD 404 Bus	Gay Street; 7th Street to 1st Street; resurface	580	FY 2014
7	MD 480	Main Street; from Cedar Lane to MD 313; resurfacing	601	FY 2013
		Bridge Replacement/Rehabilitation		
8	MD 313	Reliance Road; Bridge 0502200 over Marshyhope Creek; bridge rehabilitation	2,882	Under construction
9	MD 328	New Bridge Road; bridge over Tuckahoe Creek; mitigation	355	Under construction
		Safety/Spot Improvement		
10	MD 619 B	Legion Road; 5th Street to MD 404; sidewalk improvements	100	FY 2014

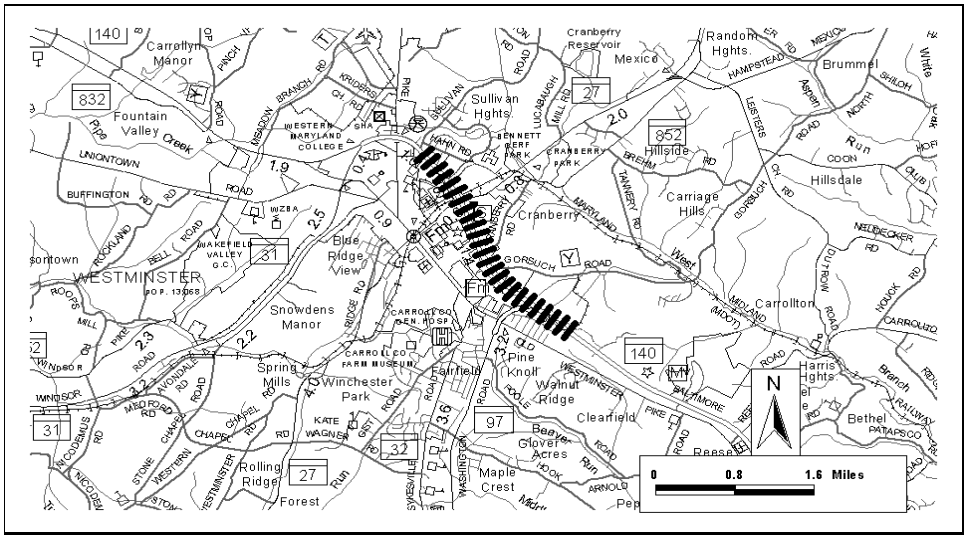
STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
11		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2014

SHA

Carroll County
·1837·
MARYLAND

CARROLL COUNTY



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (2.46 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area of Westminster.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,432	1,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,432	1,432	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

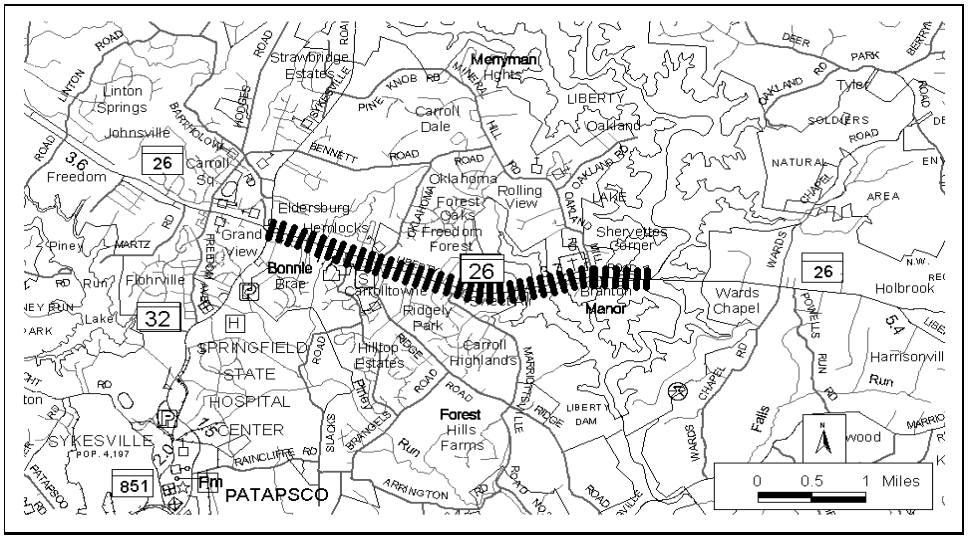
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 49,175 - 60,100

PROJECTED (2030) - 63,900 - 82,600



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split planning cost and County contributing $1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 28,400 - 36,100

PROJECTED (2030) - 27,300 - 41,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 850	Old Liberty Road; structure 06103X0 on MD 850H over drainage ditch; bridge replacement	257	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
2		Various locations in Carroll County; resurface	10,658	FY 2013
3	MD 140	Baltimore Boulevard; west of Sandymount Road to Market Street; resurface	4,347	FY 2014
		Safety/Spot Improvement		
4	MD 30 BU	Main Street; near West Street; drainage improvement	400	FY 2013
5	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders	730	Completed
6	MD 97	Littlestown Pike; at Stone Road; intersection reconstruct	3,300	FY 2013
7	MD 808	South Main Street; Hood Street to Station Circle; ADA improvements	360	FY 2014
		Community Safety and Enhancements		
8	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; urban reconstruct (Funded for preliminary engineering)	1,500	PE Underway

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 3 (cont'd)

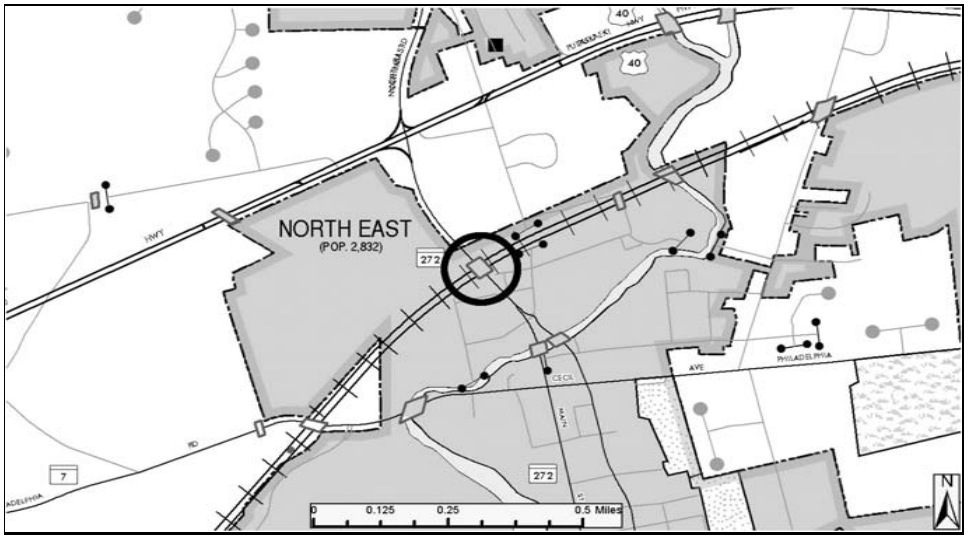
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Environmental Mitigation		
9		Finksburg Industrial Park Stormwater Management Facility	761	FY 2013
10		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	843	FY 2014
11		Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.	454	FY 2013

SHA

CECIL COUNTY

1674

CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing bridge is structurally deficient and does not meet current design standards making it functionally obsolete. The new bridge will have sidewalks for pedestrians and wide shoulders for bicycles.

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,218	889	1,329	0	0	0	0	0	1,329	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,584	0	0	3,981	5,882	2,721	0	0	12,584	0
Total	14,802	889	1,329	3,981	5,882	2,721	0	0	13,913	0
Federal-Aid	14,397	752	1,061	3,981	5,882	2,721	0	0	13,645	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 23,325

PROJECTED (2030) - 37,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 272	Northeast Road; US 40 to Lums Road; resurface	584	Completed
		Bridge Replacement/Rehabilitation		
2	US 40	Pulaski Highway; over Big Elk Creek; clean and paint bridges	929	Completed
		Congressional Earmarks		
3		Construct Perryville pier at Rodgers Tavern (Earmark $1.25 million; Project Complete)	0	
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
4		Various locations in Cecil County; patch and resurface	3,350	FY 2013
5		Various Locations in Cecil County; resurface	3,290	Under construction
6	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	3,409	Under construction
7	MD 222	Perryville Road; US 40 to I 95; resurface	1,250	FY 2014
8	MD 279	Elkton Newark Road; Elkton Municipality Limits at Belle Hill Road to the Delaware State Line; resurface	1,527	Under construction
9	MD 282	Main Street; Western Corporate Town Limit of Cecilton to MD 213; resurface	500	FY 2014

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)

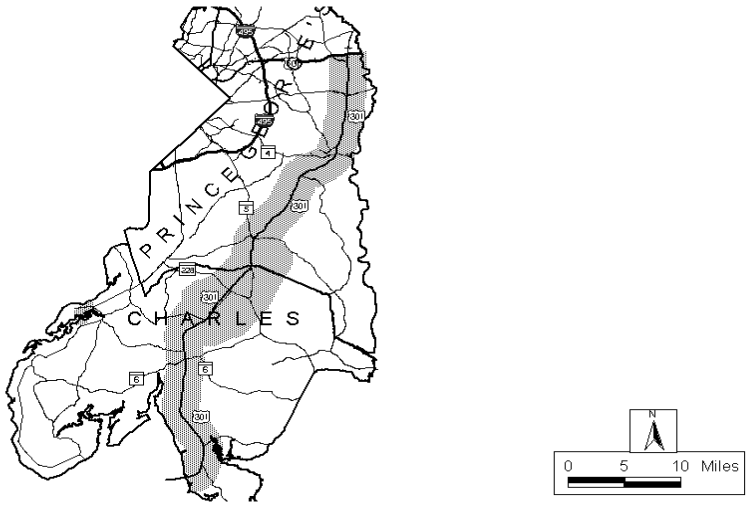
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement		
10	US 40	Pulaski Highway; MD 222 to Delaware State Line; guardrail	2,494	Under construction
		Intersection Capacity Improvements		
11	MD 781	Delancy Road; north of US 40 to Suburban Drive; geometric improvements	623	Under construction
		Truck Weight		
12	US 301	Blue Star Memorial Highway; CCTV cameras at Cecilton Weigh Station	201	FY 2013

SHA

CHARLES COUNTY

1658

CHARLES COUNTY



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 301, Waldorf Area Project (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)
MD 3, US 50 to MD 32 (Prince George's Line 9)
MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 13)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost increase of $3.0 million is due to adding protective Right-of-way funds in FY18..

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,743	10,743	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	3,651	3,000	3,000	3,000	3,000	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,412	55,751	10	3,651	3,000	3,000	3,000	3,000	15,661	0
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

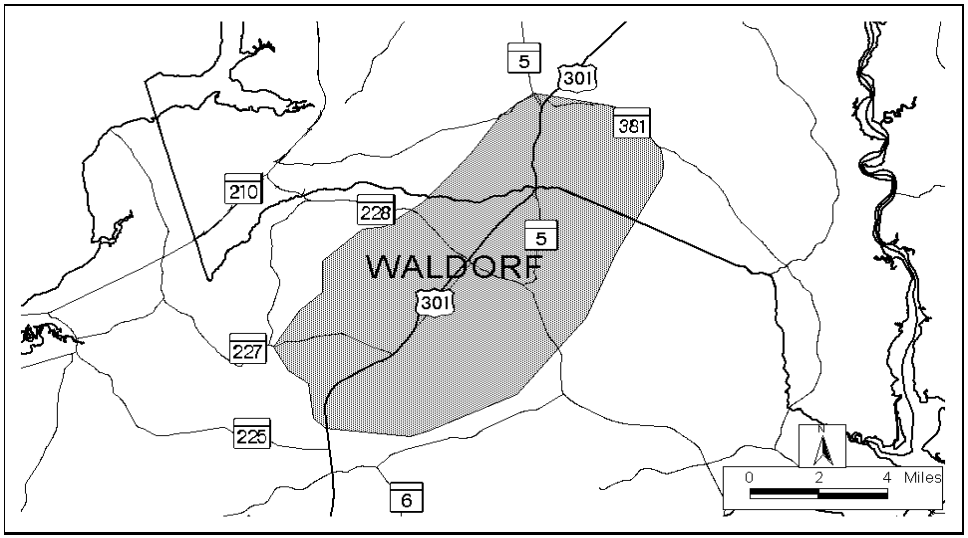
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 19,850(Charles) - 87,300 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 1)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, US 301 to I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 13)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,637	9,637	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,637	9,637	0	0	0	0	0	0	0	0
Federal-Aid	7,040	7,040	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 62,100 (Charles) - 87,375 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 116,000 (Prince George's)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Safety/Spot Improvement		
1	US 301	Crain Highway; at Billingsley Road; extend left turn lane	930	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
2		Various locations in Charles County; resurface	4,978	FY 2013
		Safety/Spot Improvement		
3		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
4	MD 5	Leonardtown Road; Renner Road to Gallant Green Road; guardrail	1,187	Completed
5	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2013
6	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	FY 2013
7	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	FY 2013
8	US 301	Crain Highway; Mitchell Road to Billingsley Road; guardrail	874	Under construction
		Community Safety and Enhancements		
9	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Funded for preliminary engineering and right of way)	2,400	PE Underway

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Environmental Preservation		
10	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	1,185	Under construction

SHA

1669

POPULUS TIMORE DEUM HABITANS

DORCHESTER COUNTY

DORCHESTER COUNTY

PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing shop does not meet the current needs of the shop to maintain the roads in Cambridge and Dorchester County.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

STATUS: Engineering Underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,824	301	1,221	302	0	0	0	0	1,523	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,810	0	0	0	8,522	4,288	0	0	12,810	0
Total	14,634	301	1,221	302	8,522	4,288	0	0	14,333	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM : NA

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - NA

PROJECTED (2030) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Safety/Spot Improvement		
1	MD 343	Washington Street; Pine Street to St. Clair Avenue; ADA improvements	800	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
2		Various Locations in Dorchester County; resurface	2,424	Completed
3		Various locations in Dorchester County; resurface	3,681	Under construction
		Community Safety and Enhancements		
4	MD 16	Church Creek Road; in Church Creek; drainage improvement/roadway construct/pedestrian improvement (Project on hold)		
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
5		Harriet Tubman Underground Railroad Visitor Center	9,724	FY 2014

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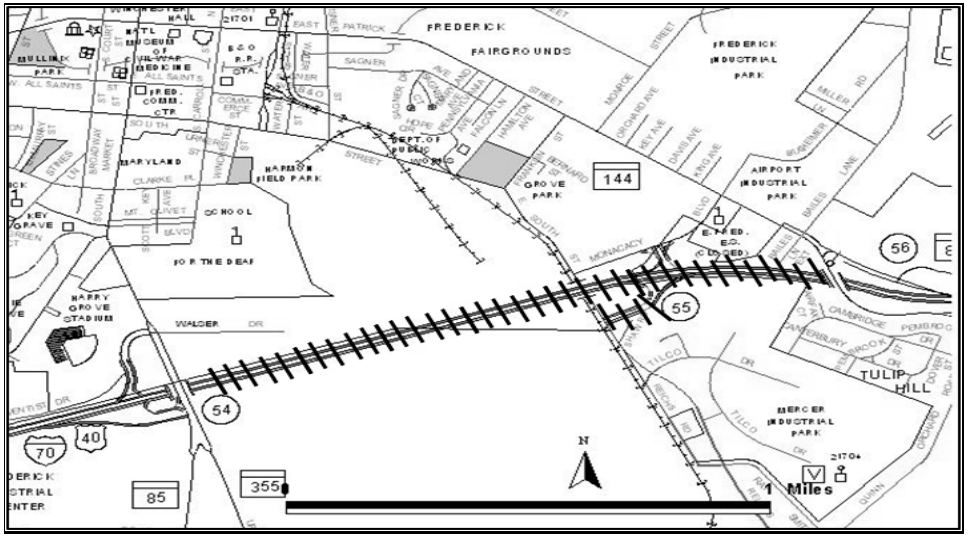
FREDERICK COUNTY, MARYLAND 1748

FREDERICK COUNTY



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Widen I-70 east of MD 355 to east of MD 144, (1.57 miles) replace the I-70 bridge over Reich's Ford Road. The existing ramps to Monocacy Blvd. and Reich's Ford are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel .

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

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

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

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144FA (Line 7)

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

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

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,972	2,543	288	141	0	0	0	0	429	0
Construction	41,307	20,465	17,293	3,549	0	0	0	0	20,842	0
Total	44,279	23,008	17,581	3,690	0	0	0	0	21,271	0
Federal-Aid	43,447	22,397	17,374	3,676	0	0	0	0	21,050	0

CLASSIFICATION:

STATE - Principal Arterial

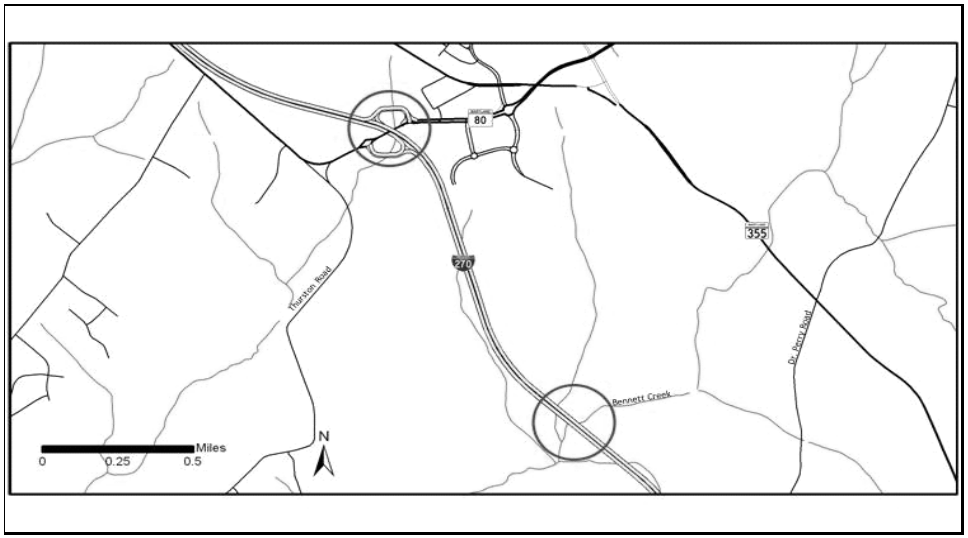
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 83,800

PROJECTED (2030) - 102,900



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace decks and widen Bridges 10078 and 10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multi-Modal Corridor Study (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 existing structures are structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,025	6,313	2,712	0	0	0	0	0	2,712	0
Total	10,895	8,183	2,712	0	0	0	0	0	2,712	0
Federal-Aid	10,420	7,708	2,712	0	0	0	0	0	2,712	0

CLASSIFICATION:

STATE - Rural Interstate

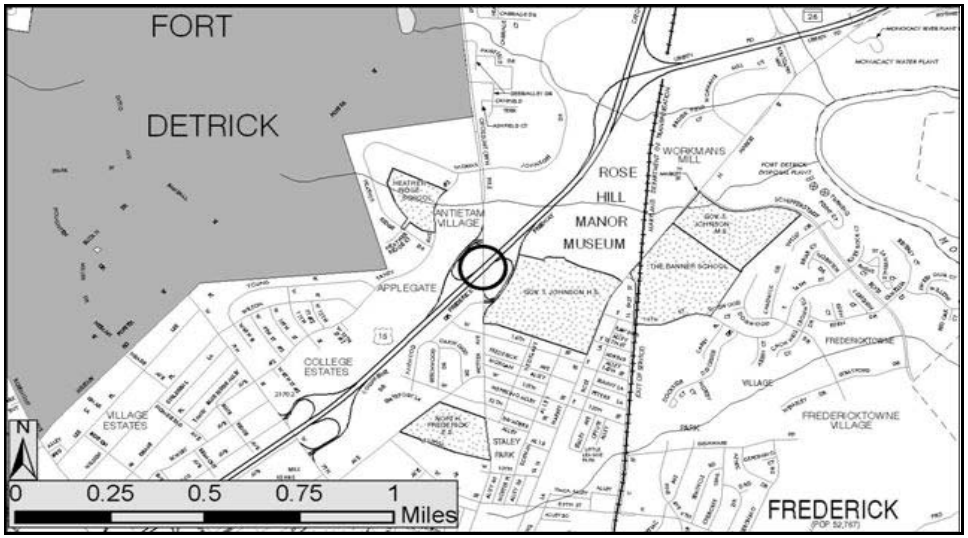
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - I-270: 90,075
MD 80: 20,525

PROJECTED (2030) - I-270: 141,000
MD 80: 34,500



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10098 on Motter Ave.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270 and US 15 Multi-Modal Corridor Study (Line 9)
US 15, Interchange at Monocacy Boulevard (Line 10)

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $2.4 million is due to a favorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,251	1,251	0	0	0	0	0	0	0	0
Right-of-way	860	755	105	0	0	0	0	0	105	0
Construction	12,231	1,060	5,748	4,216	1,207	0	0	0	11,171	0
Total	14,342	3,066	5,853	4,216	1,207	0	0	0	11,276	0
Federal-Aid	13,698	2,539	5,766	4,193	1,200	0	0	0	11,159	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

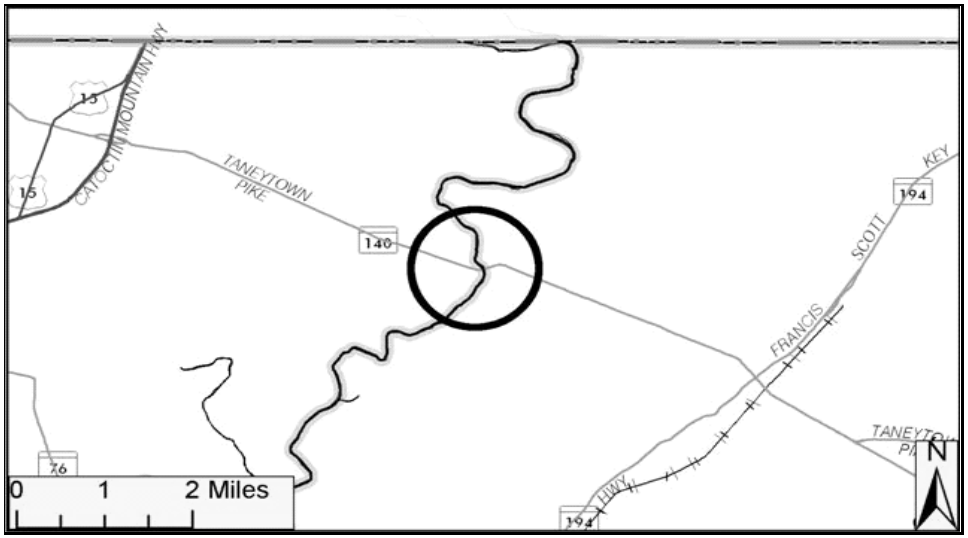
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 78,750

PROJECTED (2030) - 102,125



PROJECT: MD 140, Taneytown Pike

DESCRIPTION: Replace Bridge 10065 over Monocacy River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	200	154	46	0	0	0	0	0	46	0
Construction	4,399	18	3,689	692	0	0	0	0	4,381	0
Total	4,599	172	3,735	692	0	0	0	0	4,427	0
Federal-Aid	4,545	140	3,713	692	0	0	0	0	4,405	0

CLASSIFICATION:

STATE - Other Principal Arterial

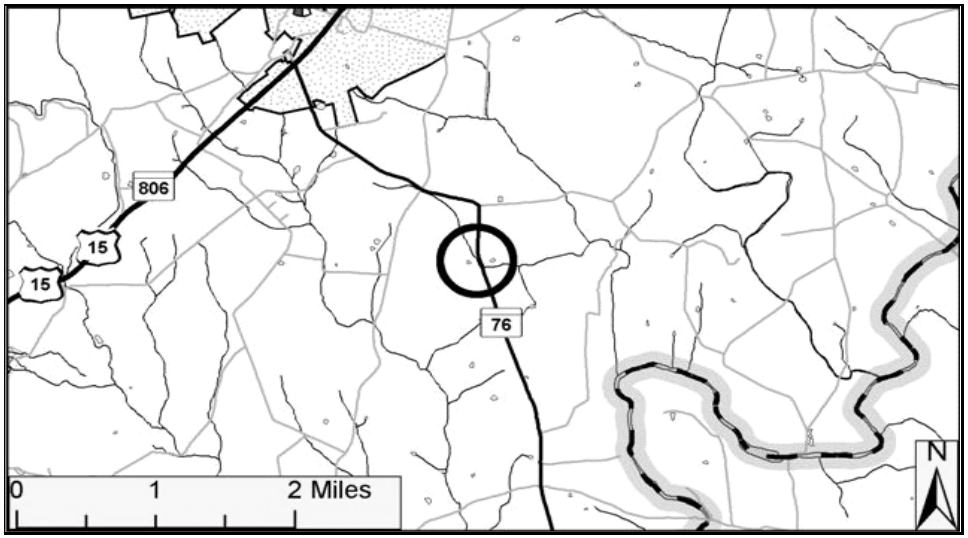
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 5,575

PROJECTED (2030) - 7,150



PROJECT: MD 76, Motters Station Road

DESCRIPTION: Replaced Bridge 10252 over Motter Run. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	767	767	0	0	0	0	0	0	0	0
Right-of-way	44	42	2	0	0	0	0	0	2	0
Construction	1,494	304	1,190	0	0	0	0	0	1,190	0
Total	2,305	1,113	1,192	0	0	0	0	0	1,192	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural

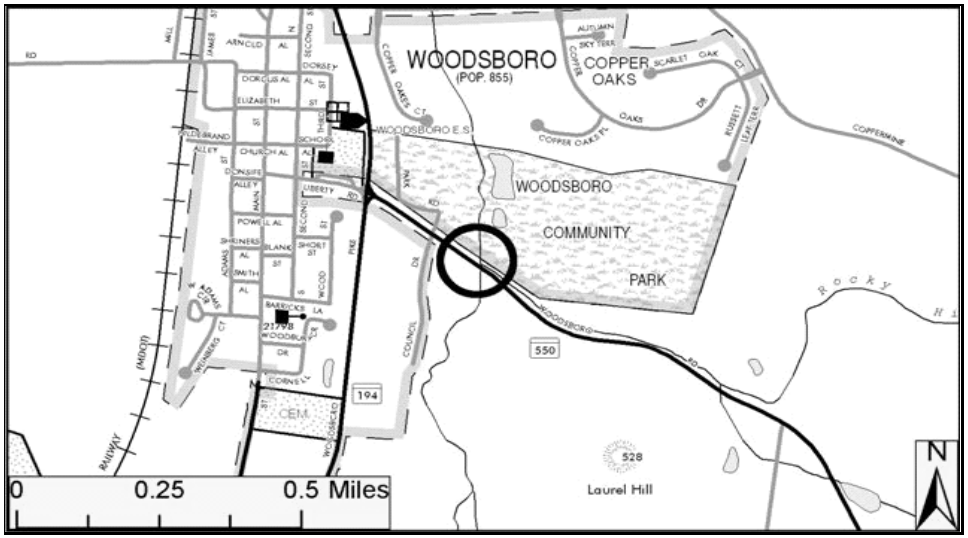
FEDERAL - Rural - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 850

PROJECTED (2030) - 1,550



PROJECT: MD 550, Woodsboro Road

DESCRIPTION: Replaced Bridge 10094 over Israel Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Open to Service .

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $0.7 million is due to a favorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	693	693	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,577	164	1,413	0	0	0	0	0	1,413	0
Total	2,270	857	1,413	0	0	0	0	0	1,413	0
Federal-Aid	1,877	477	1,400	0	0	0	0	0	1,400	0

CLASSIFICATION:

STATE - Rural Major Collector

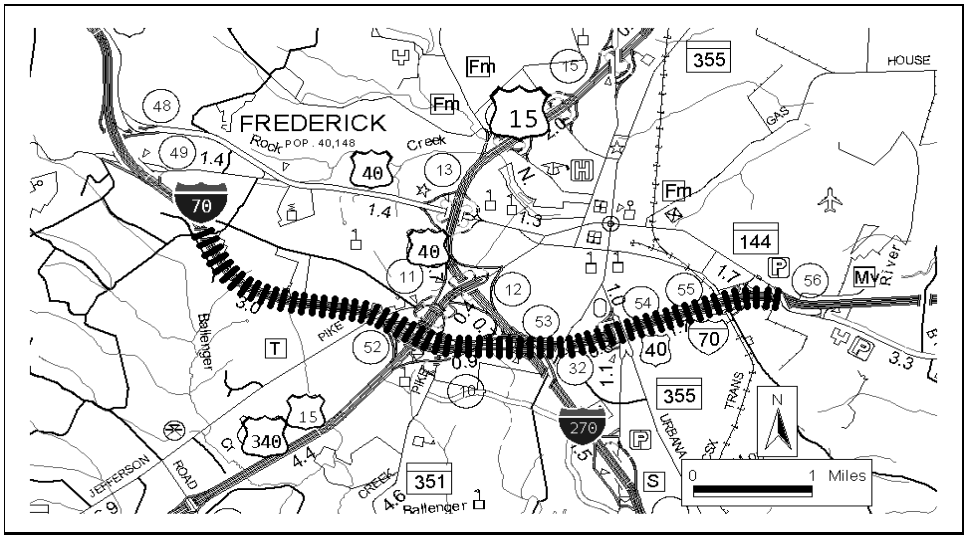
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 3,600

PROJECTED (2030) - 6,200



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (Phase 4) (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-70, Phase 2D (Line 1)
I-270 and US 15 Multi-Modal Corridor Study (Line 9)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,721	6,721	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,465	29,465	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

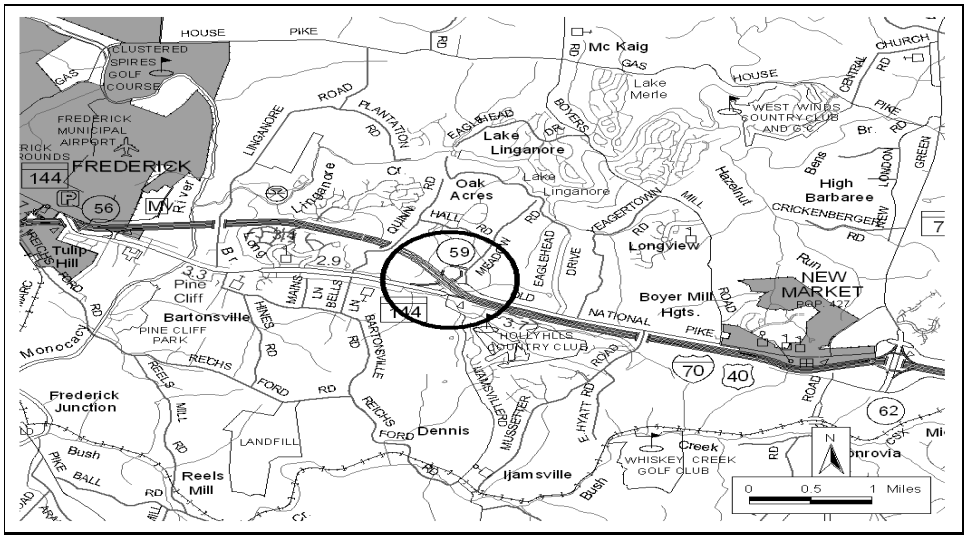
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 97,300

PROJECTED (2030) - 176,925



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing eastbound off-ramp to westbound on-ramp to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

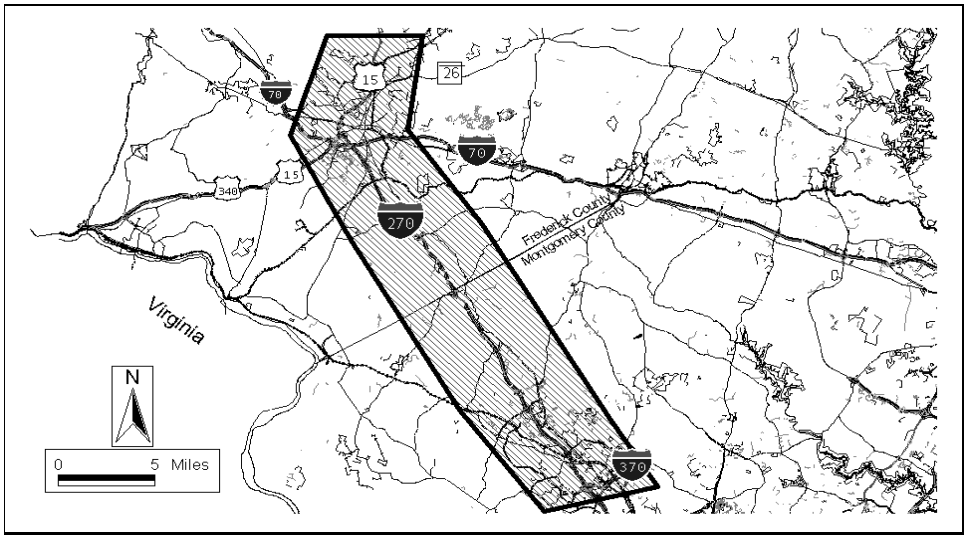
FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 78,000

PROJECTED (2030) - 116,500



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144 (Line 7)
US 15, Interchange at Monocacy Boulevard (Line 10)
MD 200, InterCounty Connector (Montgomery County Line 2)
I-270, Interchange at Watkins Mill Road (Montgomery County Line 8)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,460	17,419	10	31	0	0	0	0	41	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,526	10	31	0	0	0	0	41	0
Federal-Aid	12,222	12,193	7	22	0	0	0	0	29	0

CLASSIFICATION:

STATE - Principal Arterial

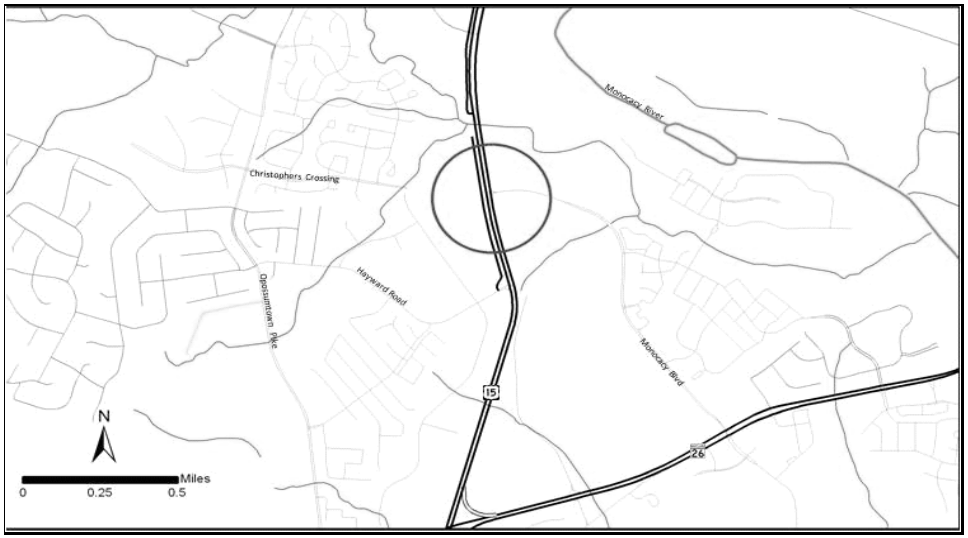
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 40,400 - 97,500 (US -15)
82,100 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Design of a grade-separated interchange at Monocacy Boulevard including a Park-and-Ride lot. This project will include appropriate bicycle and pedestrian facilities. (BRAC Related)

JUSTIFICATION: This project will add a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development. The project will close the existing at-grade intersection at US 15 and Hayward Road.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 9)

STATUS: Engineering underway. The County is providing $2.0 million to proceed with engineering. The City has also committed $2.0 million for engineering with $1.4 million being deferred to 2015. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	472	472	0	0	0	0	0	0	0	0
Engineering	1,803	707	202	698	196	0	0	0	1,096	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,275	1,179	202	698	196	0	0	0	1,096	0
Federal-Aid	1,217	300	202	698	17	0	0	0	917	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

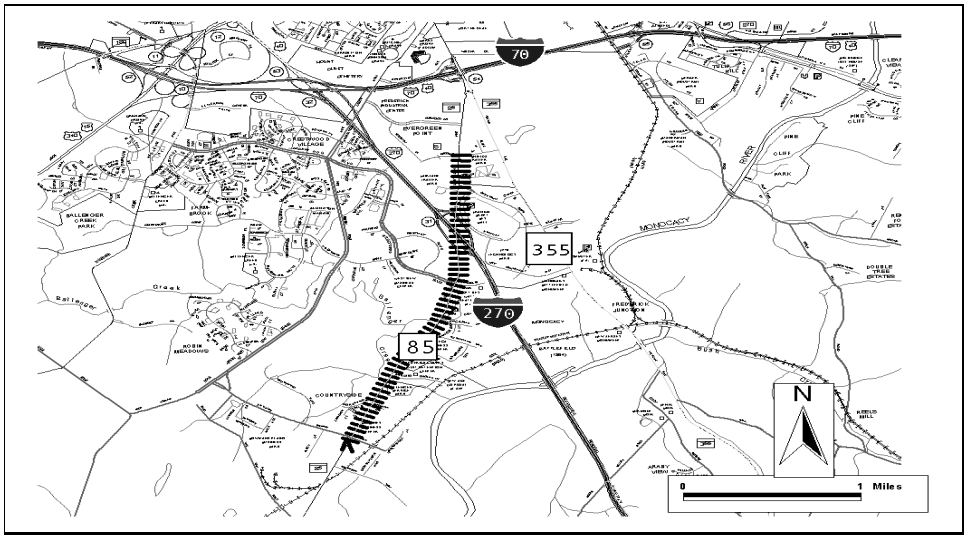
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 44,650

PROJECTED (2030) - 75,600



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). The project will include 6' bicycle lanes.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 9)

STATUS: Partial Engineering for Phase 1 underway. County funding partial Engineering for $1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	198	674	780	3,702	0	0	0	5,156	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,885	729	674	780	3,702	0	0	0	5,156	0
Federal-Aid	4,451	170	674	780	2,827	0	0	0	4,281	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 9,400 - 45,750

PROJECTED (2030) - 16,175 - 64,000

PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development. This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144 (Line 7)
I-270/US 15, Multi-Modal Corridor Study (Line 9)
Butterfly Lane Improvements (Frederick County)

STATUS: Project Planning underway. Frederick County contributed $0.5 million to Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,271	1,465	250	556	0	0	0	0	806	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,271	1,465	250	556	0	0	0	0	806	0
Federal-Aid	800	0	244	556	0	0	0	0	800	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 26,250

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Enhancements		
		Archaeological Planning & Research		
1		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
2		Various locations in Frederick County; resurface	10,748	FY 2013
3	US 15 NB	Catoctin Mountain Highway; MD 26 to north of Angleberger Road; resurface	3,376	FY 2013
4	US 15 SB	Catoctin Mountain Highway; Roddy Road to Structure 10182; resurface	2,282	Under construction
5	US 15 SB	Jefferson National Pike; US 340 to structure 1010200; resurface	2,382	Completed
6	I 70 EB	Eisenhower Memorial Highway; US 15 to New Design Road; resurface	2,368	FY 2014
7	I 70 EB	Eisenhower Memorial Highway; west of Ridge Road to west of I 270; resurface	3,638	Completed
		Bridge Replacement/Rehabilitation		
8	MD 26	Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge	1,715	FY 2013
		Safety/Spot Improvement		
9	US 15	Catoctin Mountain Highway; at Mountville Road; geometric improvements	820	Under construction

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Community Safety and Enhancements		
10	US 40 ALT	Old National Pike; through Middletown; urban reconstruct (Funded for preliminary engineering)	3,000	PE Underway
11	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Funded for preliminary engineering)	200	FY 2014
12	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Project on hold)		
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
13		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	FY 2013
		Pedestrian/Bicycle Facilities		
14		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	Underway
15		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2014

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GARRETT COUNTY

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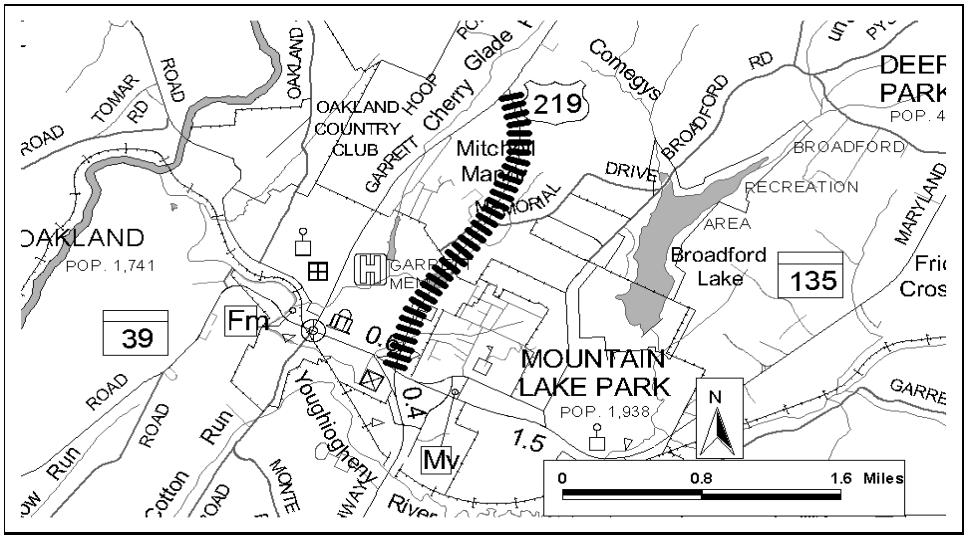
MARYLAND

GARRETT COUNTY



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,012	4,012	0	0	0	0	0	0	0	0
Right-of-way	4,410	4,410	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,702	9,702	0	0	0	0	0	0	0	0
Federal-Aid	2,818	2,818	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

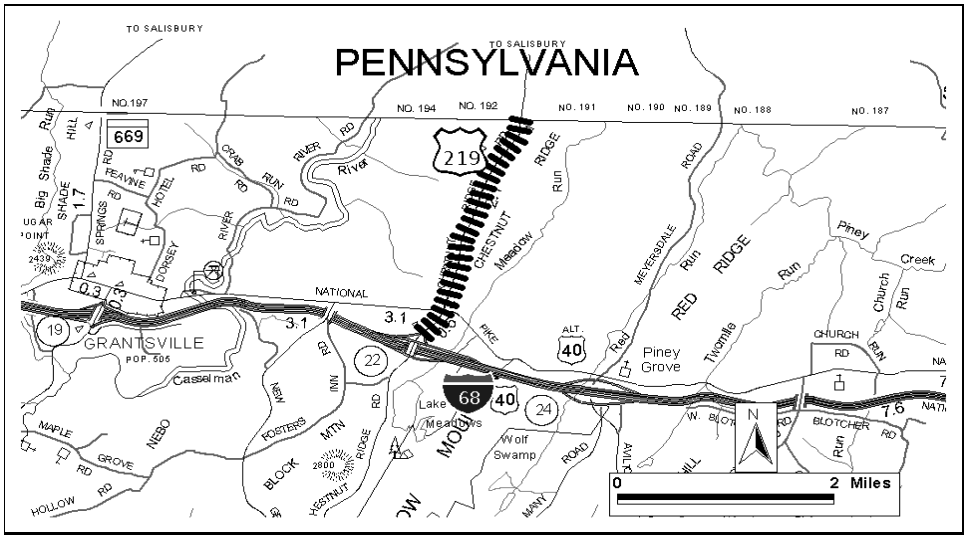
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 7,475 - 17,200

PROJECTED (2030) - 7,800 (Bypass)
18,200 (US 219)



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 220, I-68 to West Virginia State Line (Allegany County - Line 4)

STATUS: Project on hold due to withdrawal of funds by PennDOT for their portion of the project. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The remaining Appalachian Development Highway System Funds will be programmed when the project progresses.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,075	2,075	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,075	2,075	0	0	0	0	0	0	0	0
Federal-Aid	1,619	1,619	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 4,850

PROJECTED (2030) - 6,970

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 546	Finzel Road; south of I 68 bridge 1101200 to Pennsylvania State Line; resurface	2,197	Completed
		Environmental Preservation		
2		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Enhancement Program)	113	Completed
		Enhancements		
		Environmental Mitigation		
3		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Environmental Preservation Program)	113	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
4	US 40 ALT	National Pike; US 40 to west corporate limits of Grantsville; resurface	2,658	FY 2013
		Bridge Replacement/Rehabilitation		
5		Cleaning and painting bridges on MD 38, MD 742, I 68, MD 948 and US 219	1,447	Completed

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Community Safety and Enhancements		
6	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; urban reconstruct improvements (Project on hold)		
7	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; urban reconstruct (Project on hold)		
		Traffic Management		
8	I 68	National Freeway; along I 68; guardrail	1,639	Completed

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HARFORD COUNTY MARYLAND

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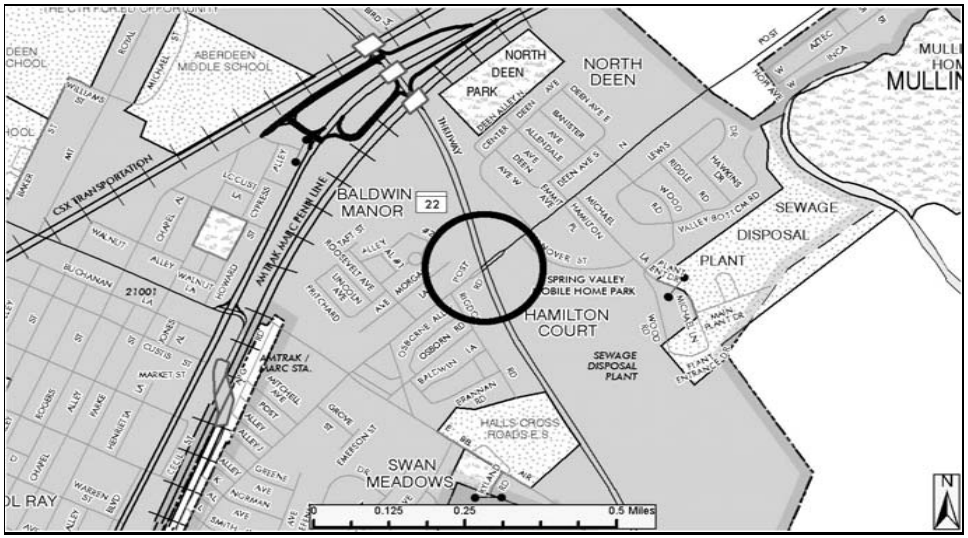
HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) supporting BRAC expansion.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 9)

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

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

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Moved $8.6 million from Statewide Line 8 (BRAC Intersections near Aberdeen Proving Grounds) for utilities and construction.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,559	108	1,050	401	0	0	0	0	1,451	0
Construction	7,000	0	0	1,030	3,370	2,600	0	0	7,000	0
Total	8,559	108	1,050	1,431	3,370	2,600	0	0	8,451	0
Federal-Aid	8,559	108	1,050	1,431	3,370	2,600	0	0	8,451	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

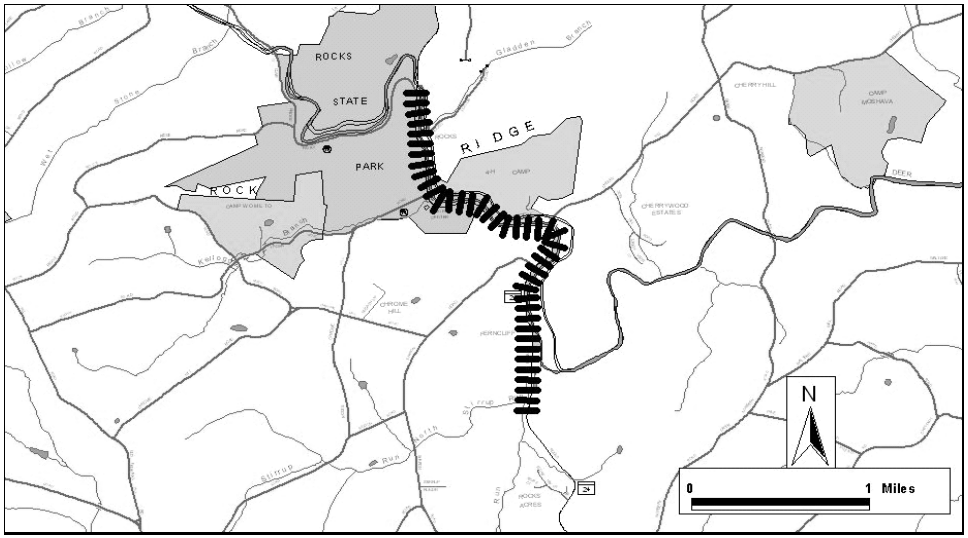
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 22,500

PROJECTED (2030) - 49,700



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be reconstructed, with slopes repaired and guardrail replaced from South of Sharon Road to North of Stirrup Run Culvert.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This section of MD 24 travels through Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Engineering underway for the entire project. Right-of-Way for Setion A at Deer Creek underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Construction delayed for Section A from FY14 to FY15 due to constructability issues.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,258	2,306	370	381	201	0	0	0	952	0
Right-of-way	235	23	56	156	0	0	0	0	212	0
Construction	9,889	0	0	0	8,554	1,335	0	0	9,889	0
Total	13,382	2,329	426	537	8,755	1,335	0	0	11,053	0
Federal-Aid	7,730	190	8	152	7,380	0	0	0	7,540	0

CLASSIFICATION:

STATE - Major Collector

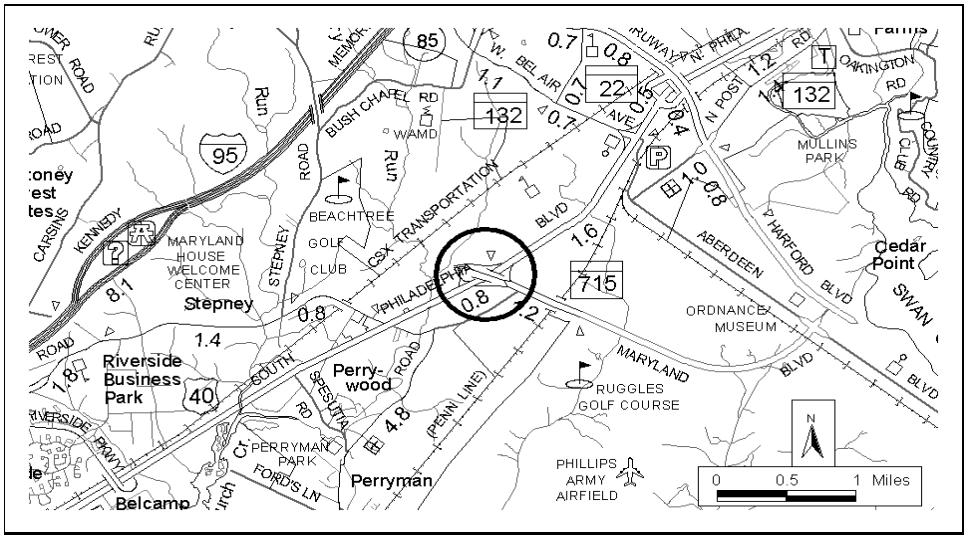
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct interchange improvements to address operational issues at MD 715. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along US 40. It will also improve access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the commercial/industrial parks in the area.

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

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

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

ASSOCIATED IMPROVEMENTS:
Perryman Access Study (Line 5)
BRAC Intersection Improvements at APG (Statewide Line 9)

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

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

EXPLANATION: The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements will address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The proposed improvements will also eliminate the current dangerous u-turns for large commercial trucks accessing the industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,046	3,046	0	0	0	0	0	0	0	0
Right-of-way	9,430	7,181	1,641	608	0	0	0	0	2,249	0
Construction	20,617	11,302	5,958	3,357	0	0	0	0	9,315	0
Total	33,093	21,529	7,599	3,965	0	0	0	0	11,564	0
Federal-Aid	29,508	17,976	7,567	3,965	0	0	0	0	11,532	0

CLASSIFICATION:

STATE - Intermediate Arterial

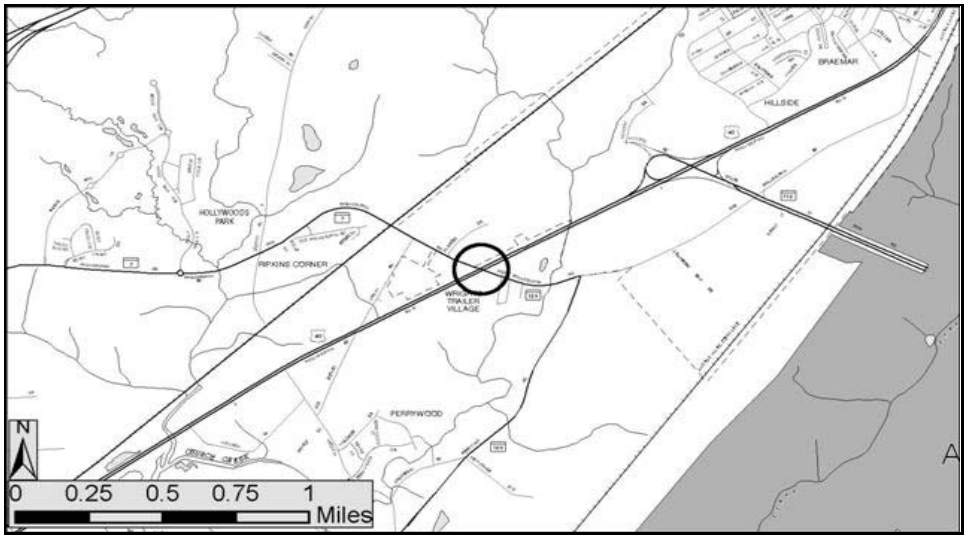
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC intersection improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improve access to the Aberdeen Industrial Park complexes and the Perryman Penninsula, as well as the Aberdeen Proving Grounds.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 9)

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

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

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	971	544	141	222	64	0	0	0	427	0
Construction	2,436	7	2,029	400	0	0	0	0	2,429	0
Total	3,407	551	2,170	622	64	0	0	0	2,856	0
Federal-Aid	3,258	441	2,156	597	64	0	0	0	2,817	0

CLASSIFICATION:

STATE - Other Principal Arterial

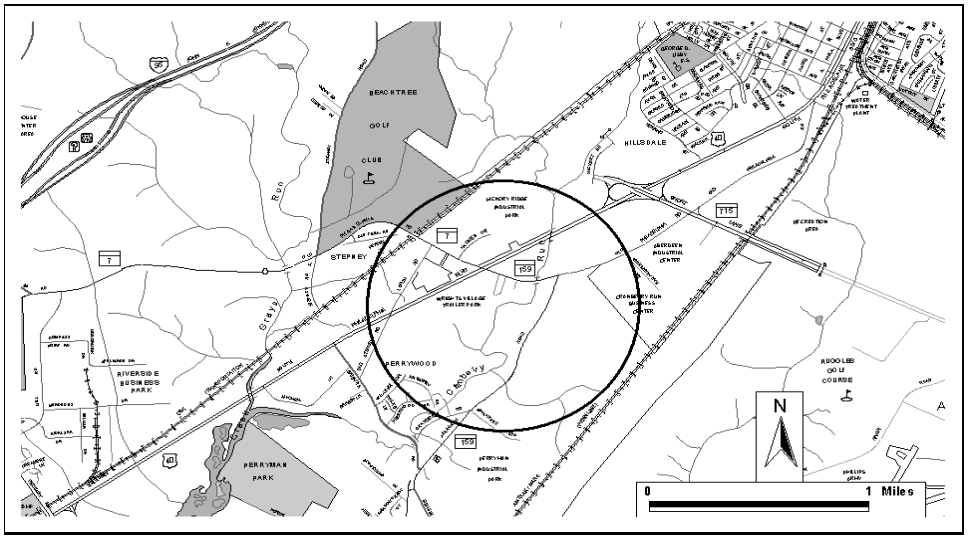
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 36,600

PROJECTED (2030) - 75,300



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 3)
US 40, at MD 7 (Line 4)
BRAC Intersection Improvements at APG (Statewide Line 9)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	137	137	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	385	385	0	0	0	0	0	0	0	0
Federal-Aid	174	174	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

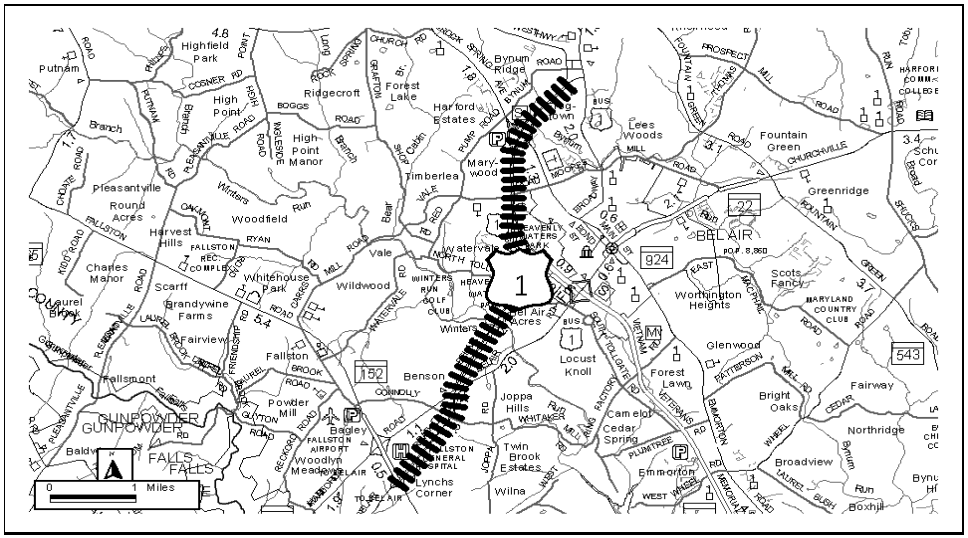
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 6,700

PROJECTED (2030) - 18,200



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	1,589	1,589	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 30,550

PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 22	Churchville Road; MD 136 to MD 155 and MD 22 east of MD 543; patching (ARRA PROJECT)	357	Completed
		Bridge Replacement/Rehabilitation		
2	MD 22	Aberdeen Thruway; bridge over Amtrak; clean and paint bridge	256	Completed
3	US 40	Pulaski Highway; over Otter Point Creek; clean and paint bridge	170	Completed
4	MD 132 B	Oakington Road; over Amtrak; clean and paint bridge	42	Completed
5	MD 715 EB	Short Lane; over Amtrak; clean and paint bridge	216	Completed
6	MD 715 WB	Short Lane; over Amtrak; clean and paint bridge	216	Completed
		Safety/Spot Improvement		
7	US 1	Belair Bypass; MD 24 to MD 924; installation of median barrier system	2,159	Completed
8	US 40	Pulaski Highway; Lewis Lane to Erie Street; ADA improvements (ARRA PROJECT)	480	Completed
9	MD 132	West Belair Avenue; MD 462 to Beards Hill Road; ADA improvements	254	Completed
10	MD 462	Paradise Road; MD 132 to over Carsins Run; ADA improvements	200	Completed

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
11		Various locations in Harford County East of US 1; resurface	5,487	FY 2013
12		At various locations in Harford County - west of US 1; resurfacing	5,228	FY 2013
13	MD 924	North Main/Bond Street; Gordon Street to US 1 Business; resurface	790	Under construction
14	MD 924	South Main Street; East Macphail Road to MD 22; resurface	1,508	Under construction
		Safety/Spot Improvement		
15	US 1	Conowingo Road; south of Conowingo Dam; repair slide	918	Under construction
16	US 40	Pulaski Highway; MD 132 to Plater Street; resurface	1,719	FY 2013
17	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,394	Under construction
18	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	112	Under construction
		Community Safety and Enhancements		
19	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Funded for preliminary engineering and right of way)	2,000	PE Underway
		Bicycle Retrofit		
20	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	569	FY 2013

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Environmental Mitigation		
21		Bynum Run at St. Andrews Way Stream Restoration; mitigation	480	FY 2014
		Congressional Earmarks		
22		Edgewood; Train station streetscaping and parking improvements (Earmark $1.8 million; PE, CO) (Underway) Sponsor: Maryland Transit Administration	0	

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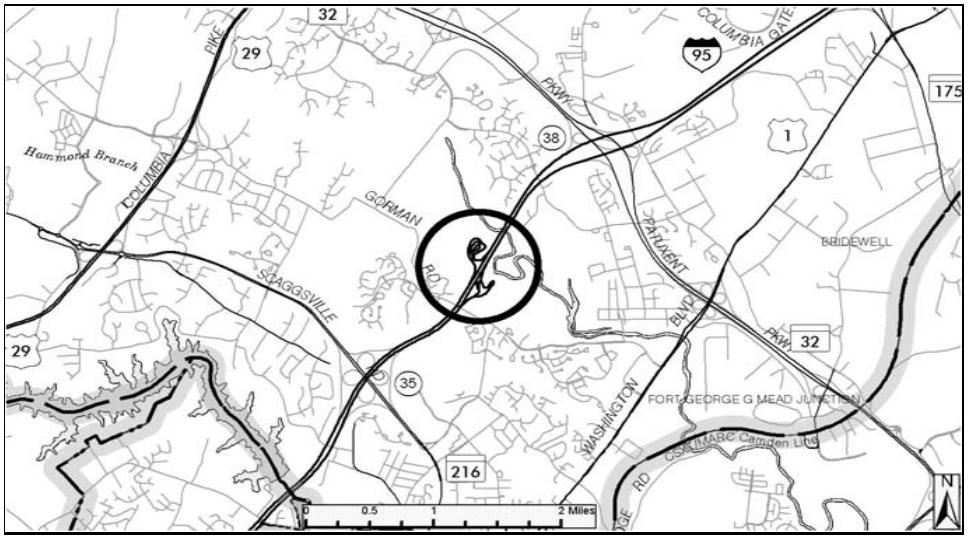
HOWARD COUNTY MARYLAND

HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: South Welcome Center truck parking expansion.

PURPOSE & NEED SUMMARY STATEMENT: Truck parking expansion along the I-95 Corridor will provide a safe haven for truck drivers who have reached their hours of service limit or are staging for deliveries.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will help to reduce illegal and unsafe truck parking on shoulders and ramps, increasing safety and reducing pavement damage.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	332	194	138	0	0	0	0	0	138	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,325	0	4,191	7,134	0	0	0	0	11,325	0
Total	11,657	194	4,329	7,134	0	0	0	0	11,463	0
Federal-Aid	11,651	190	4,327	7,134	0	0	0	0	11,461	0

CLASSIFICATION:

STATE - Interstate

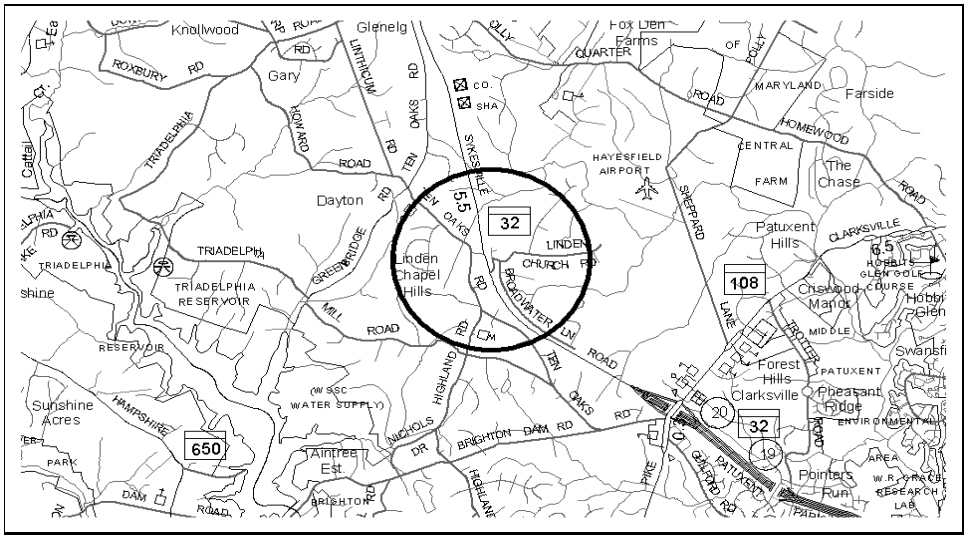
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - NA

PROJECTED (2030) - NA



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Wellworth Way Access Improvements (Line 3)
MD 32 MD 108 to I-70 (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: This grade-separation project will result in a reduction in travel times along MD 32, and improved safety and reduced collision and injury rates.

STATUS: Construction underway. Howard County is providing $19.6 million to fund Engineering, Right-of-Way and Construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,037	1,037	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,039	1,039	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

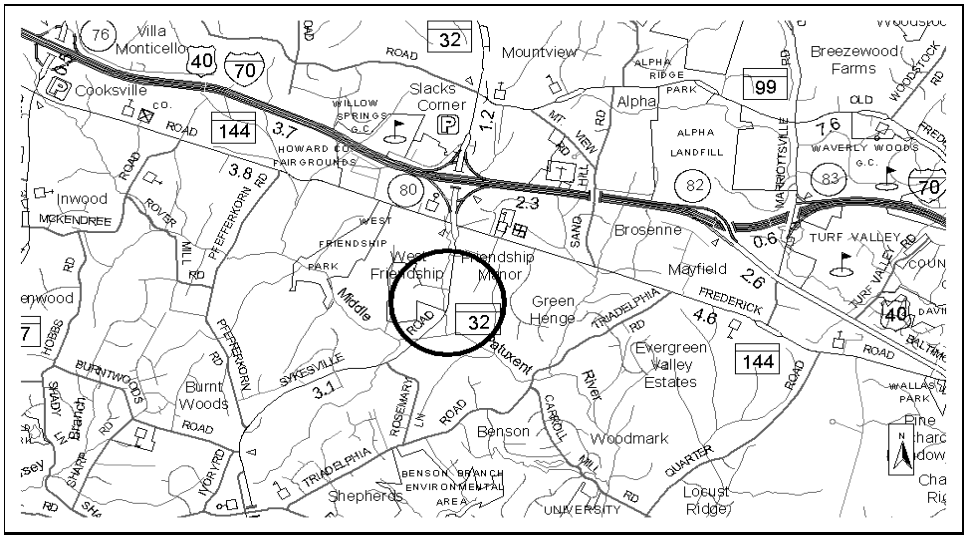
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 30,400

PROJECTED (2030) - 32,900



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to the local road system, specifically Rosemary Lane and Wellworth Way.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct private driveway access to MD 32.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 2)
MD 32 MD 108 to I-70 (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: By removing direct private access to this section of MD 32, this project will improve operations and reduce crash and injury rates.

STATUS: Right-of-Way underway. Construction to begin during current fiscal year

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Moved from the Development and Evaluation Program to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,607	1,543	64	0	0	0	0	0	64	0
Right-of-way	907	22	885	0	0	0	0	0	885	0
Construction	4,770	0	379	1,836	0	0	0	0	2,215	2,555
Total	7,284	1,565	1,328	1,836	0	0	0	0	3,164	2,555
Federal-Aid	2,925	2	1,087	1,836	0	0	0	0	2,923	0

CLASSIFICATION:

STATE - Principal Arterial

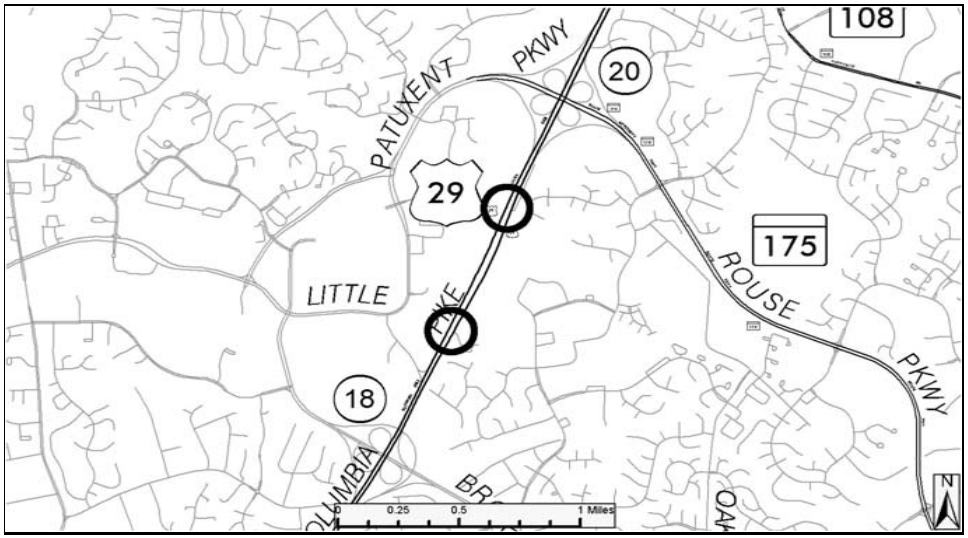
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 28,300

PROJECTED (2030) - 32,900



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct road access improvements by relocating direct access at Gales Lane and Old Columbia Road from US 29 to the local road system (Phase 1A).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct access to US 29.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 10)
US 29, Middle Patuxent River to Seneca Drive (Line 11)

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

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

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project will improve operations and safety.

STATUS: Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,200	0	0	4,925	1,275	0	0	0	6,200	0
Total	6,200	0	0	4,925	1,275	0	0	0	6,200	0
Federal-Aid	6,200	0	0	4,925	1,275	0	0	0	6,200	0

CLASSIFICATION:

STATE - Principal Arterial

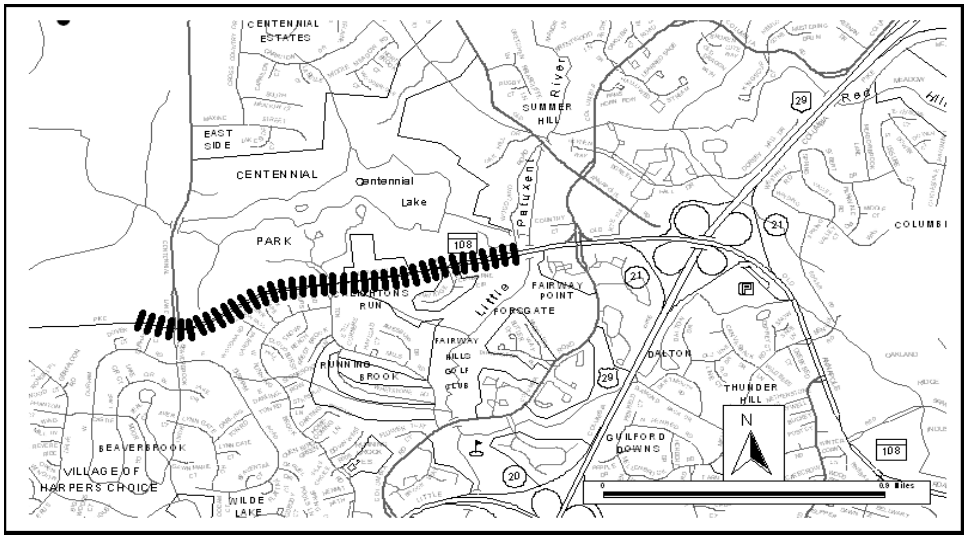
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 41,400

PROJECTED (2013) - 59,425



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 feet west of Centennial Lane to Woodland Road (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The widening of MD 108 will relieve traffic congestion, improving travel times and travel time reliability.

STATUS: Engineering underway. Howard County is funding this project.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

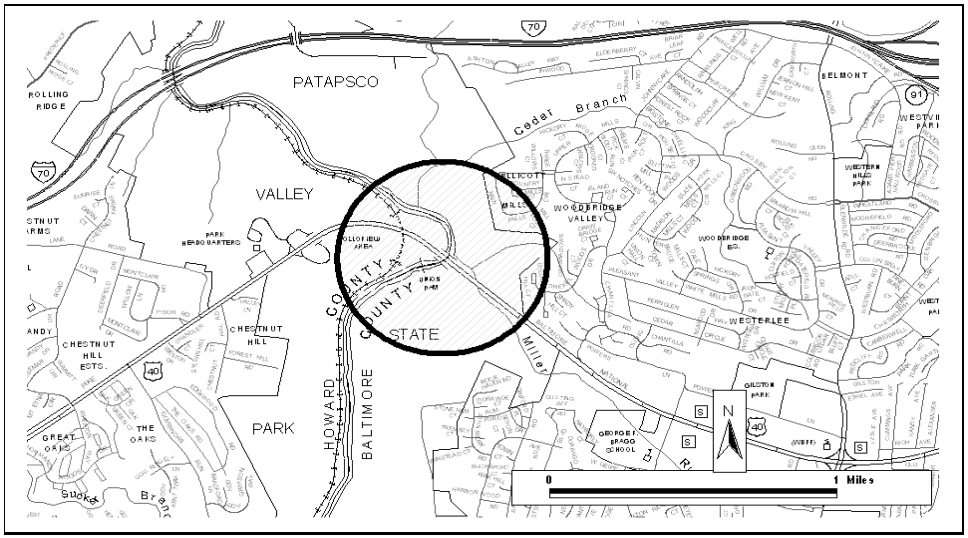
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 26,000

PROJECTED (2030) - 30,800



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will rehabilitate the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a back up route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $2.8 million is due to moving Transportation Enhancement Program to the System Preservation Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,068	3,065	3	0	0	0	0	0	3	0
Right-of-way	45	44	1	0	0	0	0	0	1	0
Construction	16,321	9,799	5,164	1,358	0	0	0	0	6,522	0
Total	19,434	12,908	5,168	1,358	0	0	0	0	6,526	0
Federal-Aid	18,564	12,068	5,144	1,352	0	0	0	0	6,496	0

CLASSIFICATION:

STATE - Principal Arterial

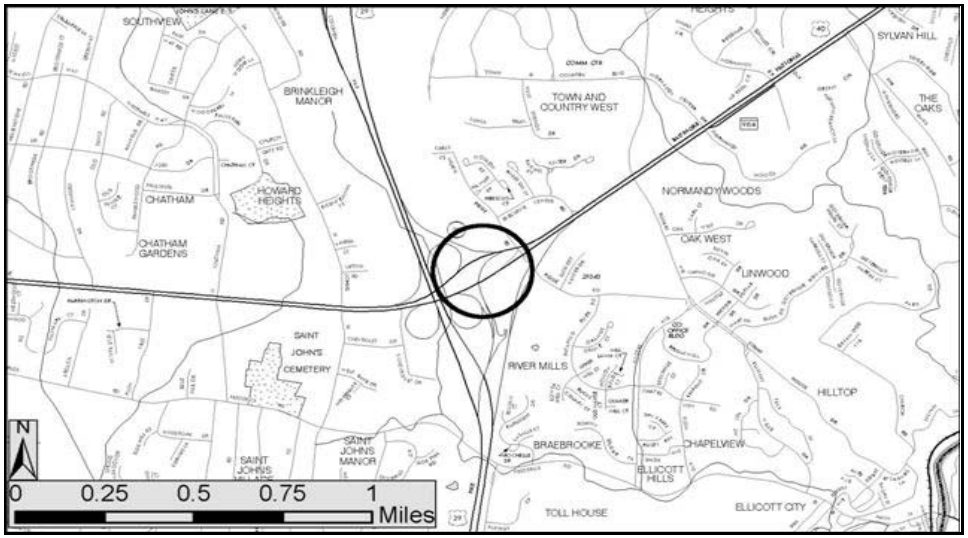
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 38,800

PROJECTED (2030) - 47,300



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replaced Bridge 130330 on US 40 WB Ramp to US 29 SB over US 40 EB.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations and relieved congestion in the heavily traveled corridor.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will relieve congestion, improving travel time reliability.

STATUS: Complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	812	812	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,973	4,651	322	0	0	0	0	0	322	0
Total	5,785	5,463	322	0	0	0	0	0	322	0
Federal-Aid	5,577	5,255	322	0	0	0	0	0	322	0

CLASSIFICATION:

STATE - Principal Arterial

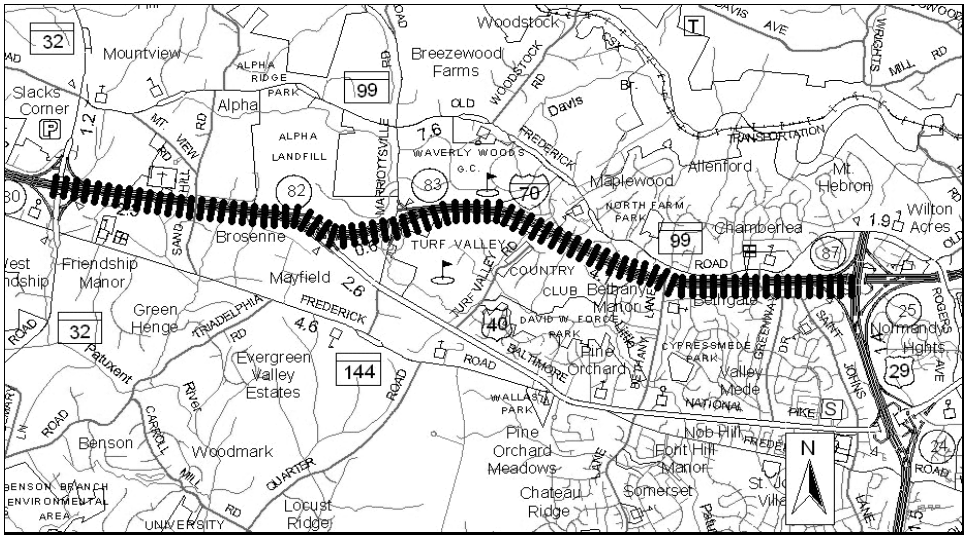
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 55,075

PROJECTED (2030) - 68,150



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Marriottsville Road, US 40 to MD 99 (County Project)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

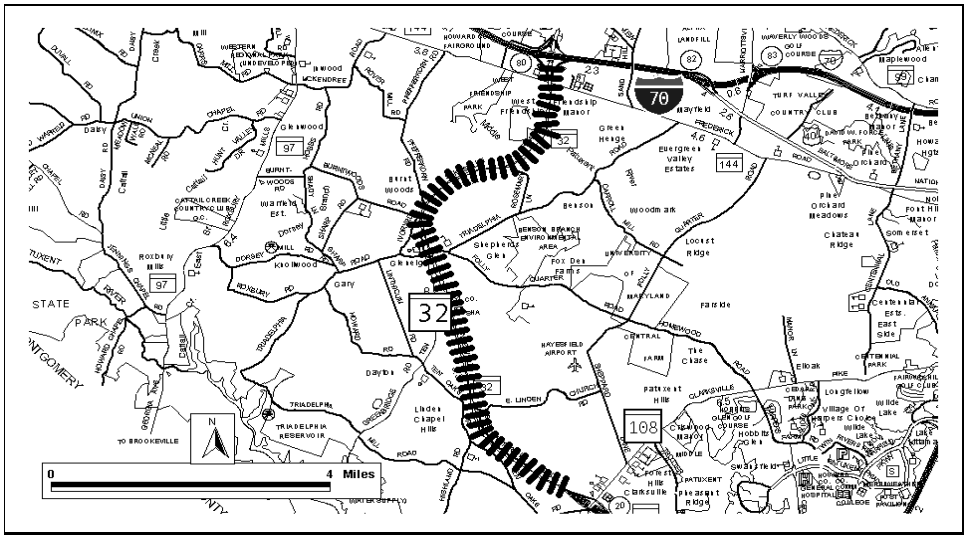
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 78,600

PROJECTED (2030) - 116,300



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 2)
MD 32, Wellworth Way Access Management (Line 3)

STATUS: Project Planning complete. Engineering underway for the improvements at Rosemary Lane. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $3.0 million for protective Right-of-Way acquisitions in FY18. Trtansferred $6.0 million from Right-of-Way to Engineering for Rosemary Lane.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	6,000	0	300	1,000	1,000	1,000	2,700	0	6,000	0
Right-of-way	10,703	2,109	5	349	2,200	2,200	1,920	1,920	8,594	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,360	5,766	305	1,349	3,200	3,200	4,620	1,920	14,594	0
Federal-Aid	8,560	2,560	300	1,000	1,000	1,000	2,700	0	6,000	0

CLASSIFICATION:

STATE - Principal Arterial

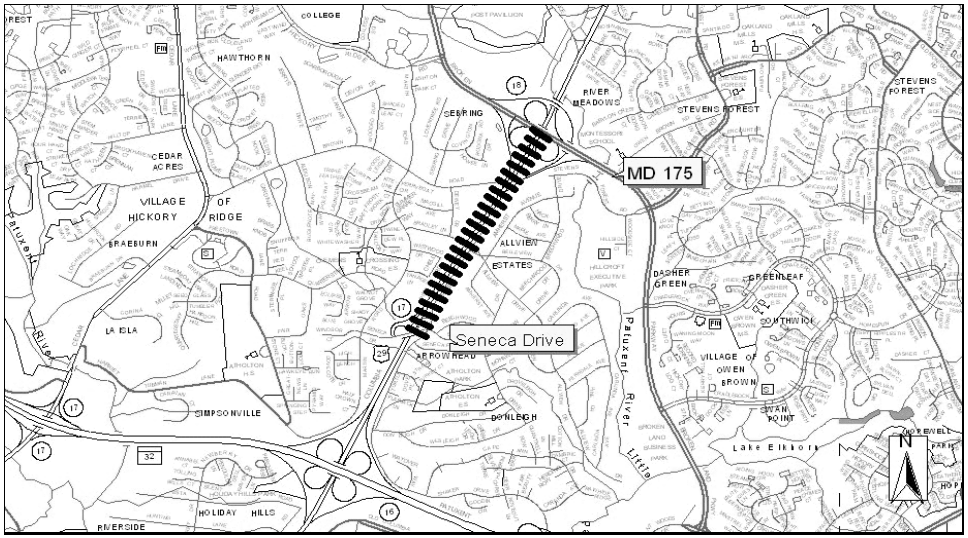
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 30,400

PROJECTED (2030) - 58,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 from 2 to 3 lanes (2.8 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
US 29, Middle Patuxent River to Seneca Drive (Line 11)

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Howard County is funding $2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $1.8 million for Right-of-Way. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,751	1,490	723	680	858	0	0	0	2,261	0
Right-of-way	1,800	0	100	700	1,000	0	0	0	1,800	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,551	1,490	823	1,380	1,858	0	0	0	4,061	0
Federal-Aid	3,484	0	584	1,230	1,670	0	0	0	3,484	0

CLASSIFICATION:

STATE - Principal Arterial

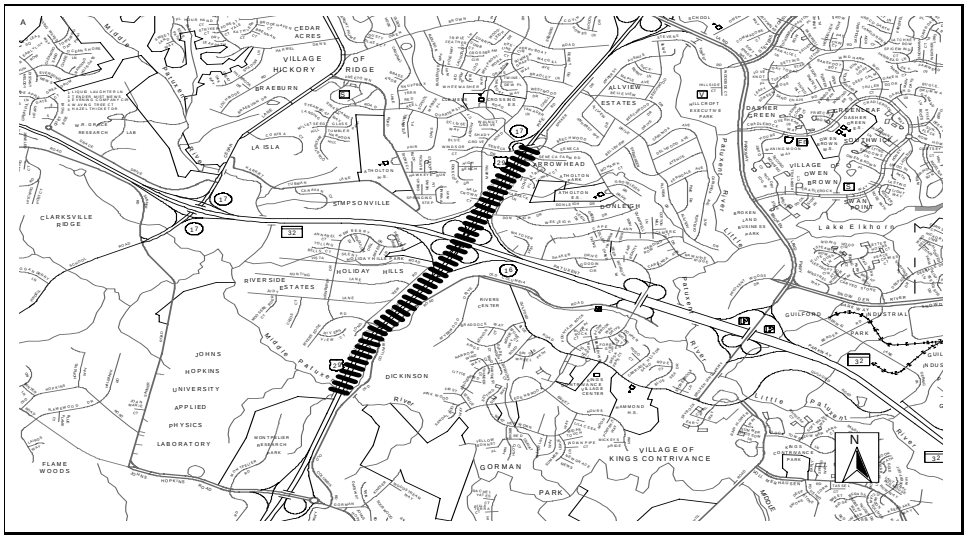
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 41,400

PROJECTED (2030) - 59,425



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
US 29, Seneca Drive to MD 175 (Line 10)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

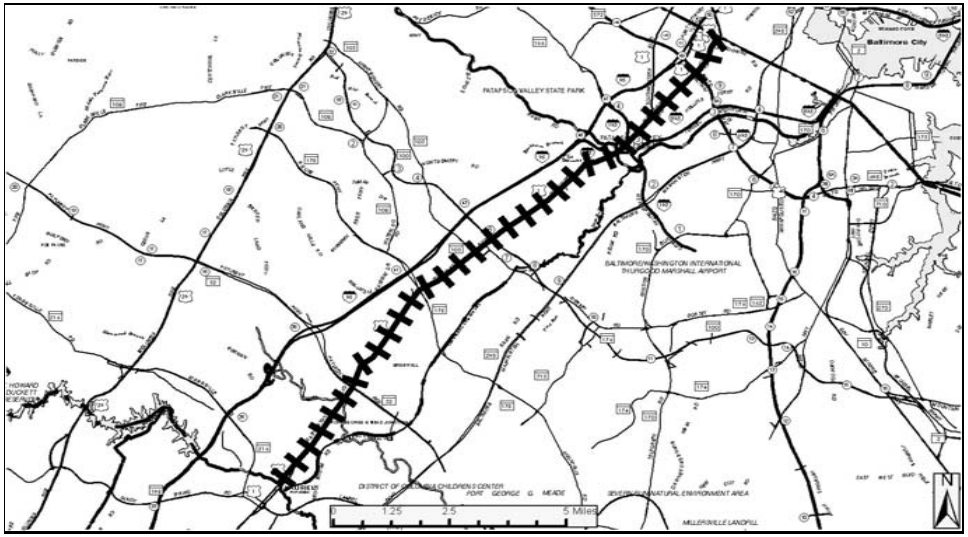
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 42,450

PROJECTED (2030) - 60,650



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175. (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	1,013	15	222	0	0	0	0	237	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	1,013	15	222	0	0	0	0	237	0
Federal-Aid	1,000	815	12	173	0	0	0	0	185	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 41,850

PROJECTED (2030) - 52,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	US 29 NB	Columbia Pike; south of Brokenland Parkway to MD 175; safety and resurface	1,831	Completed
2	US 29 NB	Columbia Pike; Montgomery County Line to north of MD 216; resurface	901	Completed
3	MD 144 A	Frederick Road; Long Corner Road to MD 94; patching (ARRA PROJECT)	264	Completed
		Bridge Replacement/Rehabilitation		
4	MD 175	Rouse Parkway; Bridge 1308603 eastbound over US 29 and Bridge 1308604 westbound over US 29; bridge deck overlay	1,700	Completed
		Enhancements		
		Environmental Mitigation		
5		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
6		Various locations in Howard County; resurface	9,911	FY 2013
7	I 95	Structure at Little Patuxent River to 3,000 ft. north of MD 216; resurface	2,860	FY 2014
		Bridge Replacement/Rehabilitation		
8		Various bridges on US 29 and MD 216; bridge deck overlays	4,123	Under construction

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement		
9	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2014
10	MD 175	Rouse Parkway; MD 108 to US 29; guardrail	1,237	Completed
		Noise Barriers		
11	I 95	Timberview Noise Barrier Extension	2,108	FY 2013
		Traffic Management		
12	I 95	MD 100 to MD 175; lighting	2,652	Under construction
		Environmental Preservation		
13		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Enhancement Program)	63	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
14		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	FY 2013

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation		
15		Dorsey Run; restoration and creation of floodplain wetlands and elimination of headcut ditch across floodplain to the mainstream of Dorsey Run (This project is a split funded project with the Environmental Preservation Program)	222	Completed

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THE COUNTY KENT IN THE PROVINCE OF MARYLAND

KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	US 301	Blue Star Memorial Highway; Chesterville Bridge Road to MD 313; resurface	1,806	Completed
		Bridge Replacement/Rehabilitation		
2	MD 289	Quaker Neck Road; over Radcliff Creek; clean and paint bridge	78	Completed
3	MD 290	Crumpton Road; over the Chester River; clean and paint bridge	377	Completed
4	MD 291	River Road; over Mills Branch; clean and paint bridge	60	Completed
5	US 301 NB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	132	Completed
6	US 301 SB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	122	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
7		Various locations in Kent County; patch and resurface	4,151	FY 2013
8		Various Locations in Kent County; resurface	2,772	FY 2013
		Safety/Spot Improvement		
9	MD 20	Chestertown Road; at MD 291; geometric improvements	1,136	FY 2014

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Congressional Earmarks		
10		Construct Chestertown Trail (Earmark $300,000; PE)	0	

SHA

MONTGOMERY COUNTY

MONTGOMERY COUNTY

PROJECT: I-495, Capital Beltway

DESCRIPTION: Replace deck on Bridge 15137 over the Northwest Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	329	329	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,359	6,252	3,107	0	0	0	0	0	3,107	0
Total	9,688	6,581	3,107	0	0	0	0	0	3,107	0
Federal-Aid	9,574	6,495	3,079	0	0	0	0	0	3,079	0

CLASSIFICATION:

STATE - Principal Arterial

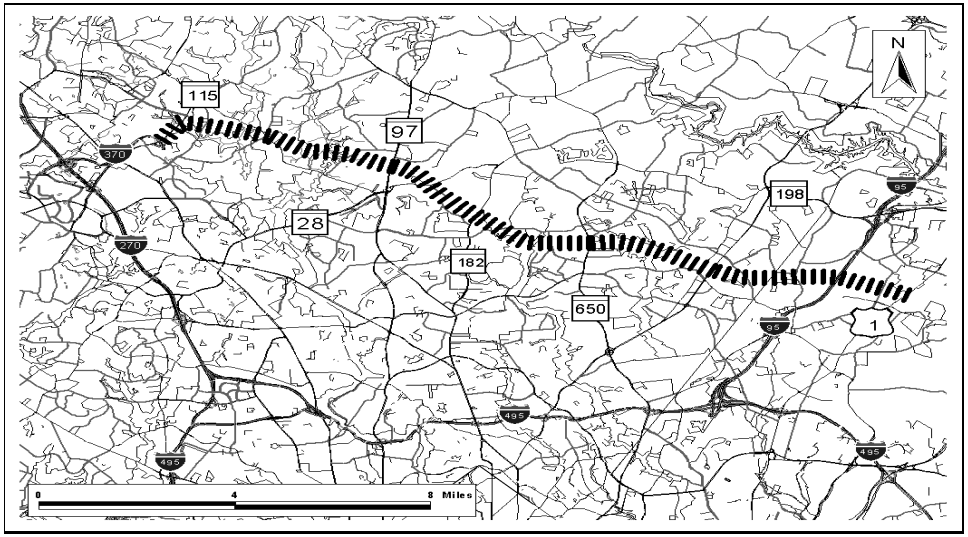
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 220,225

PROJECTED (2030) - 272,600



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct 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 home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29 Interchanges (Lines 10,11)
MD 28/MD 198, MD 97 to I-95 (Line 12)
I-95/Contee Road Interchange (Prince George's County - Line 1)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Prince George's County - Line 21)

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

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

EXPLANATION: MD 200 will provide an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access will support master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

STATUS: Construction underway. The section from I-270 to I-95 is Open to Service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

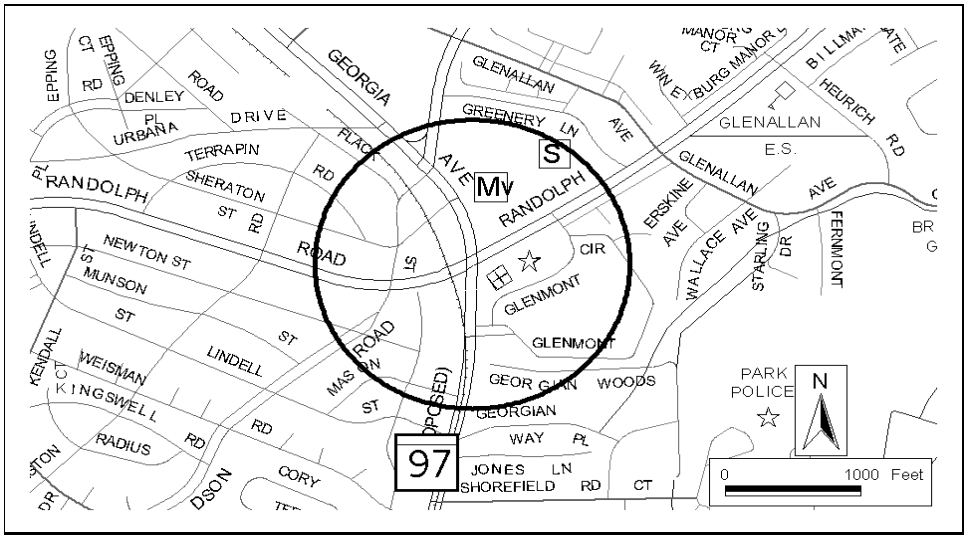
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 27,500

PROJECTED (2030) - 96,500



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project would relieve congestion at the existing intersection.

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

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

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

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)

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

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

EXPLANATION: This grade-separation project will result in a reduction in travel times along both Randolph Road and Georgia Avenue and improve safety by separating the through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all users of the road.

STATUS: Engineering and Right-of-way underway. Advanced utility work underway. Construction for the overall project to begin during budget fiscal year. County to provide $14.4 million for Right-of-way and Advanced Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	5,640	4,972	518	150	0	0	0	0	668	0
Right-of-way	11,250	801	3,240	1,704	2,579	2,926	0	0	10,449	0
Construction	42,044	2,740	3	12,183	16,270	10,848	0	0	39,304	0
Total	60,031	9,610	3,761	14,037	18,849	13,774	0	0	50,421	0
Federal-Aid	10,950	7,315	3,521	114	0	0	0	0	3,635	0

CLASSIFICATION:

STATE - Other Principal Arterial

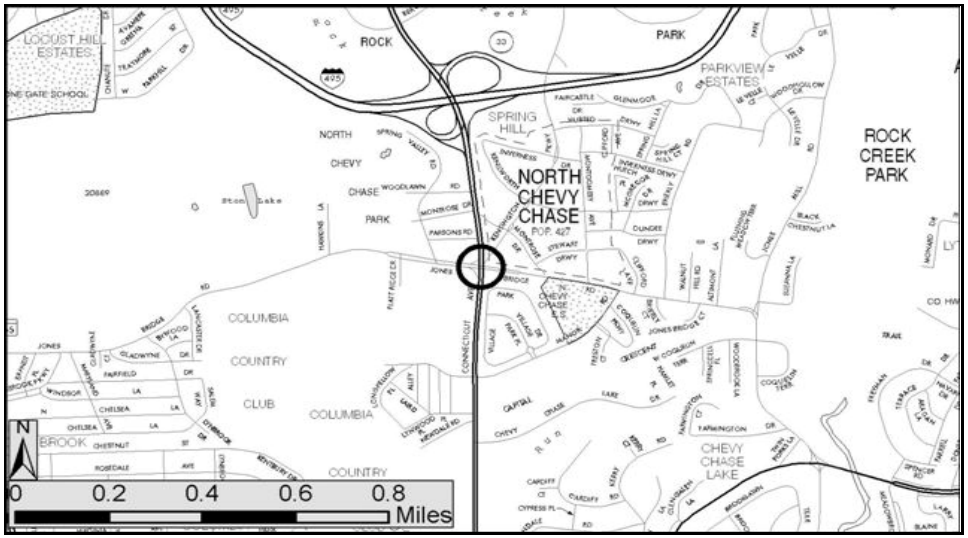
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 52,000

PROJECTED (2030) - 59,100



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

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

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

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

ASSOCIATED IMPROVEMENTS:
BRAC Intersection Improvements near Bethesda (Statewide Line 8)

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

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

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $3.1 million is due to a favorable bid price.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,132	384	329	419	0	0	0	0	748	0
Construction	4,053	504	3,549	0	0	0	0	0	3,549	0
Total	5,185	888	3,878	419	0	0	0	0	4,297	0
Federal-Aid	5,185	888	3,878	419	0	0	0	0	4,297	0

CLASSIFICATION:

STATE - Other Principal Arterial

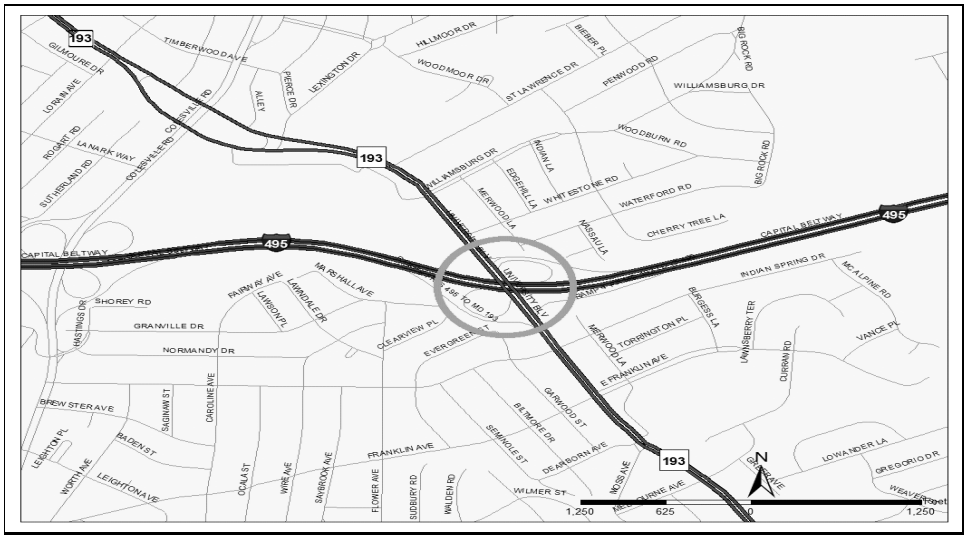
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 72,675

PROJECTED (2030) - 79,500



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,036	593	443	0	0	0	0	0	443	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,365	0	984	4,172	5,045	1,164	0	0	11,365	0
Total	12,401	593	1,427	4,172	5,045	1,164	0	0	11,808	0
Federal-Aid	12,185	468	1,336	4,172	5,045	1,164	0	0	11,717	0

CLASSIFICATION:

STATE - Other Principal Arterial

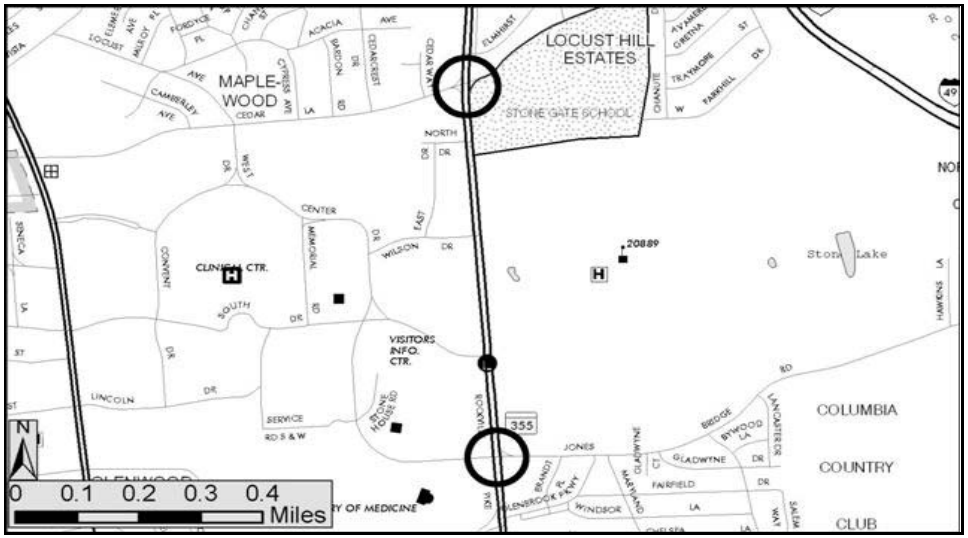
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 44,100

PROJECTED (2030) - 48,475



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls on MD 355 at Cedar Lane (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

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

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

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

ASSOCIATED IMPROVEMENTS:
BRAC Intersection Improvements near Bethesda (Statewide Line 8)

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

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

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0
Total	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0
Federal-Aid	8,864	780	5,534	1,378	1,172	0	0	0	8,084	0

CLASSIFICATION:

STATE - Other Principal Arterial

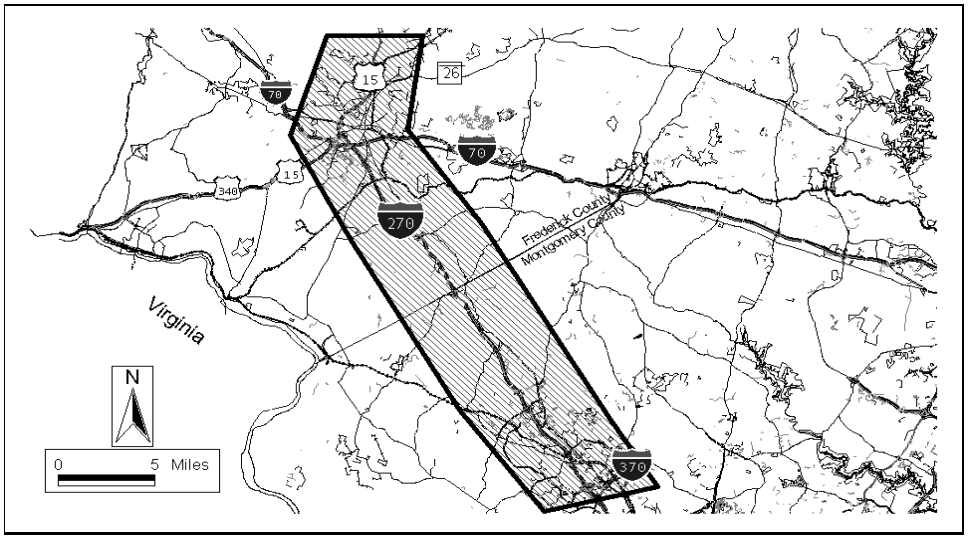
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 61,625

PROJECTED (2030) - 69,750



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
I-270/Watkins Mill Road Extended Interchange (Line 8)
I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 7)
US 15, Interchange at Monocacy Boulevard (Frederick County - Line 10)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,460	17,419	10	31	0	0	0	0	41	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,526	10	31	0	0	0	0	41	0
Federal-Aid	12,222	12,193	7	22	0	0	0	0	29	0

CLASSIFICATION:

STATE - Principal Arterial

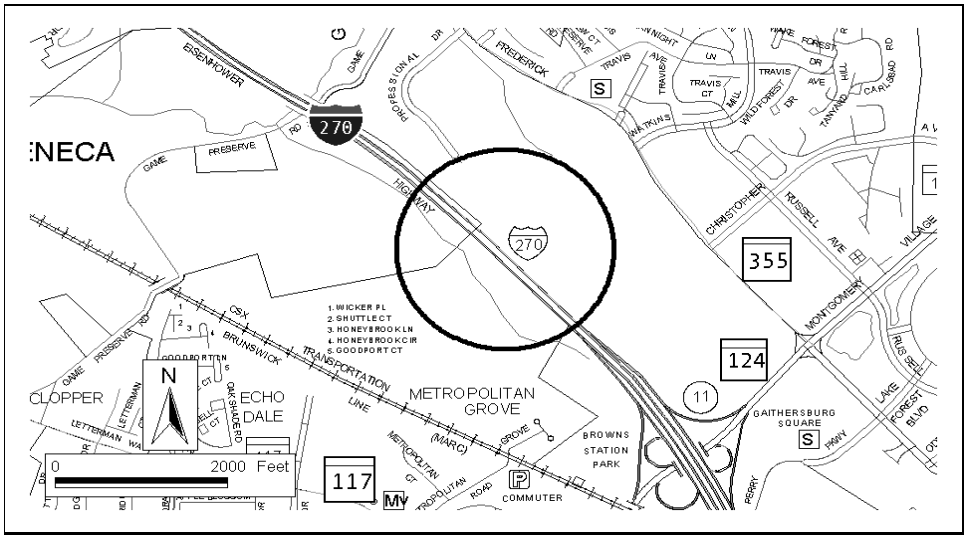
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 40,400 - 97,500 (US -15)
82,100 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

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

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

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

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
I-270 and US 15 Multi-Modal Corridor Study (Line 7)

STATUS: Partial Engineering underway. Right-of-Way to begin during current fiscal year. The County is contributing $4.9 million towards engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $39.7 million to right-of-way.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	1,770	406	200	492	300	372	0	0	1,364	0
Right-of-way	39,755	0	55	10,000	29,650	50	0	0	39,755	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	42,702	1,583	255	10,492	29,950	422	0	0	41,119	0
Federal-Aid	41,579	832	255	10,492	29,950	50	0	0	40,747	0

CLASSIFICATION:

STATE - Principal Arterial

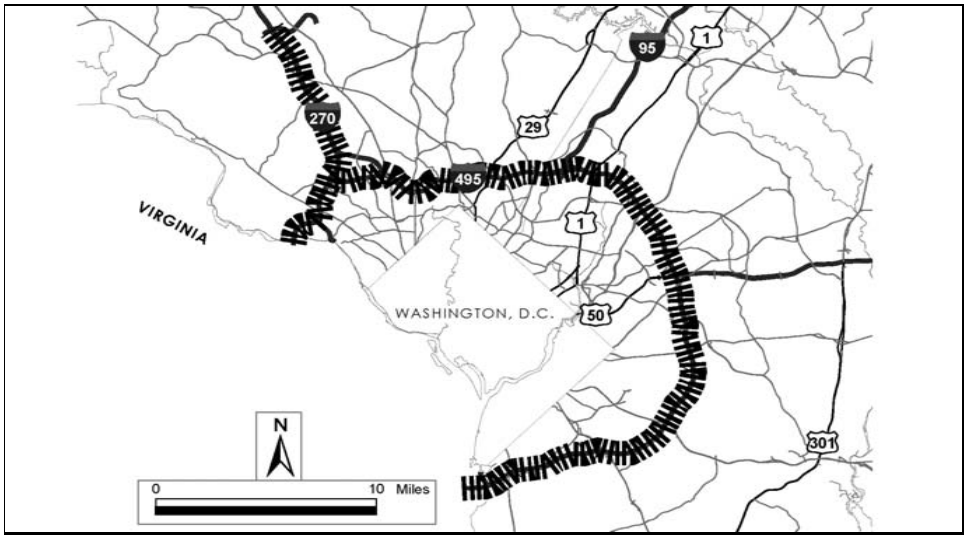
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 160,900

PROJECTED (2030) - 191,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 10,11)
I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,043	11,043	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

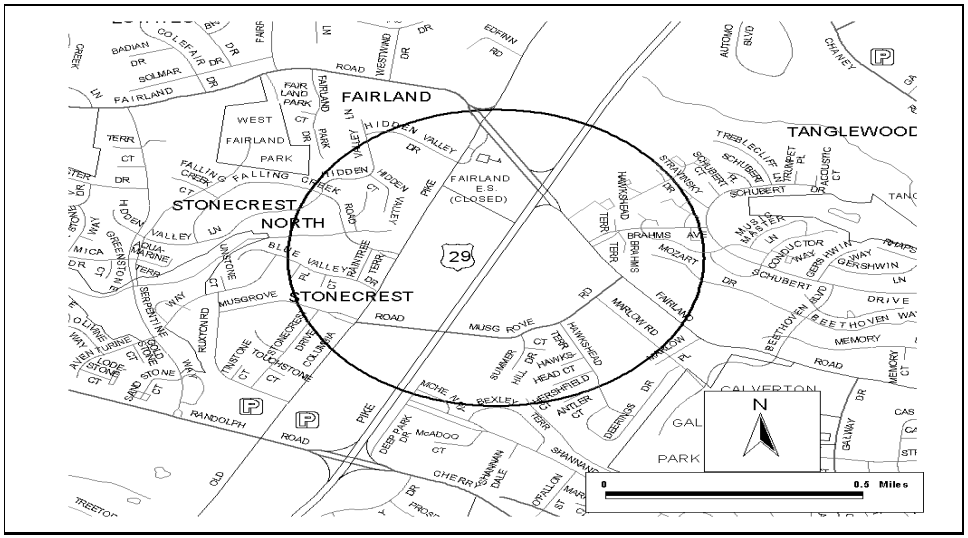
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 142,100 - 251,275

PROJECTED (2030) - 178,950 - 278,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

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

- [x] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

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

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
US 29 Interchanges (Lines 11)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	991	991	0	0	0	0	0	0	0	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,070	2,070	0	0	0	0	0	0	0	0
Federal-Aid	535	1,535	0	0	0	0	0	0	0	-1,000

CLASSIFICATION:

STATE - Other Principal Arterial

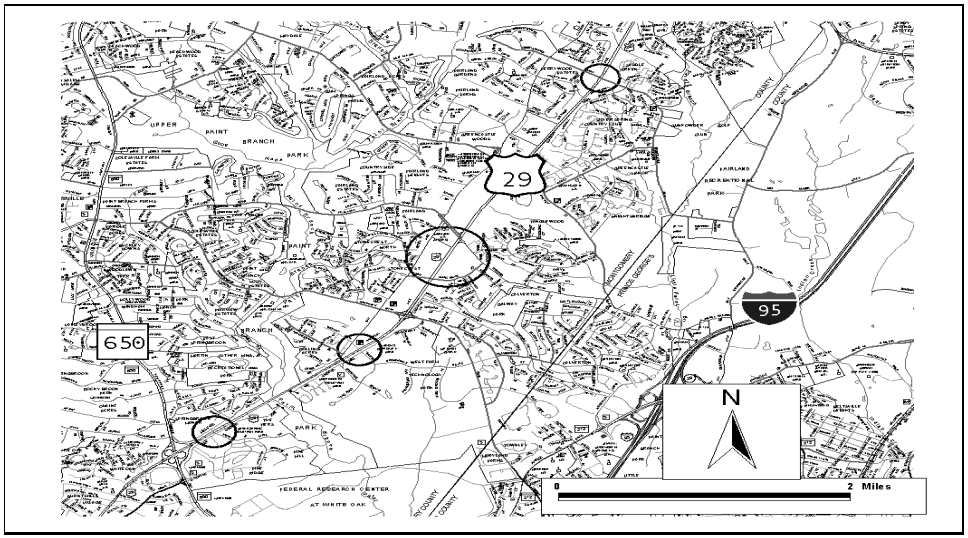
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 62,775

PROJECTED (2030) - 81,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
US 29, Interchanges (Lines 10)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,488	2,488	0	0	0	0	0	0	0	0
Engineering	4,273	4,273	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,306	7,306	0	0	0	0	0	0	0	0
Federal-Aid	2,772	2,772	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

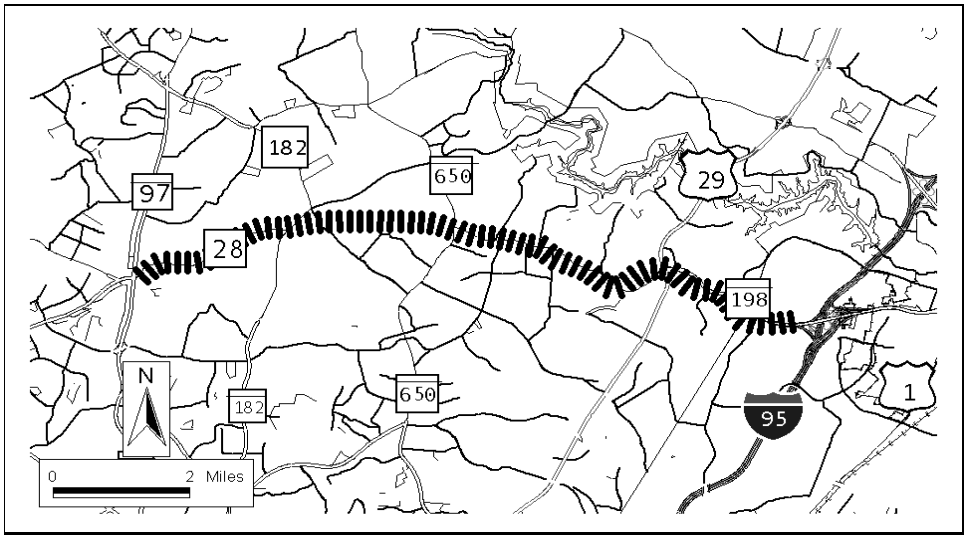
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 49,125 - 67,925

PROJECTED (2030) - 66,925 - 81,500



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28 Interchange (Line 13)
I-95/Contee Road Interchange (Prince George's County - Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,031	4,031	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,031	4,031	0	0	0	0	0	0	0	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

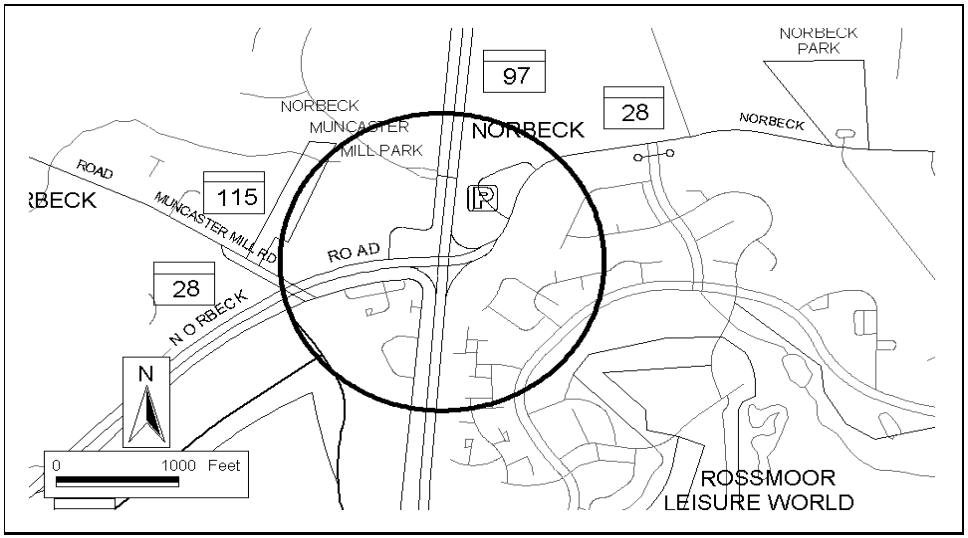
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 17,450 - 22,350 (MD 28)
14,875 - 40,550 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

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

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

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

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	844	844	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,826	2,826	0	0	0	0	0	0	0	0
Federal-Aid	1,978	1,978	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

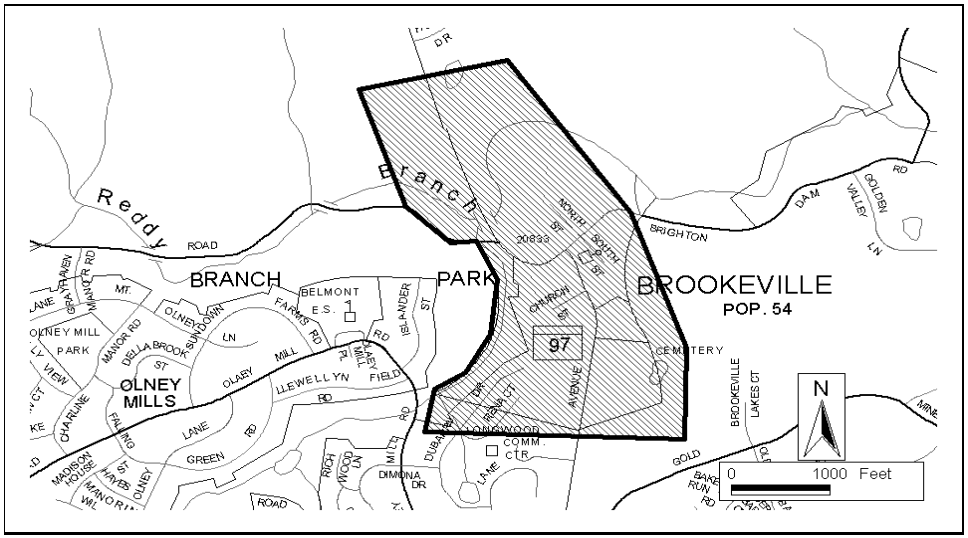
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 45,500

PROJECTED (2030) - 51,775



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

JUSTIFICATION: This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

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: Engineering to begin during current fiscal year. The County is contributing $10.0 million towards engineering and right-of-way. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,065	2,065	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,065	2,065	0	0	0	0	0	0	0	0
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

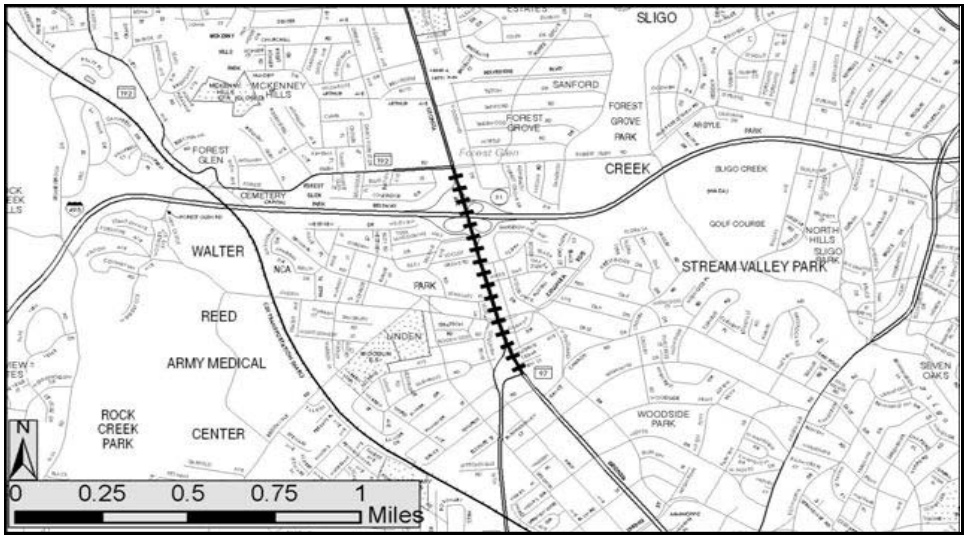
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 11,050

PROJECTED (2030) - 15,100



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Forest Glen Road to 16th. Street. The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway. County is contributing $3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

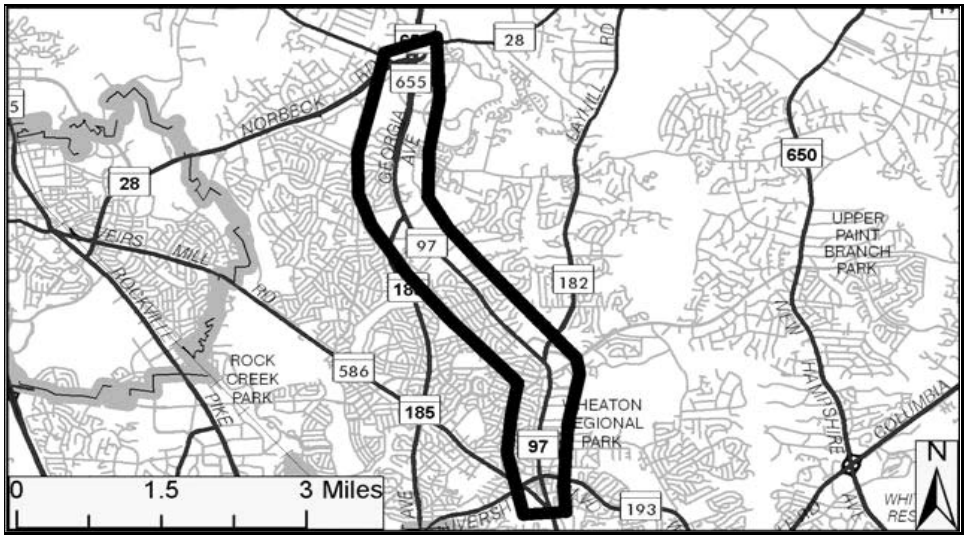
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 81,125

PROJECTED (2030) - 91,350



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Bus Rapid Transit Study from Glenmount Metro Station to Olney. This study will evaluate roadway improvements to implement Montgomery County's Bus Rapid Transit (BRT) System on MD 97 from Wheaton to Olney. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity, improve operational efficiency and travel times in Montgomery County, This project supports the plans for BRT implementation.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 28/MD 198, MD 97 to I-95 (Line 12)
MD 97/MD 28 Interchange (Line 13)

STATUS: Project Planning underway. County is contributing $5.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

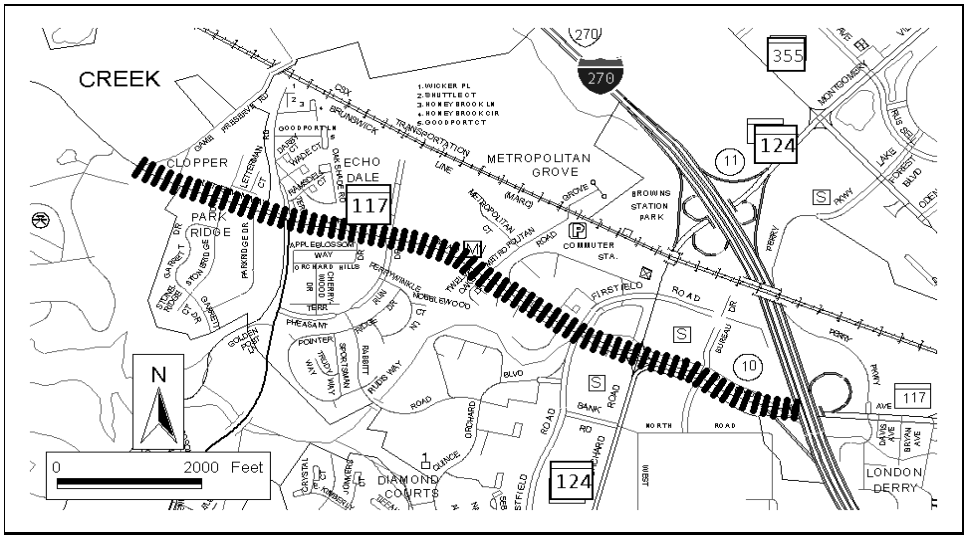
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 45,550

PROJECTED (2030) - 65,500



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from west of Game Preserve Road to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,901	1,901	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,931	2,931	0	0	0	0	0	0	0	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

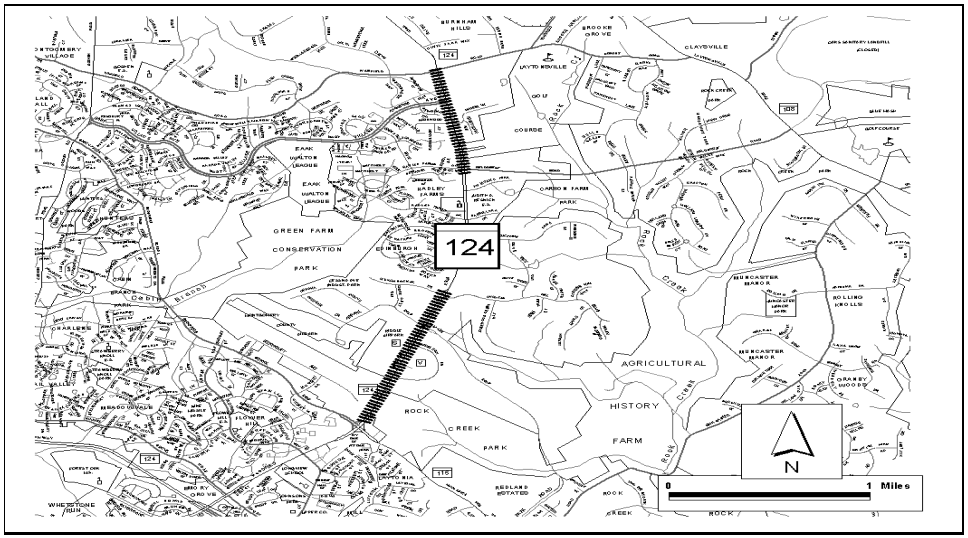
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 21,000 - 44,450

PROJECTED (2030) - 28,150 - 66,950



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Partial Engineering underway. Discussing cost sharing agreements for engineering and right-of-way.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	1,852	544	350	500	458	0	0	0	1,308	0
Right-of-way	24	24	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,990	2,682	350	500	458	0	0	0	1,308	0
Federal-Aid	690	55	273	245	117	0	0	0	635	0

CLASSIFICATION:

STATE - Major Collector

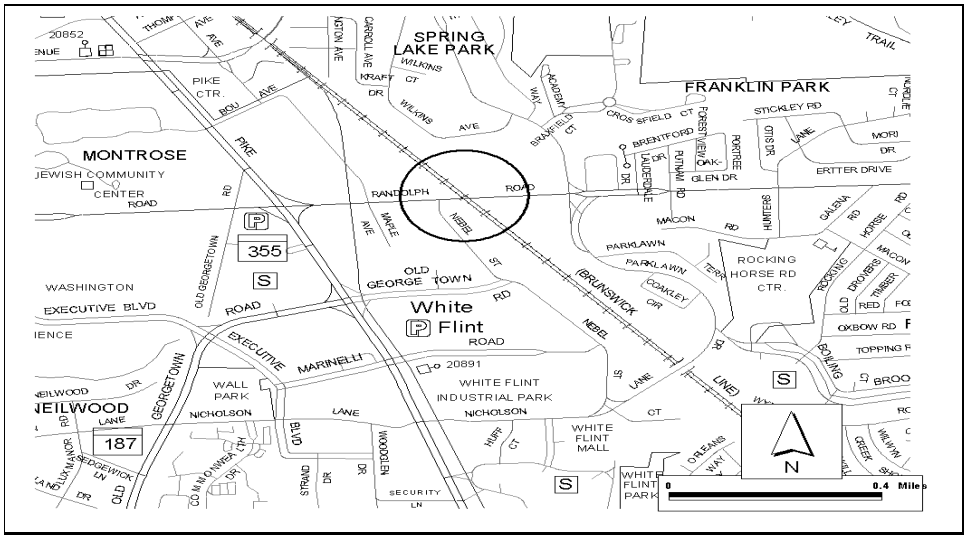
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 20,675

PROJECTED (2030) - 48,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX Railroad crossing.

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

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

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

ASSOCIATED IMPROVEMENTS:
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. County is contributing $9.0 million to engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,860	1,860	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

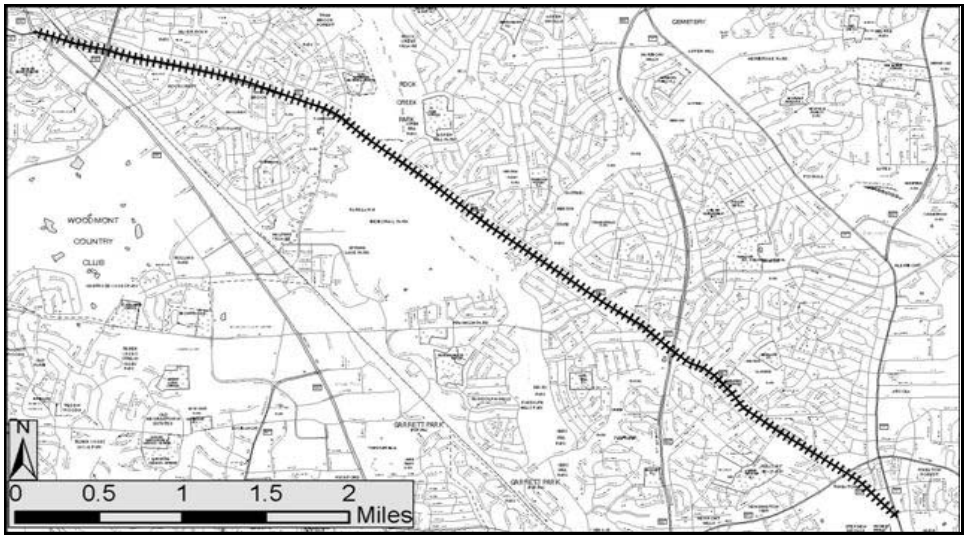
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 54,350 (MD 355)

PROJECTED (2030) - 92,550 (MD 355)



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus Rapid Transit Study from Rockville and Wheaton Metro stations. This study will evaluate roadway improvements to implement Montgomery County's Bus Rapid Transit (BRT) System on MD 586 from Rockville to Wheaton. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections, improve operational efficiency and travel times. This project supports plans for BRT implementation.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway. County is contributing $6.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 22,275 - 44,875

PROJECTED (2030) - 28,375 - 54,550

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 193	University Boulevard; US 29 to I 495; resurfacing (ARRA PROJECT)	400	Completed
2	I 495 WB	Capital Beltway; Seminary Road to US 29; resurface	4,104	Completed
3	MD 547	Knowles Avenue; Weymouth Street to MD 185; resurfacing (ARRA PROJECT)	160	Completed
4	MD 547	Strathmore Avenue; MD 355 to Flanders Avenue; resurfacing (ARRA PROJECT)	130	Completed
		Safety/Spot Improvement		
5	MD 107	Whites Ferry Road; at Partnership Road; add a shoulder bypass lane on west bound MD 107	229	Completed
6	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; ADA improvements (ARRA PROJECT)	500	Completed
7	MD 650	New Hampshire Avenue; at Adelphi Road; widen MD 650 westside	868	Completed
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
8		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	Completed
		Congressional Earmarks		
9		Construct Potomac River Gorge stormwater mitigation project (Earmark $500,000; Project Complete) Sponsor: National Park Service	0	

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
10		Various Locations in Montgomery County; resurface	6,375	Completed
11		Various Locations in Montgomery County; resurface	5,053	Completed
12	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,908	FY 2014
13	MD 28	Key West Avenue; Hurley Avenue to South Adams Street; resurface	1,945	Under construction
14	MD 97	Georgia Avenue; Emory Lane to Old Baltimore Road; resurface	1,393	Under construction
15	MD 97	Georgia Avenue; MD 185 to International Drive ; resurface	3,087	Completed
16	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	3,205	FY 2013
17	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,700	Under construction
18	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	6,215	Under construction
19	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,275	FY 2013
20	MD 193	University Boulevard West; Arcola Avenue to US 29; safety and resurface	2,987	Completed
21	I 270	Eisenhower Memorial Highway; I 495 to south of MD 187; resurface	2,821	Completed
22	MD 320	Piney Branch Road; DC line to MD 193; resurface	1,787	Completed
23	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,455	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	MD 355	Hungerford Drive; Mannakee Street to King Farm Boulevard; resurface	3,017	Under construction
25	MD 355	Rockville Pike; north of Cedar Croft Drive to MD 547; resurface	2,240	Under construction
26	MD 355	Rockville Pike; Nicholson Lane to 0.1 mile north of MD 187; resurface	1,538	Under construction
27	MD 355	Frederick Road; at MD 27; white topping	1,797	Completed
28	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Under construction
29	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	593	FY 2013
30	MD 586	Veirs Mill Road; Andrew Street to MD 193; safety and resurface	2,518	Completed
		Bridge Replacement/Rehabilitation		
31	MD 190	River Road; Bridge 1502700 over Cabin John Creek; bridge deck overlay	755	Completed
32	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,195	FY 2014
33	MD 650	Bridge 1415900 over I 495; bridge rehabilitation	1,644	Completed
		Safety/Spot Improvement		
34		Areawide Traffic Barrier improvements along I 270 and I 270Y; guard rail	5,869	Completed
35	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	703	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement (cont'd)		
36	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	Under construction
37	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	528	Under construction
38	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	Under construction
39	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2014
40	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2013
		Traffic Management		
41	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	771	FY 2013
42	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,310	Under Construction
43	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	986	Under construction
44	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization (Project on hold)		
		Intersection Capacity Improvements		
45	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
46	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	227	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Intersection Capacity Improvements (cont'd)		
47	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	434	Under construction
48	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering) (Project on hold)		
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities (cont'd)		
49		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2013
		Rehabilitation/Operation of Historic Transportation Structures		
50		Anglers Breach - C&O Canal	1,111	FY 2013
		Environmental Mitigation		
51		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2013
		Congressional Earmarks		
52		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
53		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
54		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark $1.4 million; CO)	0	

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 21 (cont'd)

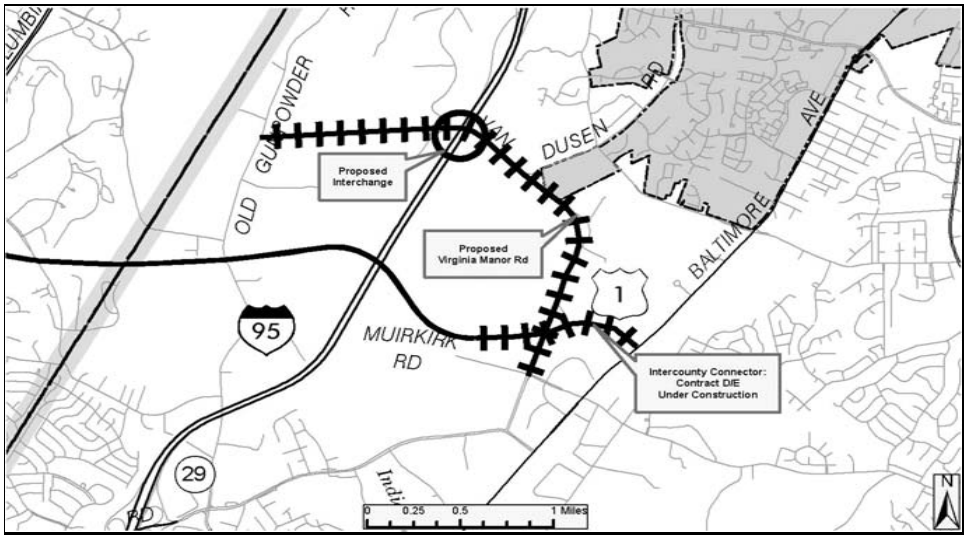
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Congressional Earmarks (cont'd)		
55		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark $4 million; PE,CO)	0	

SHA

PRINCE GEORGE'S COUNTY MARYLAND

SEMPER EADEM

PRINCE GEORGE'S COUNTY



PROJECT: I-95/Contee Road (Virginia Manor Road) Interchange

DESCRIPTION: Construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (Virginia Manor Road Relocated)(2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

PURPOSE & NEED SUMMARY STATEMENT: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for planned development east and west of I-95.

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

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

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

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 5)
MD 28/MD 198, MD 97 to I-95 (Line 19)
MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 21)
Virginia Manor Road Relocated (TSO Program Line 4)

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

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

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

STATUS: Construction underway. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,313	1,313	0	0	0	0	0	0	0	0
Engineering	4,847	4,847	0	0	0	0	0	0	0	0
Right-of-way	10,467	2,975	6,992	500	0	0	0	0	7,492	0
Construction	39,187	6,165	13,985	19,037	0	0	0	0	33,022	0
Total	55,814	15,300	20,977	19,537	0	0	0	0	40,514	0
Federal-Aid	53,126	12,617	20,972	19,537	0	0	0	0	40,509	0

CLASSIFICATION:

STATE - Principal Arterial

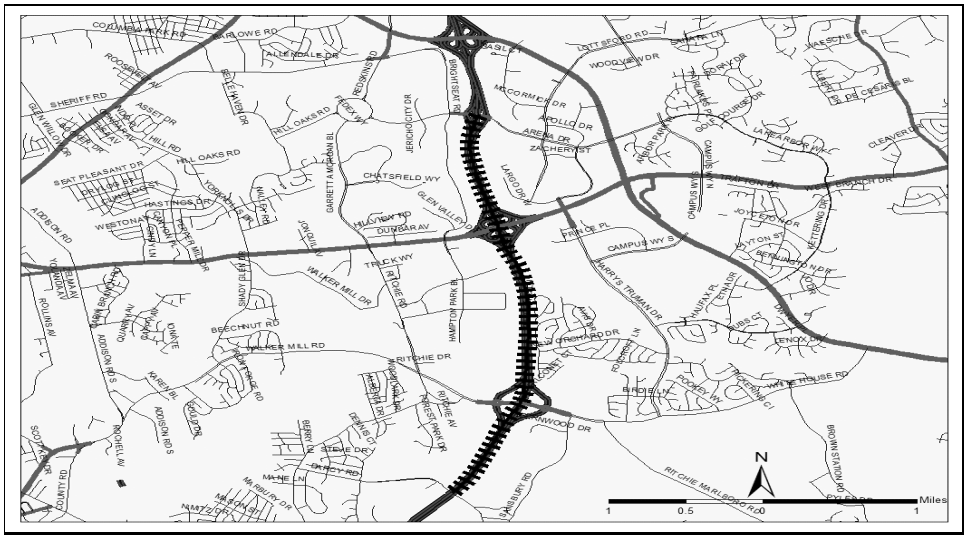
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 187,175

PROJECTED (2030) - 245,300



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 form D'arcy Road to Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

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

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

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Porgram.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	393	340	53	0	0	0	0	0	53	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,087	0	5,294	6,793	0	0	0	0	12,087	0
Total	12,480	340	5,347	6,793	0	0	0	0	12,140	0
Federal-Aid	12,087	0	5,294	6,793	0	0	0	0	12,087	0

CLASSIFICATION:

STATE - Urban Interstate

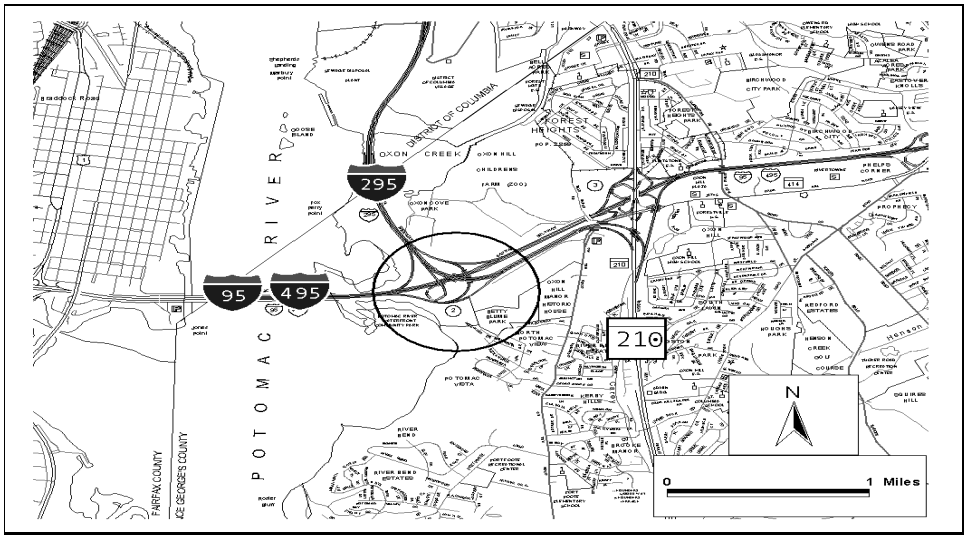
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 142,100 - 251,275

PROJECTED (2030) - 178,950 - 278,100



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

PURPOSE & NEED SUMMARY STATEMENT: This project supports the National Harbor project, which is a major economic development engine in Prince George's County.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, MD 228 to I-95/I-495 (Line 14)
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 15)
Capital Beltway South Side Transit Study (MTA)

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

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

EXPLANATION: National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	382	380	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,810	33,407	1,403	0	0	0	0	0	1,403	0
Total	35,192	33,787	1,405	0	0	0	0	0	1,405	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

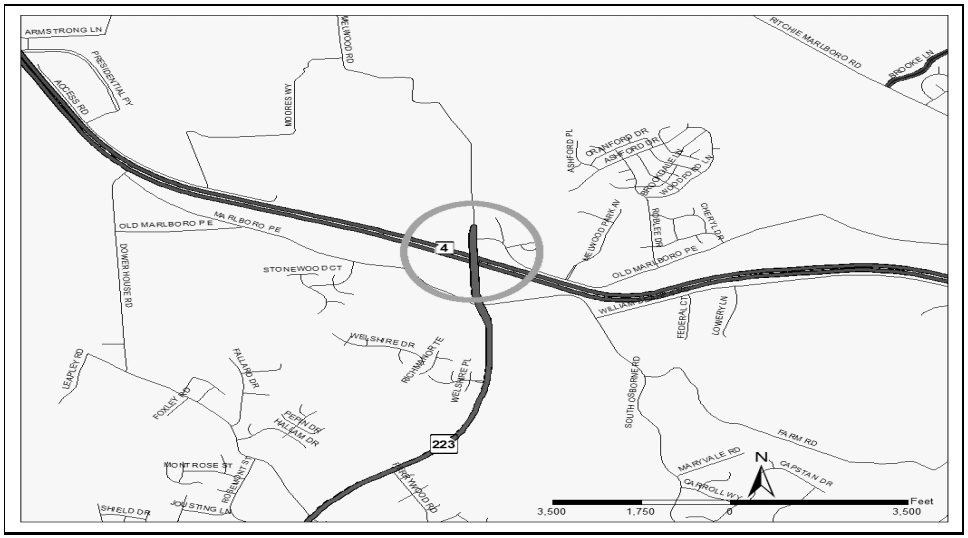
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 195,775

PROJECTED (2030) - 278,100



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1618101 and 1618102 over MD 223.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95 (Line 11)
MD 223, Stead Road to MD 5 (Line 23)

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,628	1,234	394	0	0	0	0	0	394	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,724	0	2,080	7,981	8,128	4,535	0	0	22,724	0
Total	24,352	1,234	2,474	7,981	8,128	4,535	0	0	23,118	0
Federal-Aid	23,847	913	2,290	7,981	8,128	4,535	0	0	22,934	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

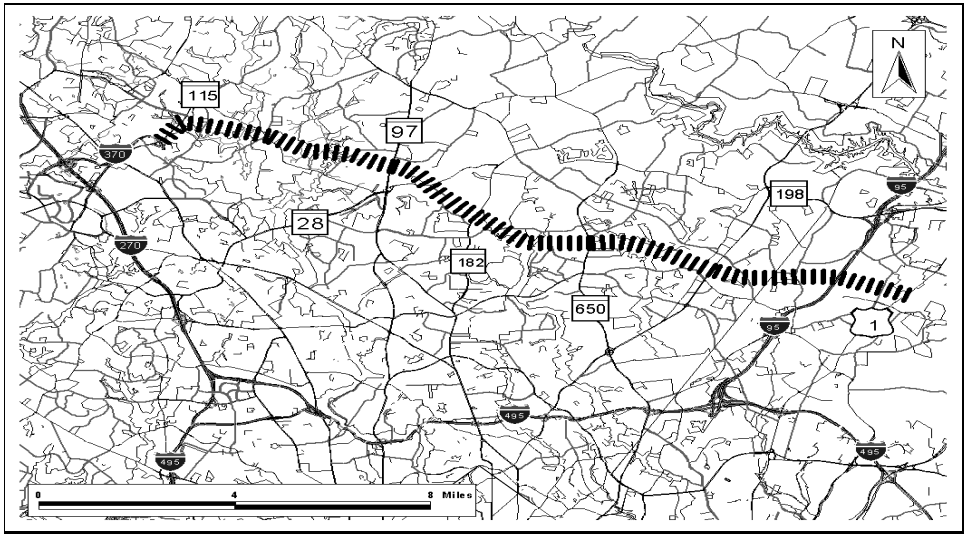
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 63,050

PROJECTED (2030) - 90,050



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct 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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
MD 28/MD 198, MD 97 to I-95 (Line 19)
MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 21)
Virginia Manor Road Relocated (TSO 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: MD 200 will provide an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access will support master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

STATUS: Construction underway. The section from I-270 to I-95 is Open to Service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

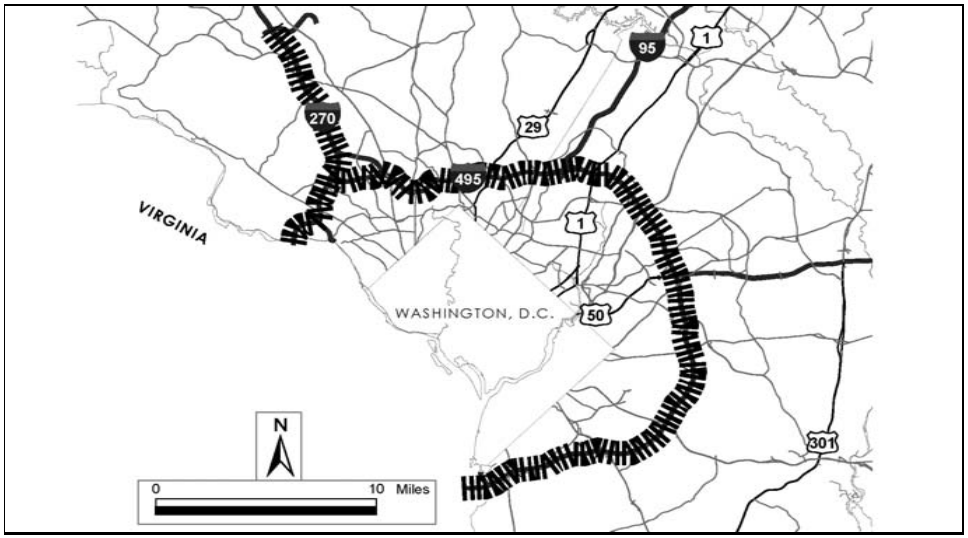
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 27,500

PROJECTED (2030) - 96,500



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Greenbelt Metro Station (Line 7)
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 8)
MD 4, Interchange at Suitland Parkway (Line 10)
Purple Line Study (MTA Program)
Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,043	11,043	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

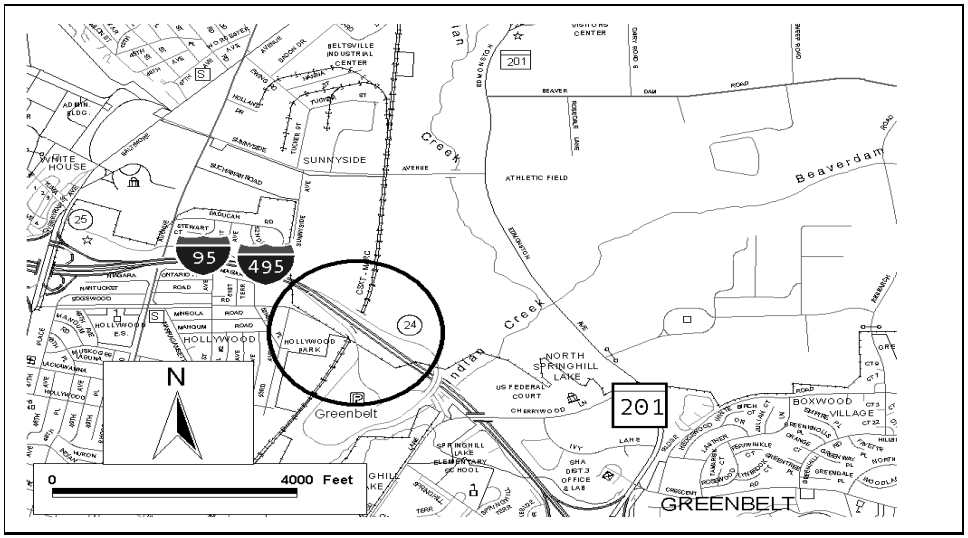
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 142,100 - 251,275

PROJECTED (2030) - 178,950 - 278,100



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	214	214	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,775	1,775	0	0	0	0	0	0	0	0
Federal-Aid	1,267	1,267	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

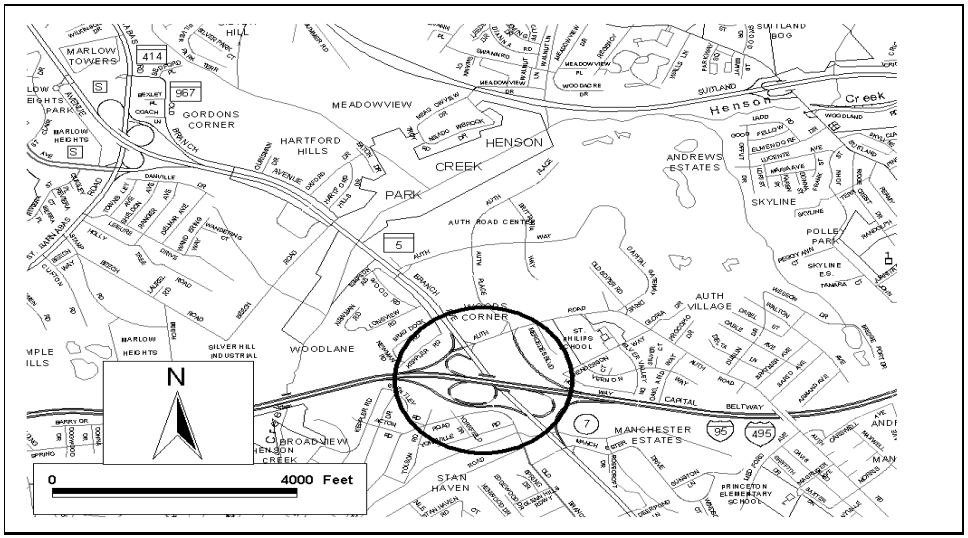
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 234,600

PROJECTED (2030) - 282,800



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place, Auth Way and Linda Lane). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)

STATUS: Engineering and Right-of-Way underway .

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $8.1 million for utility work.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	6,932	3,457	700	1,185	800	790	0	0	3,475	0
Right-of-way	14,900	2	200	7,750	4,948	1,000	1,000	0	14,898	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	22,609	4,236	900	8,935	5,748	1,790	1,000	0	18,373	0
Federal-Aid	21,051	2,755	860	8,898	5,748	1,790	1,000	0	18,296	0

CLASSIFICATION:

STATE - Principal Arterial

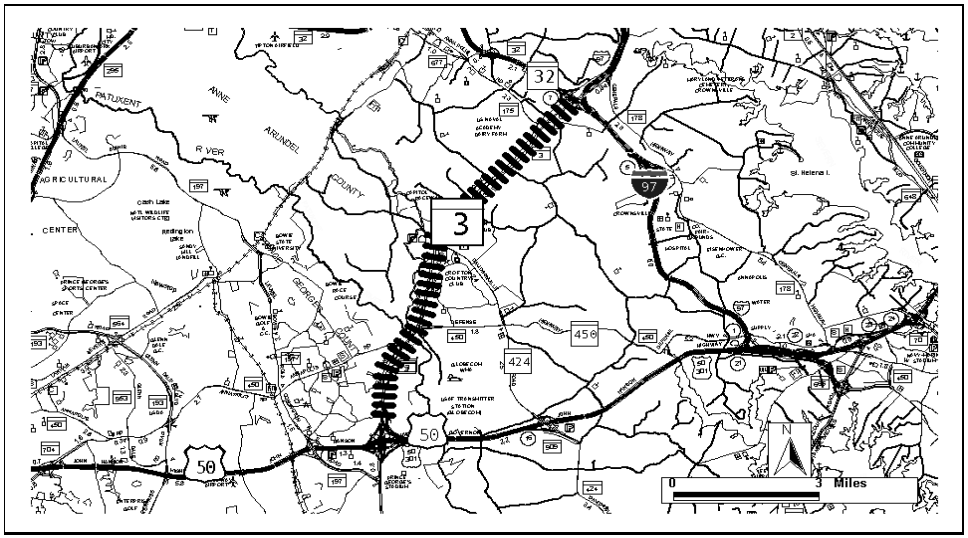
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 125,725 (MD 5) 187,875 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5) 204,400 (I-95/495)



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 16)
US 301, North of Mount Oak Road to US 50 (Line 17)
MD 450, Stonybrook Drive to west of MD 3 (Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,869	10	99	0	0	0	0	109	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,651	8,542	10	99	0	0	0	0	109	0
Federal-Aid	2,785	2,708	7	70	0	0	0	0	77	0

CLASSIFICATION:

STATE - Principal Arterial

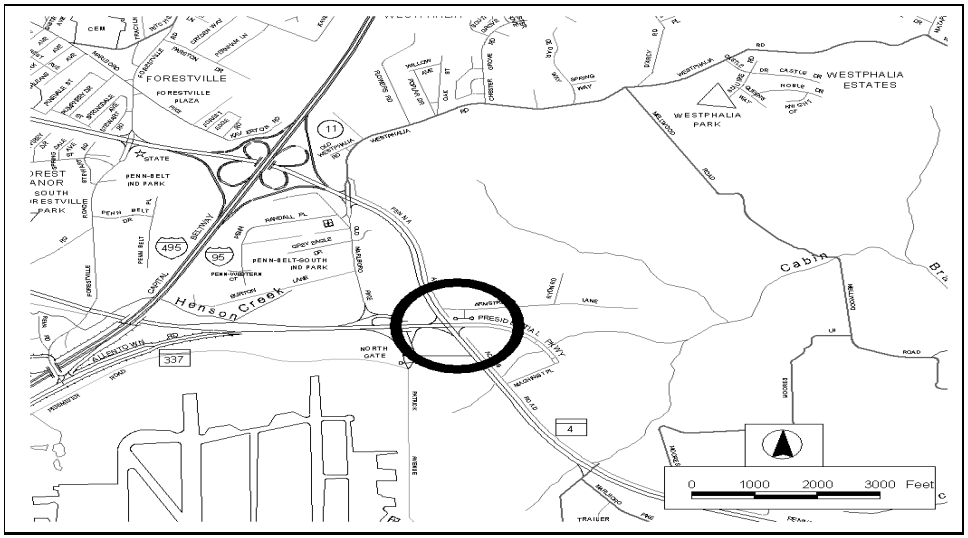
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 63,300 - 81,275

PROJECTED (2030) - 124,800



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 4, MD 223 to I-95/I-495 (Line 11)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,064	7,322	250	309	183	0	0	0	742	0
Right-of-way	1,482	1,482	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,546	8,804	250	309	183	0	0	0	742	0
Federal-Aid	8,267	7,525	250	309	183	0	0	0	742	0

CLASSIFICATION:

STATE - Intermediate Arterial

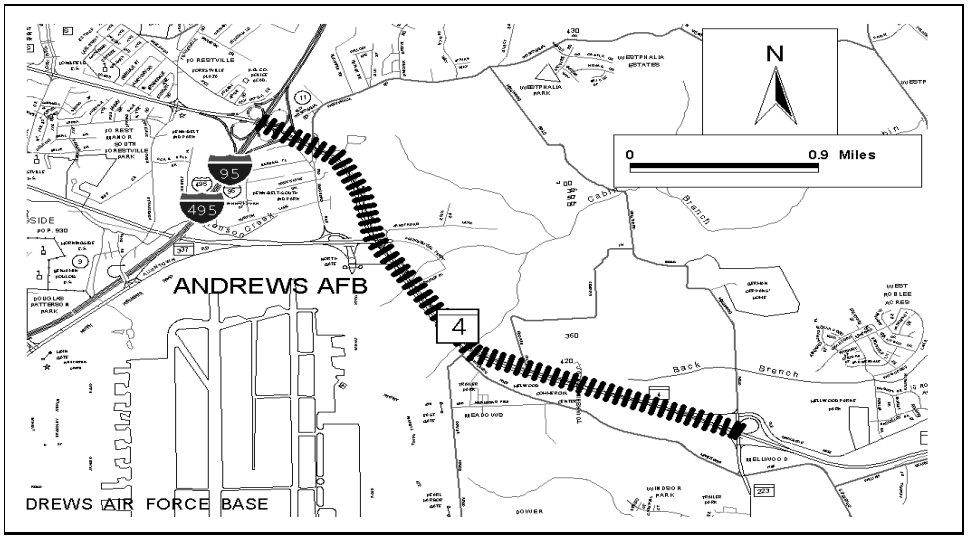
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 79,000

PROJECTED (2030) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 4, Interchange at Suitland Parkway (Line 10)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

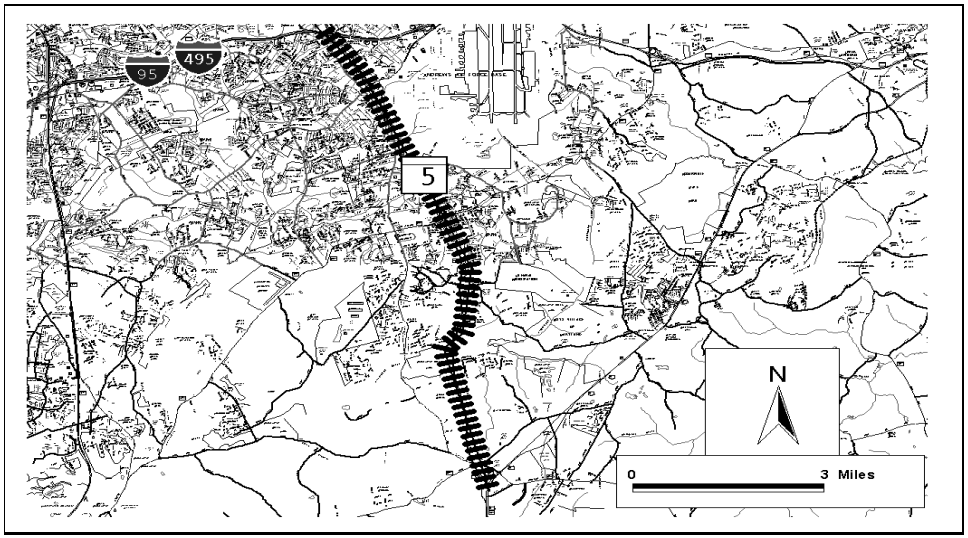
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 63,325

PROJECTED (2030) - 99,325



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 8)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, South Corridor Transportation Study (Line 16)
US 301, Waldorf Area Project (Line 18)
MD 223, Steed Road to MD 5 (Line 23)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,691	3,474	200	17	0	0	0	0	217	0
Engineering	1,723	1,723	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,583	13,366	200	17	0	0	0	0	217	0
Federal-Aid	7,649	7,432	200	17	0	0	0	0	217	0

CLASSIFICATION:

STATE - Principal Arterial

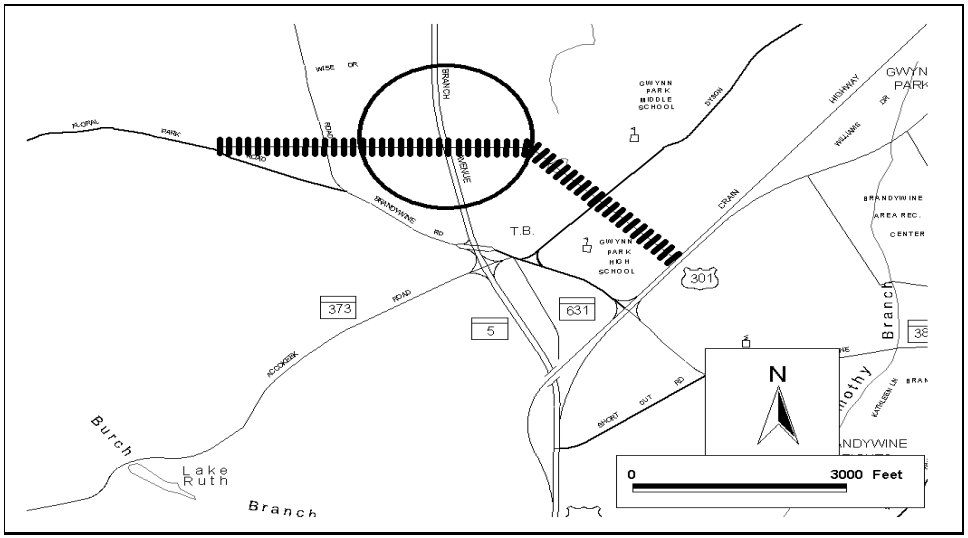
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 119,475

PROJECTED (2030) - 141,000



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)
US 301, South Corridor Transportation Study (Line 16)
US 301, Waldorf Area Project (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,682	3,639	400	750	1,100	1,793	0	0	4,043	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,682	3,639	400	750	1,100	1,793	0	0	4,043	0
Federal-Aid	5,946	2,792	312	585	858	1,399	0	0	3,154	0

CLASSIFICATION:

STATE - Principal Arterial

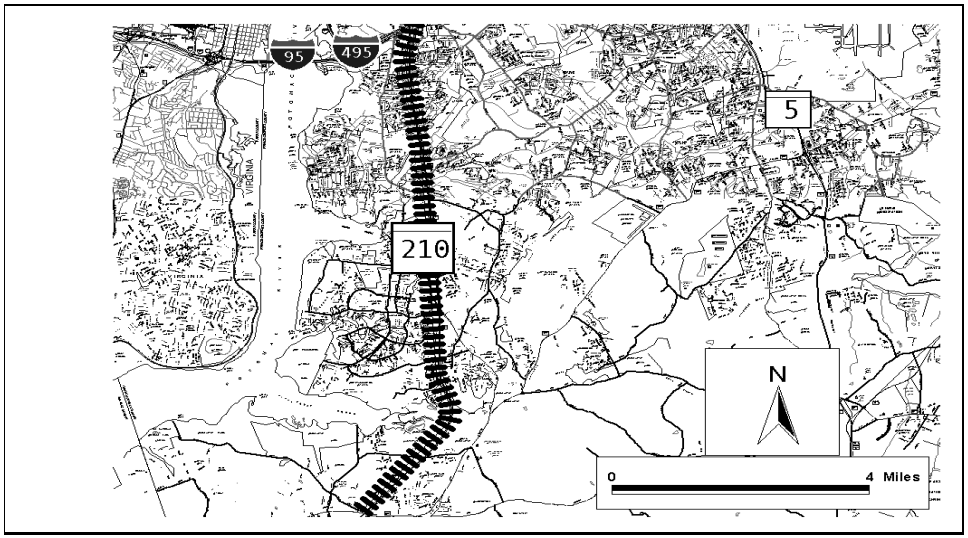
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 63,925

PROJECTED (2030) - 97,700



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 3)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 15)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,059	3,059	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,042	4,042	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

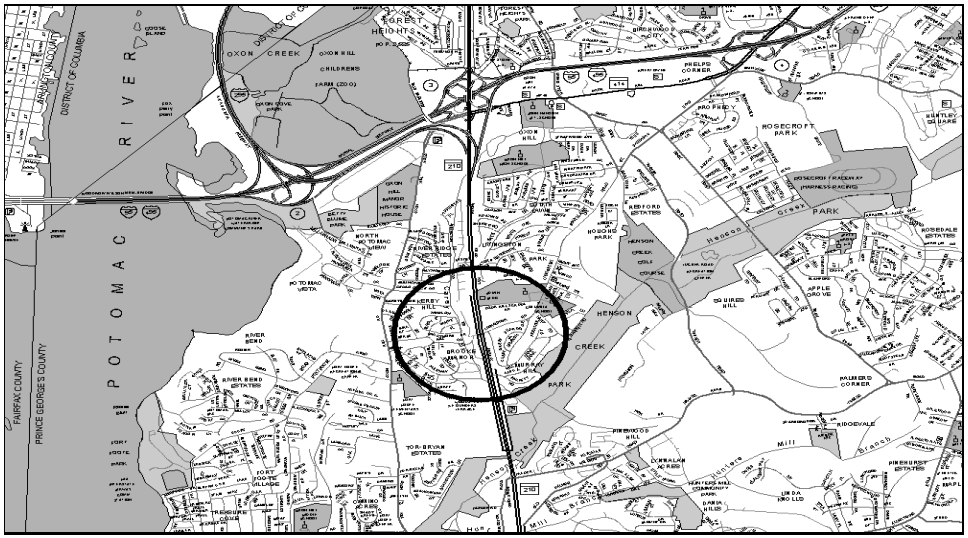
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 76,825

PROJECTED (2030) - 126,350



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 3)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, MD 228 to 95/I-495 (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	787	500	501	500	3,742	0	0	5,243	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	6,030	787	500	501	500	3,742	0	0	5,243	0
Federal-Aid	5,718	614	390	472	500	3,742	0	0	5,104	0

CLASSIFICATION:

STATE - Intermediate Arterial

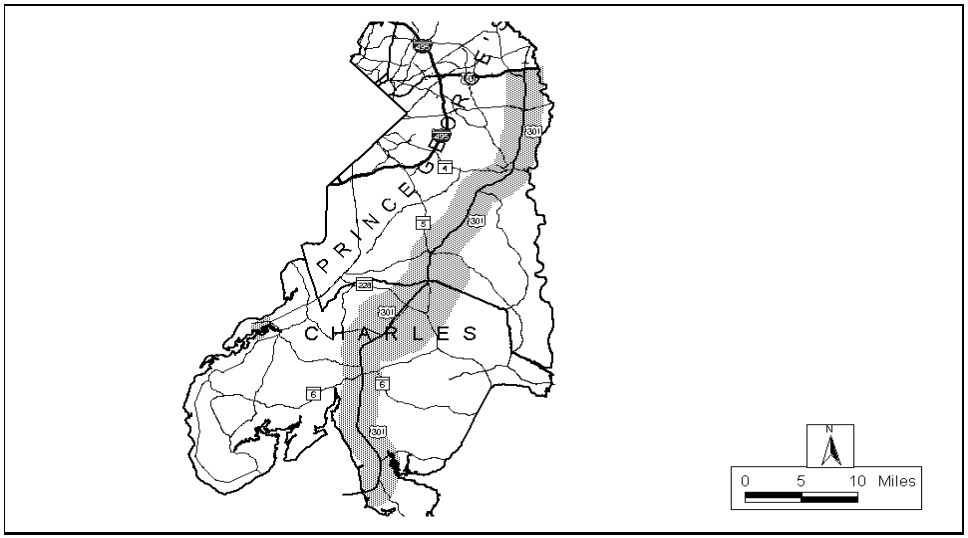
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 76,825

PROJECTED (2030) - 126,350



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, North of Mount Oak Road to US 50 (Line 17)
US 301, Waldorf Area Project (Line 18)
Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost increase of $3.0 million is due to adding protective Right-of-way funds in FY18..

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,743	10,743	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	3,651	3,000	3,000	3,000	3,000	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,412	55,751	10	3,651	3,000	3,000	3,000	3,000	15,661	0
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

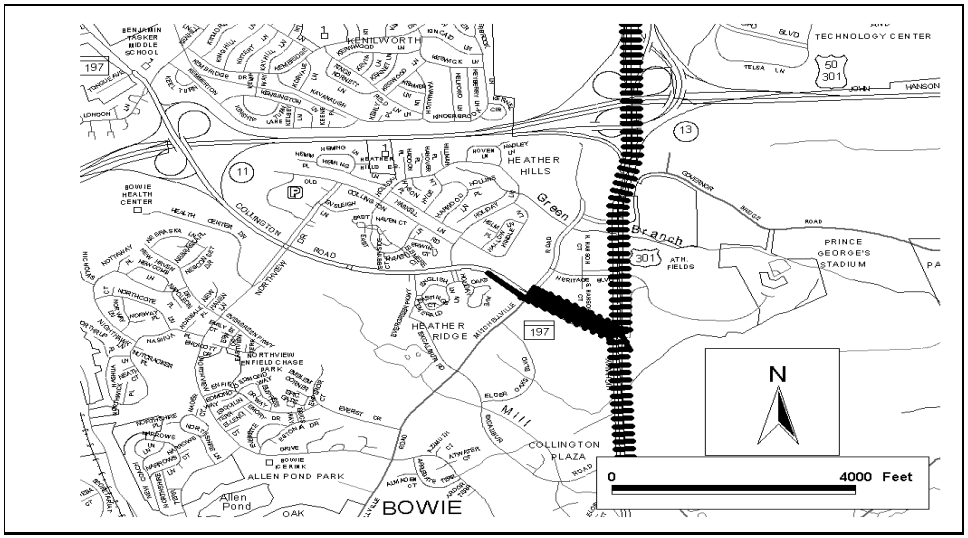
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 19,850(Charles) - 87,300 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)
US 301, South Corridor Transportation Study (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

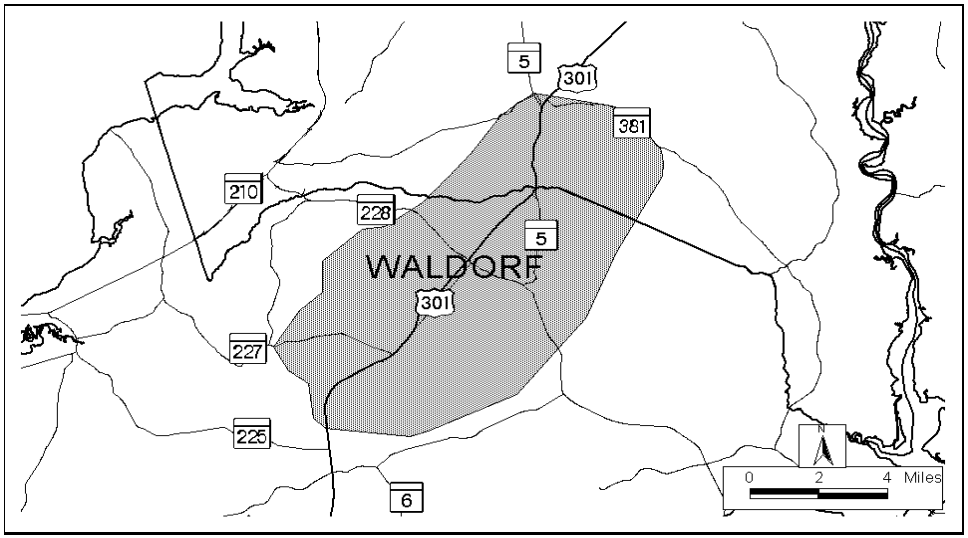
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 66,400

PROJECTED (2030) - 116,500



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)
MD 5, US 301 to I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, North of Mount Oak Road to US 50 (Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,637	9,637	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,637	9,637	0	0	0	0	0	0	0	0
Federal-Aid	7,040	7,040	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

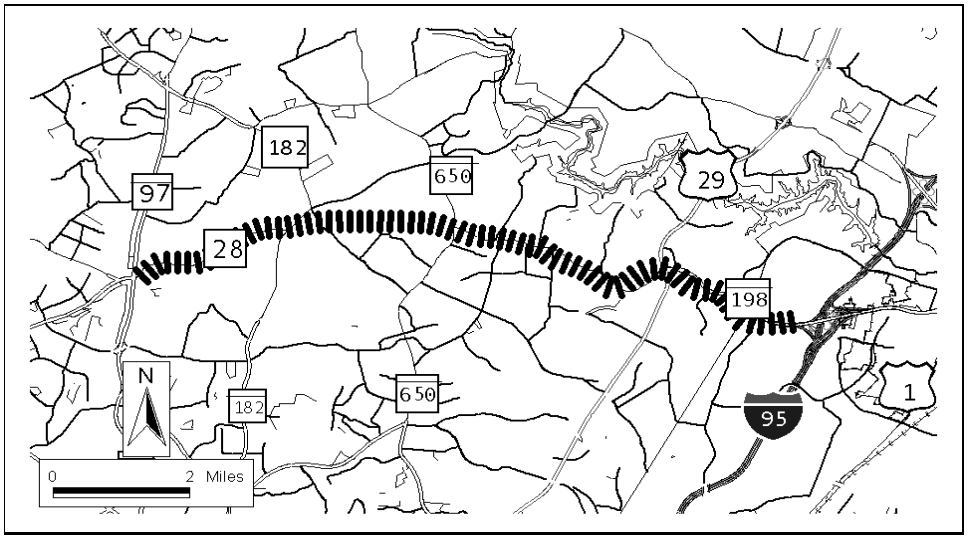
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 62,100 (Charles) - 87,375 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 116,000 (Prince George's)



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
InterCounty Connector (Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,031	4,031	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,031	4,031	0	0	0	0	0	0	0	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

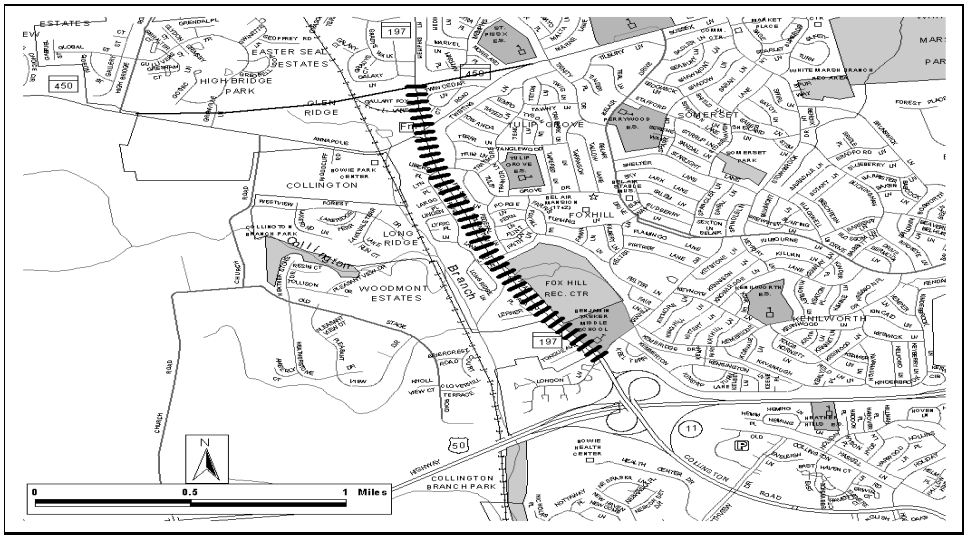
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 17,450 - 22,350 (MD 28)
14,875 - 40,550 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete. County contributed $1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	576	576	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	576	576	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

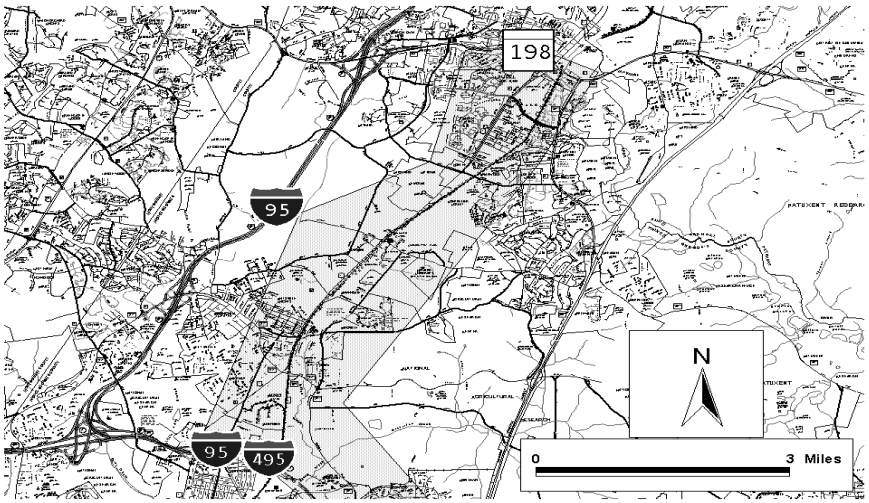
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 36,425

PROJECTED (2030) - 57,925



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 1)
InterCounty Connector (Line 5)
US 1, College Avenue to Sunnyside Avenue (Line 25)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

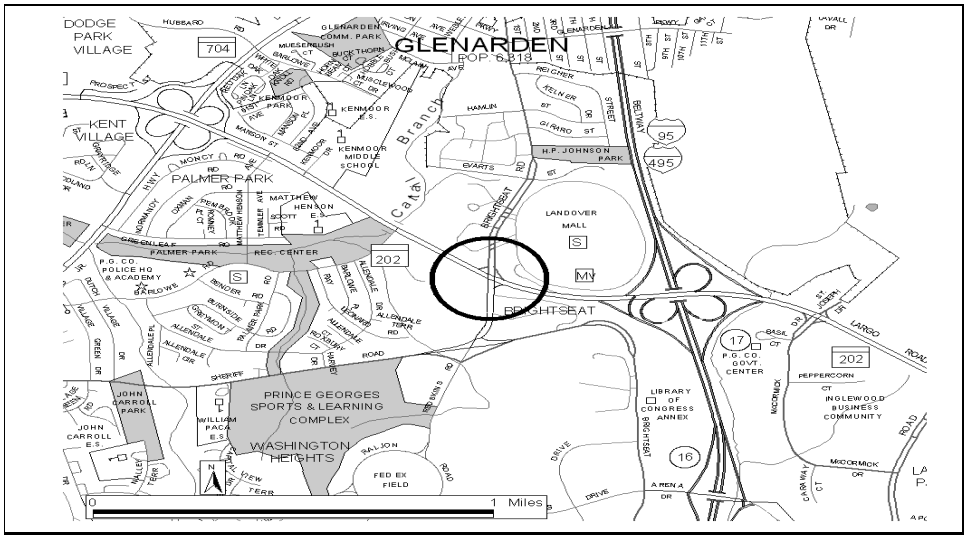
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 51,875

PROJECTED (2030) - 62,300



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	460	460	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	460	460	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

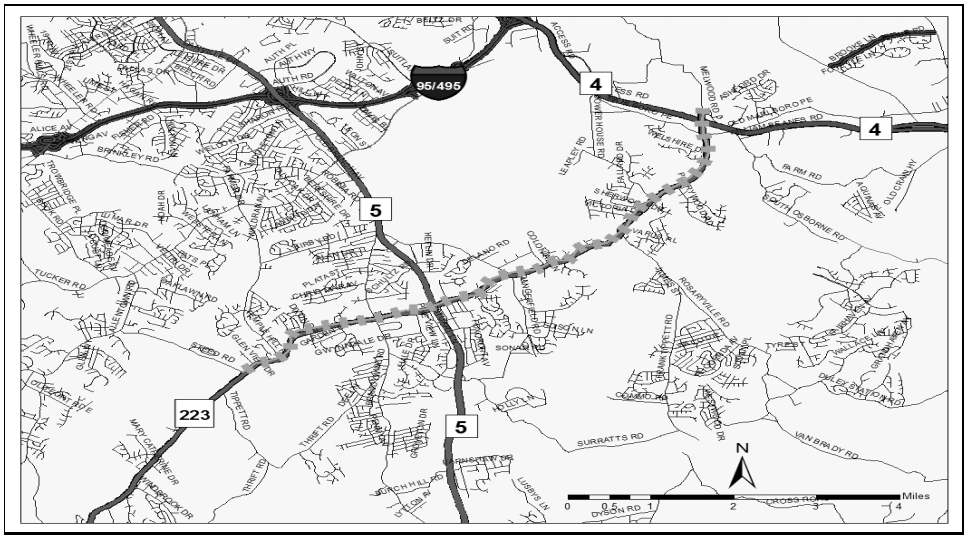
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 50,850

PROJECTED (2030) - 68,575



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4. Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 12)

STATUS: Corridor Study underway for the Segment from Steed Road to MD 4.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $1.0 million for a Corridor Study from Steed Road to MD 4.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,671	671	200	800	0	0	0	0	1,000	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,671	671	200	800	0	0	0	0	1,000	0
Federal-Aid	1,000	0	200	800	0	0	0	0	1,000	0

CLASSIFICATION:

STATE - Other Principal Arterial

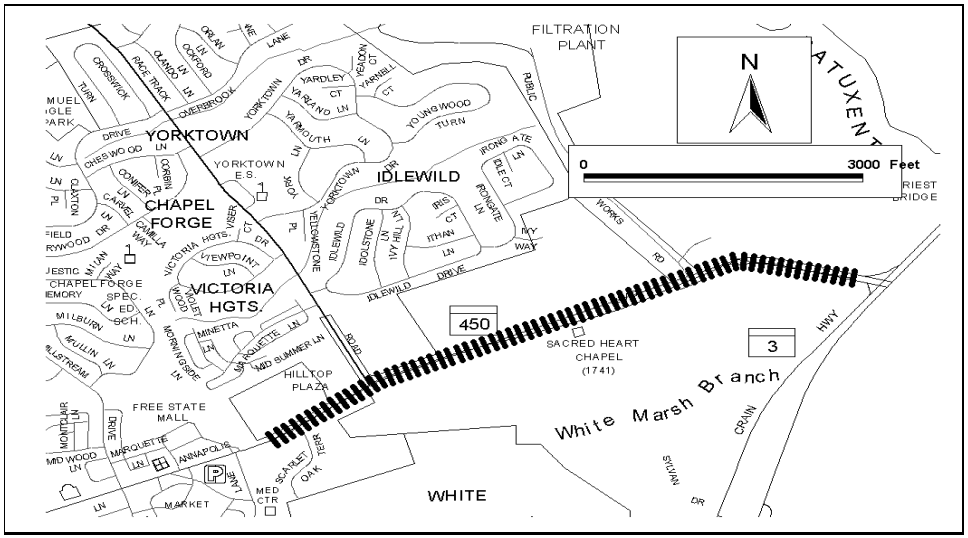
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 47,300

PROJECTED (2030) - 62,375



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,612	1,475	3	134	0	0	0	0	137	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,946	2,809	3	134	0	0	0	0	137	0
Federal-Aid	1,289	1,180	2	107	0	0	0	0	109	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 29,850

PROJECTED (2030) - 58,850

PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 21)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,800	147	500	1,000	7,153	0	0	0	8,653	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	10,138	1,485	500	1,000	7,153	0	0	0	8,653	0
Federal-Aid	8,800	147	500	1,000	7,153	0	0	0	8,653	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 51,450

PROJECTED (2030) - 71,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	I 95	Capital Beltway; MD 5 to D'Arcy Road; safety and resurface	4,342	Completed
2	MD 201	Kenilworth Avenue; Tuxedo Road to north of Rolick Lane and interchange ramps; safety and resurface	1,344	Completed
3	MD 373	Accokeek Road; 400 feet north of Gardner Road to Becker Road; resurface	895	Completed
4	MD 410	East West Highway; MD 212 to MD 500; resurface	2,347	Completed
5	MD 410	East West Highway; US 1 to MD 201; resurface	1,149	Completed
6	MD 458	Silver Hill Road; at MD 414; patching (ARRA PROJECT)	103	Completed
		Bridge Replacement/Rehabilitation		
7	MD 202	Landover Road; over I 495; bridge deck replacement	3,978	Completed
8	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	2,943	Completed
		Safety/Spot Improvement		
9	US 1	Second Street; at Bowie Road; safety	181	Completed
10	MD 4	Pennsylvania Avenue; erosion repair at milepoint 2.6; spot improvement	430	Completed
11	MD 197	Collington Road; Mitchellville Road to Evergreen Parkway; safety improvements	98	Completed
12	MD 201	Kenilworth Avenue; at Westchester Park Drive/Pontiac Street; ADA improvements	75	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions (cont'd)		
		Safety/Spot Improvement (cont'd)		
13	MD 212	Riggs Road; at Powder Mill Road; safety improvements	282	Completed
		Environmental Preservation		
14	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	601	Completed
		Enhancements		
		Pedestrian/Bicycle Facilities		
15		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
16		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	FY 2014
17		Various locations in Prince George's County; mill/grind and resurface	5,195	FY 2014
18		Various Locations in Prince George's County; resurface	4,600	Under construction
19		Various Locations in Prince George's County; resurface	4,510	Under construction
20	US 1	Baltimore Avenue; Delaware Street to Howard Avenue; resurface	1,417	Completed
21	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,501	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
22	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	3,686	FY 2014
23	US 50	John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface	5,016	Under construction
24	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,957	Under construction
25	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,463	Under construction
26	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,875	FY 2014
27	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	4,037	FY 2014
28	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,717	FY 2014
29	MD 201	Kenilworth Avenue; Lawrence Street to MD 450; safety and resurface	1,128	Completed
30	MD 202	Largo Road; Homestead Drive to entrance of Prince George's Community College; resurface	1,418	Under construction
31	MD 202	Landover Road; MD 704 to US 50; resurface	1,780	Under construction
32	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	3,887	Under construction
33	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,458	Under construction
34	MD 410	East West Highway; MD 650 to MD 212; resurface	1,263	Under construction
35	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	2,003	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Bridge Replacement/Rehabilitation		
36	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	7,265	Under Construction
		Safety/Spot Improvement		
37	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	877	FY 2013
38	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	Under construction
39	MD 5	Branch Avenue; proximity of Washington Executive Airport/Hyde and Andrews Air Force Base; guard rails	881	FY 2013
40	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	FY 2013
41	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	FY 2013
42	MD 450	Annapolis Road; Annacostia River to MD 202; ADA improvements (ARRA PROJECT)	953	Completed
43	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	995	FY 2013
44	MD 500	Queens Chapel Road; MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT)	280	Completed
45	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	5,207	FY 2013
		Community Safety and Enhancements		
46	MD 4	Pennsylvania Avenue; Forestville Road to Silver Hill Road; pedestrian safety (Funded for preliminary engineering)	2,799	PE Underway

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Community Safety and Enhancements (cont'd)		
47	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Funded for preliminary engineering)	2,500	PE Underway
48	MD 201	Kenilworth Avenue; 500 feet north of MD 450 to Ingraham Street; urban reconstruct (Funded for preliminary engineering)	400	PE Underway
49	MD 212	Powder Mill Road; Montgomery Road to US 1; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
50	MD 450	Annapolis Road; Peace Cross to 56th Street in Bladensburg; urban reconstruct (Project on hold)		PE Underway
51	MD 500	Queens Chapel Road; MD 208 to MD 410; urban reconstruct (Funded for preliminary engineering)	1,760	PE Underway
		Noise Barriers		
52	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on hold)		
		Traffic Management		
53	US 50	John Hanson Highway; at MD 410; noise abatement (Funded for preliminary engineering only)	200	FY 2014
		Commuter Action Improvements		
54	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	1,912	FY 2013

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

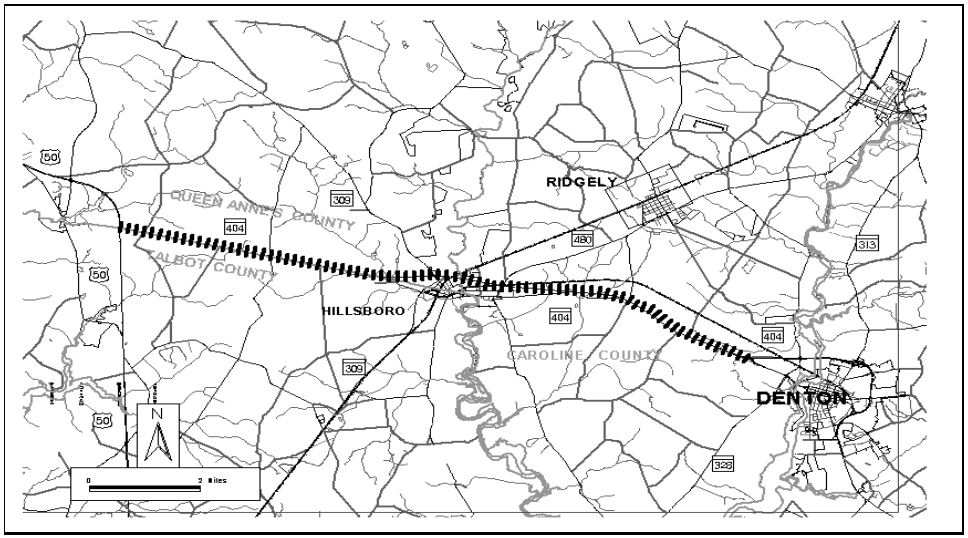
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Sidewalks		
55	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet (Funded for preliminary engineering)	150	PE Underway
		Intersection Capacity Improvements		
56	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	912	FY 2013
57	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,128	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
58		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2013
		Archaeological Planning & Research		
59		Archeology of the USS Scorpion 2010; archeological excavation	2,022	Underway
60		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Underway

SHA

QUEEN ANNE'S COUNTY

1706

QUEEN ANNE'S COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 2)

STATUS: Partial Engineering underway. Right-of-Way underway for the segment from MD 309 to Tuckahoe Creek.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,900	6,203	750	750	197	0	0	0	1,697	0
Right-of-way	4,726	0	515	3,810	401	0	0	0	4,726	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,185	6,762	1,265	4,560	598	0	0	0	6,423	0
Federal-Aid	10,961	5,026	1,128	4,248	559	0	0	0	5,935	0

CLASSIFICATION:

STATE - Intermediate Arterial

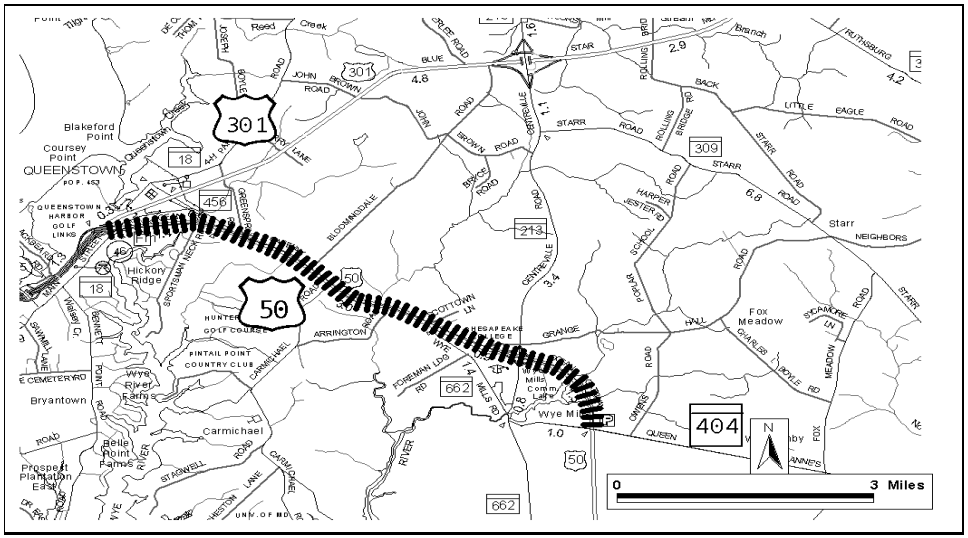
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 18,350
22,950 (Summer)

PROJECTED (2030) - 26,200
32,800 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,727	6,709	9	9	0	0	0	0	18	0
Right-of-way	9,787	9,787	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,071	18,053	9	9	0	0	0	0	18	0
Federal-Aid	9,185	9,174	5	6	0	0	0	0	11	0

CLASSIFICATION:

STATE - Principal Arterial

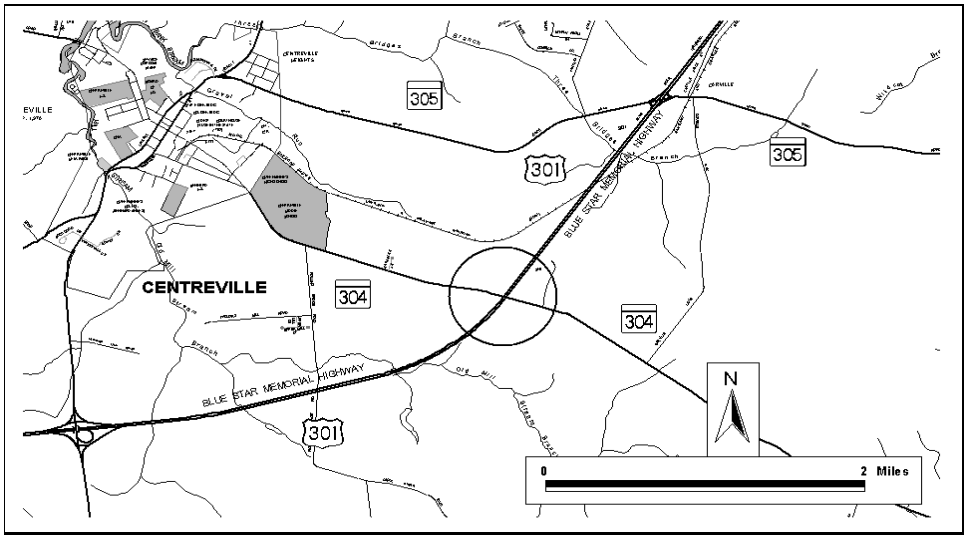
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 48,675
68,750 (Summer)

PROJECTED (2030) - 67,100
93,800 (Summer)



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Development of a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $7.8 million for Engineering.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,098	1,098	0	0	0	0	0	0	0	0
Engineering	7,949	149	500	750	750	5,800	0	0	7,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,047	1,247	500	750	750	5,800	0	0	7,800	0
Federal-Aid	7,800	0	500	750	750	5,800	0	0	7,800	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 20,800 (U301)
5,025 (MD 304)

PROJECTED (2030) - 32,400 (US 301)
7,350 (MD 304)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	MD 213	Liberty Street; Couplet to couplet and upgrading sidewalks on MD 303 from Railroad Avenue to South of Railroad Avenue; sidewalks	362	Completed
		Bridge Replacement/Rehabilitation		
2	MD 213	Church Hill Road; over Three Bridges Branch; clean and paint bridge	70	Completed
3	US 301 NB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	131	Completed
4	US 301 NB	Blue Star Memorial Highway; over the Chester River; clean and paint bridge	230	Completed
5	US 301 SB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	126	Completed
6	US 301 SB	Blue Star Memorial Highway; over the Chester River; clean and paint bridge	180	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
7		Various locations in Queen Anne's County; patch and resurface	3,574	FY 2013
8	MD 456 A	Del Rhodes Avenue; US 301 to MD 18C; resurface	1,175	Under construction
		Bridge Replacement/Rehabilitation		
9	US 50 WB	Ocean Gateway; Bridge 17010 over US 301; bridge deck replacement	3,238	Under construction

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement		
10	US 50	Blue Star Memorial Highway; MdTA Maintenance to MD 404; guardrail	2,942	FY 2013
11	US 50	Ocean Gateway; at MD 213; construct right turn lanes on northbound MD 213 and on southbound MD 213 approaching US 50	866	FY 2013
12	US 301	Blue Star Memorial Highway; at MD 304; modified crossover	1,537	Under construction
		Traffic Management		
13		East of MD 8 to West of US 50/301 Split; lighting	2,924	FY 2013

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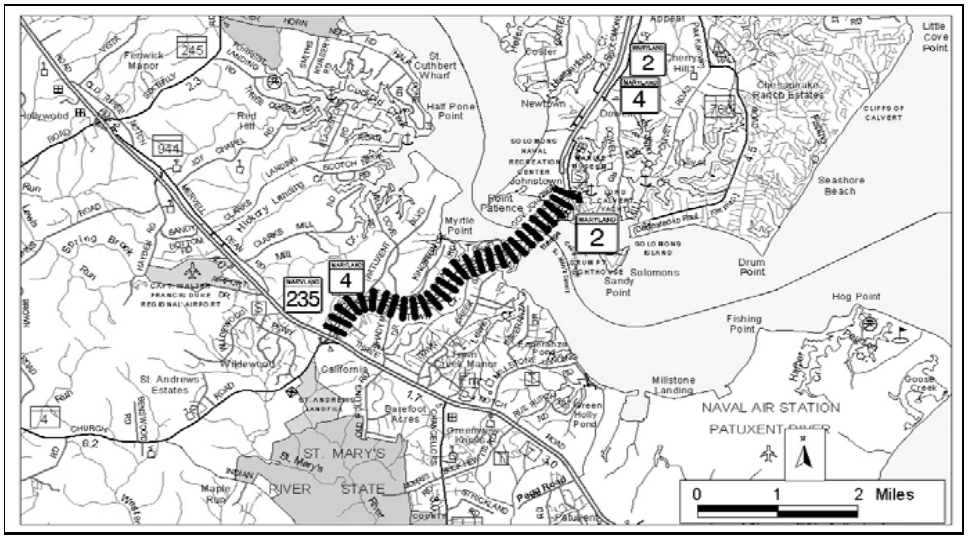
ST. MARY'S COUNTY MARYLAND

1637

SAINT MARY'S COUNTY



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,766	3,794	1,150	822	0	0	0	0	1,972	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,766	3,794	1,150	822	0	0	0	0	1,972	0
Federal-Aid	4,902	2,930	1,150	822	0	0	0	0	1,972	0

CLASSIFICATION:

STATE - Intermediate Arterial

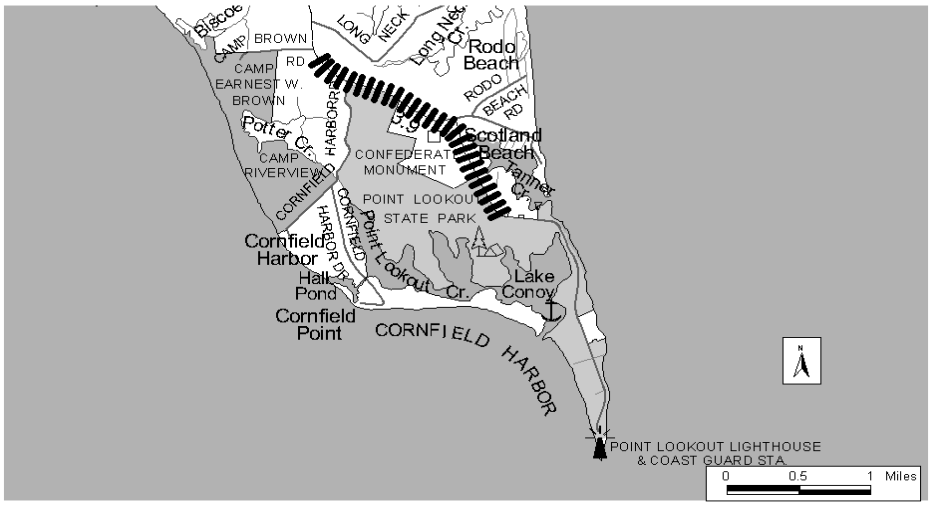
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 29,425

PROJECTED (2030) - 35,200



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	455	455	0	0	0	0	0	0	0	0
Engineering	774	774	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,229	1,229	0	0	0	0	0	0	0	0
Federal-Aid	542	542	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

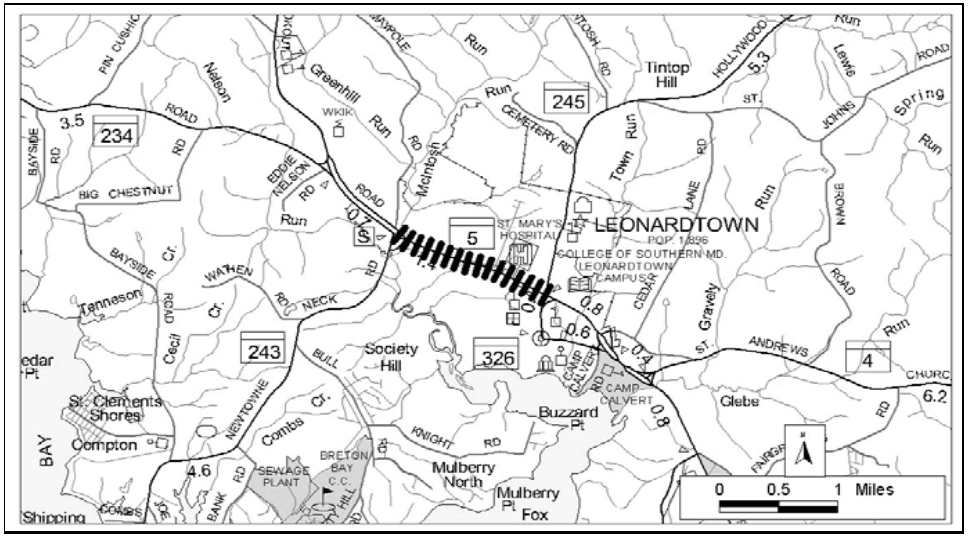
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 4,900 (Summer Peak)

PROJECTED (2030) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	1,746	379	200	0	0	0	0	579	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,325	1,746	379	200	0	0	0	0	579	0
Federal-Aid	903	347	356	200	0	0	0	0	556	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 26,800

PROJECTED (2030) - 50,750

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Safety/Spot Improvement		
1	MD 5	Three Notch Road; at Mohawk Drive; ADA improvements (ARRA PROJECT)	29	Completed
		Community Safety and Enhancements		
2	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	4,477	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
3		Various locations in St. Mary's County; resurface	6,688	Under construction
		Safety/Spot Improvement		
4		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,435	FY 2013
		Congressional Earmarks		
6		Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark $1 million) and (Earmark $500,000; CO)	0	

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Congressional Earmarks (cont'd)		
7		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO)	0	

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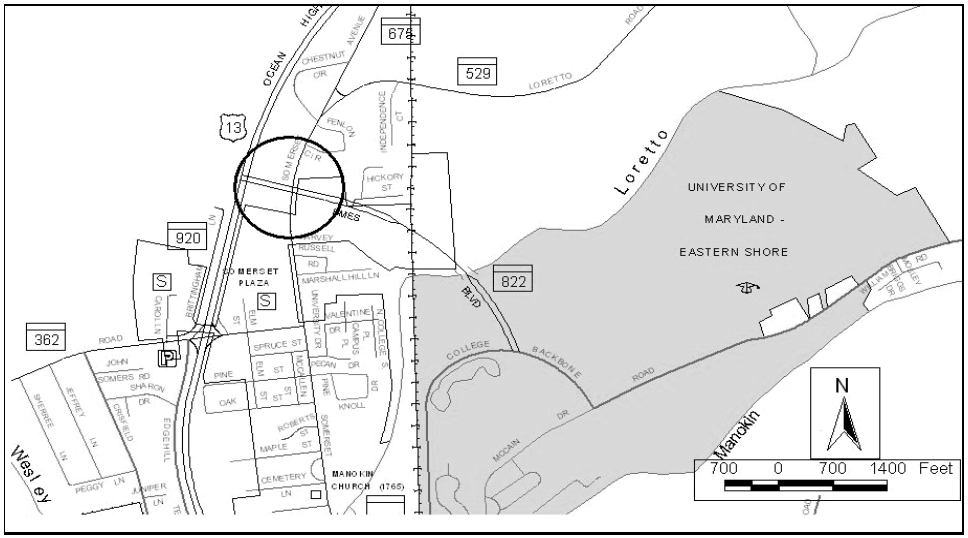
SOMERSET COUNTY



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

JUSTIFICATION: This project will improve safety and operations at the MD 675 intersection and provide safe accomodations for pedestrians in Princess Anne.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $0.4 million for Right-of-Way.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	431	431	0	0	0	0	0	0	0	0
Right-of-way	494	18	206	260	10	0	0	0	476	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	925	449	206	260	10	0	0	0	476	0
Federal-Aid	417	0	179	231	7	0	0	0	417	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 5,100

PROJECTED (2030) - 9,500

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

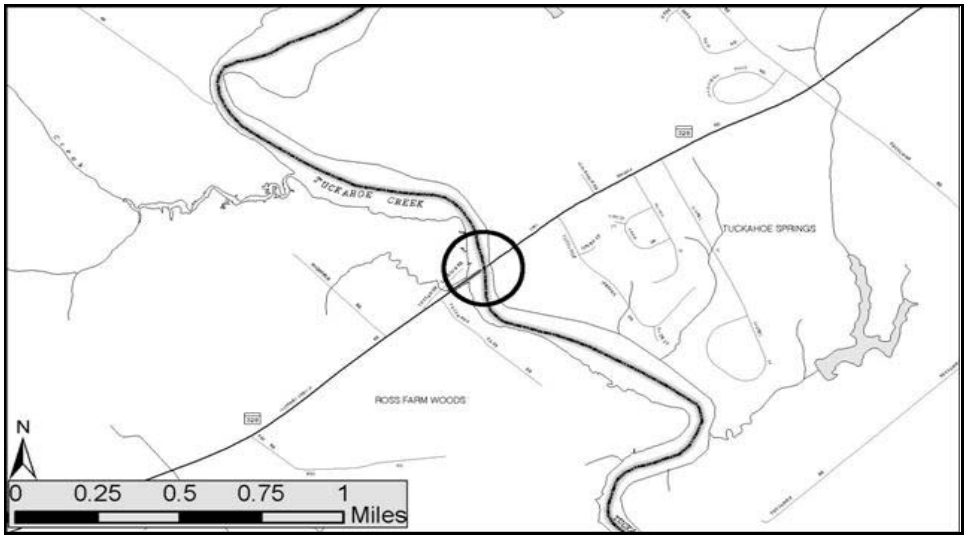
STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Somerset County; resurface	2,424	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
2		Various locations in Somerset County; resurface	3,549	Under construction
		Safety/Spot Improvement		
3	MD 675	Somerset Avenue; South Street to Antioch Avenue; ADA improvements	538	Completed
		Congressional Earmarks		
4		Ferry Terminal construction in Crisfield (Earmark $800,000; PE, CO)	0	

SHA

THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

TALBOT COUNTY



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. The new bridge to be built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Quality of Service
☒ System Preservation & Performance
☐ Connectivity for Daily Life
☒ Safety & Security
☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,646	1,603	43	0	0	0	0	0	43	0
Right-of-way	958	941	17	0	0	0	0	0	17	0
Construction	14,674	11,065	3,609	0	0	0	0	0	3,609	0
Total	17,278	13,609	3,669	0	0	0	0	0	3,669	0
Federal-Aid	16,598	12,956	3,642	0	0	0	0	0	3,642	0

CLASSIFICATION:

STATE - Minor Arterial

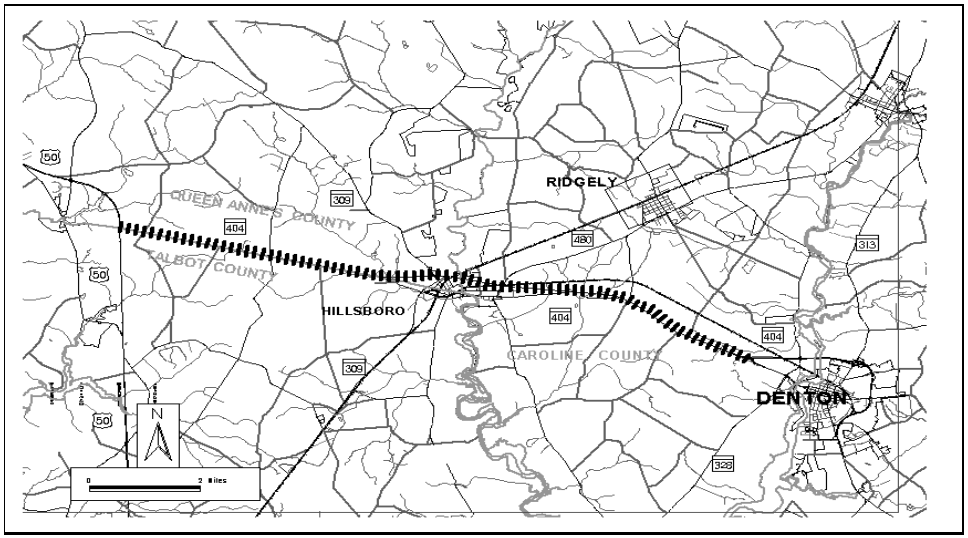
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 6,850

PROJECTED (2030) - 9,850



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway. Right-of-Way underway for the segment from MD 309 to Tuckahoe Creek.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,900	6,203	750	750	197	0	0	0	1,697	0
Right-of-way	4,726	0	515	3,810	401	0	0	0	4,726	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,185	6,762	1,265	4,560	598	0	0	0	6,423	0
Federal-Aid	10,961	5,026	1,128	4,248	559	0	0	0	5,935	0

CLASSIFICATION:

STATE - Intermediate Arterial

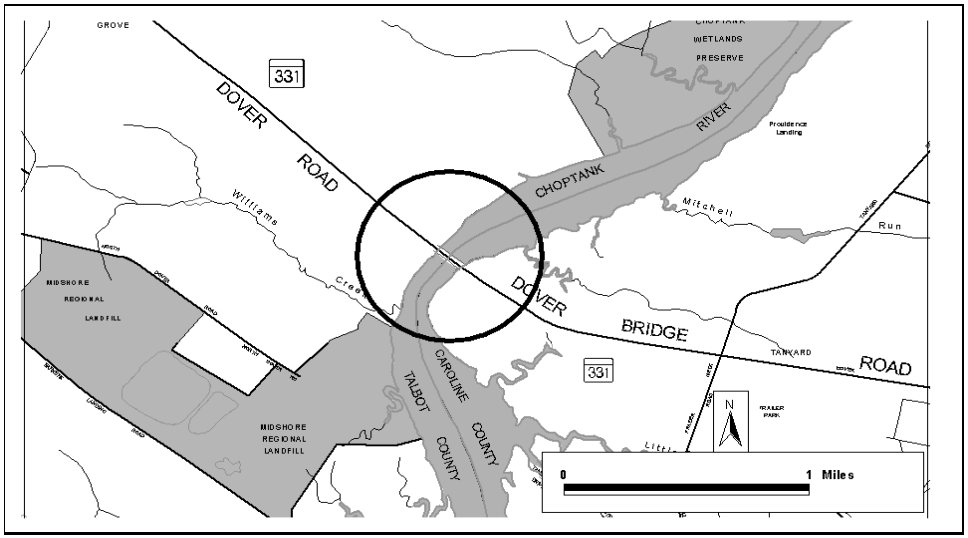
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 18,350
22,950 (Summer)

PROJECTED (2030) - 26,200
32,800 (Summer)



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added Right-of-Way funding.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	3,685	2,214	1,214	257	0	0	0	0	1,471	0
Right-of-way	636	0	10	626	0	0	0	0	636	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,905	2,798	1,224	883	0	0	0	0	2,107	0
Federal-Aid	3,137	1,340	965	832	0	0	0	0	1,797	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 15,700

PROJECTED (2030) - 21,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Bridge Replacement/Rehabilitation		
1	US 50 EB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	Completed
2	US 50 EB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	Completed
3	US 50 WB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	Completed
4	US 50 WB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
5		Various locations in Talbot County; resurface	3,333	FY 2013
6	US 50 WB	Ocean Gateway; Barber Road to the Choptank River Bridge; safety and resurface	2,353	Completed
		Safety/Spot Improvement		
7	US 50	Ocean Gateway; Rabbit Hill Road to Schwaninger Road; guard rail	1,670	Under construction
		Community Safety and Enhancements		
8	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
9		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2013

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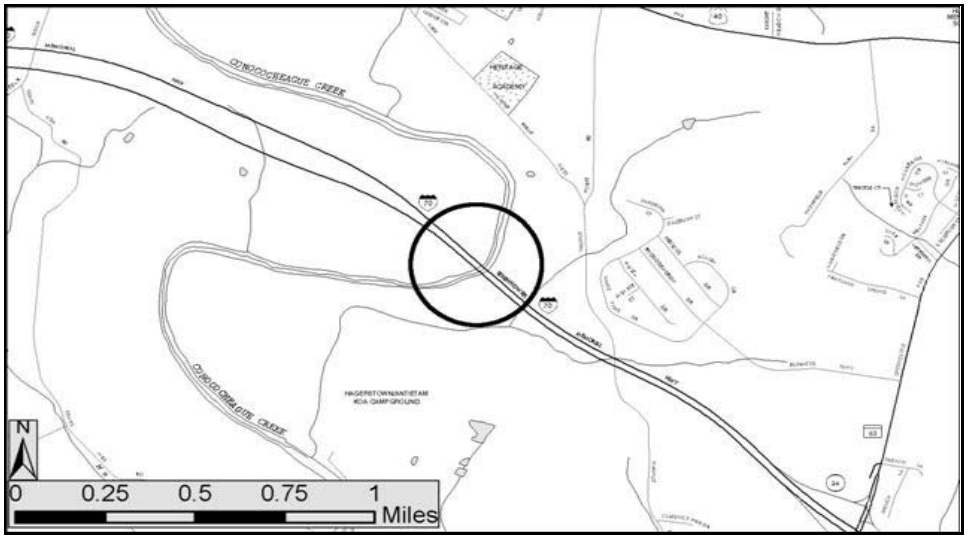
WASHINGTON COUNTY MARYLAND 1776

WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen and rehabilitate Bridge 21106 over Concocheague Creek.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation for cleaning, painting, superstructure and substructure repairs. Deck will be widened to provide full shoulders.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Quality of Service
☒ System Preservation & Performance
☐ Connectivity for Daily Life
☐ Safety & Security
☐ Environmental Stewardship

EXPLANATION: I-70 provides a crirical link through Western Maryland. Maintaining this bridge supports this east/west movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The cost decrease of $2.3 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	1,076	2	0	0	0	0	0	2	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	15,024	34	8,500	6,490	0	0	0	0	14,990	0
Total	16,138	1,146	8,502	6,490	0	0	0	0	14,992	0
Federal-Aid	15,727	845	8,439	6,443	0	0	0	0	14,882	0

CLASSIFICATION:

STATE - Principal Arterial

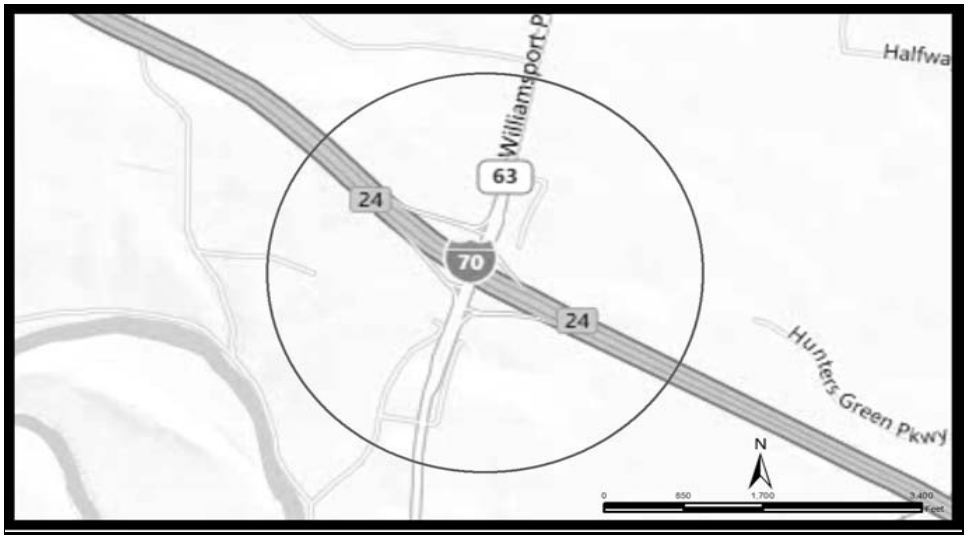
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 45,450

PROJECTED (2030) - 63,000



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Total replacement of the existing dual bridge 2110802 and 2110804 on I-70 over MD 63.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is being replaced because it has a structurally deficient deck and superstructure. Deck will be widened to provide full shoulders.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: I-70 provides a critical link through central and Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,160	1,075	85	0	0	0	0	0	85	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,558	0	2,873	7,827	2,858	0	0	0	13,558	0
Total	14,718	1,075	2,958	7,827	2,858	0	0	0	13,643	0
Federal-Aid	14,300	851	2,902	7,726	2,821	0	0	0	13,449	0

CLASSIFICATION:

STATE - Urban Interstate

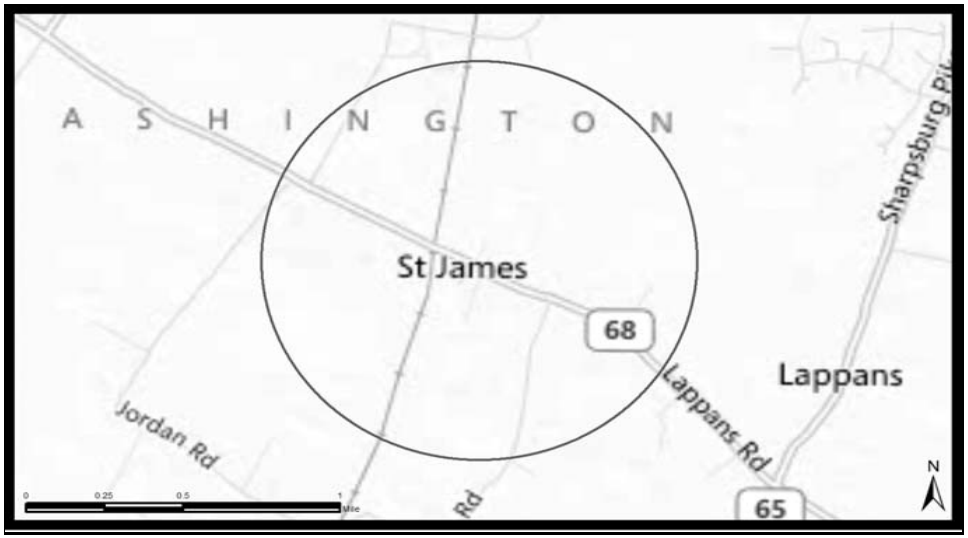
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 40,975

PROJECTED (2030) - 48,200



PROJECT: MD 68, Lappans Road

DESCRIPTION: Replace small structure 21185XO over St.James Run. The existing small structure will be replaced with a prestressed concrete slab bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing pipe culvert is in an advanced state of deterioration with significant corrosion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

☐ Quality of Service
☒ System Preservation & Performance
☐ Connectivity for Daily Life
☒ Safety & Security
☐ Environmental Stewardship

EXPLANATION: The existing structure is in an advanced state of deterioration. MD 68 is an important east west link in Washington County.

STATUS: Engineering and Right-of Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	718	288	430	0	0	0	0	0	430	0
Right-of-way	134	4	130	0	0	0	0	0	130	0
Construction	1,144	0	533	611	0	0	0	0	1,144	0
Total	1,996	292	1,093	611	0	0	0	0	1,704	0
Federal-Aid	1,674	198	865	611	0	0	0	0	1,476	0

CLASSIFICATION:

STATE - Rural Major Collector

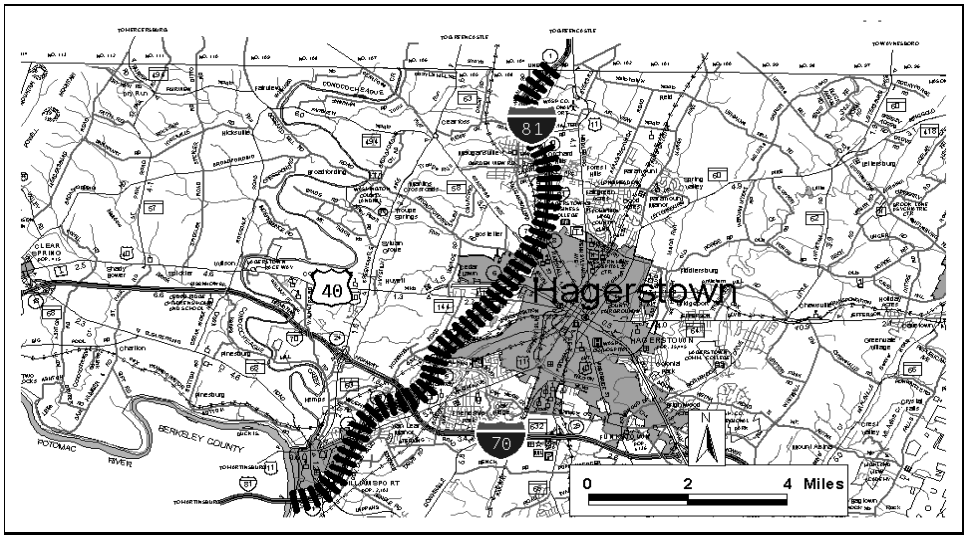
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 5,300

PROJECTED (2030) - 7,200



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes and truck traffic. Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,502	3,502	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,502	3,502	0	0	0	0	0	0	0	0
Federal-Aid	2,451	2,451	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 43,650 - 76,150

PROJECTED (2030) - 49,375 - 108,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1	US 40	National Pike; Big Pool Road to west of corporate limits of Clear Spring; resurface	2,037	Completed
		Bridge Replacement/Rehabilitation		
2	MD 67	Rohrersville Road; bridge over US 340; bridge rehabilitation	1,654	Completed
3	US 340	Jefferson Pike; bridge over Potomac River; clean and paint bridge	8,813	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
4		Various locations in Washington County; resurface	5,012	FY 2014
5	MD 550	Fort Ritchie Road; Frederick County Line to MD 491; resurface	1,350	FY 2013
		Bridge Replacement/Rehabilitation		
6		Clean and painting 12 bridges on MD 34, MD 60, MD 550, US 40 and I 70	1,226	Completed
7		Cleaning and painting bridges on MD 144 WB, I 70 and I 68	1,167	Under construction
8		Clean and painting 8 bridges on US 40, MD 56 and I 70	979	Under construction
9	US 11	Potomac Street; Bridge on US 11 over 21001 over Potomac River and bridge 21036 on MD 68 over Conococheague Creek; clean/paint bridges	1,525	FY 2013

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement		
10		Various locations in Washington County; geometric improvements	1,286	Under construction
11	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	989	Under construction
12	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering)	820	PE Underway
13	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	4,397	Under construction
14	MD 494	Fairview Road; west of Fairview Church Road to east Fairview Church Road; geometric improvements	674	FY 2014
		Community Safety and Enhancements		
15	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); urban street reconstruct (Project on hold)		
		Intersection Capacity Improvements		
16	US 40	National Pike; at MD 63; geometric improvement	1,658	FY 2013
		Enhancements		
		Pedestrian/Bicycle Facilities		
17		Big Slackwater; reconstruct and stabilize the 3.5 mile Big Slackwater C&O path	4,400	Completed
18		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2014

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements (cont'd)		
		Rehabilitation/Operation of Historic Transportation Structures		
19		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	FY 2014
		Environmental Mitigation		
20		Greenbriar State Park Wildlife Mortality Project; construction of new and improved long culverts with fencing; Mitigation of water pollution due to highway runoff.	130	FY 2014
		Congressional Earmarks		
21		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.4 million; PE)	0	
22		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark $0.1 million; PE)	0	

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WICOMICO COUNTY, MARYLAND · 1867

WICOMICO COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Wicomico County; resurface	2,424	Completed
		Bridge Replacement/Rehabilitation		
2	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	5,557	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
3		Various locations in Wicomico County; resurface	3,554	Under construction
4	US 50	Ocean Gateway; Nanticoke River to Waltertown Road; resurface	1,648	Under construction
5	US 50 BYP	Salisbury Bypass; in the vicinity of Naylor Mill Road; slope stabilization	450	Under construction
		Safety/Spot Improvement		
6	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,761	Under construction
7	US 50	Salisbury Bypass, Northwood Drive to US 13; drainage improvements	344	Under construction
8	MD 349	Nanticoke Road; US 50 to North Culver Road; construct thru lane and left turn lane	2,014	Completed
		Environmental Preservation		
9	US 50	Ocean Gateway; US 13 Bypass interchange to Worcester County Line; landscaping	385	FY 2013

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
10		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2014

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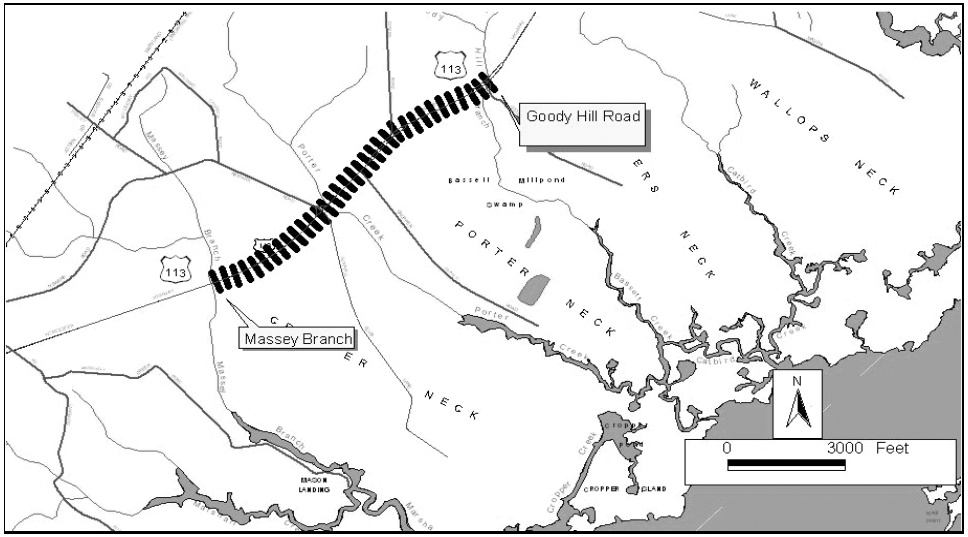
WORCESTER COUNTY

WORCESTER COUNTY



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from Goody Hill Road to Massey Branch (1.8 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local, commercial/residential development along this highway. This project will improve the highway's safety and servicability.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Road to Massey Branch (Line 3)

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 decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	250	0	0	0	0	0	0	0	0
Right-of-way	2,811	2,801	10	0	0	0	0	0	10	0
Construction	17,094	16,160	934	0	0	0	0	0	934	0
Total	20,155	19,211	944	0	0	0	0	0	944	0
Federal-Aid	18,868	17,936	932	0	0	0	0	0	932	0

CLASSIFICATION:

STATE - Intermediate Arterial

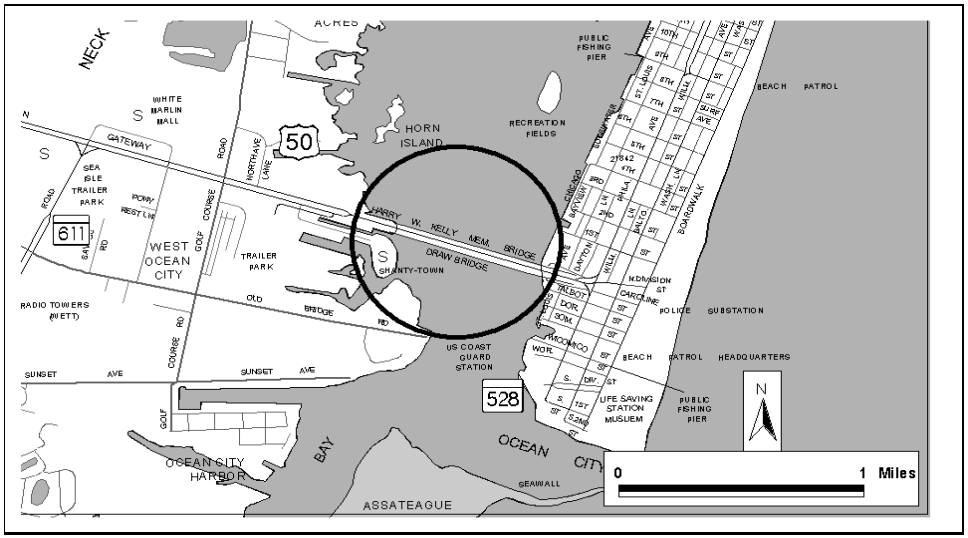
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 11,650

PROJECTED (2030) - 16,275



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 67 year old draw span is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,117	2,799	90	228	0	0	0	0	318	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	3,117	2,799	90	228	0	0	0	0	318	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

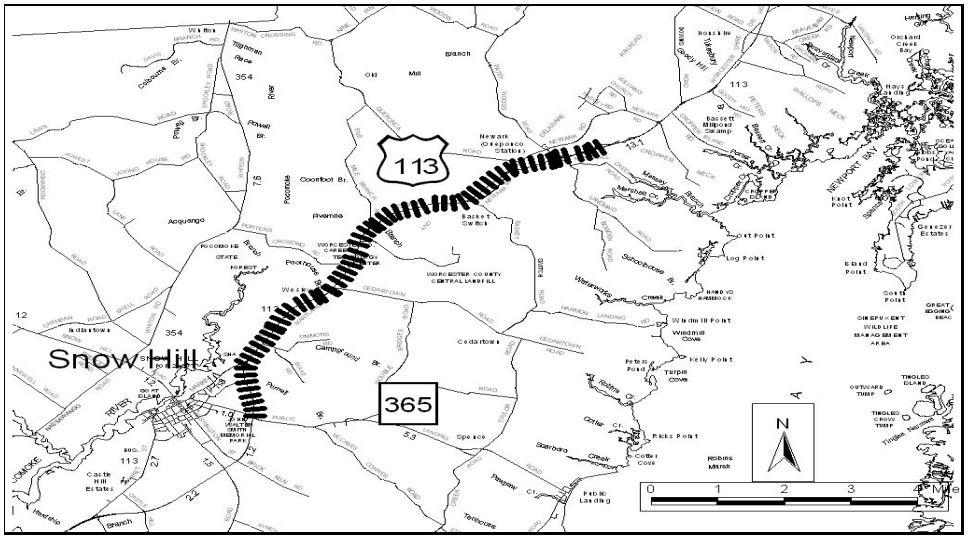
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 17,000
49,200 (Summer)

PROJECTED (2030) - 20,900
66,450 (Summer)



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,267	5,660	802	1,236	569	0	0	0	2,607	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,267	5,660	802	1,236	569	0	0	0	2,607	0
Federal-Aid	6,218	3,827	740	1,132	519	0	0	0	2,391	0

CLASSIFICATION:

STATE - Intermediate Arterial

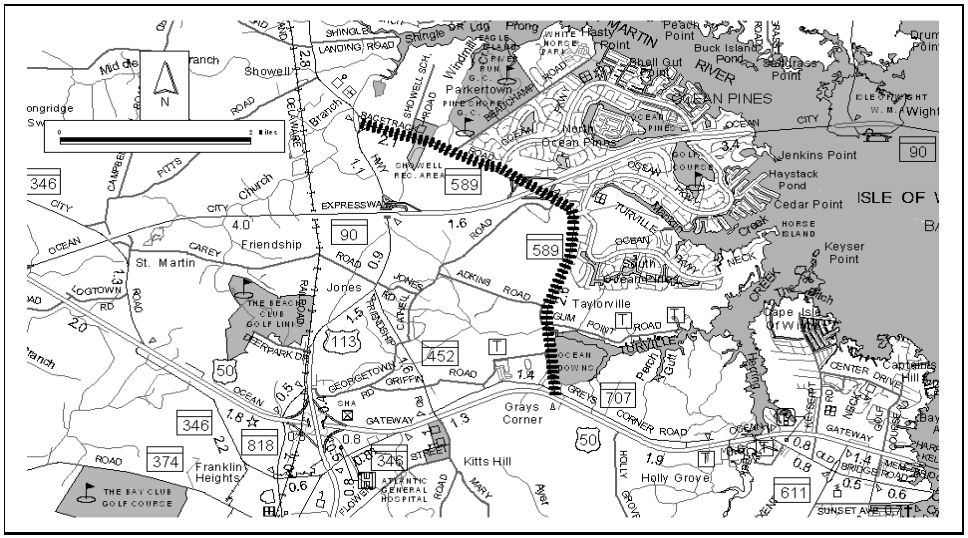
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 7,050 - 12,375

PROJECTED (2030) - 9,000 - 18,850
11,300 - 23,700 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Bicycles and pedestrians will be accomodated by a shared-use path and sidewalks.

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,506	1,376	10	120	0	0	0	0	130	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,506	1,376	10	120	0	0	0	0	130	0
Federal-Aid	717	587	10	120	0	0	0	0	130	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2012) - 20,650
26,250 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

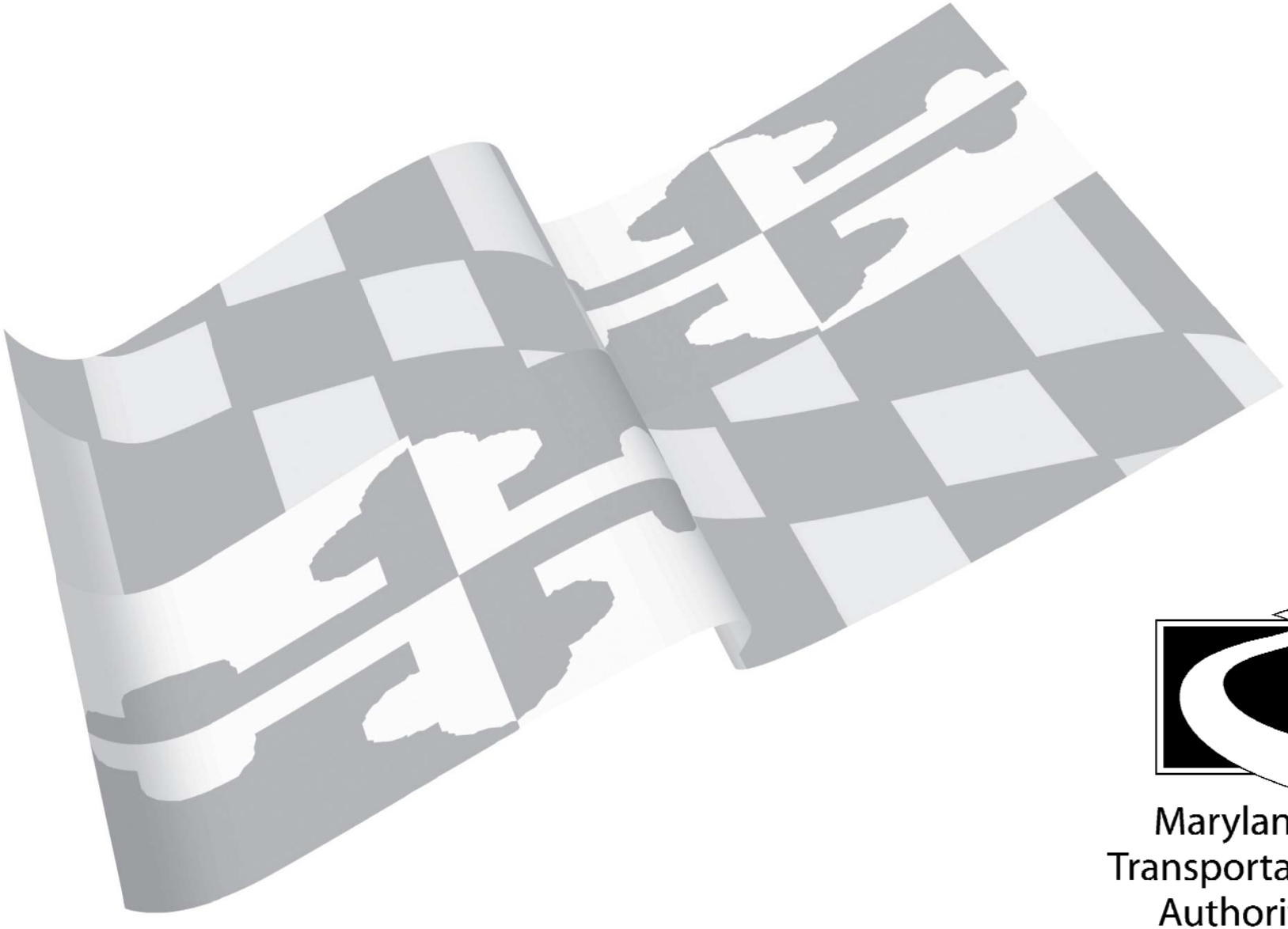
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Year 2012 Completions		
		Resurface/Rehabilitate		
1		Various Locations in Worcester County; resurface	2,464	Completed
		Environmental Preservation		
2		Lizard Hill Wetland Creation Site; creation of a 23 acre wetland and restoration of Atlantic White Cedar Habitat (This project is split funded with Transportation Enhancement)	1,224	Completed
		Enhancements		
		Environmental Mitigation		
3		Lizard Hill Wetland Creation Site; creation of a 23 acre wetland and restoration of Atlantic White Cedar Habitat (This project is split funded with Environmental Preservation)	1,224	Completed
		Fiscal Years 2013 and 2014		
		Resurface/Rehabilitate		
4		Various locations in Worcester County; resurface	3,667	Under construction
5	US 50	Ocean Gateway; MD 818 to Wicomico County Line; resurface	2,633	FY 2013
6	US 50	Ocean Gateway; MD 346 to structure over Herring Creek; resurface	3,262	Completed
		Bridge Replacement/Rehabilitation		
7	US 13	Ocean Highway; bridge 2301601 and 2301602 over Pocomoke River; bridge rehabilitation	8,866	FY 2014
8	MD 575	Structure over Crippen Branch, structure replacement	400	FY 2013

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2012
		Fiscal Years 2013 and 2014 (cont'd)		
		Safety/Spot Improvement		
9	MD 374	Broad Street; West of Henry's Mill Drive to MD 818; ADA improvements	446	Under construction
10	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements	500	Under construction
11	MD 528	Coastal Highway; 123rd Street to 131st Street; ADA improvements	500	Under construction
		Community Safety and Enhancements		
12	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Project on hold)		

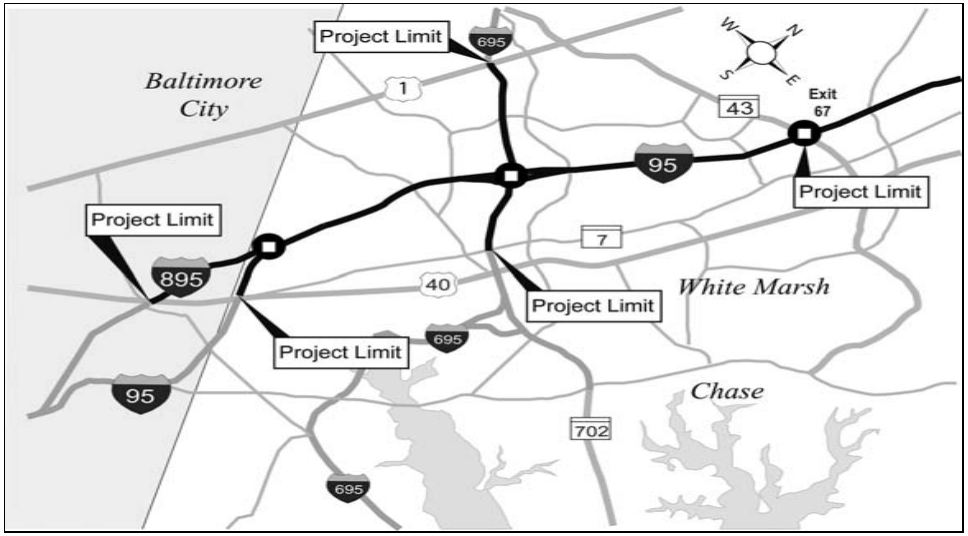


Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	SIX-YEAR TOTAL
Construction Program							
Major Projects	405.0	347.4	128.9	59.1	44.7	35.6	1,020.8
System Preservation Minor Projects	110.4	149.1	218.5	227.8	260.8	264.6	1,231.2
Development & Evaluation Program	1.6	0.7	4.8	4.9	-	-	12.0
TOTAL	517.0	497.2	352.2	291.8	305.5	300.3	2,264.0



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:**

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] 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 John F. Kennedy Memorial Highway - Resurfacing (Phase I)
I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel Modifications - Construction Program (Line 6)

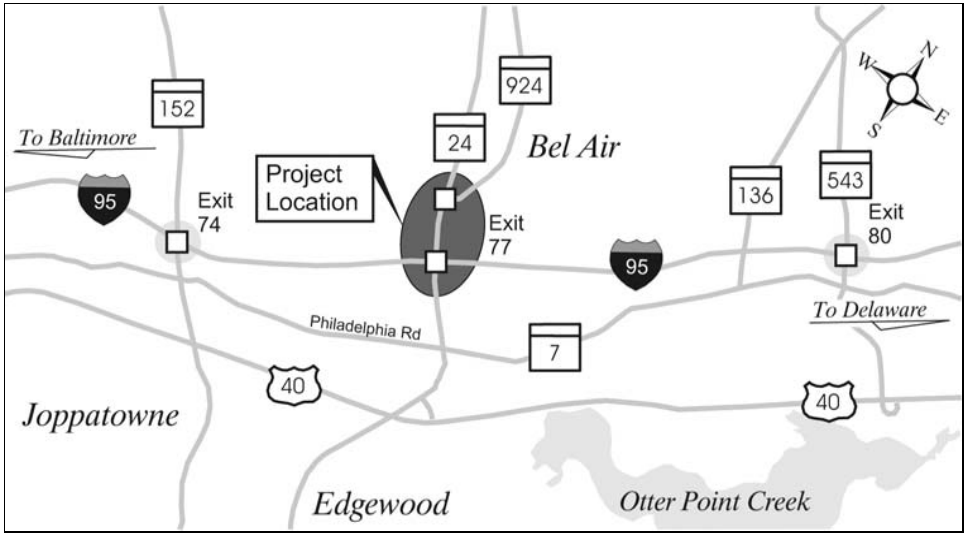
STATUS: Engineering, right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $46.6 million due to adding back I-695 Beltway unbraiding project including the reconstruction of I-695 roadway at I-95.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	117,260	112,148	2,358	2,754	0	0	0	0	5,112	0
Right-of-way	44,546	42,874	1,672	0	0	0	0	0	1,672	0
Construction	909,965	620,459	104,235	108,911	65,682	10,678	0	0	289,506	0
Total	1,077,803	781,513	108,265	111,665	65,682	10,678	0	0	296,290	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116, 2343



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

DESCRIPTION: Constructed 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 provides 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:**

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The project improves capacity and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection. This improvement addresses weaving movements on I-95 and MD 24 and improves traffic flow.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 John F. Kennedy Memorial Highway - Resurfacing (Phase I) (Line 4)

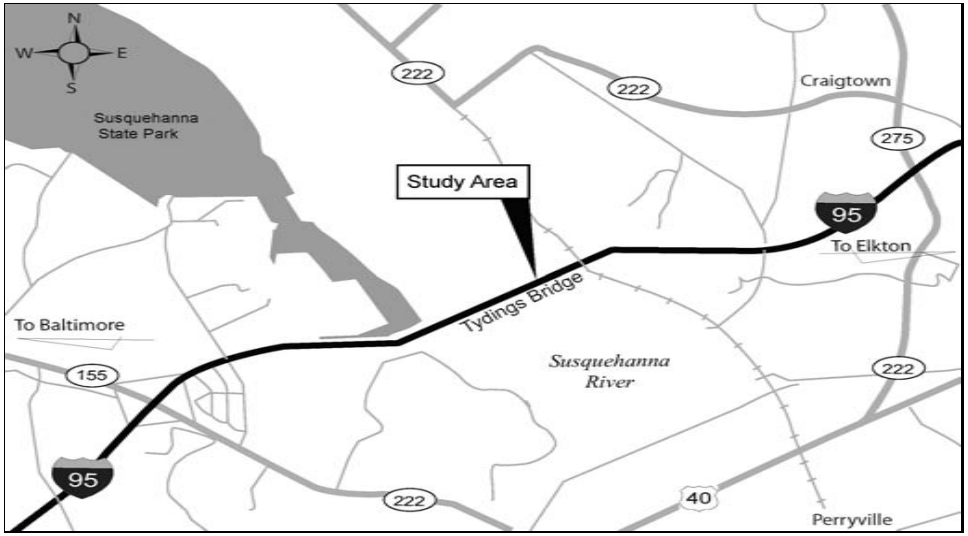
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,951	8,520	1,431	0	0	0	0	0	1,431	0
Right-of-way	4,000	2,076	1,924	0	0	0	0	0	1,924	0
Construction	51,317	49,914	1,403	0	0	0	0	0	1,403	0
Total	65,268	60,510	4,758	0	0	0	0	0	4,758	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1111



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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [x] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Pier foundations were found to have advanced wear and require scour protection.

ASSOCIATED IMPROVEMENTS: None.

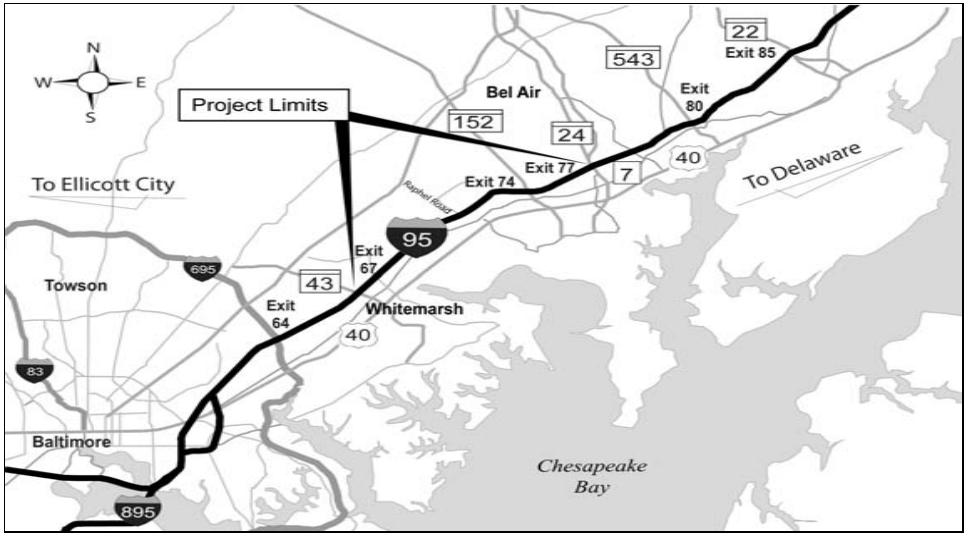
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,116	758	1,358	0	0	0	0	0	1,358	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	41,376	14,530	24,779	2,067	0	0	0	0	26,846	0
Total	43,492	15,288	26,137	2,067	0	0	0	0	28,204	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2185, 2215



PROJECT: I-95 John F. Kennedy Memorial Highway - Resurfacing (Phase I)

DESCRIPTION: Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is I-95 from MD 43 to MD 24.

PURPOSE & NEED SUMMARY STATEMENT: The I-95 roadway north of MD 43 is in need of resurfacing. Phase I is I-95 from MD 43 to MD 24, Phase II will be MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line. Only Phase I is funded at this time.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Interchange Improvements at MD 24 (Line 2)

EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound). Phase I is I-95 from MD 43 to MD 24, Phase II will be MD 24 to the Tydings Bridge and Phase III will be from the Tydings Bridge to the Maryland/Delaware state line.

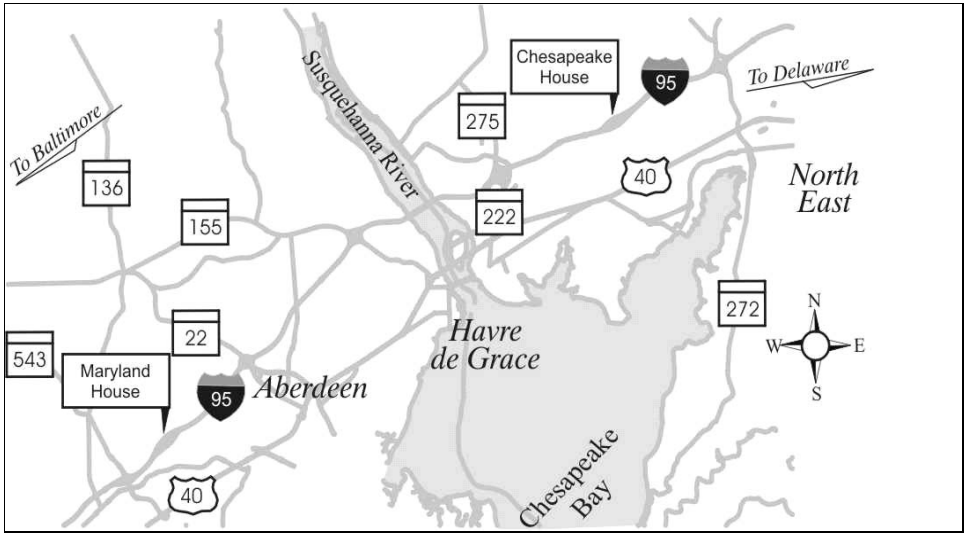
STATUS: Engineering is underway. Construction will begin in FY 2013.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to Construction Program from Systems Preservations Program.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	125	102	19	4	0	0	0	0	23	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,353	0	5,712	7,641	0	0	0	0	13,353	0
Total	13,478	102	5,731	7,645	0	0	0	0	13,376	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2261



PROJECT: I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas

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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

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.

ASSOCIATED IMPROVEMENTS:
None.

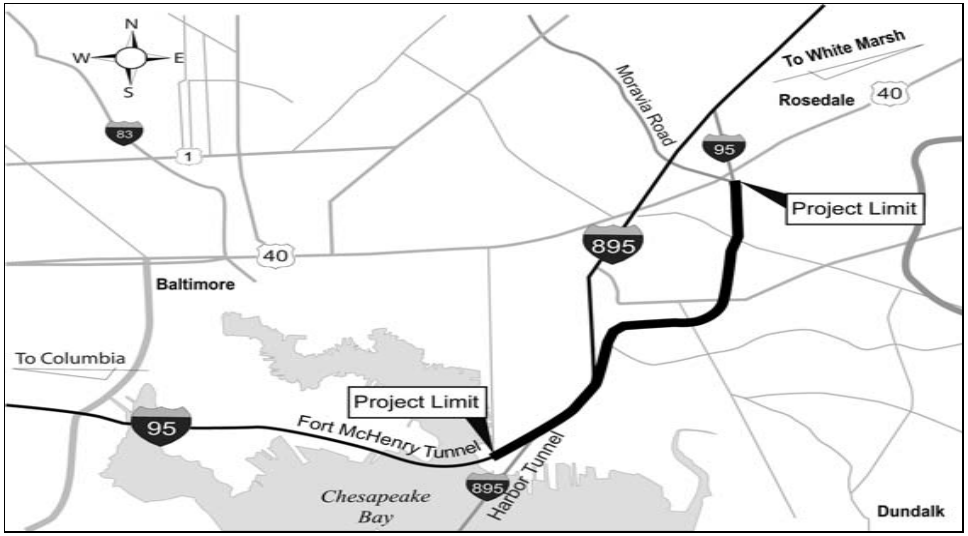
STATUS: Right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,027	2,027	0	0	0	0	0	0	0	0
Engineering	2,317	2,317	0	0	0	0	0	0	0	0
Right-of-way	250	0	250	0	0	0	0	0	250	0
Construction	1,680	0	840	840	0	0	0	0	1,680	0
Total	6,274	4,344	1,090	840	0	0	0	0	1,930	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2055



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:**

- [X] 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)

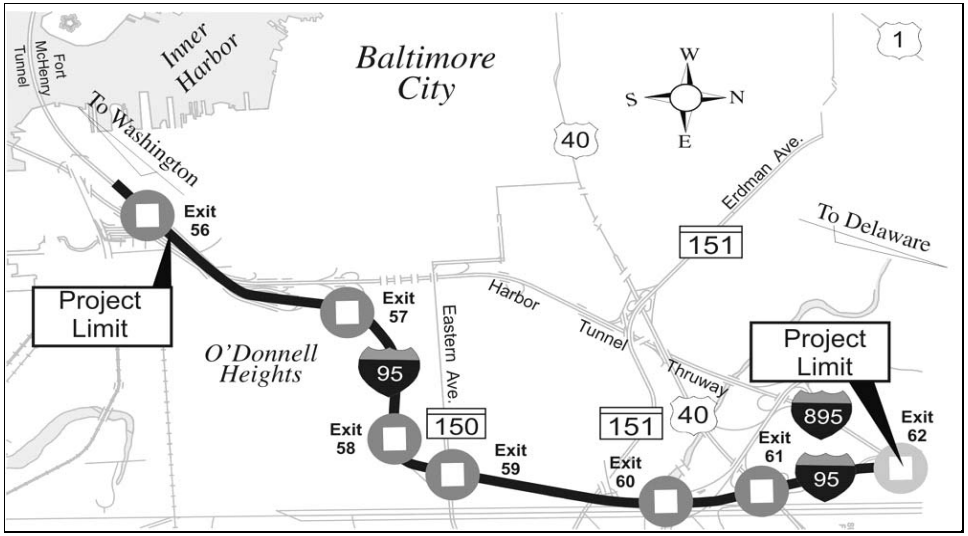
STATUS: Phase 1 southbound is open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	1,494	1,443	51	0	0	0	0	0	51	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,250	10,382	1,868	0	0	0	0	0	1,868	0
Total	14,299	12,380	1,919	0	0	0	0	0	1,919	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1300



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage North of Tunnel

DESCRIPTION: Rehabilitated I-95 north of the Tunnel to the I-895 split. Included 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 have been upgraded to the latest standards.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [X] 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 have been 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)

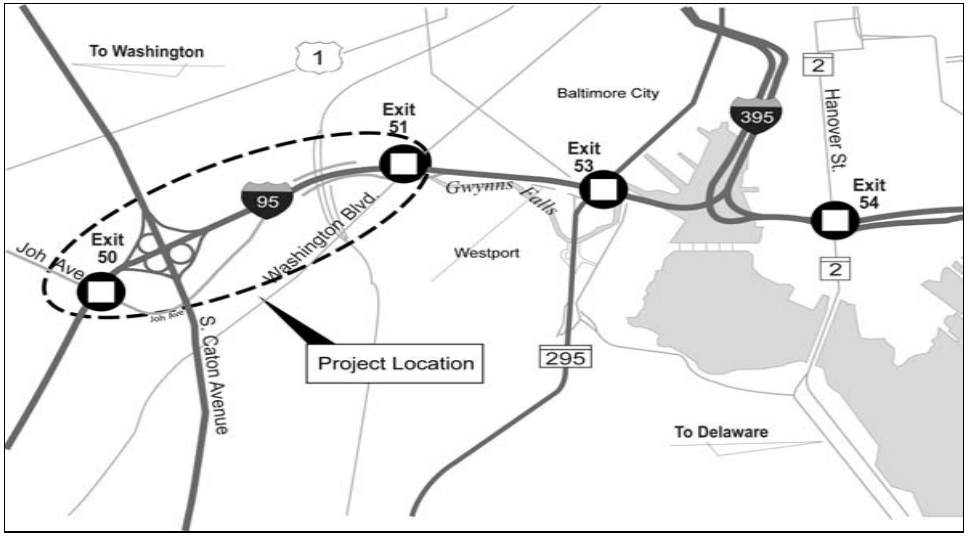
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,391	6,391	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,999	33,908	91	0	0	0	0	0	91	0
Total	40,390	40,299	91	0	0	0	0	0	91	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1447, 1466



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Bridge, Roadway and Signage from Joh Avenue to Washington Boulevard

DESCRIPTION: Rehabilitated I-95 South of the Fort McHenry Tunnel. Work included 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 have been upgraded to the latest standards.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [x] 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 Fort McHenry Tunnel - Joint Replacement, Zone Painting and Other Misc. Repairs South of Tunnel - Construction Program (Line 10)

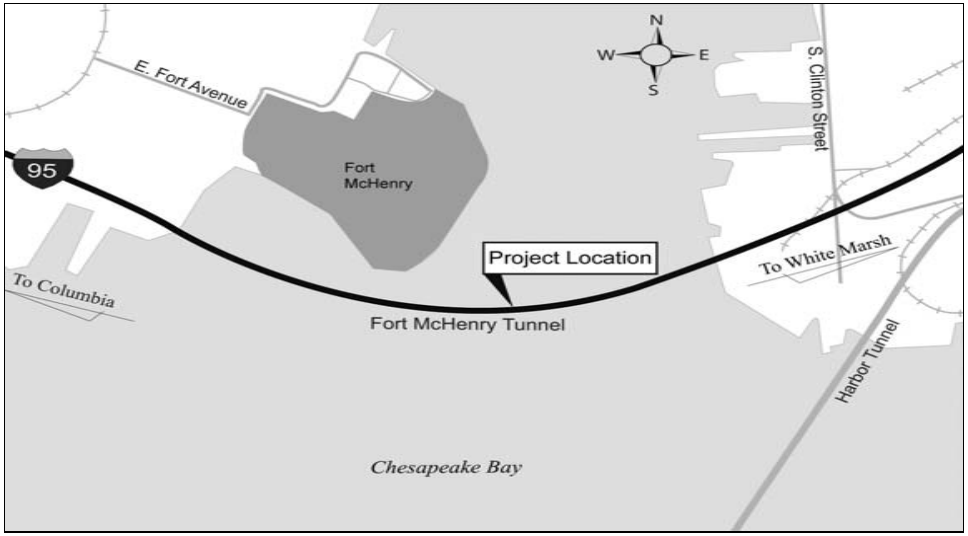
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	1,833	2,344	0	0	0	0	0	2,344	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,306	32,383	923	0	0	0	0	0	923	0
Total	37,483	34,216	3,267	0	0	0	0	0	3,267	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1448, 2080



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
- [x] 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 Fort McHenry Tunnel - Joint Replacement, Zone Painting South of Tunnel (Line 10)

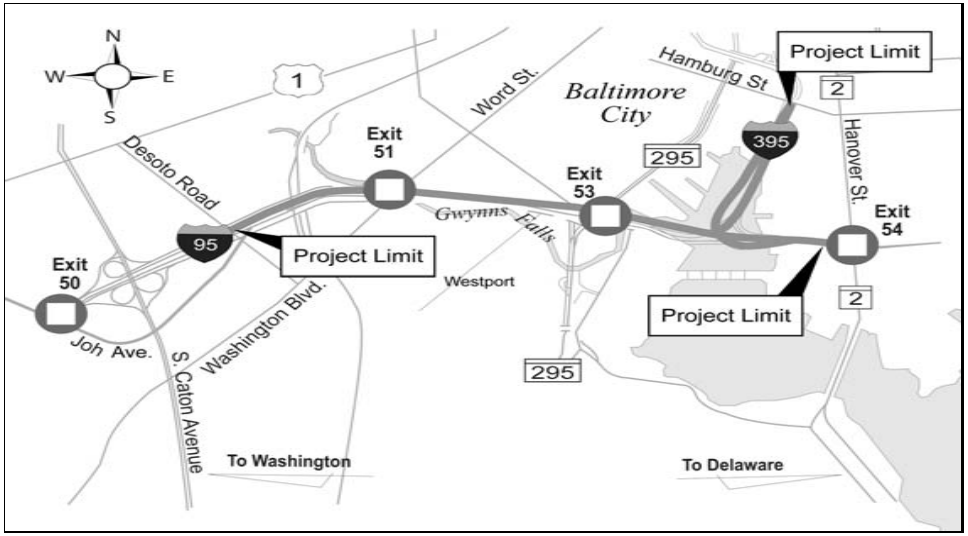
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,160	561	409	190	0	0	0	0	599	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,075	12,654	5,777	5,644	0	0	0	0	11,421	0
Total	25,235	13,215	6,186	5,834	0	0	0	0	12,020	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2045, 2226, 2305

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $8.9 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 - Repair Superstructure, Replace Joints, Zone Paint and Other Miscellaneous Repairs South of Tunnel

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
- [X] 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)

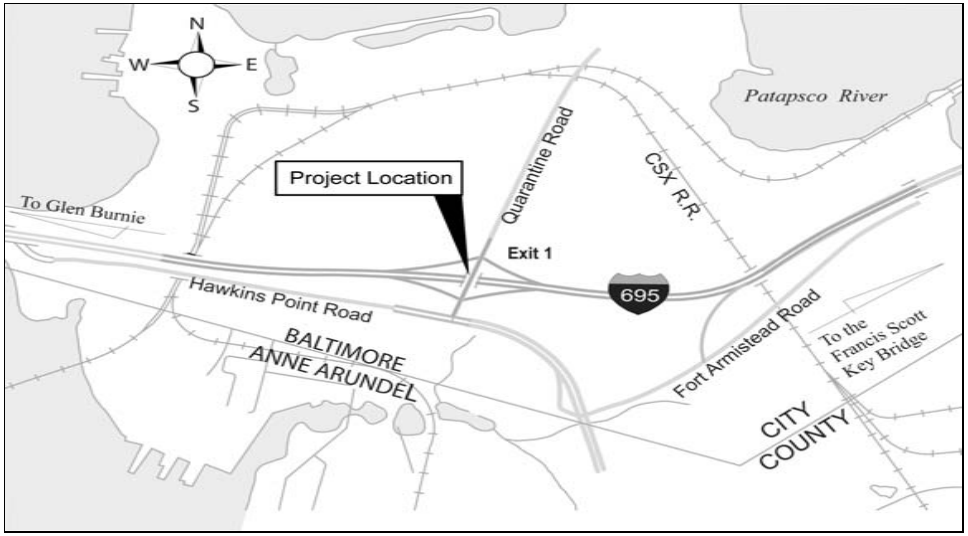
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,412	1,837	385	5,250	2,940	0	0	0	8,575	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,451	2,106	2,615	9,252	9,297	9,297	9,297	1,587	41,345	0
Total	53,863	3,943	3,000	14,502	12,237	9,297	9,297	1,587	49,920	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2205, 2207, 2262

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $19.5 million due to increased scope resulting from 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 included 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 has improved 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
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project has improved safety by addressing constraints at the existing MD 695 - Quarantine Road interchange. This improvement eliminated existing queues, which extended 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)

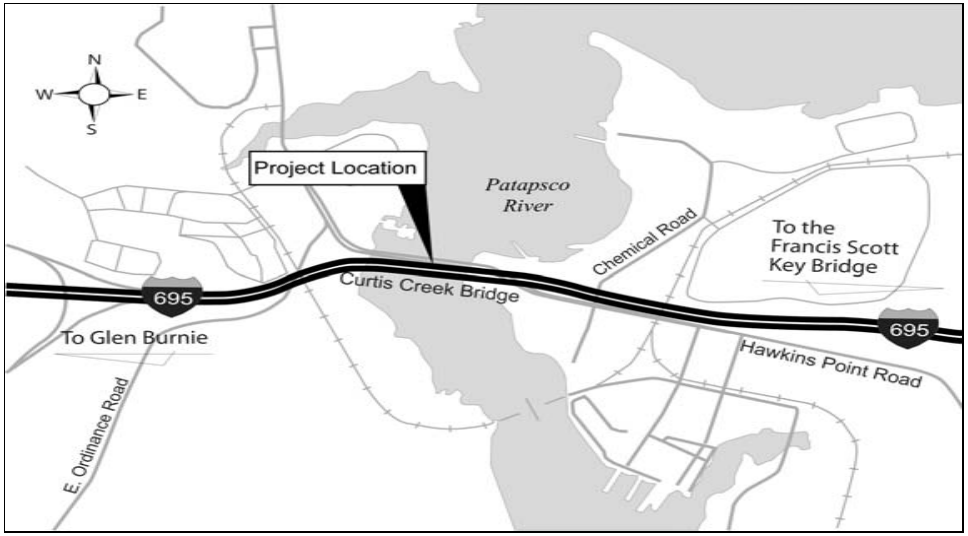
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,984	4,984	0	0	0	0	0	0	0	0
Right-of-way	4,750	4,750	0	0	0	0	0	0	0	0
Construction	6,215	5,180	1,035	0	0	0	0	0	1,035	0
Total	15,949	14,914	1,035	0	0	0	0	0	1,035	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0303



PROJECT: MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

DESCRIPTION: Replaced the steel grid deck of the bascule (movable) span, and retrofitted stringers and floor beams.

PURPOSE & NEED SUMMARY STATEMENT: This improvement addressed existing wear and extended the useful life of the bridge.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This improvement addressed existing wear and extended 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)

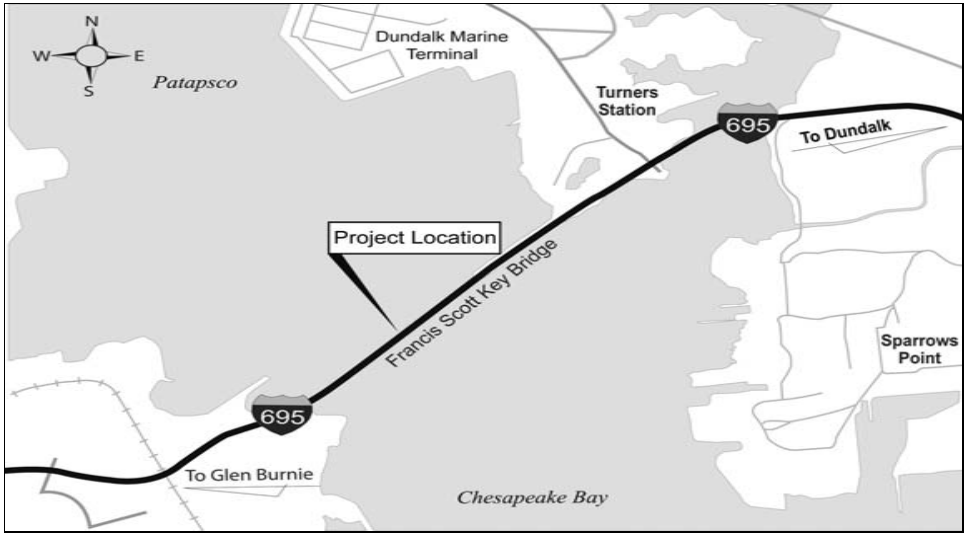
STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	812	688	0	0	0	0	0	688	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,947	10,936	2,011	0	0	0	0	0	2,011	0
Total	14,447	11,748	2,699	0	0	0	0	0	2,699	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2019



PROJECT: MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans to Francis Scott Key Bridge and Miscellaneous Repairs

DESCRIPTION: Clean, paint and repair the approach spans.

PURPOSE & NEED SUMMARY STATEMENT: The approach spans 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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The approach spans 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)

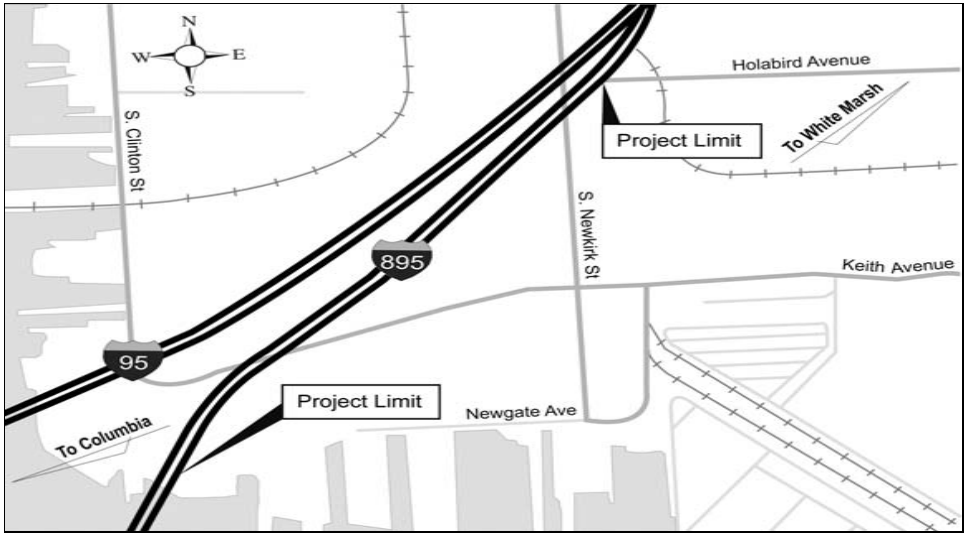
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	238	219	0	0	0	0	0	219	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,715	3,021	3,694	0	0	0	0	0	3,694	0
Total	7,172	3,259	3,913	0	0	0	0	0	3,913	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2201



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
- [x] 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)

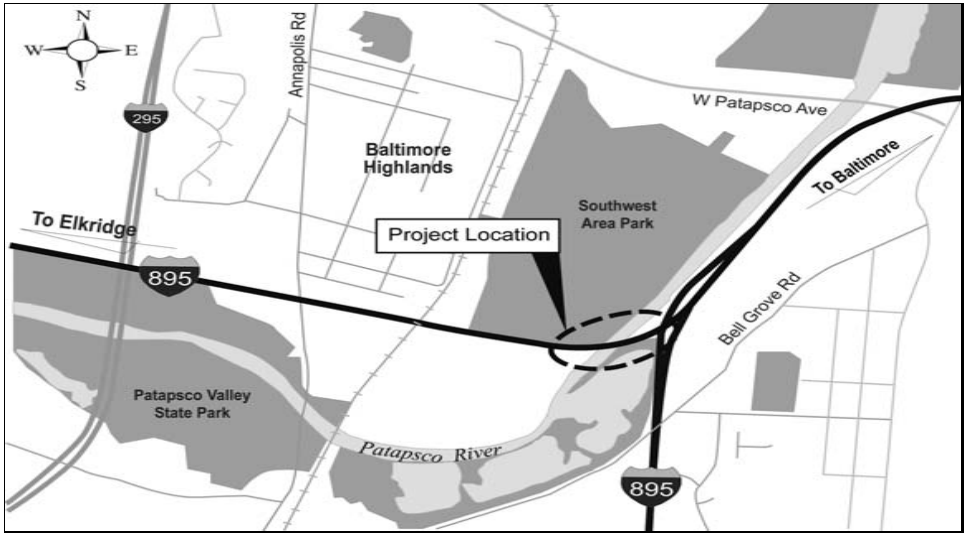
STATUS: Engineering is underway. Right-of-way acquisition is to begin in FY 2013. Construction is to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,137	5,114	23	0	0	0	0	0	23	0
Right-of-way	10,920	0	5,460	5,460	0	0	0	0	10,920	0
Construction	162,711	59	0	0	24,526	34,811	35,215	34,050	128,602	34,050
Total	178,768	5,173	5,483	5,460	24,526	34,811	35,215	34,050	139,545	34,050
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280



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
- [x] 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)

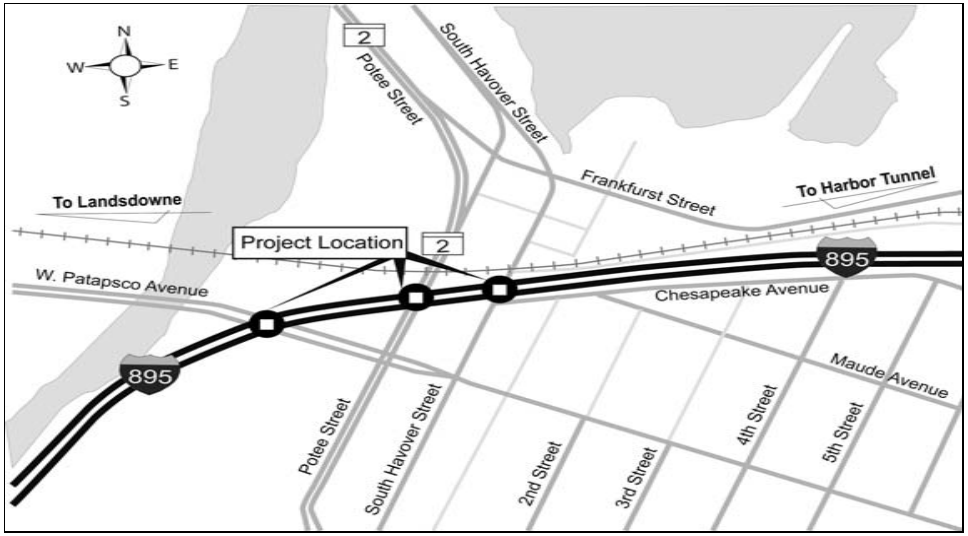
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	778	602	176	0	0	0	0	0	176	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,708	1,500	1,102	106	0	0	0	0	1,208	0
Total	3,486	2,102	1,278	106	0	0	0	0	1,384	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2211



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

DESCRIPTION: Replace the bridge decks on the South Hanover Street, Potee 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
- [x] 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)

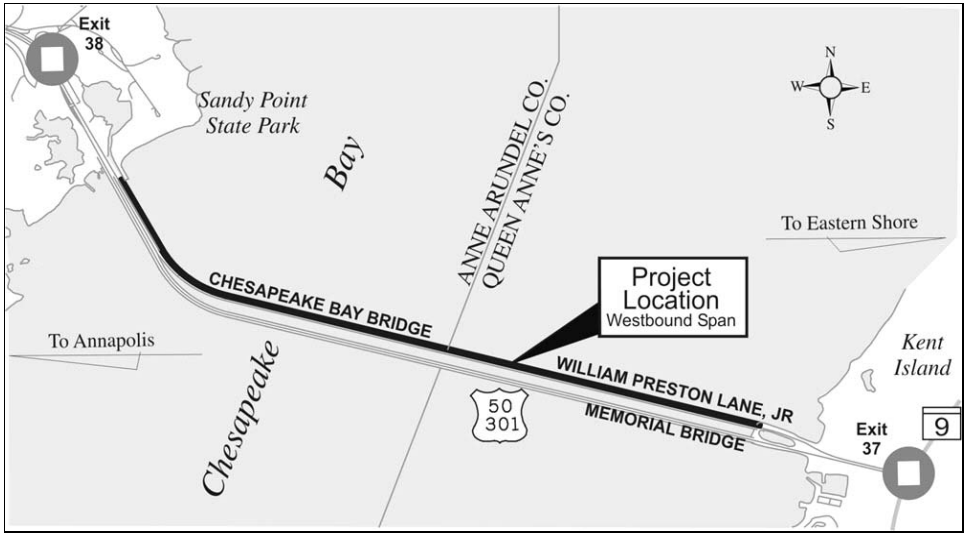
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,011	965	46	0	0	0	0	0	46	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,827	0	3,312	7,215	1,300	0	0	0	11,827	0
Total	12,838	965	3,358	7,215	1,300	0	0	0	11,873	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2209

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $1.8 million due to scope changes and based on actual bid.



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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 18)
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 19)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 29)

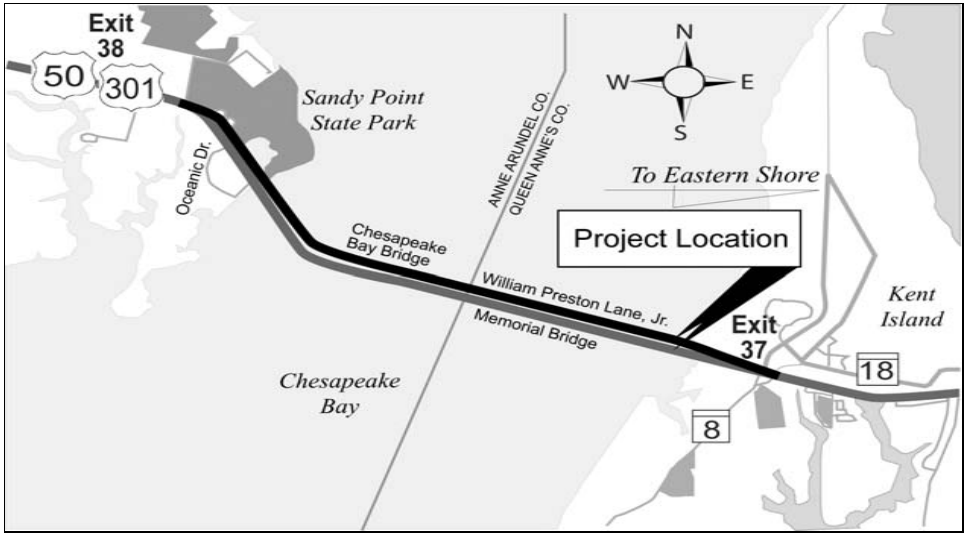
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,786	273	2,448	60	5	0	0	0	2,513	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,889	15,440	40,727	22,042	3,680	0	0	0	66,449	0
Total	84,675	15,713	43,175	22,102	3,685	0	0	0	68,962	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224, 2259, 2260

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $43.0 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
- [x] 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 WB Bridge - Construction Program (Line 17)
US 50/301 Bay Bridge - Repair Substructure Westbound Bridge - Construction Program (Line 19)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 29)

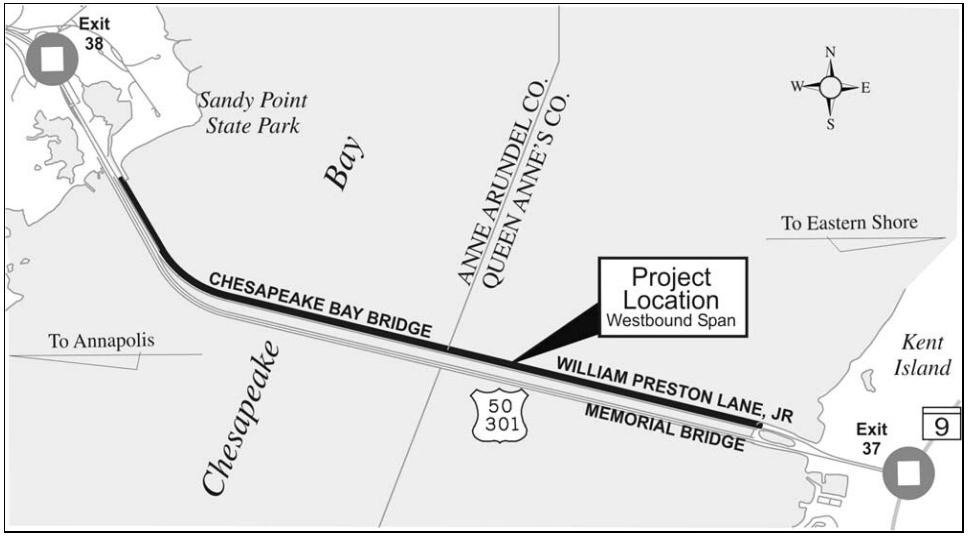
STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,269	1,861	1,408	0	0	0	0	0	1,408	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
Total	54,078	1,862	25,175	25,351	1,690	0	0	0	52,216	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

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
- [x] 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 WB Bridge - Construction Program (Line 17)
US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification - Construction Program (Line 18)
US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck - Development and Evaluation Program (Line 29)

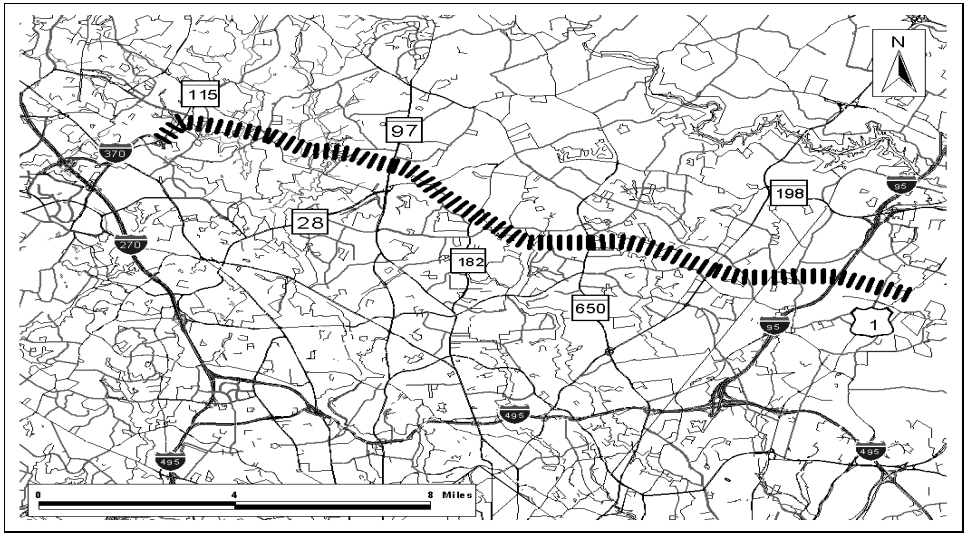
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,001	725	276	0	0	0	0	0	276	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,549	2,885	1,664	0	0	0	0	0	1,664	0
Total	5,550	3,610	1,940	0	0	0	0	0	1,940	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2197



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:**

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [X] 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)

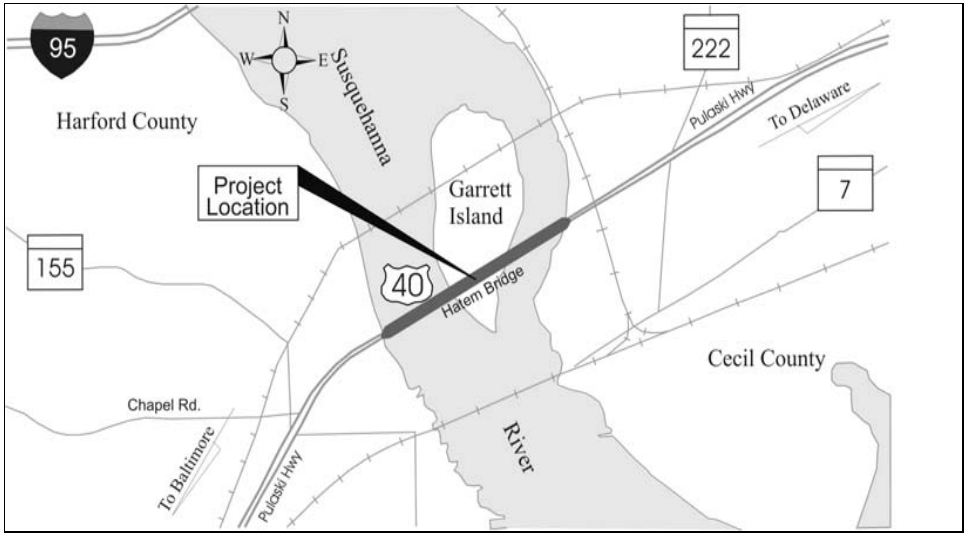
STATUS: Planning and engineering are complete. Right-of-way and construction are underway. Contract A from I-370 to MD 97 was opened to traffic in February 2011. Contracts B and C, extending to I-95, opened to traffic in November 2011. Construction is underway for Contracts D and E extending to I-95/US 1.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost decreased by $26.0 million due to the reduction of construction contingencies.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0
Right-of-way	260,656	242,789	10,519	7,348	0	0	0	0	17,867	0
Construction	2,034,383	1,829,527	102,258	99,932	1,333	1,333	0	0	204,856	0
Total	2,399,109	2,176,386	112,777	107,280	1,333	1,333	0	0	222,723	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal aid share of $19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Clean and Paint Structural Steel - Construction Program (Line 22)

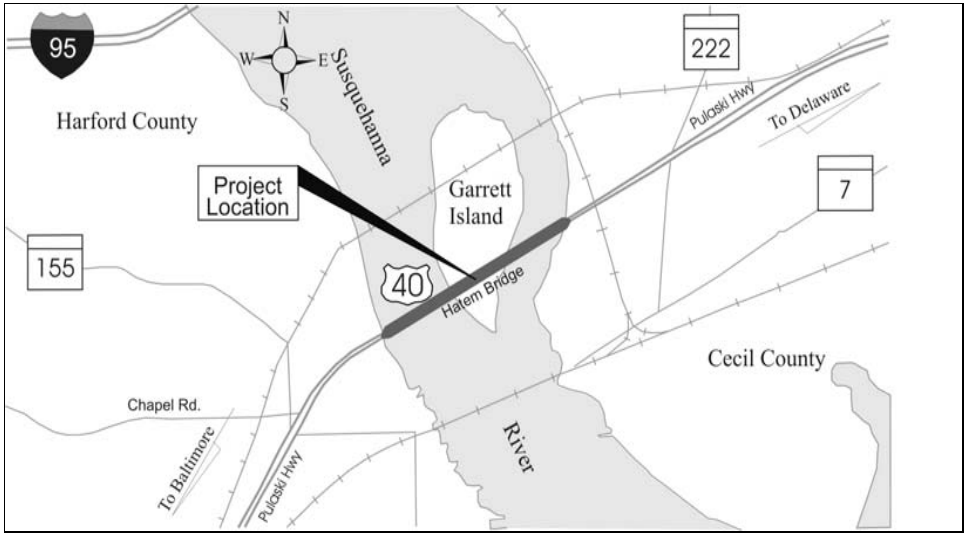
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,152	1,522	630	0	0	0	0	0	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	46,454	6,206	11,445	23,693	5,110	0	0	0	40,248	0
Total	48,606	7,728	12,075	23,693	5,110	0	0	0	40,878	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2065



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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Bridge has paint wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 21)

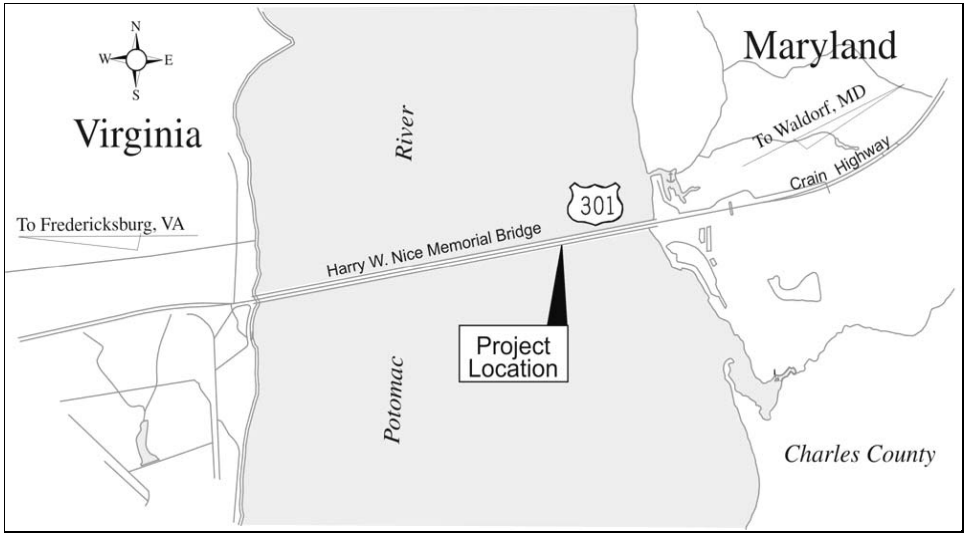
STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	66	34	0	0	0	0	0	34	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,511	6,561	1,950	0	0	0	0	0	1,950	0
Total	8,611	6,627	1,984	0	0	0	0	0	1,984	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2184



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
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Improvement Study - Development and Evaluation Program (Line 28)

STATUS: Engineering is underway. Construction is to begin in FY 2014.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $1.1 million due to additional structural rehabilitation and a re-evaluation of the construction estimates.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	537	495	42	0	0	0	0	0	42	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,255	0	0	7,149	7,106	0	0	0	14,255	0
Total	14,792	495	42	7,149	7,106	0	0	0	14,297	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160

Maryland Transportation Authority

PROJECT: Authority-Wide - Upgrade MDTA Radio Communication Systems (700 MHz System)

DESCRIPTION: The State of Maryland purchased an integrated statewide wireless communications system. The system operates with the 700/800 MHz band frequencies. The implementation of the system incorporated a phased deployment methodology. The Maryland Transportation Authority is 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 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
- [x] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The upgraded radio communications systems 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.

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,002	678	0	0	0	0	0	678	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	6,195	15,805	0	0	0	0	0	15,805	0
Total	23,680	7,197	16,483	0	0	0	0	0	16,483	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1941

Maryland Transportation Authority

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:**

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Existing signs, sign structures and DMS signs are worn, requiring upgrades and replacement.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering and construction are underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,453	3,003	450	0	0	0	0	0	450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,861	18,317	7,544	0	0	0	0	0	7,544	0
Total	29,314	21,320	7,994	0	0	0	0	0	7,994	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1949, 1959, 2016

Maryland Transportation Authority

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
- [x] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will enhance the safety and security at five major bridges.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Engineering is complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	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	1,221	5,000	4,500	200	200	189	0	10,089	0
Total	11,922	1,833	5,000	4,500	200	200	189	0	10,089	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1966

Maryland Transportation Authority

PROJECT: Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge.

DESCRIPTION: Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

PURPOSE & NEED SUMMARY STATEMENT: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATE GOALS : **Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [x] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

STATUS: Design is underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Cost increased by $10.8 million due to the addition of the construction phase and additional upgrades at the Bay Bridge and Hatem Bridge.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	10	150	40	0	0	0	0	190	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,800	0	0	2,000	6,000	2,800	0	0	10,800	0
Total	11,000	10	150	2,040	6,000	2,800	0	0	10,990	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2287

Maryland Transportation Authority

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)

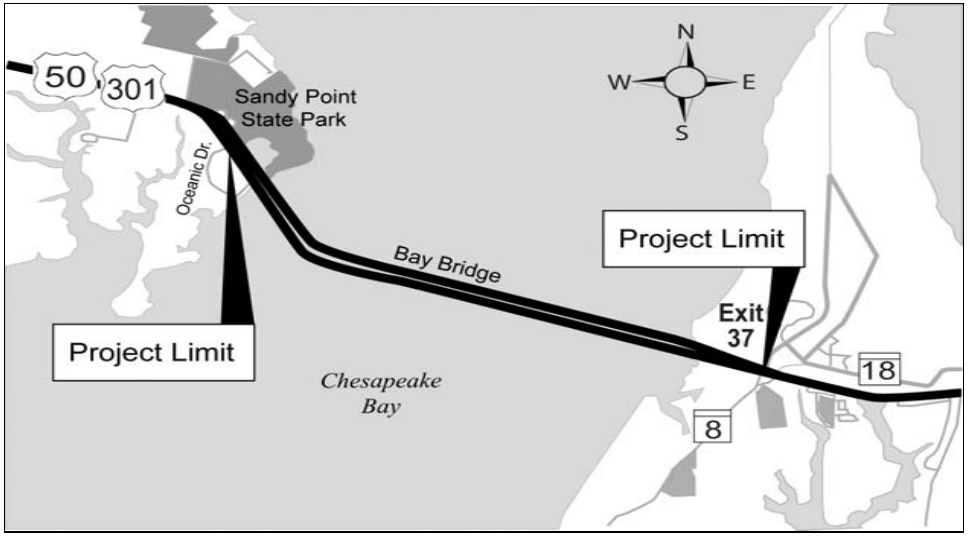
STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,400	5,213	1,187	0	0	0	0	0	1,187	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
Total	6,500	5,213	1,287	0	0	0	0	0	1,287	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024



PROJECT: US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

DESCRIPTION: Rehabilitate and/or replace the eastbound bridge deck.

JUSTIFICATION: The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge - Construction Program (Line 17)
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)

STATUS: Engineering is underway.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2015....	....2016....	....2017....	....2018....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	0	300	700	4,800	4,900	0	0	10,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,700	0	300	700	4,800	4,900	0	0	10,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2317

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: New project.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 30

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior		
	BALTIMORE HARBOR TUNNEL		
1	Rehabilitate Tunnel Lighting and Control System (0264)	2,482	Complete
2	Replace Drainage Pipe in Fresh Air Duct (Code 1 System Preservation) (2213)	4,746	Complete
3	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Underway
4	Study Sound Barriers (2233)	214	Underway
5	Canton and Fairfield Vent Building Envelope Repair (Engineering only) (2306)	300	Underway
6	Clean and Paint Structural Steel - Phase I (2253)	3,229	Underway
7	Deck and Superstructure Replacement of Bridge on I-895 over Patapsco Flats (Engineering only) (2292)	5,230	Underway
8	HVAC Replacement at Administration Building (Engineering only) (2308)	75	Underway
9	Rehabilitate K-Truss Bridge Deck (Code 1 System Preservation) (2210)	5,452	Underway
10	Replace Vent Fans (Engineering only) (2263)	380	Underway
11	BHT Toll Booth Replacement (Engineering only) (2307)	66	Underway
12	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,422	Underway
13	Rehabilitation of K-Truss Approach Spans (Engineering only) (2334)	1,000	Underway
14	Repaint Harbor Tunnel Switchgear Enclosures (Engineering only) (2330)	60	Underway
15	Zone Painting Various Bridges (2279)	2,412	Spring, 2013
	F.S.KEY BRIDGE		
16	Replace Light Poles on Bridge (2150)	1,226	Underway
17	Clean and Paint Structural Steel on Various Bridges - Phase I (2258)	1,575	Underway
18	All Electronic Tolling Conversion and Virtual Weigh Station (Engineering only) (2304)	2,800	Underway
19	Bridge Deck Overlay to Bridges over Dock Road (inner loop) & over CSXT(outer loop) (Engineering only (2327)	400	Underway
20	Clean and Paint Structural Steel at Bear Creek Bridges (2252)	3,988	Underway
21	Cleaning and Painting of Approach Spans on I-695 Bridge over Curtis Creek (Engineering only) (2331)	100	Underway
22	New Salt Bin (Engineering only) (2309)	75	Underway
23	Replace HVAC at Engineering and Administration Buildings (Engineering only) (2319)	68	Underway
24	Superstructure Fatigue Retrofits at Curtis Creek Bridge (Code 2 System Preservation) (2214)	1,692	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	FORT MCHENRY TUNNEL		
25	Upgrade Central Utility Plant (1477)	1,304	Underway
26	FMT East Vent Building Police Detention Area (1402)	2,532	Underway
27	Replace Weathering Steel High Mast Light Poles - Code 2 System Preservation (Engineering only) (2206)	1,000	Underway
28	Repair Hanover Street Ramp (2157)	1,617	Underway
29	Replace Administration Building Generator (2138)	363	Underway
30	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,913	Underway
31	Repair or Rehabilitate Vent Fans (Engineering only) (2251)	300	Underway
32	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
33	Salt Barn Replacement (Engineering only) (2299)	16	Underway
34	Dewatering Pad (2310)	480	Underway
35	Rehab of 4 Bridges on I-95 over Herring Run and CSX (Engineering only) (2333)	1,500	Underway
36	Replace Roof at the Maintenance Building (2301)	974	Spring, 2013
37	Zone Painting Various Bridges North of Tunnel (2256)	5,791	Spring, 2013
	HATEM BRIDGE		
38	HVAC Replacement at Administration Building and Scale Houses (Engineering only) (2303)	123	Underway
39	Rehabilitate Approach Roadways (Engineering only) (2273)	1,516	Underway
40	Remove UST's and Add One 1,000 Gallon Diesel Aboveground Tank for Winter Ops (Engineering only) (2222)	100	Underway
41	Toll Modification (2293)	500	Underway
	KENNEDY HIGHWAY		
42	Section 200: I-95 from North of MD 43 to North of MD 22 (1119)	7,359	Complete
43	New Maintenance Facility (Equipment, Vehicle Acquisition & ROW only) (2136)	6,185	Underway
44	I-95/MD 222 Concept Study (Planning only) (2237)	425	Underway
45	Modify Drainage to Hand Boxes (2057)	338	Underway
46	Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	1,557	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	KENNEDY HIGHWAY (cont'd)		
47	Clean and Paint Structural Steel on Various Bridges (Code 1 System Preservation) (2238)	3,257	Underway
48	Modify Expansion Joints on the Tydings Bridge (SB) and Miscellaneous Structural Repairs (2182)	4,605	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	Clean and Paint Structural Steel - Phase II (2257)	6,000	Underway
52	Clean and Zone Paint Tydings Bridge (Engineering only) (2313)	150	Underway
53	Dewatering Pad at Maintenance 1 (2314)	180	Underway
54	Light Pole Replacement (Engineering only) (2323)	100	Underway
55	Phase II Resurfacing from MD 24 to Tydings Bridge (Engineering only) (2312)	250	Underway
56	Replace Navigational Lighting on the MET Bridge (Engineering only) (2332)	100	Underway
57	Toll Booth Replacement (Engineering only) (2311)	110	Underway
58	Overlay Deck & Repair - Bouchelle Road & MD 213 Bridges over I-95 (2275)	1,506	Spring, 2013
59	Zone Painting Various Bridges - Phase III (2281)	3,551	Spring, 2013
	MULTI-AREA		
60	Evaluate and Upgrade Security Related Plans (1467)	171	Underway
61	Install Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	913	Underway
62	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,183	Underway
63	Law Enforcement IT Systems Plan - Multi-Area (2060)	3,147	Underway
64	Replace Electronic Toll Collection and Operating System - 3rd Gen. (Engineering only) (2147)	3,897	Underway
65	Comprehensive Building Inspection Program (2177)	628	Underway
66	Miscellaneous Paving Repairs (2142)	4,697	Underway
67	Right-of-Way and General Fencing at Various Locations (2144)	282	Underway
68	All Electronic Tolling Authority-Wide Feasibility Study (2183)	733	Underway
69	Design of E-ZPass Back-Up Site (2225)	100	Underway
70	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,804	Underway
71	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
72	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	4,911	Underway
73	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,553	Underway
74	Study of Commercial Vehicle Inspections Facilities Authority-Wide (2073)	330	Underway
75	Study Unified Operations Center (2250)	10	Underway
76	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK, HWN, Tydings & WPL) (2130)	2,041	Underway
77	Replace Generators (Engineering only) (2265)	331	Underway
78	Allocated Long Range Capital Needs Reserve (2325)	3,077	Underway
79	Bridge Deck Overlay and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,341	Underway
80	Deck Sealing of Various Bridges on I-95, I-695 and I-895 (JFK, FSK, BHT) (Engineering only) (2326)	400	Underway
81	Energy Lease Program (2078)	1,546	Underway
82	Equipment Budget (1702)	3,465	Underway
83	Law Enforcement CAD/RMS/AFR/AVL System Plan (2324)	6,952	Underway
84	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	2,487	Underway
85	On-Call Facility/Building Repairs (2240)	692	Underway
86	On-Call Furnishing and Installation of Camera and CODEC Equipment (2014)	2,066	Underway
87	On-Call Miscellaneous Electrical Repairs (5-year) (2236)	298	Underway
88	On-Call Miscellaneous Paving Repairs (2335)	122	Underway
89	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	4,485	Underway
90	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	2,382	Underway
91	On-Call Structural Repairs and Miscellaneous Modifications (2171)	500	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2176)	1,881	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2254)	5,406	Underway
94	On-Call Structural Repairs and Miscellaneous Modifications (2291)	3,889	Underway
95	On-Call Structural Repairs and Miscellaneous Modifications (2296)	2,366	Underway
96	On-Call TMDL Stormwater Retrofits on JFK and BHT (2290)	1,311	Underway
97	Program Management Services for System Preservation (2235)	3,000	Underway
98	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
99	Replace Roofs at the Baltimore Harbor Tunnel and Francis Scott Key Campuses (2247)	195	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

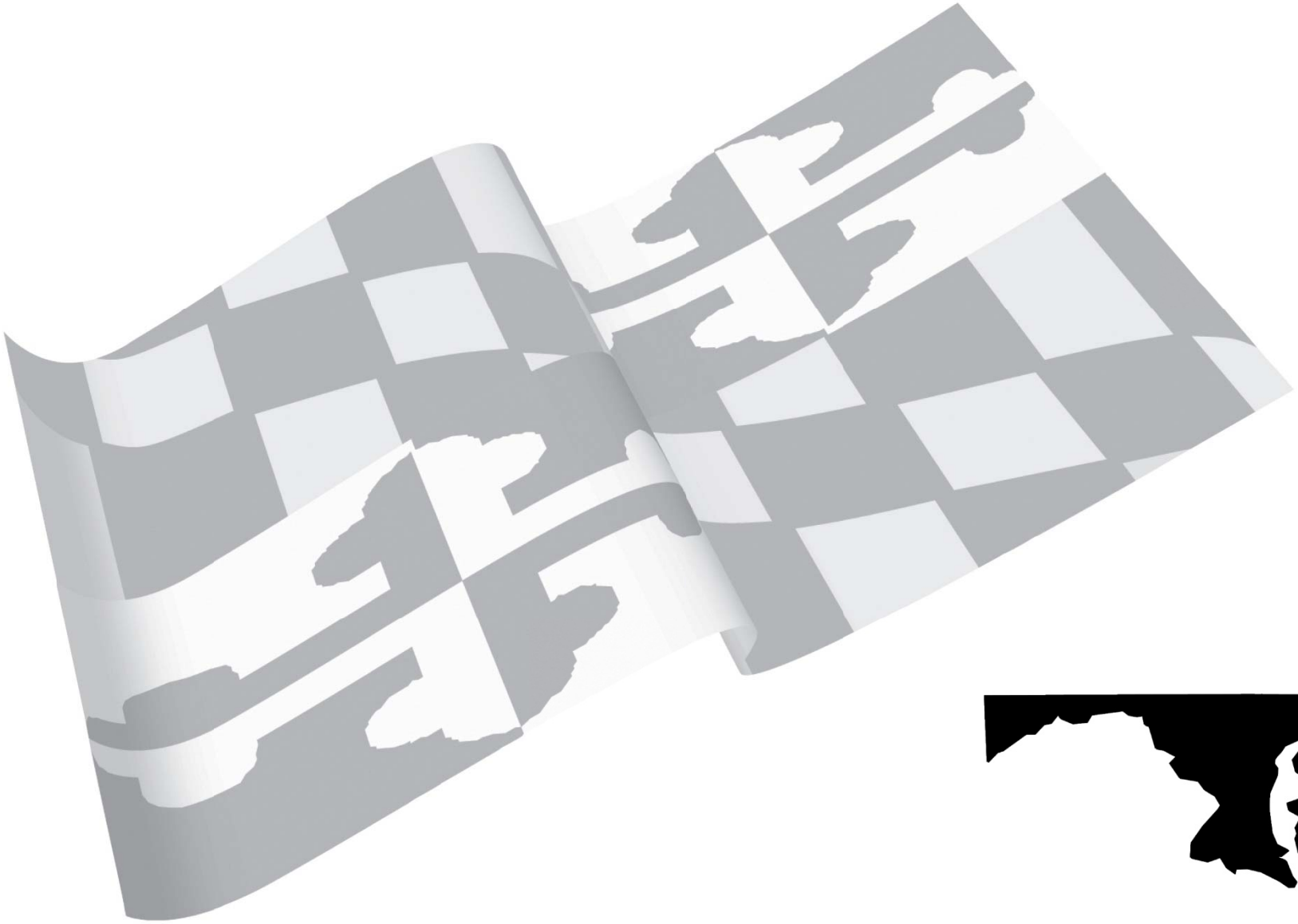
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
100	Video Citation Process (2294)	700	Underway
101	Furnish, Deliver and Commission DMS (2229)	1,439	Spring, 2013
102	Multi-Area Fatigue Retrofits for Structures (Code 2 System Preservation) (2219)	1,248	Spring, 2013
103	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	2,638	Spring, 2013
	NICE BRIDGE		
104	Renovate Administration Building (1025)	2,141	Underway
	POINT BREEZE		
105	Point Breeze - Second Floor Renovation (2295)	6,950	Spring, 2013
	W. P. LANE BRIDGE		
106	Reconstruct/Rehab Pavement - Eastbound & Westbound Approaches (Engineering only) (2053)	241	Underway
107	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,428	Underway
108	Fatigue Retrofits - Code 2 System Preservation (Engineering only) (2217)	250	Underway
109	Potomac Pier Study and Analysis (2286)	374	Underway
110	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	938	Underway
111	Replace Underground Tanks at Administration Building & Police West Garage (2051)	1,300	Underway
112	Modifications to WPL Crossover (Engineering only) (2344)	150	Underway
113	Modifications to WPL Lane Use System (Engineering only) (2340)	154	Underway
114	Rehabilitate Acoustic Monitoring on EB Bay Bridge (Engineering only) (2341)	304	Underway
115	Rehabilitate Metal Northrop/Grumman Building for Operations (Engineering only) (2322)	50	Underway
116	Replace 5KV Feeder on EB Bay Bridge (Engineering only) (2329)	1,359	Underway
117	Replace Roofs at Bay Bridge Campus (2245)	377	Underway
118	Suspension Fans Rehabilitation (Engineering only) (2342)	6,100	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2013 and Prior (cont'd)		
	W. P. LANE BRIDGE (cont'd)		
119	Toll Plaza Concrete Paving Repairs (Engineering only) (2318)	400	Underway
120	Install 4 Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,069	Spring, 2013
121	Renovate Conduit Hangers - Both Spans (2267)	986	Spring, 2013
	FY 2014		
	BALTIMORE HARBOR TUNNEL		
122	Installation of Tunnel Sprinkler System (Engineering only) (2337)	1,550	Summer, 2013
	F.S.KEY BRIDGE		
123	Reconstruct Service Road #3 (2234)	3,764	Summer, 2013
124	Replace Underground Storage Tanks with Vaulted Aboveground Storage Tanks (2202)	1,576	Summer, 2013
	FORT MCHENRY TUNNEL		
125	HVAC Replacement at Administration Building, Maintenance Building and Emergency Garages (2285)	2,269	Summer, 2013
	KENNEDY HIGHWAY		
126	Renovate HVAC System at Administration Building (2272)	889	Summer, 2013
	MULTI-AREA		
127	Allocated Long Range Capital Needs Reserve (2325)	30,435	Summer, 2013
128	Equipment Budget (1702)	3,990	Summer, 2013
129	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	2,208	Summer, 2013
130	On-Call Facility/Building Repairs (2240)	575	Summer, 2013

MARYLAND TRANSPORTATION AUTHORITY - LINE 30 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2014 (cont'd)		
	MULTI-AREA (cont'd)		
131	On-Call Miscellaneous Electrical Repairs (5-year) (2236)	279	Summer, 2013
132	On-Call Miscellaneous Paving Repairs (2335)	3,021	Summer, 2013
133	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	3,595	Summer, 2013
134	On-Call Sign Structures (2298)	2,790	Summer, 2013
135	On-Call Structural Repairs and Miscellaneous Modifications (2171)	352	Summer, 2013
136	On-Call Structural Repairs and Miscellaneous Modifications (2254)	5,140	Summer, 2013
137	On-Call Structural Repairs and Miscellaneous Modifications (2291)	3,558	Summer, 2013
138	On-Call Structural Repairs and Miscellaneous Modifications (2296)	3,195	Summer, 2013
139	On-Call TMDL Stormwater Retrofits on JFK and BHT (2290)	1,015	Summer, 2013
140	Program Management Services for System Preservation (2235)	3,000	Summer, 2013
141	Replace Toll Booths - Bay Bridge and Fort McHenry Tunnel (2276)	4,813	Summer, 2013
142	System Preservation Allocated Reserve (1979)	33,095	Summer, 2013
143	System Preservation Unallocated Reserve (1981)	5,026	Summer, 2013
144	Chesapeake Bay TMDL Stormwater Retrofits (2300)	8,800	Spring, 2014
	NICE BRIDGE		
145	Replace Roofs of Administration and Maintenance Buildings and Rehab Roof of Metal Storage Building (2302)	524	Summer, 2013
146	Replace Two Generators at the Administration and Maintenance Buildings (2328)	605	Summer, 2013
147	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	530	Summer, 2013
	POINT BREEZE		
148	Replace Roof at 2310 Point Breeze Building (2242)	1,204	Summer, 2013
	W. P. LANE BRIDGE		
149	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	805	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.